

Archaeological Desk Based Assessment

MIX Manchester (formerly Airport City North), Land To The North Of The A56 Spur, Immediately South of Wythenshawe And To The North Of Manchester Airport Manchester , M90 5AZ

For:	SLR Consulting Ltd
On Behalf of:	Airport City Limited Partnership ('the Applicant')
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CONTENTS

1	Document Control Grid	1
2	Executive Summary	6
3	Introduction and Scope of Assessment.....	8
3.1	Background	8
3.2	Geology	10
	Table 1: Depth of Overburden encountered in Archaeological Trial Trenches within the PDA 10	
3.3	Topography and Hydrology.....	11
3.4	Site Conditions	11
3.5	Consultation.....	12
4	Methodology	19
4.1	The Sources.....	19
4.2	Assessment	19
	Table 2: Criteria for Assessing the Importance of Heritage Assets	20
4.3	Archaeological Potential	20
5	Archaeological and Historical Background	21
5.1	What is Known?	21
	Table 3: Timescales used in this report	24
5.2	Archaeological Trial Trenching within the PDA.....	24
	Table 4: Depth of Overburden and Archaeological Potential encountered in Archaeological Trial Trenches within the PDA	24
5.3	Previous Archaeological Work in the Immediate Environs of the PDA	25
5.4	Early to Middle Prehistoric - Palaeolithic and Mesolithic	26
5.5	Later Prehistoric – Neolithic, Bronze Age and Iron Age.....	26
5.6	Roman	27
5.7	Early Medieval - Medieval.....	27
5.8	Post Medieval.....	27
5.9	Map Regression covering the Industrial and Modern Period	28
6	Assessment of Significance.....	30
6.1	Assessment of Significance (Designated Assets)	30
6.2	Assessment of Significance (Non-Designated Assets)	30
	Table 5: Research Objective/s	31
	Table 6: Likely Potential and Significance of non-designated assets	31

7	Site Conditions and Potential Impacts	32
7.1	Preservation and Destruction	32
7.2	Factors Affecting Archaeological Survival	32
7.3	Rural Locations.....	32
7.4	Specific Site Conditions	33
	Table 1: Depth of Overburden encountered in Archaeological Trial Trenches within the PDA 33	
7.5	Proposed Development	34
7.6	Review of Potential Development Impacts on Archaeological Assets.....	34
8	Conclusions.....	36
8.1	Summary	36
9	Appendix 1 – Tabular Data Supporting the Assessment	38
9.1	Listed Buildings within the Study Area	38
9.2	Monuments (HER) within the Study Area.....	38
9.3	Events (HER) within the Study Area	44
9.4	Historic Landscape Characterisation (HLC) within the 350m Study Area	47
10	Appendix 2 – Planning Framework.....	49
10.1	National Planning Policy Framework	49
10.2	Legislation	52
10.3	Local Planning Policy	53
11	Appendix 3 – Proposed.....	55
12	Appendix 4 – Historic Ordnance Survey Maps	61
13	Figures	73

Plates	
Plate 1	Google Earth (2024) satellite image with the limits of the PDA shown in red.
Plate 2	Google Earth (2000) satellite image with the limits of the PDA shown in red. This shows the extent of car parking at the start of the 21 st C and this is relevant to archaeological potential within the PDA.
Plate 3	Facing northeast along Enterprise Way. The proposed development area is partially visible on either side of this modern road.
Plate 4	Facing southwest along Enterprise Way. The PDA is partially visible on either side of this modern road.
Plate 5	Facing west across the western part of the PDA.
Plate 6	Facing northwest across the western part of the PDA.
Plate 7	Facing north along Enterprise Way which runs across the centre of the proposed development area in a north to south alignment.
Plate 8	Drainage ditch running alongside Enterprise Way within the western part of the proposed development area.

Plates	
Plate 9	The western part of the PDA is lower than Enterprise Way.
Plate 10	Thorley Lane runs along the northern side of the western part of the proposed development area.
Plate 11	Thorley Lane has mature trees alongside it and these form a live boundary within the northern and western parts of the proposed development area on its western edge.
Plate 12	The proposed development area lies behind the trees in the right hand side of this image.
Plate 13	Facing south across the eastern part of the proposed development area.
Plate 14	Facing southwest across the eastern part of the proposed development area.
Plate 15	Parts of the proposed development area are notably lower than surrounding land. This suggests modern truncation. This photo was taken at the northern end of the proposed development area.
Plate 16	There are several drainage ditches running across the eastern part of the proposed development area.
Plate 17	Tithe Map (1838). Parish of Hale (IR 29/5/183). Approximate limits of PDA shown. Apportionment details within PDA.

Figures	
Figure 1	Site Location
Figure 2	Designated Heritage Assets
Figure 3	Non-Designated Heritage Assets (Monuments)
Figure 4	Non-Designated Heritage Assets (Monuments) – Close Up
Figure 5	Events
Figure 6	Events – Close Up
Figure 7	Historic Landscape Characterisation

2 EXECUTIVE SUMMARY

The proposals for MIX Manchester have been assessed in order to consider below ground archaeological potential. In accordance with relevant government planning policy and guidance, this desk-based assessment has been undertaken to clarify the archaeological potential of the proposed development area (PDA) and to consider possible impacts on surrounding heritage assets.

The proposals are shown in Appendix 3 the indicative description of development is as follows:

Hybrid Planning Application seeking:

- 1) Full planning permission for development of mid-tech units (Use Class E.g. (i, ii, iii)) and multi-storey car park (Use Class Sui Generis), alongside ancillary commercial uses (Class E) with associated access, servicing, public realm and landscaping.*
- 2) Outline planning permission for development of a range of uses (comprising Use Class E.g., B2, C1) alongside a multi-storey Car Park (Use Class Sui Generis) and ancillary commercial uses (Class E), with associated access, servicing, public realm and landscaping. All matters reserved for future determination save for primary access.*

In terms of relevant designated heritage assets, no nationally designated Listed Buildings, Scheduled Monuments, World Heritage Sites, Historic Battlefield or Historic Wreck sites lie within the PDA. There are four listed buildings within the 1km study area (Figure 2).

The PDA does not lie within a specific 'Area of Archaeological Significance'; this being a classification which some LPA's use to draw attention to land within a certain polygon/area if it is felt the land has a heightened potential to contain archaeological remains. That is not to say that the area does not have archaeological significance, only that such a classification has not been assigned to it at this time.

There are various non-designated heritage assets shown in the study area (Figures 3-7). We have produced close-up images showing Historic Environment Records (HER) of monument data (Figures 3-4) and HER Events (Figures 5-6). We felt that this assessment would benefit from a close focus on the PDA and so used these figures and the main assessment text to achieve this. These HER records form the core of the assessment of archaeological potential within the PDA.

We have assessed this site as having potential to contain non-designated of Low importance (Section 7, Table 6). The exception to this is the potential of the site to contain remains of Bronze Age date which may considered to be of Medium importance. There is a Low-Medium potential for such remains. These would probably only survive in parts of the site which had not been truncated by the extensive 20th C construction and demolition activity which has affected the PDA. Such remains are routinely investigated and recorded as a result of developer-led archaeological work. This has been the case at several recent development sites within very close proximity to the PDA (Section 6.3).

Period/Topic	Likelihood of remains being present (Low, Medium, High)	Importance (Low, Medium, High, Very High – See Table 2)
Early – Middle Prehistoric (Palaeolithic and Mesolithic)	Low	Low
Late Prehistoric (Neolithic, Iron	Low	Low

Period/Topic	Likelihood of remains being present (Low, Medium, High)	Importance (Low, Medium, High, Very High – See Table 2)
Age)		
Late Prehistoric (Neolithic, Bronze Age, Iron Age)	Low-Medium	Medium
Roman	Low	Low
Early-Medieval	Low	Low
Medieval	Low	Low
Post-Medieval	Low	Low
Industrial and Modern	High	Low
Geoarchaeological	-	-

Past development impacts are anticipated to have comprised the following:

- The truncation of topsoil and subsoil within the PDA when Thorley Road was constructed through the eastern part of the PDA and again when it was removed.*
- The truncation of topsoil and subsoil within the PDA in order to create car parking areas (Plate 2) and, in the case of the eastern part of the PDA, to remove parts of those areas.*
- The excavation of drainage ditches in both the eastern and western parts of the PDA.*

In effect, as this is a piece of land which was rural in character until the 20th C, and would, therefore, have been most likely to contain archaeological features sealed only by topsoil and subsoil (unlike deeply stratified urban sites). That being the case, it is possible that any archaeological remains which existed here in the early 20th C, were removed during the 20th C by relatively recent changes (e.g. the creation of car parking areas). This appears to be a reasonable interpretation based upon the results of trial trenching within the PDA (Section 6.2).

Assuming that some level of site clearance is needed prior to construction work starting and assuming that foundation trenches, access roads, utility trenches and other ancillary works are needed as part of the construction programme; then any surviving remains (if present) would be subject to impact by groundworks associated with the proposed development (Appendix 3).

On the basis of available evidence, it is considered that the proposed development accords with current legislation, the planning policies contained within the NPPF and local policies which relate to archaeology. The Local Planning Authority (LPA), which is Manchester City Council (SCC), will decide whether a planning condition (related to archaeology) would be appropriate. This they will do so on the basis of advice from the Greater Manchester Archaeological Advisory Service (GMAAS) who provides archaeological advice to this LPA. This assessment will form a part of the information under consideration.

3 INTRODUCTION AND SCOPE OF ASSESSMENT

3.1 BACKGROUND

- 3.1.1 This archaeological desk-based assessment has been prepared by Joe Abrams of Abrams Archaeology. The document was produced for SLR Consulting Ltd, working on behalf of, Manchester Airports Group Property. Research, site walkover, graphics and drafting of text has been completed by Joe Abrams.
- 3.1.2 The proposal is referred to by the applicant as Airport City Limited Partnership. The location of the proposed development area (PDA) is most easily understood by referring to Figure 1 and Plate 1. The land is hereafter referred to as the Proposed Development Area (PDA) and/or the Site.
- 3.1.3 The PDA address is Enterprise Way, Manchester, M90 4EG. The proposals are shown in Appendix 3 the indicative description of development is as follows:
Hybrid Planning Application seeking:
 1) Full planning permission for development of mid-tech units (Use Class E.g. (i, ii, iii)) and multi-storey car park (Use Class Sui Generis), alongside ancillary commercial uses (Class E) with associated access, servicing, public realm and landscaping.
 2) Outline planning permission for development of a range of uses (comprising Use Class E.g., B2, C1) alongside a multi-storey Car Park (Use Class Sui Generis) and ancillary commercial uses (Class E), with associated access, servicing, public realm and landscaping. All matters reserved for future determination save for primary access.
- 3.1.4 The land in its current state of use is shown on Plates 1 and 3-8 and it is centred at Easting/Northing; 381880, 385870. By way of introduction, it is an irregular shape in plan (Figures 1 and 2) which measures 12.016ha in size. A road named Enterprise Way runs north to south through the site. The land to the west of this road is in use as Airport Parking. This has an aggregate surface, used for parking and tarmac roads which are used to access the parking spaces. The southern, western and northwestern boundaries of this land have densely planted trees and scrub running along them. The northeastern and eastern sides are more open and the site can be viewed from Enterprise Way which runs along the eastern boundary.
- 3.1.5 The land to the east of Enterprise Way is rough grassland with drainage ditches running broadly southeast to northwest in parallel lines across it. A public footpath runs along the western and southern boundaries of the land linking Enterprise Way with Ringway Road West. A metal bridge, wide enough to take motor vehicles runs from a hotel car park, south of Ringway Road West into the PDA.
- 3.1.6 The report considers heritage assets of archaeological interest, including finds/findspots of artefactual (e.g. flint tools and pottery) and ecofactual material (e.g. plant remains and bone), and locations, features or objects referenced from historic documents. Where appropriate, it refers to

archaeological and palaeoenvironmental deposits, including sub-surface archaeological remains of features, buildings and structures.

- 3.1.7 This data has been collected for an area comprising a 1km radius of the PDA boundary. This study area has been selected on the basis of professional judgment, and through consultation with the Historic Environment Record Officer, University of Salford, Manchester. It has been decided that this is sufficient to determine the archaeological potential of the PDA. This determination took into account its location, topography and character.
- 3.1.8 In terms of relevant designated heritage assets, no nationally designated Listed Buildings, Scheduled Monuments, World Heritage Sites, Historic Battlefield or Historic Wreck sites lie within the PDA. There are four listed buildings within the 1km study area (Figure 2).
- 3.1.9 Built heritage issues are not a subject of this report as this is covered in a separate Heritage Statement¹. Any potential indirect, setting, impact/s of the proposed development on any designated heritage assets are also covered in the above Heritage Statement. However, if the existence of an historic building may help to inform the archaeological potential of the PDA, the building will be referred to. Likewise, if a nearby conservation area appraisal was considered to be a useful indicator of archaeological potential, it would be referred to.
- 3.1.10 The PDA does not lie within a specific '*Area of Archaeological Significance*'; this being a classification which some LPA's use to draw attention to land within a certain polygon/area if it is felt the land has a heightened potential to contain archaeological remains. That is not to say that the area does not have archaeological significance, only that such a classification has not been assigned to it at this time.
- 3.1.11 There are various non-designated heritage assets shown in the study area (Figures 3-7). We have produced close-up images showing Historic Environment Records (HER) of monument data (Figures 3 and 4) and HER Events (Figures 5 and 6). We felt that this assessment would benefit from a close focus on the PDA and so used these figures and the main assessment text to achieve this. These HER records form the core of the assessment of archaeological potential within the PDA.
- 3.1.12 This archaeological desk-based assessment draws together the available archaeological, topographic and land-use information in order to clarify the archaeological potential of the PDA, together with its likely significance, and to consider the need for design, civil engineering, and archaeological solutions to any constraints identified.

¹ Levrant. 2025. MIX Manchester. Heritage Statement: Significance Appraisal and Impact Assessment.

3.2 GEOLOGY

- 3.2.1 The British Geological Survey² identifies the underlying solid geology across the PDA as Bollin Mudstone Member - Mudstone. Sedimentary bedrock formed between 247.1 and 241.5 million years ago during the Triassic period. Superficial deposits are described as Till, Devensian - Diamicton. Till, Devensian - Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.
- 3.2.2 A borehole is located to the immediate west of the PDA (Reference: SJ88NW909. Name: M56 WIDENING JUNCTIONS 4 - 6 CH22). From the surface level, this recorded 100mm of topsoil and below that was a layer 200mm deep, of red marl and brick. Below these modern deposits was a deposit of Mudstone, as predicted (above) by the BGS descriptions.
- 3.2.3 The present day ground surface is a mix of concrete hardstanding and aggregate on the western part of the PDA while on its eastern side the surface is of rough grassland. Such deposits are often described as what is termed *overburden* by archaeologists. This meaning those modern layers which are usually removed relatively rapidly during archaeological fieldwork in order to reach depths, and deposits, considered to be of more archaeological significance. These deposits are likely, in the PDA, to overlie the upper surface of geological deposits. They may also overlie cut archaeological features, such as infilled boundary ditches, cut into the geological deposits.
- 3.2.4 Archaeological trial trenching³ has taken place within the PDA and this has provided useful information about the specific characteristics of soils within the PDA. There were four trenches and they revealed the following layers within the PDA:

TABLE 1: DEPTH OF OVERBURDEN ENCOUNTERED IN ARCHAEOLOGICAL TRIAL TRENCHES WITHIN THE PDA

Land is East or West of Enterprise Way?	Trench No	Surface deposits (e.g. topsoil)	Subsoil depth
East	1	80mm aggregate	300mm-510mm MOT Type 1 sub-base aggregate over terram
East	2	80mm aggregate	300mm-900mm MOT Type 1 sub-base aggregate over terram
East	3	80mm aggregate	340mm-360mm MOT Type 1 sub-base aggregate over terram
West	4	100mm aggregate	220mm-320mm MOT Type 1 sub-base aggregate over terram

² <https://www.bgs.ac.uk/discoveringGeology/geologyOfBritain/viewer.html> - accessed 05-11-2025

³ University of Salford, Manchester. 2016. Archaeological Evaluation: Airport City, Manchester. Report No 12/2016

- 3.2.5 By combining our own experience, we would assume the depth of overburden at this site to be in the region of c. 400mm to 1000mm deep. We believe that potentially archaeologically sensitive deposits, if present, would be revealed below these deposits.

3.3 TOPOGRAPHY AND HYDROLOGY

- 3.3.1 The topography of the PDA and surrounding land is key to considering both its function in the past (in terms of land use) and its archaeological potential. The PDA lies at c. 69m OD. Land to its east climbs towards Handforth (77m OD) and slopes to its southwest towards the River Bollin (35m OD).
- 3.3.2 The closest watercourse is the Baguley Brook which flows northwards in a broadly northwest to southeast alignment as it passes the PDA, c. 30m to its east. The brook is a tributary of the River Mersey. The River Bollin runs broadly northwest to southeast Irwell c. 2.7km to the southwest of the PDA. The River Mersey runs along a similar alignment c. 4.5km to the northeast. The proximity of freshwater is noteworthy in an archaeological sense. Large rivers and associated minor watercourses, such as the Baguley Brook would have been known to, and used by, local inhabitants across many of the chronological periods referred to in this assessment.
- 3.3.3 The qualities of local soils, determined by geology, topography and hydrology would have affected local plant resources and are also relevant for human settlement patterns and landuse.

3.4 SITE CONDITIONS

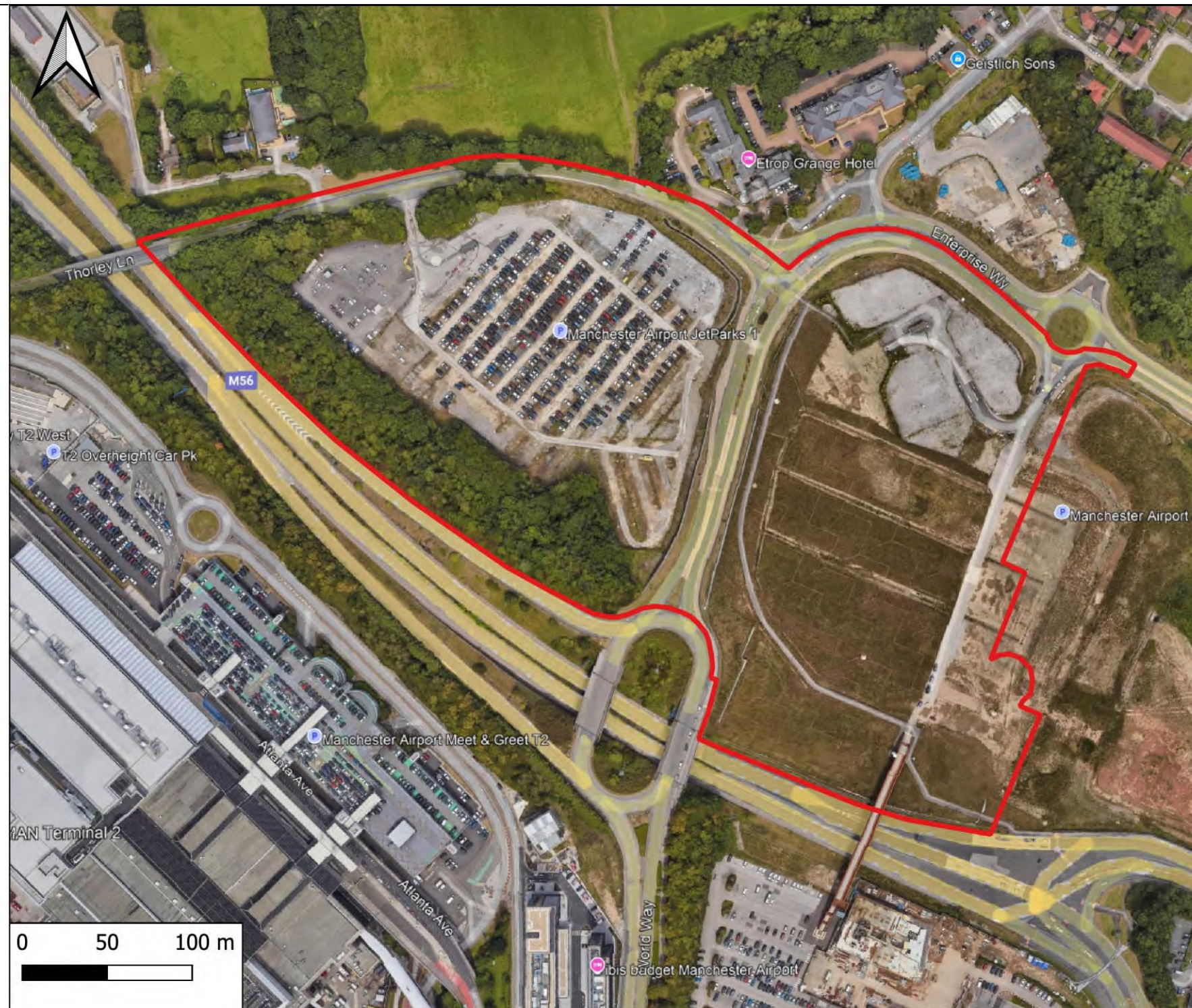
- 3.4.1 The photographs inserted below were taken on a site visit on 26 October 2025. They record different parts of the PDA in order to aid the reader in understanding the land better. Specifically, to understand where archaeological potential exists and where it may have been reduced by existing landuse.
- 3.4.2 The PDA is divided by Enterprise Way (Figures 2 and 3). Land west of Enterprise Way is in use as Airport Parking. This has an aggregate surface, used for parking and tarmac roads which are used to access the parking spaces. The southern, western and northwestern boundaries of this land have densely planted trees and scrub running along them.
- 3.4.3 The northeastern and eastern sides are more open and the site can be viewed from Enterprise Way which runs along the eastern boundary. There is a deep, modern drainage ditch running along the eastern and northeastern edge of the PDA.
- 3.4.4 We note that the car parking area which now occupies much of the land west of Enterprise Way. Land to the east of Enterprise Way had a modern tarmac road (Thorley Lane) across it in 2000 (Plate 2). A major T-Junction existed in the southern part of this land. The construction of the car parking areas, roads and

their subsequent removal of these at surface level, and the conversion to rough grassland will have truncated much of the eastern side of this PDA.

- 3.4.5 There were no earthworks or artefacts of archaeological interest observed in the walkover. However, earthworks of modern date, in the form of bunds and drainage ditches were observed.

3.5 CONSULTATION

- 3.5.1 The Heritage Management Director, Greater Manchester Archaeological Advisory Service (GMAAS) was consulted (October 2025) with regards to their likely advice, to the local planning authority, with regards to the level of archaeological information which would be needed in order to inform a planning application.
- 3.5.2 The Heritage Management Director noted the previous archaeological trial trenching which had taken place within the PDA (HER Event EGM6254). On the basis of the results of that work and upon the results of historic environment record data which exists in the local area, the Heritage Management Director advised that archaeology could be scoped out at the EIA stage for this proposal. He also advised that it was likely that a condition for post-determination trial trenching would be required. This would be to ensure that further trial trenching took place prior to the commencement of development activity. This is because so much of the site had been unavailable in 2016 when the earlier trial trenching took place (HER Event EGM6254).



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Plate 1: Google Earth (2024) satellite image with the limits of the PDA shown in red



Contains Ordnance Survey - Crown Copyright Licence No: 100064153

Plate 2: Google Earth (2000) satellite image with the limits of the PDA shown in red. This shows the extent of car parking at the start of the 21st C and this is relevant to archaeological potential within the PDA.



Plate 3: Facing northeast along Enterprise Way. The proposed development area is partially visible on either side of this modern road.



Plate 4: Facing southwest along Enterprise Way. The PDA is partially visible on either side of this modern road.



Plate 5: Facing west across the western part of the PDA.



Plate 6: Facing northwest across the western part of the PDA.



Plate 7: Facing north along Enterprise Way which runs across the centre of the proposed development area in a north to south alignment.



Plate 8: Drainage ditch running alongside Enterprise Way within the western part of the proposed development area.



Plate 9: The western part of the proposed development area is lower than Enterprise Way.



Plate 10: Thorley Lane runs along the northern side of the western part of the proposed development area.



Plate 11: Thorley Lane has mature trees alongside it and these form a live boundary within the northern and western parts of the proposed development area on its western edge.



Plate 12: The proposed development area lies behind the trees in the right hand side of this image.



Plate 13: Facing south across the eastern part of the proposed development area.



Plate 14: Facing southwest across the eastern part of the proposed development area.



Plate 15: Parts of the proposed development area are notably lower than surrounding land. This suggests modern truncation. This photo was taken at the northern end of the proposed development area.



Plate 16: There are several drainage ditches running across the eastern part of the proposed development area.

4 METHODOLOGY

4.1 THE SOURCES

4.1.1 In preparing this assessment we have compiled readily available archaeological and historical information from documentary and cartographic sources, primarily:

- The Historic Environment Record, University of Salford, Manchester Historic Environment Record (HER) for known archaeological sites, monuments and findspots within 1km of the Site (i.e. the study area).
- Maps purchased via Blackwells and online sources (British Library).
- University of Salford, Manchester. 2016. Archaeological Evaluation: Airport City, Manchester. Report No 12/2016
- Historic England. Aerofilms Collection
- The National Heritage List for England (Historic England).
- Air photographs held by online repositories
- The Domesday Survey (<http://www.domesdaybook.co.uk/>)
- Victoria County History (<https://www.history.ac.uk/research/victoria-county-history>)

4.1.2 The information gathered from the above sources has been verified and augmented, as far as possible, in order to arrive at conclusions on the significance of the various heritage assets and archaeological remains that have been identified.

4.2 ASSESSMENT

4.2.1 The assessment seeks to understand and define the significance of (archaeological) heritage assets identified from the sources above, taking into account the categories of special interest defined in the NPPF, primarily archaeological interest, historic interest, architectural interest and artistic interest (as appropriate).

4.2.2 The importance of a heritage asset is the overall value assigned to it based on its heritage significance, reflecting its statutory designation or, in the case of undesignated assets, the professional judgement of the assessor (Table 2).

4.2.3 The assessment does not consider change to the setting and significance of

heritage assets, as this is covered in a separate Heritage Statement.

TABLE 2: CRITERIA FOR ASSESSING THE IMPORTANCE OF HERITAGE ASSETS

Importance of the asset	Criteria
Very high	World Heritage Sites and other assets of equal international importance
High	Grade I and II* Registered Parks and Gardens, Scheduled Monuments, Protected Wreck Sites, Registered Battlefields, Grade I and II* Listed Buildings, and undesignated heritage assets of equal importance
Medium	Conservation Areas, Grade II Registered Parks and Gardens, Grade II Listed Buildings, heritage assets on local lists and undesignated assets of equal importance
Low	Undesignated heritage assets of lesser importance

4.3 ARCHAEOLOGICAL POTENTIAL

4.3.1 The report concludes with

- (1) an assessment of the potential for archaeological remains to have been present, and for them to have been preserved to the present day. These are distinct factors, which both contribute to the site's archaeological potential.
- (2) an assessment on the relative importance of archaeological remains on the PDA. This considers them in regional, period or topic specific terms. Our ability to comment is based upon what is known at this stage measured against the research priorities we are aware of. The PDA is considered to have the potential to have remains important in these ways.
- (3) we consider those activities and conditions (we know of) on the site which have either truncated, compacted or removed remains and those which may have sealed and/or otherwise preserved remains.
- (4) an assessment of the likely effects of the proposed development on heritage assets, in terms of physical impact.

5 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

5.1 WHAT IS KNOWN?

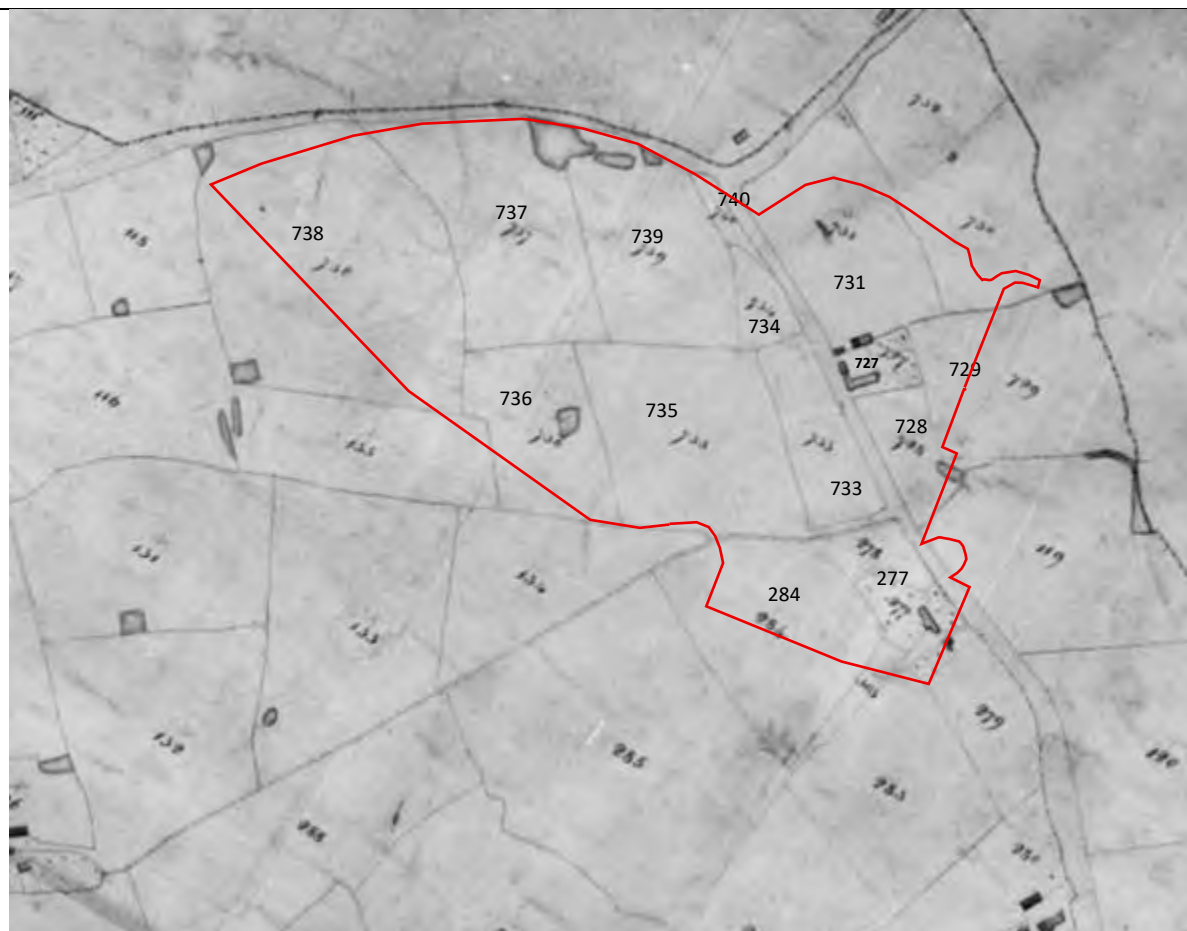
- 5.1.1 This Section reviews the available archaeological evidence for the PDA and the archaeological/historical background of the general area, and, in accordance with NPPF, considers the potential for any as yet to be discovered archaeological evidence on the PDA.
- 5.1.2 There is no settlement recorded within the Domesday Survey that falls within the 1km study area. There were settlements beyond the study area at Hale, Alretunstall, Ashley (west) and Northenden (north). We note that Baguley is the name given for a settlement to the north and to the watercourse which runs c. 30m east of the PDA, in a broadly northwest to southeast alignment. The name Baguley has ambiguous origins, suggestions being bag, badger and small pig⁴. The second element of the word – ley derives from leah meaning woodland. This place name perhaps suggests a wooded area in the Early Medieval period. This theme continues with some of the local names of roads and farmsteads. For example Outwood Lane, Woodhouse Farm, Thorley Lane deriving from Thorlegh meaning thorn-tree glade.⁵ There is also Moss House and Woodhouse Park. It is highly likely that the land on which the PDA now sits was wooded until the Early Medieval period, after which it may have been in use as pasture/arable fields during the Medieval and Post-Medieval periods.
- 5.1.3 The PDA lies south of a listed building known as Etrop Grange (1197799, Grade II). The earliest parts of the building date to the late 18th C and Etrop Grange “*was known as Moss House but was locally known as Moss’s Folly by older residents of the area. A schoolteacher called William Moss originally built the house or his wife [sic] in 1780. A coach-house known as White Lodge was added in 1812 and later a coachman’s living quarters were built. Moss House remained a private residence, although during the Second World War it was requisitioned by the RAF based at nearby Ringway Airport, now Manchester International Airport. During the late 19th century it was used as a Sunday school. In 1958 a Mrs Morley purchased the house. She let the two top floors to air hostesses from Manchester Airport*” (Historic Environment Record (HER) MGM1900).
- 5.1.4 Etrop Grange was a relatively isolated building in the late 18th C and throughout the 19th C. The Tithe Map (Plate 17, 1838) shows the location of Etrop Grange and of a small number of other isolated dwellings. One of these lies within the eastern part of the PDA. This was named Moss House Farm (MGM2895). This is visible on historic ordnance survey mapping until 1967 (Appendix 4) after which it was demolished.
- 5.1.5 In the southeastern part of the PDA lies a second set of buildings, also associated

⁴ Page 31. In: Watts, V. The Cambridge Dictionary of English Place-Names.

⁵ Greater Manchester Archaeological Consultants (1994) *A6(M) to M56 (Manchester Airport) Link Western Section – Stage 2 Assessment*

with farming. Record MGM2896 which describes this set of buildings, refers to *Structures at Ringway Outwood, including Barn Croft*. These buildings are recorded on 19th and 20th C mapping and the Tithe Map apportionment (Plate 17) refers to this location as Cottages and Garden in the mid 19th C. The structures at Barn Croft disappear from ordnance survey mapping by the 1980s.

- 5.1.6 The below ground remains of the structures associated with Moss House Farm and Barn Croft may be partly preserved within the PDA. The field systems shown on the Tithe Map and historic ordnance survey maps may also be present within the PDA. In these cases, they may be represented as infilled boundary ditches.
- 5.1.7 The remainder of this assessment looks at the ways in which HER Data, historic mapping, Site Investigation works and archaeological investigations can help to determine the potential of the PDA specifically.



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Plate 17: Tithe Map (1838). Parish of Hale (IR 29/5/183). Approximate limits of PDA shown. Apportionment details within PDA.

Plot Number	Landowner	Tenant	Name/Function
277	Wilbraham Egerton Esquire	Joseph Harrison	Cottages and Garden
284	Wilbraham Egerton Esquire	Joseph Harrison	Lower South
727	Isaac Harrop Esquire	James Warburton	House and Garden
728	Isaac Harrop Esquire	James Warburton	Croft
729	Isaac Harrop Esquire	James Warburton	Oven House Meadow
731	Isaac Harrop Esquire	James Warburton	Foot Way Meadow
733	Earl of Stamford	James Warburton	Croft
734	Isaac Harrop Esquire & Wilbraham Egerton Esquire	James Warburton	Garden
737	Isaac Harrop Esquire	James Warburton	Great Low Hey
738	Isaac Harrop Esquire	James Warburton	Broad Field
739	Isaac Harrop Esquire	James Warburton	Fox Field
740	Isaac Harrop Esquire	James Warburton	Intake Field
755	Isaac Harrop Esquire	James Warburton	House Outbuildings and Meadow

TABLE 3: TIMESCALES USED IN THIS REPORT

<i>Period (Early-Middle Prehistoric)</i>	<i>From</i>	<i>To</i>
Palaeolithic	900,000BC	12,000BC
Mesolithic	12,000BC	4000BC
Neolithic	4000BC	2500BC
<i>Period (Later Prehistoric)</i>	<i>From</i>	<i>To</i>
Bronze Age	2500BC	800BC
Iron Age	800BC	AD43
<i>Period (Historic)</i>	<i>From</i>	<i>To</i>
Roman	AD43	AD410
Early Medieval	AD410	AD1066
Medieval	AD1066	AD1485
Post Medieval	AD1486	AD1750
Industrial and Modern	AD1750	Present

5.2 ARCHAEOLOGICAL TRIAL TRENCHING WITHIN THE PDA

5.2.1 Archaeological trial trenching⁶ has taken place within the PDA and this has provided useful information about the specific characteristics of soils within it (HER Event EGM6254, Figures 5 and 6). There were four trenches and they revealed the following layers within the PDA:

TABLE 4: DEPTH OF OVERBURDEN AND ARCHAEOLOGICAL POTENTIAL ENCOUNTERED IN ARCHAEOLOGICAL TRIAL TRENCHES WITHIN THE PDA

Land is East or West of Enterprise Way?	Trench No	Surface deposits (e.g. topsoil)	Subsoil depth	Archaeological remains identified?
East	1	80mm aggregate	300mm-510mm MOT Type 1 sub-base aggregate over terram.	None
East	2	80mm aggregate	300mm-900mm MOT Type 1 sub-base aggregate over terram.	None
East	3	80mm aggregate	340mm-360mm MOT Type 1 sub-base aggregate over terram.	None
West	4	100mm aggregate	220mm-320mm MOT Type 1 sub-base aggregate over terram.	None

5.2.2 The Discussion section within the evaluation report stated the following:

⁶ University of Salford, Manchester. 2016. Archaeological Evaluation: Airport City, Manchester. Report No 12/2016

“5.1 Archaeological Remains

No features, structures or artefacts of archaeological significance were encountered during the course of the evaluation.

5.2 Car Park Construction

The upper layers of aggregate in each trench and the Terram below them were clearly ground make up for the hard standing car park surface. The drainage channels observed in some of the trenches were also lined with the same Terram and were contemporary with this surface. It was clear that these deposits had been laid down in a single levelling episode during the construction of the car park during the late 20th century. It was noted that the natural clay was perfectly flat, with no undulations within it, strongly suggesting that prior to laying the hard standing surface the area was graded flat with a bulldozer.

5.3 Conclusion

The results obtained from the evaluation trenches have indicated that the proposed development is unlikely to have an impact on any archaeological remains. It is thus concluded that no further archaeological investigation of the site is merited.”⁷

- 5.2.3 We note that four trenches within a Site of this size is a very small sample. It was a restricted sample size due to land use at the time the works were undertaken (2016). It is possible that further trial trenching will be required and the consultee has indicated this is likely by Post-Determination Condition (Section 4.5).
- 5.2.4 For the purposes of this assessment, the indication from trial trenching within the PDA is that the land has experienced significant truncation and this has reduced its potential to contain buried archaeological remains.

5.3 PREVIOUS ARCHAEOLOGICAL WORK IN THE IMMEDIATE ENVIRONS OF THE PDA

- 5.3.1 There have been several archaeological investigations relatively close by and these are recorded events on the HER (Figures 5 and 6). Figure 6 is especially helpful as it locates three key investigation in close proximity to the PDA. The results of these are described below.
- 5.3.2 EGM5118 describes the results of an evaluation of land c. 100m east of the PPD. Six trial trenches were opened, four of which contained no features or archaeological remains. The remaining two trenches contained modern features corresponding to access routes and structures associated with a former nursery gardens first mapped on this land in 1960, The ‘nursery gardens’ are shown on ordnance survey mapping for 1967 in Appendix 4 of this

⁷ Section 5. Discussion. Page 11. University of Salford, Manchester. 2016. Archaeological Evaluation: Airport City, Manchester. Report No 12/2016

assessment.

- 5.3.3 EGM5160/5220/5150/5101 refers to land c. 100m northwest of the PDA. There were a series of investigations on this land comprising assessment, geophysical survey, trial trenching (evaluation) and strip, map and sample (mitigation). The mitigation works were undertaken at the proposed site of an electricity substation where the previous stages of evaluation had identified features of possible prehistoric origin. Three targeted areas were investigated during the mitigation and a number of features were recorded.
- 5.3.4 Some of these features clearly dated from the 19th and 20th C, but the majority could not be securely dated by artefactual material. Whilst the paucity of datable artefacts limits the confidence with which an interpretation could be given; the excavators of that site recorded that it was possible that some of the features uncovered were of prehistoric date. these features were filled with leached out grey material, indicative of considerable age. *“The proximity of these remains to a known Neolithic/Early Bronze Age farmstead at Oversley Farm, and to a Bronze Age ditch recorded at White Carr Lane, suggest that there remains”* (Appendix 1, Record EGM5160) may also be of a similar date.
- 5.3.5 EGM1986 refers to a linear investigation to the immediate southwest of the PDA. This record describes that an assessment and walkover was carried out ahead of a possible link road. The walkover covered an area 100m wide. No specific sites of interest are mentioned close to the PDA.
- 5.3.6 There are four other event records within the 1km study area. The location of all of these is given on Figure 5 and details of each are provided in Appendix 1.
- 5.3.7 The above investigations will be discussed further, where relevant, in sections below. Other investigations will be referred to where they contribute to our understanding of potential within the PDA.

5.4 EARLY TO MIDDLE PREHISTORIC - PALAEOLITHIC AND MESOLITHIC

- 5.4.1 No records of specifically Palaeolithic or Mesolithic material are recorded on the HER.
- 5.4.2 On the basis of the available evidence, the archaeological potential of the PDA for the Palaeolithic is low and Mesolithic periods is also considered to be Low.

5.5 LATER PREHISTORIC – NEOLITHIC, BRONZE AGE AND IRON AGE

- 5.5.1 No records of specifically Neolithic or Iron Age material are recorded on the HER.
- 5.5.2 There is one record (MGM10770) which describes the location, c. 700m northeast of the PDA at which a Middle Bronze Age spearhead found. The spearhead was described as being of looped type, a small leaf-shaped blade

with bevelled edges and prominent midrib. Length 10.8cm, diameter 2.6cm.

- 5.5.3 Excavations c. 100m northwest of the PDA (Section 6.3.3 - 6.3.4) found remains which were similar in character to remains of Bronze Age date found elsewhere in the vicinity. There was no datable artefactual material and, therefore, this interpretation remains tentative.
- 5.5.4 However, on the basis of the available evidence, the archaeological potential of the PDA for the Neolithic and Iron Age periods is considered to be Low. The potential for remains of Bronze Age date is considered to be Low-Medium.

5.6 ROMAN

- 5.6.1 No records of specifically Roman material are recorded on the HER.
- 5.6.2 On the basis of the available evidence, the archaeological potential of the PDA for the Roman period is Low.

5.7 EARLY MEDIEVAL - MEDIEVAL

- 5.7.1 No records of specifically Early Medieval or Medieval date are recorded on the HER. There is one record of Medieval date (MM2069) refers to an area of ridge and furrow (field system) located c. 1km northwest of the PDA.
- 5.7.2 We note the existence of several Post-Medieval to Modern farms within the study area and even within the PDA (Section 6.1). It is possible some of these had Medieval origins. However, there is no archaeological or documentary evidence of that within the available HER Data.
- 5.7.3 On the basis of the available evidence, the archaeological potential of the PDA for the Early Medieval and the Medieval period is Low.

5.8 POST MEDIEVAL

- 5.8.1 There are ten records of specifically Post-Medieval activity recorded within the study area. This includes MGM2896 which is actually within the PDA (on its eastern side). This record describes the location of '*Structures at Ringway Outwood, including Barn Croft (site of)*' and these structures are visible on the Tithe Map (Plate 17) and on earlier mapping of late 18th and early 19th C date. The Tithe map shows two rectangular buildings separated by a trackway leading from the road, the property being described as 'cottages, gardens etc'; the field to the south of the more southerly building is named 'Barn Croft', suggesting the possible function of this building.
- 5.8.2 The PDA lies south of a listed building known as Etrop Grange (1197799, Grade II). The earliest parts of the building date to the late 18th C and Etrop Grange "was known as Moss House but was locally known as Moss's Folly by older residents of the area. A schoolteacher called William Moss originally built the

house or his wife [sic] in 1780. A coach-house known as White Lodge was added in 1812 and later a coachman's living quarters were built. Moss House remained a private residence, although during the Second World War it was requisitioned by the RAF based at nearby Ringway Airport, now Manchester International Airport. During the late 19th century it was used as a Sunday school. In 1958 a Mrs Morley purchased the house. She let the two top floors to air hostesses from Manchester Airport" (Historic Environment Record (HER) MGM1900).

- 5.8.3 If we compare Plate 9, which shows the local area in the late 18th C, and compare it to a modern map of the area (such as Figures 1 and 2), then we can see the rate of landscape change has been very high. The historic maps at Appendix 4 show that buildings and roads have come and gone, in some cases several times on the same spot. We point this out to note that while the area certainly would have contained the remains of Post-Medieval fieldsystems, lanes and dwellings, these have long been removed at surface level. It is possible stretches of deeper ditches survive in parts of the local area.
- 5.8.4 If the PDA had not been subject to a relatively high level of 20th C truncation (Section 6.9) then we would have anticipated that it would contain the sub-surface remains of Post-Medieval farm buildings and the sub-surface remains of field boundary ditches associated with those farms. However, on balance, given what is known of the landuse history in the 20th C we suggest there is a Low potential for remains of Post-Medieval date within the PDA.

5.9 MAP REGRESSION COVERING THE INDUSTRIAL AND MODERN PERIOD

- 5.9.1 The earliest map reproduced within this assessment dates to 1838 (Plate 17). We also viewed earlier mapping⁸. However, the scale of the To the Map is such that we can make more useful observations about buildings and landscape features which may have been on the land.
- 5.9.2 The HER contains nine records dating to this period. MGM2895 lies within the PDA (on its eastern side) and refers to shows two L-shaped buildings. The Tithe Map (Plate 17) shows an L-shaped building with, to the north, two rectangular buildings aligned east-west; property described as 'house, garden etc.' Parts of eight plots of land fell within the eastern part of the PDA at this time and parts of seven plots of land fell within the western part of the PDA. The eastern part contains two separate sets of buildings (farmhouses and associated buildings). The western part contains five ponds.
- 5.9.3 Record MGM2897 refers to land to the immediate east of the PDA and this refers to the land as having been named Oven House Meadow, suggesting a furnace or kiln nearby. Record MGM2898 also refers to land to the immediate east of the PDA and this records the field name being Tan Pit Field, suggesting

⁸ Map of the county palatine of Chester from an actual survey made in the year 1819 / by C. Greenwood. Greenwood, C. (Christopher), 1786-1855. <https://maps.nls.uk/joins/12795.html> - accessed 2025-11-19

that tanning pits were present on/nearby this land. Record MGM2899 refers to land c. 500m southeast of the PDA. This land was named Brick Field on late 19th C mapping. At this point it is important to note that almost 5ha of land east of the PDA were trial trenched for an earlier application (EGM5118) and this trenching identified no industrial archaeology. Place names are very useful indicators of activity, but to date there is no physical evidence of such activity to the immediate east of the PDA. All the HER records shown on Figures 5 and 6 are fully described within Appendix 1.

- 5.9.4 We note that the Historic Landscape Character (Figure 7) of the land within which the PDA lies is described as HGM12885 - Airport car park, late 20th century (1,2). Previously agricultural land. A pre 1842 farm complex (Moss House Farm) was also present (1,3).
- 5.9.5 The construction and subsequent removal (in some cases) of the above Modern remains has truncated earlier soil deposits and, in so doing, has probably removed earlier archaeological remains. It is often the case that certain pieces of land, within a large site such as this, are less impacted by such activity. There may be pockets of survival within the PDA despite the relatively large scale modern activity on it.
- 5.9.6 In our opinion, there is a High potential for remains of Industrial/Modern date within the PDA. These are most likely to be in the form of the remains of Thorley Road, which ran through the eastern part of the PDA and of modern car parking areas which existed on both the eastern and western parts of the land in the early part of the 20th C (Plate 2).

6 ASSESSMENT OF SIGNIFICANCE

6.1 ASSESSMENT OF SIGNIFICANCE (DESIGNATED ASSETS)

- 6.1.1 Designated heritage assets within study area are tabulated in Appendix 1 and illustrated on Figure 2. The designated assets are referred to within this archaeological assessment as they may indicate archaeological potential. The PDA lies relatively close to a listed building known as Eytrop Grange (1197799) and the potential for remains associated with the building is discussed within Section 6.9.
- 6.1.2 Impacts on archaeological remains are often referred to as direct impacts. There are no designated heritage assets within the PDA and, therefore, there are no direct impacts which would be of relevance to an archaeological assessment. We note that a separate Heritage Statement dealing with indirect (setting) impacts has been produced.

6.2 ASSESSMENT OF SIGNIFICANCE (NON-DESIGNATED ASSETS)

- 6.2.1 Existing national policy guidance for archaeology enshrines the concept of the 'significance' of heritage assets. Significance as defined in the NPPF centres on the value of an archaeological or historic asset for its 'heritage interest' to this or future generations.
- 6.2.2 As identified by desk-based work, archaeological potential by period and the likely significance of any archaeological remains which may be present is summarised in table form below (Table 6). HER and heritage asset information is shown on Figures 3-7.
- 6.2.3 We have assessed this site as having potential to contain non-designated of Low importance (Section 7, Table 6). The exception to this is the potential of the site to contain remains of Bronze Age date which may be considered to be of Medium importance. There is a Low-Medium potential for such remains. These would probably only survive in parts of the site which had not been truncated by the extensive 20th C construction and demolition activity which has affected the PDA. Such remains are routinely investigated and recorded as a result of developer-led archaeological work. This has been the case at several recent development sites within very close proximity to the PDA (Section 6.3).
- 6.2.4 Archaeological research interest is determined by Regional Research Agenda. In this case the North West Regional Research Framework⁹.

⁹ North West Regional Research Framework. Research Agenda. <https://researchframeworks.org/eoe/research-agenda/> - accessed 2024-11-05.

TABLE 5: RESEARCH OBJECTIVE/S

Period	Research Objective	Additional detail
Early to Middle Bronze Age Research Agenda	E-MBA 02: Which methodological approaches produce the best results for the Early to Middle Bronze Age?	More information: It is sometimes necessary and/or desirable to excavate beyond development footprints – this includes at least exposing the extent of (if not also investigating in detail) important archaeological entities (major Late Neolithic to Early Bronze Age pit concentrations, round houses, round barrows, cremation cemeteries and so on). In some cases it might even be interpretatively worthwhile to sample landscape evidence beyond major concentrations of Bronze Age archaeology (e.g. field systems, see also Evans forthcoming). It is certainly possible that recent shifts in planning policy have contributed to an increase in the partial exposure and excavation of archaeological entities. In the long-term this trend will almost certainly have a negative impact both on developing detailed understandings of the Early to Middle Bronze Age and on our capacity to communicate about this archaeology to wider audiences. Multi-stranded investigations combining evidence from different aspects of past landscapes and from excavated sites and scientific analysis (e.g. palaeoenvironmental evidence).

TABLE 6: LIKELY POTENTIAL AND SIGNIFICANCE OF NON-DESIGNATED ASSETS

Period/Topic	Likelihood of remains being present (Low, Medium, High)	Importance (Low, Medium, High, Very High – See Table 2)
Early – Middle Prehistoric (Palaeolithic and Mesolithic)	Low	Low
Late Prehistoric (Neolithic, Iron Age)	Low	Low
Late Prehistoric (Neolithic, Bronze Age, Iron Age)	Low-Medium	Medium
Roman	Low	Low
Early-Medieval	Low	Low
Medieval	Low	Low
Post-Medieval	Low	Low
Industrial and Modern	High	Low
Geoarchaeological	-	-

7 SITE CONDITIONS AND POTENTIAL IMPACTS

7.1 PRESERVATION AND DESTRUCTION

- 7.1.1 This Section first considers how previous land use on the PDA has both created archaeological potential and reduced it. It then goes on to consider the proposals and how they may impact upon those potential remains (if any).

7.2 FACTORS AFFECTING ARCHAEOLOGICAL SURVIVAL

- 7.2.1 Archaeological remains can survive as earthworks and as below ground archaeological features, finds and layers. Part of the assessment process is to consider what factors may have affected archaeological survival. That is to say, what conditions would have enhanced the chances of survival and what conditions would have reduced the chances of survival.
- 7.2.2 The subject of archaeological preservation has been covered comprehensively elsewhere¹⁰ and it is a subject which is subject to ongoing review as our understanding grows. The following addresses some familiar scenarios for assessment reports such as this, to allow the reader an insight into some 'typical' scenarios.

7.3 RURAL LOCATIONS

- 7.3.1 In rural locations, below ground remains are likely to be sealed by a relatively thin series of layers. Typically, a topsoil of c.100-200mm and a subsoil of 100-300mm. Therefore, they may be sealed by 200-500mm of deposits. There are variations to this including landscapes affected by colluvial or alluvial deposits. This PDA certainly has alluvial deposits on it and so we should consider the possibility of deeper deposits closer to the natural course of the River Anker.
- 7.3.2 Hydrology has a significant role to play in the preservation of remains and proximity to watercourses and wetlands should be considered as it affects the variety and type of artefacts/ecofacts that could be present on a site.

Factors which enhance preservation	Factors which increase destruction
Pasture/grassland provides a relatively static condition for archaeological remains	Mechanised ploughing especially of deep rooting crops (e.g. Sugar Beet) causes truncation of archaeological deposits.
	Drainage for agricultural or mineral extraction reasons can affect

¹⁰ Historic England 2016. Preserving Archaeological Remains. Decision-taking for Sites under Development

	hydrology and therefore remove the conditions in which waterlogged remains may survive.
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7.4 SPECIFIC SITE CONDITIONS

- 7.4.1 A borehole is located to the immediate west of the PDA (Reference: SJ88NW909. Name: M56 WIDENING JUNCTIONS 4 - 6 CH22). From the surface level, this recorded 100mm of topsoil and below that was a layer 200mm deep, of red marl and brick. Below these modern deposits was a deposit of Mudstone, as predicted (above) by the BGS descriptions.
- 7.4.2 The present day ground surface is a mix of concrete hardstanding and aggregate on the western side of the PDA while on the eastern side the surface is of rough grassland. Such deposits are often described as what is termed *overburden* by archaeologists. This meaning those modern layers which are usually removed relatively rapidly during archaeological fieldwork in order to reach depths, and deposits, considered to be of more archaeological significance. These deposits are likely, in the PDA, to overlie the upper surface of geological deposits. They may also overlie cut archaeological features, such as infilled boundary ditches, cut into the geological deposits.
- 7.4.3 Archaeological trial trenching¹¹ has taken place within the PDA and this has provided useful information about the specific characteristics of soils within the PDA. There were four trenches and they revealed the following layers within the PDA:

TABLE 1: DEPTH OF OVERBURDEN ENCOUNTERED IN ARCHAEOLOGICAL TRIAL TRENCHES WITHIN THE PDA

Land is East or West of Enterprise Way?	Trench No	Surface deposits (e.g. topsoil)	Subsoil depth
East	1	80mm aggregate	300mm-510mm MOT Type 1 sub-base aggregate over terram
East	2	80mm aggregate	300mm-900mm MOT Type 1 sub-base aggregate over terram
East	3	80mm aggregate	340mm-360mm MOT Type 1 sub-base aggregate over terram
West	4	100mm aggregate	220mm-320mm MOT Type 1 sub-base aggregate over terram

- 7.4.4 By combining our own experience, we would assume the depth of overburden at this site to be in the region of c. 400mm to 1000mm deep. We believe that potentially archaeologically sensitive deposits, if present, would be revealed

¹¹ University of Salford, Manchester. 2016. Archaeological Evaluation: Airport City, Manchester. Report No 12/2016

below these deposits.

7.5 PROPOSED DEVELOPMENT

- 7.5.1 The proposals are shown in Appendix 3 the indicative description of development is as follows:

Hybrid Planning Application seeking:

1) Full planning permission for development of mid-tech units (Use Class E.g. (i, ii, iii)) and multi-storey car park (Use Class Sui Generis), alongside ancillary commercial uses (Class E) with associated access, servicing, public realm and landscaping.

2) Outline planning permission for development of a range of uses (comprising Use Class E.g., B2, C1) alongside a multi-storey Car Park (Use Class Sui Generis) and ancillary commercial uses (Class E), with associated access, servicing, public realm and landscaping. All matters reserved for future determination save for primary access.

- 7.5.2 Such developments, on land such as this, are likely to require a stage of site clearance. This may mean removing the existing surface and, potentially some, or all, of the made ground below that. Once that enabling stage work had been completed, the construction stage of works would require the excavation of new foundations, likely a combination of trenches and slabs. There would be a need for utility connections and some of these would go into trenches. There would be a need for new access roads and parking areas. Such groundworks have the potential to impact upon designated and non-designated (archaeological) heritage assets lying at a relatively shallow depth.
- 7.5.3 This development would also see landscaping improvements. Impacts here would be much lighter in general, although the addition of new trees and/or other areas of planting can also require groundworks. Such activities can also impact upon archaeological remains.

7.6 REVIEW OF POTENTIAL DEVELOPMENT IMPACTS ON ARCHAEOLOGICAL ASSETS

- 7.6.1 The proposed development will not directly impact on any designated (archaeological) heritage assets.
- 7.6.2 We have assessed this site as having potential to contain non-designated of Low importance (Section 7, Table 5). The exception to this is the potential of the site to contain remains of Bronze Age date which may be considered to be of Medium importance. Such remains are routinely investigated and recorded as a result of developer-led archaeological work. This has been the case at several recent development sites within very close proximity to the PDA (Section 6).
- 7.6.3 Past development impacts are anticipated to have comprised the following:
- The truncation of topsoil and subsoil within the PDA when Thorley Road was constructed through the eastern part of the PDA and again when it was removed.

- The truncation of topsoil and subsoil within the PDA in order to create car parking areas (Plate 2) and, in the case of the eastern part of the PDA, to remove parts of those areas.
- The excavation of drainage ditches in both the eastern and western parts of the PDA.

7.6.4 In effect, as this is a piece of land which was rural in character until the 20th C, and would, therefore, have been most likely to contain archaeological features sealed only by topsoil and subsoil (unlike deeply stratified urban sites). That being the case, it is possible that any archaeological remains which existed here in the early 20th C, were removed during the 20th C by relatively recent changes (e.g. the creation of car parking areas). This appears to be a reasonable interpretation based upon the results of trial trenching within the PDA (Section 6.2).

7.6.5 Assuming that some level of site clearance is needed prior to construction work starting and assuming that foundation trenches, access roads, utility trenches and other ancillary works are needed as part of the construction programme; then any surviving remains (if present) would be subject to impact by groundworks associated with the proposed development (Appendix 3).

8 CONCLUSIONS

8.1 SUMMARY

- 8.1.1 The proposals for MIX Manchester have been assessed in order to consider below ground archaeological potential. In accordance with relevant government planning policy and guidance, this desk-based assessment has been undertaken to clarify the archaeological potential of the proposed development area (PDA) and to consider possible impacts on surrounding heritage assets.
- 8.1.2 In terms of relevant designated heritage assets, no nationally designated Listed Buildings, Scheduled Monuments, World Heritage Sites, Historic Battlefield or Historic Wreck sites lie within the PDA. There are four listed buildings within the 1km study area (Figure 2).
- 8.1.3 The PDA does not lie within a specific 'Area of Archaeological Significance'; this being a classification which some LPA's use to draw attention to land within a certain polygon/area if it is felt the land has a heightened potential to contain archaeological remains. That is not to say that the area does not have archaeological significance, only that such a classification has not been assigned to it at this time.
- 8.1.4 There are various non-designated heritage assets shown in the study area (Figures 3-7). We have produced close-up images showing Historic Environment Records (HER) of monument data (Figures 2 and 3) and HER Events (Figures 4 and 5). We felt that this assessment would benefit from a close focus on the PDA and so used these figures and the main assessment text to achieve this. These HER records form the core of the assessment of archaeological potential within the PDA.
- 8.1.5 We have assessed this site as having potential to contain non-designated of Low importance (Section 7, Table 6). The exception to this is the potential of the site to contain remains of Bronze Age date which may be considered to be of Medium importance. There is a Low-Medium potential for such remains. These would probably only survive in parts of the site which had not been truncated by the extensive 20th C construction and demolition activity which has affected the PDA. Such remains are routinely investigated and recorded as a result of developer-led archaeological work. This has been the case at several recent development sites within very close proximity to the PDA (Section 6.3).
- 8.1.6 In effect, as this is a piece of land which was rural in character until the 20th C, and would, therefore, have been most likely to contain archaeological features sealed only by topsoil and subsoil (unlike deeply stratified urban sites). That being the case, it is possible that any archaeological remains which existed here in the early 20th C, were removed during the 20th C by relatively recent changes (e.g. the creation of car parking areas). This appears to be a

reasonable interpretation based upon the results of trial trenching within the PDA (Section 6.2).

- 8.1.7 Assuming that some level of site clearance is needed prior to construction work starting and assuming that foundation trenches, access roads, utility trenches and other ancillary works are needed as part of the construction programme; then any surviving remains (if present) would be subject to impact by groundworks associated with the proposed development (Appendix 3).
- 8.1.8 On the basis of available evidence, it is considered that the proposed development accords with current legislation, the planning policies contained within the NPPF and local policies which relate to archaeology. The Local Planning Authority (LPA), which is Manchester City Council (SCC), will decide whether a planning condition (related to archaeology) would be appropriate. This they will do so on the basis of advice from the Greater Manchester Archaeological Advisory Service (GMAAS) who provides archaeological advice to this LPA. This assessment will form a part of the information under consideration.

9 APPENDIX 1 – TABULAR DATA SUPPORTING THE ASSESSMENT

9.1 LISTED BUILDINGS WITHIN THE STUDY AREA

ListEntry	OBJECTID	Name	Grade	ListDate	AmendDate	hyperlink	NGR
1067639	45918	ROSE COTTAGE	II	17/11/1986		https://historicengland.org.uk/listing/the-list/list-entry/1067639	SJ 80599 85509
1197799	175137	ETROP GRANGE	II	18/12/1963	06/06/1994	https://historicengland.org.uk/listing/the-list/list-entry/1197799	SJ 81806 86030
1356645	332949	HALETOP FARM	II	17/11/1986		https://historicengland.org.uk/listing/the-list/list-entry/1356645	SJ 81207 86083
1417588	373905	Roman Catholic Church of St Anthony	II	26/03/2014		https://historicengland.org.uk/listing/the-list/list-entry/1417588	SJ8278186289

9.2 MONUMENTS (HER) WITHIN THE STUDY AREA

MonUID	PrefRef	RecordType	Name	Description	_MonRecord	_YearMin	_YearMax	_Period	_MonTypes	_GridRef
MGM1900	1369.1.0	LB	Etrop Grange (formerly Moss House)	Late C18. 3-storey red brick building. Five sash windows, those to ground storey with keyblocks. The three centre window bays break forward slightly with a pediment over. Central doorway with pilasters, pediment, semi-circular fanlight and 6-panelled door. Wood modillion eaves cornice; slates (1). House built by Mr Moss, also known as "Moss's Folly" (2). House in location (roughly L-shaped) but not named (3). House, now hotel. Probably later C18; altered. Red brick in Flemish bond with sandstone dressings and slate roof. Double-depth plan with shallow back extension and later addition to this. Palladian style on small scale. Three storeys, 1:3:1 bays, symmetrical, with pedimented centre breaking forwards slightly, stone plinth, modillioned eaves cornice and pediment. Central round-headed doorway (up 3 steps) with pedimented Tuscan pilaster doorcase, fanlight with renewed radiating tracery; tall sashed windows at ground and 1st floors with prominent raised sills and flat-arched heads with large keystones; square windows at 2nd floor, with raised sills. Gable chimneys. Left gable wall rebuilt c.1900; right-hand gable wall has some cross-window casements. Rear: stair-window with intersecting tracery. Interior: doglegged staircase with open-string, 3 turned balusters per tread (all those above 1st flight recently restored), mahogany handrail; otherwise, altered. (4,6) Etrop Grange was known as Moss House but was locally known as Moss's Folly by older residents of the area. A schoolteacher called William Moss originally built the house or his wife [sic] in 1780. A coach-house known as White Lodge was added in 1812 and later a coachman's living quarters were built. Moss House remained a private residence, although during the Second World War it was requisitioned by the RAF based at nearby Ringway Airport, now Manchester International Airport. During the late 19th century it was used as a Sunday school. In 1958 a Mrs Morley purchased the house. She let the two top floors to air hostesses from Manchester Airport. The top floor was once servants' quarters, and an extension to the original building was built in the Victorian era. In 1984 John and Sue Roebuck bought the house and renamed it Etrop Grange after a local area called Etrop Green – now the car park between Etrop Grange and Terminal 2. Mr & Mrs Roebuck opened the lower level of Etrop Grange as a restaurant on November 13th, 1985. During the summer, after restoration, the first three bedrooms were ready to receive guests.	Listed Building	1750	2050	AD 18th Century to 21st Century	HOUSE, HOTEL	SJ 8180 8603

MonUID	PrefRef	RecordType	Name	Description	_MonRecord	_YearMin	_YearMax	_Period	_MonTypes	_GridRef
				The White Lodge Extension opened in September 1991 and the Coach House in November 1991. (SUMMARY)(5). House, now hotel. Probably later C18; altered. Red brick in Flemish bond with sandstone dressings and slate roof. Double-depth plan with shallow back extension and later addition to this. Palladian style on small scale. Three storeys, 1:3:1 bays, symmetrical, with pedimented centre breaking forwards slightly, stone plinth, modillioned eaves cornice and pediment. Central round-headed doorway (up 3 steps) with pedimented Tuscan pilaster doorcase, fanlight with renewed radiating tracery; tall sashed windows at ground and 1st floors with prominent raised sills and flat-arched heads with large keystones; square windows at 2nd floor, with raised sills. Gable chimneys. Left gable wall rebuilt c.1900; right-hand gable wall has some cross-window casements. Rear: stair-window with intersecting tracery. Interior: dog-legged staircase [sic] with open-string, 3 turned balusters per tread (all those above 1st flight recently restored), mahogany handrail; otherwise, altered.						
MGM2069	1498.1.0	MON	Ridge and furrow	An area of ridge and furrow aligned north-west to south-east, with a prominent headland on its south-eastern boundary. Roughly 5m apart from top of ridge to top of ridge (1). Visible on 1984 APs (Run 19, Nos.052-3) (2).	Monument	1066	1539	Medieval	FIELD SYSTEM, RIDGE AND FURROW	SJ 8057 8637
MGM2070	1495.1.0	MON	Thorley Cottages (site of)	The 1830 map (2) shows a structure on this site. Two small rectangular buildings with a well to the rear are shown on the east side of Thorley Lane on the 1882 map (3). The site is now vacant. (1) Two unnamed square buildings are shown on this site in 1838 (CRO EDT 181/2) (5) and on the OS 1st edition 6" map (surveyed 1872-76). Only one square building survives on the OS 1st edition 1" (revised 1895), and on the OS 1:2,500 (1962). This is named as Thorley Cottage (6). The site was demolished to make way for the M56. In 1840 one building was owned and occupied by George Garner (CRO EDT 181/2 No. 94), and one owned by the Earl of Stamford and occupied by Andrew Garner Snr (CRO EDT 181/2 No. 105). According to the Crewe rentals these buildings were occupied by the Perrin and How families in the C18 (CRO DCR/59/6/1-2). A George Parren of Hale, blacksmith, helped compile the inventory of John Brundreth taken on 16/05/1684 (see Appendix 2). (4)	Monument	1540	1972	Post Medieval to Late 20th Century	HOUSE, WELL, FIELD BOUNDARY, BOUNDARY DITCH	SJ 8076 8634
MGM2685	2028.1.0	PLA	Etrop Green	Shown on mid-C19 OS map as a small group of buildings centred on Hasty Lane and Thorley Lane crossroads. (1)	Place	1540	1900	Post Medieval	SETTLEMENT, BUILDING	SJ 8109 8591
MGM2894	2210.1.0	MON	Structures (site of) nr Haletop Farm	Single structure shown on the 1831 map (3) and possibly on the 1819 map (2). Two structures shown on the 1838 Hale tithe map (4), each property being described as "Cottage and Garden". The 1882 map also shows a well to the west of the westernmost building. Both buildings have been demolished. (1)	Monument	1800	1899	AD 19th Century	HOUSE, GARDEN	SJ 8130 8606
MGM2895	2211.1.0	MON	Moss House Farm (site of)	Structure shown on Greenwood's 1819 map (2). Bryant 1831 map (3) shows two L-shaped buildings. The 1838 Hale tithe map (4) shows an L-shaped building with, to the north, 2 rectangular buildings aligned east-west; property described as 'house, garden etc.'. On the 1882 map these northern buildings appear as a single L-shaped range and on the 1909 OS map (5) as a rectangular range. The 1909 map also shows a large rectangular building further to the north, possibly a haybarn. All buildings demolished. Brick foundations visible and surface of stone setts still visible.	Monument	1800	1999	AD 19th Century to AD 20th Century	FARMSTEAD, FARM, FARMHOUSE, WALL	SJ 8189 8585
MGM2896	2212.1.0	MON	Structures at Ringway Outwood, including	Structure possibly shown on this site on the 1777 map (2). Two structures shown on the 1819 (3) and 1831 (4) maps, the location on the last map being named as Ringway Outwood. The 1838 Hale tithe map (5) shows two rectangular buildings separated by a trackway leading from the road, the property being described as 'cottages, gardens etc'; the field to the south of the more southerly building is	Monument	1700	1899	AD 18th Century to AD 19th Century	FARM?, HOUSE	SJ 8193 8571

MonUID	PrefRef	RecordType	Name	Description	_MonRecord	_YearMin	_YearMax	_Period	_MonTypes	_GridRef
			Barn Croft (site of)	named 'Barn Croft', suggesting the possible function of this building. A similar arrangement is shown on the 1882 map, but on the 1909 map the more southerly building has been demolished and a new rectangular building erected to the west of the remaining structure. All of these buildings have been demolished and the site now lies under the modern road.						
MGM2897	2213.1.0	MON	Oven House Meadow (site of)	Field name on the 1838 Hale tithe award (2). The name suggests the site of a furnace in or near this field. The south-west and south-east corners of the field would be directly affected by the proposed road route.	Monument	1800	1899	AD 19th Century	FURNACE?, OVEN?, FIELD	SJ 8201 8582
MGM2898	2214.1.0	MON	Tan Pit Field (site of)	Field name on the 1839 Northen Etchells tithe award (2). Suggests industrial activity associated with a local farm. (1)	Monument	1800	1899	AD 19th Century	INDUSTRIAL SITE?, TANNING PIT?	SJ 8216 8574
MGM2899	2215.1.0	MON	Brick Field (at Woodhouse Farm) (site of)	Named on the 1882 OS map (3), which shows this site bordered to the west by two ponds and to the south by a third pond in an area of woodland. These ponds are also shown on the 1839 Northen Etchells tithe map (2), but this gives no indication of a brick field on this site, and the accompanying apportionment names the field as Horse Field. On the 1909 OS map (4) the site is disused, and marked by an area of woodland and boggy ground with the ponds still shown on the west and south. The western part of this site is covered by woodland; eastern part is scrub-covered ground with a shallow depression visible near the road. (1)	Monument	1840	1899	AD 19th Century	INDUSTRIAL SITE?, BRICKFIELD?	SJ 8233 8557
MGM2900	2216.1.0	MON	The Hollies (site of)	Two structures shown on the 1819 (2) and 1831 maps. The 1819 map shows a third structure to the east of the road. The 1839 (3) and 1882 maps show a T-shaped building with a structure to the rear. Described as "house, buildings and yard" (3). By 1909 (4) a fourth building had been added to the rear. All now demolished (1).	Monument	1800	1999	AD 19th Century to AD 20th Century	SETTLEMENT, TENEMENT, BUILDING, BUILDING	SJ 8255 8542
MGM2903	2219.1.0	MON	Woodhouse Farm (site of)	The 1819 OS map (2) shows two structures. The 1831 OS map (3) shows an L-shaped building. The 1838 Hale tithe map shows a rectangular structure to the north, the property being described as "house, gardens etc" (4). The 1882 and 1909 OS maps both show the northern building extended in an L-shaped plan, with two other buildings added at the south-west of the site (5,6). All of these buildings have been demolished and the site now lies under modern landscaping and a car park. (1)	Monument	1800	1990	AD 19th Century to Late 20th Century	FARMSTEAD, FARM, FARMHOUSE	SJ 8201 8550
MGM4510	3698.1.0	MON	Etrop Green Farm (site of)	Farmhouse, four rooms below. Staircase in centre. Originally a longhouse structure (16th century). Remains of original stone gable to south-west, formerly half-timbered. Timbers removed and clad in brick early 19th century. Building widened and slate roof replacing thatched (early 19th century); leaded casements of 18th century. Farmhouse modernised in 1960s. Demolished 1989 for airport extension.	Monument	1500	1989	AD 16th Century to Late 20th Century	FARMSTEAD, LONGHOUSE, TIMBER FRAMED HOUSE, FARMHOUSE	SJ 8100 8598
MGM8557	7392.1.0	BLD	Keeper's Cottage	House. Mid-C17 with extensive rebuilding in C18, C19 and C20. Timber frame, brick with felt roof (formerly thatch). T-shaped plan with 1 storey plus attic, 3 bays, the first two projecting and having a 2-light window to bay 1, a door to bay 2, a hole in the wall above where there was formerly a window, and a gable. 3-light casement window with cambered brick arch and a gabled dormer window above in bay 3. Box framing with diagonal braces to rear and end wall of bays 1 and 2. One rail at the rear is ovolo-moulded. Dormer window to left elevation. The interior retains a framed partition with wattle & daub infill between bays 2 and 3, the tie-beam truss above being exposed and having curved principals. Beams are boxed in. The small attached outbuildings are not of special interest. The whole is in a poor state of repair, the right gable having been demolished (1). The building would now appear to have been demolished and a modern house built on the site. (2) Mid-C17 timber-framed house, with extensive rebuilding in the 18th to 20th centuries. Formerly Grade II Listed. Now appears to have been demolished and replaced by, or possibly incorporated within, a new housing development. (3)	Building	1650	2050	AD 17th Century to 21st Century	HOUSE, TIMBER FRAMED HOUSE	SJ 8089 8619

MonUID	PrefRef	RecordType	Name	Description	_MonRecord	_YearMin	_YearMax	_Period	_MonTypes	_GridRef
				Keeper's Cottage is still extant, although 'a number of extensions and alterations' have been undertaken: "Keepers Cottage was formerly a listed building but it has now been delisted. Extensive works were permitted during the late 1980s/ early part of the 1990s. This work was carried out under [planning] consent H/LB/20719."						
MGM9642	8420.1.0	LB	Rose Cottage	C17 with C20 alterations, addition to rear. English garden wall bond brick with thatch roof. 3-unit baffle-entry plan with 2 storeys and C20 porch. 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. Central first-floor room is open to the roof, purlins being supported on crosswalls. (1) 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. (2,3,4) [Description otherwise same as in (1).]	Listed Building	1600	2050	AD 17th Century to 21st Century	HOUSE	SJ 8060 8550
MGM9643	8421.1.0	MON	Ridgeways Farmhouse (site of)	Farmhouse. "IRM 1741" datestone (Ridgeway family). Flemish bond brick with clay tile roof. 3-unit lobby-entrance plan. 2 storeys. Later porch and continuous lean-to at rear. 3 bays with two 3-light casements in each bay. Ground floor with cambered brick arches, the first with flat brick arches. Later pitched roof porch between bays 1 and 2, and first-floor window between 2 and 3. Overhanging eaves and 3 ridge chimney stacks with oversailing courses. Internal beams are plastered over. (1) Listed Building Consent was granted in July 1994 for demolition of the building (LPA ref. 045104/LL/SOUTH3/94) to facilitate extension of the aircraft apron for Terminal 2 at Manchester Airport, and it is no longer extant. The building is still recorded as Grade II Listed in the current National Heritage List (2,3,4,5). English Heritage were notified in March 2014. Historic England were notified in January 2019. De-listed 25/01/2019.	Monument	1741	1994	AD 18th Century to Late 20th Century	FARMSTEAD, FARM, FARMHOUSE, DATE STONE	SJ 8106 8585
MGM9820	8585.1.0	MON	Old Thatch (formerly Rose Cottage) (site of)	Picturesque C16 cottage with later alterations. Timber framed with modern cement to original red brick nogging. 2 storeys. Exposed timbers in gabled ends. Modern steel casement windows. Projecting gabled porch with stone slate roof and later wood door. Thatched roof. (1) Small farmhouse, now house. Probably C17; altered. White-painted render probably on timber frame and wattle-and-daub; thatched roof. Linear 3-unit plan (plus C20 lean-to addition to rear). One-and-a-half storeys; 3 C20 3-light casement windows at ground floor, a gabled porch between the 2nd and 3rd, a very low 2-light half-dormer under eyebrow eaves to left of door. Ridge chimney at junction of 1st and 2nd bays. Interior: ground floor modernised (including inglenook fireplace); tie-beam roof trusses, that between 2nd and 3rd bays with tie-beam severed for inserted doorway (suggesting that centre bay was formerly open to roof); crudely shaped purlins and most rafters' original. Only surviving example of its type in the area covered by this list. (3,4) Although still entered in the National Heritage List (3,4), images on Google Maps and Bing Maps indicate that the house suffered a fire and has now been demolished (2). The building at Ringway Road was a small farmhouse built in the C17. It was probably a timber-frame construction with wattle-and-daub and white painted render. The roof was thatched. It was first Grade II listed on 3 October 1974. It was demolished with Listed Building Consent as part of the expansion of Manchester	Monument	1500	2010	AD 16th Century to 21st Century	FARMHOUSE, DETACHED HOUSE, TIMBER FRAMED BUILDING	SJ 8260 8516

MonUID	PrefRef	RecordType	Name	Description	_MonRecord	_YearMin	_YearMax	_Period	_MonTypes	_GridRef
				Airport. (5) Removed from the NHLE in February 2018.						
MGM9883	8638.1.0	LB	Haletop Farm	Farmhouse, now 2 cottages. C17 with later alterations. Timber frame, English garden wall bond brick and slate roof. 3-unit 2-storey house, the left unit having been converted into a cottage. 3 bays partly painted to imitate timbers. Bay 1 has door and segmental-headed 3-light casement window. Bay 2 has a 3-light casement on each floor with a cambered arch to ground floor. Door and 2 small windows to bay 3. Near-complete gable frame with window inserted at first floor. The rear has 2 structural bays of square-panel box framing with diagonal bracing, on a stone plinth, door in bay 2 and raised eaves line. 2 ridge chimney stacks. (1, quoted in (4). Also 5,6,7) Small farm at end of private lane, shown as rectangular building in a small field or enclosure. (2) Two new buildings and outhouse shown. (3)	Listed Building	1600	2050	AD 17th Century to 21st Century	FARMSTEAD, FARM, FARMHOUSE, TIMBER FRAMED HOUSE	SJ 8120 8608
MGM10770	9586.1.0	FS	Bronze spearhead (findspot)	Bronze spearhead. Looped type, small leaf-shaped blade with bevelled edges and prominent midrib. Length 10.8cm, diameter 2.6cm. Middle Bronze Age, 1500–1250 BC. [No reference.]	Find Spot	-1600	-1001	Middle Bronze Age	FINDSPOT	SJ 8252 8617
MGM10779	9594.1.0	MON	Oldwood or Old Wood Farm (site of)	Large formal farm with long drive, tree-lined to east on OS 1st edition map; 5 farm buildings and an orchard. (1) Tithe award for Baguley, Site Nos.5, 6, occupied by James Wright and owned by William Thomas Tatton. (2)	Monument	1800	1950	AD 19th Century to Mid 20th Century	FARMSTEAD, FARM, FARMHOUSE, POND	SJ 8147 8685
MGM10965	9769.1.0	MON	Manchester Airport	The first air travel station for Manchester was suggested in the 1920s and in 1929 the City Council agreed to a site at Barton, near Eccles, for a municipal aerodrome. This soon outgrew its location and on land adjacent to the new Wythenshawe Estate (Garden City) the new Ringway was built. It opened in 1938 to the first flight – ICLM DC-2 from Amsterdam. After the end of the Second World War, 1945, there was a great expansion of air travel. Ringway was renamed Manchester Airport in 1962 and is now called Manchester International Airport. In 1993 a new terminal, Terminal 2, opened with a second runway. (1) An aviation site with phases as a civil airport, and as a military airfield during the Second World War. Work commenced on an airport for the Manchester area at Ringway in 1935. The airport opened in 1938. During the Second World War the airport became a military airfield, with accommodation comprising a mixture of existing permanent civil buildings and temporary military buildings. The runways and airfield facilities were enhanced for military use (including extra aircraft hangars of Bellman and A Types) – the wartime airfield had three concrete and tarmac runways. It was used for aircraft production. In 1944 it was a Parachute Training School and was under the control of Fighter Command. In 1946 it became a Civil Airport once more. In 1962 a new passenger terminal was opened. A freight terminal was added in 1986 after the runway was lengthened in 1981. A further terminal was opened in 1989, and a second major runway was completed in 2001. The wartime buildings on the south side, including aircraft hangars, had been demolished by 2000. (2)	Monument	1935	2050	Mid 20th Century to 21st Century	AIRFIELD, BUILDING, CIVIL AIRPORT, AIRCRAFT HANGAR, MILITARY AIRFIELD	SJ 8189 8490
MGM11133	9926.1.0	PLA	Heyhead settlement (site of)	On 1882 map small nucleated settlement of 5 or 6 buildings on north side of road (1). 1910 map shows a building/farm to the north-west as well as a chapel which is labelled (2). "Pump Cottage" all that remains of Heyhead settlement due to Manchester Airport development and expansion. Site partly under road, partly landscaped. Two cottages (SJ 8256 8556) and gable chimneys. Cottage to the left 'Oaklea', projecting brick and slate extension. Cottage to the right remains as was, 'Pump Cottage'. Possibly all late window insets although openings appear to be OK	Place	1800	1999	AD 19th Century to AD 20th Century	SETTLEMENT, CHAPEL, STRUCTURE, FARM, TENEMENT	SJ 8267 8522

MonUID	PrefRef	RecordType	Name	Description	_MonRecord	_YearMin	_YearMax	_Period	_MonTypes	_GridRef
				on upper floor. 3 windows on front elevation at upper level. Lower level not visible (A.M. Dec 1993). Shown as single L-shaped structure on 1839 tithe map and described as 'cottage and garden' (4).						
MGM18598	16551.1.0	LB	Roman Catholic Church of St Anthony	Roman Catholic church, 1959–60, by Adrian Gilbert Scott. Narrow buff bricks with Portland-stone dressings, Lombardic-tile and copper roof coverings. The attached presbytery and parish hall are excluded from the listing. (SUMMARY)(1,2,3)	Listed Building	1959	2050	Mid 20th Century to 21st Century	CHURCH, ROMAN CATHOLIC CHURCH	SJ 8278 8631

9.3 EVENTS (HER) WITHIN THE STUDY AREA

EvUID	RecordType	Name	Details	Location	MI_PRINX	_Organisat
EGM1986	DBA	A6(M) to M56 (Manchester Airport) Link Western Section	Assessment of the impact of a proposed link road on the cultural heritage. A detailed desk-based assessment was undertaken, along with a preliminary walkover of the four proposed routes, incorporating a corridor of approximately 100m from the central line. The walkover was restricted to public rights of way. Within a wider study area, designated sites were also identified.	From Stanley Green to M56 Junction 5 (Manchester Airport)	5659	GMAC (Greater Manchester Archaeological Contracts)
EGM4133	WB	Thorley Lane Bridge Replacement	Watching brief maintained on groundworks associated with the construction of a new road bridge. Severely truncated remains of a cottage, well, and field boundary ditches were found.	Thorley Lane Bridge, M56, Davenport Green, Hale	974	Wessex Archaeology
EGM4763	HIA	Airport City Manchester	Assessment undertaken to inform a chapter on cultural heritage within an Environmental Statement. The objective of the assessment is to identify the significance of effects on cultural heritage assets likely to arise from the construction, opening or operation of the proposed development, and to identify the location, type and importance of constraints. The specific aims of the study are: to identify all known designated sites within the site or close to it; to assess the presence/ absence, condition and significance of any heritage features within the site or close to it, and the potential impact of the proposed works upon them; to identify areas disturbed by modern activity that might have affected the survival of the potential heritage resource; and to outline strategies to mitigate the impact of the proposals upon the heritage, if necessary. Twelve undesignated archaeological assets were identified within the 500m study area. Five of these were identified within the proposed development boundary, but due to the previous development and construction on the site, only three have been identified as being impacted by the proposed development.	Manchester Airport	3060	URS
EGM5101	DBA	ENWL Substation	Desk-based assessment, commissioned in support of a planning application for a proposed electricity substation. The aim of the assessment was to provide a description of the baseline historic environment conditions within the proposal site, the archaeological potential of the site, and an assessment of the significance of the known and potential heritage assets. Comprised documentary research as well as a site visit and vantage point survey.	North of Manchester Airport, Wythenshawe	2316	The Environment Partnership (TEP)
EGM5118	Eva	Land by Manchester Airport	Evaluation of a 4.75ha parcel of land, following the granting of planning permission for development. Six trenches were excavated, four of which contained no features or archaeological remains. The remaining two trenches contained modern features corresponding to access routes and structures associated with a former nursery gardens first mapped in 1960.	North of Ringway Road West, Manchester	2332	Wessex Archaeology
EGM5150	EVS	Land to the North of Manchester Airport	Fluxgate magnetometer survey of a c.0.6ha site, commissioned on behalf of Electricity North West. No anomalies of possible or probable archaeological origin were identified, with the results primarily reflecting historical agricultural activity and drainage features, a spread of ferrous or burnt-fired material, and natural variation in soils and geology.	Thorley Lane, Wythenshaw, Manchester	2371	Magnitude Surveys
EGM5160	Eva	Thorley Lane	Evaluation undertaken at the proposed site of an electricity substation. A previous map regression exercise had suggested that the site had seen very little impact in the past, having been used as pasture throughout the time period covered by available mapping. The results of the investigation, which comprised the excavation of 5 evaluation trenches, bore this out, revealing a few land drains and some patches exhibiting scarring from the use of a harrow.	Wythenshawe, Manchester	2384	Salford Archaeology

EvUID	RecordType	Name	Details	Location	MI_PRINX	_Organisat
			A few features of potential archaeological interest were recorded, however, including the termini of three possible linear features unrelated to agricultural practices. Although no artefacts were recovered, these features were filled with leached out grey material, indicative of considerable age. Their proximity to the excavated Neolithic/ Early Bronze Age farmstead at Oversley Farm, and to a Bronze Age ditch recorded at White Carr Lane, suggest that there remains the potential for in-situ prehistoric remains to be present within the study area.			
EGM5205	Eva	Airport City Area X, Manchester Airport	Evaluation of a 2.4ha parcel of land, undertaken as a condition of planning permission, in advance of the construction of a 6-storey building with office space and a 6-storey car park. Potential archaeological features were identified within three of the four excavated trenches. These features may represent small pits or postholes, larger irregular-shaped pits, curvilinear features and gullies, and a larger ditch in Trench 4. Natural features formed by shrub-bowls and probable tree-throws were also revealed. The only artefact found was a possible rubbing stone in the upper fill of a large feature in Trench 2. Small fragments of red ochre/ haematite were also found frequently in the pale grey fills of these features, along with occasional small charcoal fragments. Trench 3 was truncated by modern buildings and associated services; it was not fully investigated due to asbestos contamination. However, Trenches 1 and 4 were extended in order to compensate for the abandonment of Trench 3. The features identified and recorded during the evaluation may suggest previous activity on the site. However, no datable artefacts have been recovered from their fills. Truncation of some features by modern disturbance also makes characterisation difficult. Ongoing analysis of the environmental samples taken may provide dating evidence and clarify the processes responsible for the formation of the features.	Land to the north-east of Enterprise Way, Manchester	2444	Wessex Archaeology
EGM5220	EXC	Thorley Lane	Strip, map and record exercise undertaken at the proposed site of an electricity substation where a previous evaluation [EGM5160] had identified features of possible prehistoric origin. Three targeted areas were investigated during the exercise and a number of features were recorded. Some clearly dated from the C19 or C20, but the majority could not be dated due to a lack of artefactual evidence. Whilst the results are inconclusive, it remains a possibility that some of the features uncovered were of prehistoric origin.	Wythenshawe, Manchester	2463	Salford Archaeology
EGM5545	WB	Area X, Airport City	Watching brief undertaken on the initial topsoil strip for a proposed car park at Manchester Airport. The total area stripped measured approximately 2.4ha. No archaeological remains were recorded during the watching brief.	Manchester Airport	3128	CFA Archaeology Ltd
EGM5591	DBA	Davenport Green	Desk-based assessment of the archaeological implications of proposed development at Davenport Green. The aim was to identify sites of significance and, where necessary, make recommendations. The survey consisted of the examination of published map series, aerial photographs, documentary material from a variety of published and manuscript sources, and a field survey of the area, in order to relate the research findings to the existing landscape.	Davenport Green, Hale, Altrincham	3191	GMAC (Greater Manchester Archaeological Contracts)
EGM6254	Eva	Airport City	Evaluation commissioned as part of a redevelopment scheme. An earlier archaeological assessment had demonstrated a potential for the survival of archaeologically significant remains covering multiple periods. These included the potential for prehistoric remains, as well as a small C19 farm complex situated off Thorley Lane. Four evaluation trenches were excavated, but no features, structures or artefacts	Enterprise Way, Manchester	5606	Salford Archaeology

EvUID	RecordType	Name	Details	Location	MI_PRINX	_Organisat
			of archaeological significance were encountered. It was found that the area had been graded flat before the ground was built up with a series of compact aggregate layers forming a hardstanding car park surface.			

9.4 HISTORIC LANDSCAPE CHARACTERISATION (HLC) WITHIN THE 350M STUDY AREA

HLCUID	Name	FullTypeCo	BroadTypeC	HLCTyp eCod	HLCTyp eDes	Year From	Year To	Summary	MI_PRIN X	_PrevBroa d	_PrevBro_1	_PrevHLCT y	_PrevHLC_1	_YearFro m	_YearT o	_Notes
HGM12880	Car Park, World Way, Manchester Airport, Hale	CMC-CUCAR	CMC	CUCAR	Car Park	1960	1999	Airport car park, late 20th century (1,2). Previously agricultural land (3).	12378	ENC	Enclosed Land	ENANC	Piecemeal Enclosure	1540	1842	-3
HGM12885	Car Park, Thorley Lane West, Hale	CMC-CUCAR	CMC	CUCAR	Car Park	1960	1999	Airport car park, late 20th century (1,2). Previously agricultural land. A pre 1842 farm complex (Moss House Farm) was also present (1,3).	12380	ENC	Enclosed Land	ENANC	Piecemeal Enclosure	1540	1842	Predominantly agricultural land in 1842. A farm complex (Moss House Farm) was also present at this time (3)
HGM12894	Outwood Lane, Manchester Airport, Hale	COM-COHOT	COM	COHOT	Hotel Complex	1960	1999	Medium scale hotels, late 20th century (1,2). Previously agricultural land (3).	12382	ENC	Enclosed Land	ENANC	Piecemeal Enclosure	1540	1842	Agricultural land in 1842 (3)
HGM12949	Commonwealth House, Chicago Avenue, Hale	COM-COIFF	COM	COIFF	Offices	1960	1999	Multi-storey late 20th century building, probably offices associated with Manchester Airport (1, 2). Previously piecemeal enclosure.	12602	ENC	Enclosed Land	ENANC	Piecemeal Enclosure	1540	1840	-3
HGM12954	World Way, Manchester Airport, Hale	CMC-CUMOT	CMC	CUMOT	Motorway and Trunk Road Junctions	1960	1999	Manchester Airport Terminal Two approach, late 20th century (1, 2). Formerly piecemeal enclosure.	12605	ENC	Enclosed Land	ENANC	Piecemeal Enclosure	1540	1840	(3). Some late 19th century boundary straightening (4)
HGM12955	M56 Motorway (Manchester Airport), Hale	CMC-CUMWY	CMC	CUMWY	Motorway	1960	1999	Stretch of M56 Motorway (Manchester Airport), late 20th century (1, 2). Formerly piecemeal enclosure.	12606	ENC	Enclosed Land	ENANC	Piecemeal Enclosure	1540	1840	(3). Some late 19th century boundary straightening (4)
HGM13259	Woodhouse Park, South of Felskirk Road, Northenden Etchells	OPR-OPURB	OPR	OPURB	Urban Green Space	1938	1999	Fragment of agricultural field systems depicted in 1839 and site of mid 20th century nursery gardens (1, 3). 1999 aerial photographs depicted the remains of horticultural sheds, field boundary fragments and paths suggesting informal recreational use (2)	12892	HOR	Horticulture	NURS	Nursery	1938	1965	Nursery gardens depicted in 1965 (3)

HLCUID	Name	FullTypeC o	Broad TypeC	HLCTyp eCod	HLCTyp eDes	Year From	Year To	Summary	MI_PRIN X	_PrevBroa d	_PrevBro_ 1	_PrevHLCT y	_PrevHLC_ 1	_YearFro m	_YearT o	_Notes
HGM13303	Kingsley Hall and Globe House, Bailey Lane, Hale	COM-COIFF	COM	COOFF	Offices	1960	2006	Late 19th century to post 1999 multi-storey office blocks (1,2). Site of early 20th century detached houses (4).	12919	SET	Residential	REVER	Vernacular Cottages	1750	1840	Building to the west of the area in 1840 (3). Probable cottage. Otherwise piecemeal enclosed land
HGM13305	Hotel, Bailey Lane, Hale	COM-COHOT	COM	COHOT	Hotel Comple x	1960	2006	Late 20th century conversion of late 18th century redbrick house (formerly known as Moss's Folly and Moss House) (1, 2, 3). Main body of house extant. Significant additions. Grounds also significantly altered (now parking) (4).	12920	SET	Residential	REVIL	Villas/ Detached Housing	1750	1800	Late 18th century redbrick house (formerly known as Moss's Folly and Moss House) (3)
HGM13307	Holly Cottage, Rose Cottage, Yew Tree Cottage, Thorley Lane, Hale	SET-REVER	SET	REVER	Vernacu lar Cottage s	1872	1898	Holly Cottage, Rose Cottage, Yew Tree Cottage are late 19th century detached and semi detached houses (1, 2). Constructed on piecemeal enclosed agricultural land (3).	12921	ENC	Enclosed Land	ENANC	Piecemeal Enclosure	1540	1839	Piecemeal enclosed agricultural land in 1839 (3)
HGM14014	Ringway Road West, Northenden Etchells	CMC-CURIN	CMC	CURIN	Ring Road / Bypass	1960	1999	Late 20th century airport access road (1,2). Constructed on predominantly piecemeal enclosed agricultural land (3). Probable clay extraction pits were also present at this time (named Brickfield in 1875) (4)	13719	ENC	Enclosed Land	ENANC	Piecemeal Enclosure	1540	1839	Predominantl y piecemeal enclosed land in 1839 (3). Probable clay extraction pits were also present at this time (named Brickfield in 1875) (4)
HGM12956	Outwood Lane west, Hale	CMC-CUMOT	CMC	CUMOT	Motorw ay and Trunk Road Junction s	1960	1999	Stretch of M56 Motorway (Manchester Airport), late 20th century (1, 2). Site of pre 1840 agricultural structure or cottage (3). Named Mayfield Cottage and Brookside Cottage in 1965 (1)	66538	SET	Residential	REVER	Vernacular Cottages	1750	1840	Pre 1840 agricultural structure or cottage (3). Named Mayfield Cottage and Brookside Cottage in 1965 (1)

10 APPENDIX 2 – PLANNING FRAMEWORK

10.1 NATIONAL PLANNING POLICY FRAMEWORK

- 10.1.1 The significance of a heritage asset is defined in the National Planning Policy Framework (NPPF) (December 2024) as being made up of four main constituents, architectural interest, historical interest, archaeological interest and artistic interest. The setting of the heritage asset can also contribute to its significance. Setting is defined in the NPPF (Glossary) as follows:

“The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.”

- 10.1.2 Historic England advocates in The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning: 3 (Revised December 2017) that a stepped approach should be taken to the assessment of impacts on setting and significance. This guidance, which was originally issued by English Heritage in 2011, is generally known as GPA3. It should be noted that the advice states in paragraph 1 that it does not constitute a prescriptive methodology.
- 10.1.3 A useful authority relating to the concept of the setting of heritage assets is to be found in the case known as *Catesby Estates*¹², which in essence confirms that the setting of heritage assets is not confined to visual matters or views. Abstract and historical considerations are part of setting, and while it is reasonable to consider the extent of setting there is usually no fixed boundary to it.
- 10.1.4 The assessments of setting and significance (and the assessments of impact) are normally made with primary reference to the four main elements of special significance identified in the NPPF.
- 10.1.5 The NPPF requires any impact involving harm to the significance of a designated heritage asset to be considered in terms of either “*substantial harm*” or “*less than substantial harm*” as described in paragraphs 212 to 215 of that document. Paragraph 212 states that:

“When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.”

¹² *Catesby Estates Limited v Steer* [2018] EWCA Civ. 1697.

10.1.6 Paragraph 213 of the NPPF then states that:

“Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;

b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional⁷².”*

10.1.7 Paragraph 214 then states that:

“Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

a) the nature of the heritage asset prevents all reasonable uses of the site; and

b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and

c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and

d) the harm or loss is outweighed by the benefit of bringing the site back into use.”

10.1.8 Paragraph 215 explains the balancing exercise in cases where there is less than substantial harm as follows:

“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”

10.1.9 Paragraph 216 of the NPPF describes the approach to be taken towards non-designated heritage assets, as follows:

“The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.”

10.1.10 Footnote 75 of the NPPF, which is attached to paragraph 213, states that *“Non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.”*

10.1.11 Further guidance on non-designated heritage assets is contained in National Planning Practice Guidance, as revised on 23 July 2019, notably paragraph 040 which states that *“Irrespective of how they are identified, it is important that the decisions to identify them as non-designated heritage assets are based on sound evidence”*, and paragraph 041 which in full reads as follows:

“What are non-designated heritage assets of archaeological interest and how important are they?”

The National Planning Policy Framework identifies two categories of non-designated heritage assets of archaeological interest:

(1) Those that are demonstrably of equivalent significance to scheduled monuments and are therefore considered subject to the same policies as those for designated heritage assets (National Planning Policy Framework footnote 63). They are of 3 types:

- *those that have yet to be formally assessed for designation.*
- *those that have been assessed as being nationally important and therefore, capable of designation, but which the Secretary of State for Culture, Media and Sport has exercised his/her discretion not to designate.*
- *those that are incapable of being designated by virtue of being outside the scope of the Ancient Monuments and Archaeological Areas Act 1979 because of their physical nature.*

The reason why many nationally important monuments are not scheduled is set out in the document Scheduled Monuments, published by the Department for Culture, Media and Sport. Information on location and significance of such assets is found in the same way as for all heritage assets. Judging whether sites fall into this category may be assisted by reference to the criteria for scheduling monuments. Further information on scheduled monuments can be found on the Department for Culture, Media and Sport’s website.

(2) Other non-designated heritage assets of archaeological interest. By comparison this is a much larger category of lesser heritage significance, although still subject to the conservation objective. On occasion the understanding of a site may change following assessment and evaluation prior to a planning decision and move it from this category to the first.

Where an asset is thought to have archaeological interest, the potential knowledge which may be unlocked by investigation may be harmed even by minor disturbance, because the context in which archaeological evidence is found is crucial to furthering understanding.

Decision-making regarding such assets requires a proportionate response by local planning authorities. Where an initial assessment indicates that the site on which development is proposed includes or has potential to include heritage assets with archaeological interest, applicants should be required to submit an appropriate desk-based assessment and, where necessary, a field evaluation. However, it is estimated that following the initial assessment of archaeological interest only a small proportion – around 3% – of all planning applications justify a requirement for detailed assessment.

Paragraph: 041 Reference ID: 18a-041-20190723

Revision date: 23 07 2019"

10.1.12 Paragraph 218 of the NPPF also makes provision for the recording of heritage assets that are likely to be demolished or destroyed by development.

10.1.13 Paragraphs 219 and 220 of the NPPF advise on development affecting conservation areas and World Heritage Sites.

10.2 LEGISLATION

10.2.1 Legislation affecting scheduled monuments is contained the Ancient Monuments and Archaeological Areas Act 1979. The Act details the designation, care and management of scheduled monuments, as well as the procedures needed to obtain permission for works which would directly impact upon their preservation.

10.2.2 The decision maker is required by section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses. The decision maker must also give considerable importance and weight to the desirability of preserving the setting of the listed building¹³. For present purposes, one of the meanings of preservation, as it is meant in section 66(1) of the Act, is to keep safe from harm¹⁴. There is a strong presumption against the grant of permission for development that would harm the setting of the listed building, though the presumption can be overcome in certain circumstances.

10.2.3 The decision maker is required by section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of a conservation area. The decision maker must also give considerable importance and weight to the desirability of those objectives¹⁵. For present purposes, one of the meanings of preservation, as it is meant in section 66(1) of the Act, is to keep safe from harm¹⁶. There is a strong presumption against the grant of

¹³ Barnwell Manor Wind Energy Limited v East Northamptonshire District Council and others [2014] EWCA Civ. 137.

¹⁴ South Lakeland v Secretary of State for the Environment [1992] 2 AC 141.

¹⁵ Barnwell Manor Wind Energy Limited v East Northamptonshire District Council and others [2014] EWCA Civ. 137.

¹⁶ South Lakeland v Secretary of State for the Environment [1992] 2 AC 141.

permission for development that would harm the character and appearance of the conservation area, though the presumption can be overcome in certain circumstances.

- 10.2.4 The decision maker is required by section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses. The decision maker must also give considerable importance and weight to the desirability of preserving the setting of the listed building¹⁷. For present purposes, one of the meanings of preservation, as it is meant in section 66(1) of the Act, is to keep safe from harm¹⁸. There is a strong presumption against the grant of permission for development that would harm the setting of the listed building, though the presumption can be overcome in certain circumstances. In this instance, Heritage Setting is covered by a separate document and is not commented upon further here.

10.3 LOCAL PLANNING POLICY

- 10.3.1 The Manchester Local Plan guides development within Manchester. It was previously known as the Local Development Framework. Published in 2024, it is titled: PLACES FOR EVERYONE JOINT DEVELOPMENT PLAN DOCUMENT FOR BOLTON, BURY, MANCHESTER, OLDHAM, ROCHDALE, SALFORD, TAMESIDE, TRAFFORD AND WIGAN. 2022 to 2039. ADOPTED 21 MARCH 2024.
- 10.3.2 Policy JP-P2: Heritage refers specifically to archaeology and we have provided the detail of this policy below:

Policy	Description
Policy JP-P2: Heritage	We will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place. Local Plans will set out the key elements which contribute to the district's identity, character and distinctiveness and which should be the priority for conserving and enhancing in the future and demonstrate a clear understanding of the historic environment and the heritage values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive management and integration of our heritage by:

¹⁷ Barnwell Manor Wind Energy Limited v East Northamptonshire District Council and others [2014] EWCA Civ. 137.

¹⁸ South Lakeland v Secretary of State for the Environment [1992] 2 AC 141

Policy	Description
	1. Setting out a clear vision that recognises and embeds the role of heritage in place-making; 2. Ensuring that the heritage significance of a site or area is considered in accordance with national planning policy in the planning and design process and opportunities for interpretation and local engagement are optimised; 3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place; 4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and 5. Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer. Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value. Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy. Where heritage assets have been identified as being at risk, Local Plans should identify specific opportunities for them to contribute to regeneration and placemaking, and they should set out strategies for their repair and re-use. Development proposals which will help safeguard the significance of and secure a sustainable future for Greater Manchester's heritage at risk will be supported in principle, provided they are not contrary to national policy or other policies in the development plan. Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.

11 APPENDIX 3 – PROPOSED



Existing Site Plan
1 : 1000

DO NOT SUE FOR FLOWING DRAWINGS
The International Association of Bridge, Structural, Ornamental and Reinforcing Iron Workers Local Union No. 1000, which has 1,000 members, filed suit against the American Iron and Steel Institute, a Washington, D.C. based trade association, claiming that the institute had violated its right to fair competition by releasing drawings of its members' bridges and structures to the public.

8.2982

 Planning Application Boundary

Year	Value	Change from 1990
1990	100.0	0.0
2000	100.0	0.0
2001	100.0	0.0
2002	100.0	0.0
2003	100.0	0.0
2004	100.0	0.0
2005	100.0	0.0
2006	100.0	0.0
2007	100.0	0.0
2008	100.0	0.0
2009	100.0	0.0
2010	100.0	0.0
2011	100.0	0.0
2012	100.0	0.0
2013	100.0	0.0
2014	100.0	0.0
2015	100.0	0.0
2016	100.0	0.0
2017	100.0	0.0
2018	100.0	0.0
2019	100.0	0.0
2020	100.0	0.0
2021	100.0	0.0
2022	100.0	0.0
2023	100.0	0.0
2024	100.0	0.0
2025	100.0	0.0
2026	100.0	0.0
2027	100.0	0.0
2028	100.0	0.0
2029	100.0	0.0
2030	100.0	0.0
2031	100.0	0.0
2032	100.0	0.0
2033	100.0	0.0
2034	100.0	0.0
2035	100.0	0.0
2036	100.0	0.0
2037	100.0	0.0
2038	100.0	0.0
2039	100.0	0.0
2040	100.0	0.0
2041	100.0	0.0
2042	100.0	0.0
2043	100.0	0.0
2044	100.0	0.0
2045	100.0	0.0
2046	100.0	0.0
2047	100.0	0.0
2048	100.0	0.0
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2051	100.0	0.0
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2097	100.0	0.0
2098	100.0	0.0
2099	100.0	0.0
2100	100.0	0.0

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CJDT
Airport City Limited Partnership

PROJECT
MDX Manchester

DATE (Y/M/D) BY: A
1 / 1990 01/02/20

DESCRIPTION
Existing Site Plan

Stage 3

7092

7092-SRA-ZZ-ZZ-DR-A-02120

PI2

**SHEPPARD
ROBSON**

77 Parkway Center Drive, Suite 100, Waco, TX 76798
T: +1 (817) 794-1200 E: info@wagroupinc.com

STATUS: PURCHASE FOR GOOD

OR: Other countries



Proposed Site Plan
1:500

NOTES:
1. THIS PLAN IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION OR FOR ANY OTHER PURPOSE.
2. THE DESIGNER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED BY OTHERS.
3. THE DESIGNER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED BY OTHERS.
4. THE DESIGNER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED BY OTHERS.
5. THE DESIGNER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED BY OTHERS.

- 1:500
- Parking Application Boundary
 - Outline Development Plots (all modern reserved, site for primary access)
 - Proposed Building Footprints for Detailed Approval

TO: SHEPPARD/ROBSON
FROM: SHEPPARD/ROBSON
DATE: 2022-08-02
PROJECT: SHEPPARD/ROBSON

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ALP City Limited Partnership

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7092-8RA-02-22-OR-A-02130

Stage 1

7092

7092-8RA-02-22-OR-A-02130

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7092-8RA-02-22-OR-A-02130
7092-8RA-02-22-OR-A-02130
7092-8RA-02-22-OR-A-02130



Development Plot Parameter Plan
1 : 1000

[illegible]

 Planning Application Boundary
 Maximum Developable Area for Outline Panels
 Proposed Building Footprints for Detailed Approval

Year	Value	Interpretation
2011	1000.00	Plumbing & Mechanical
2012	1000.00	Plumbing & Mechanical

-575-

CLDPA
Airport City Limited Partnership

PROJECT	DATE	DESIGNED BY	CHECKED BY	DATE
MOX Manchester				
REVISION	DATE	BY	CHKD	DATE
1.000	09/02/04	JD	CP	PC
DESCRIPTION				
Development Plot Parameter Plan				

Stage 3

7092

**SHEPPARD
ROBSON**

77 Parkview Gardens, Suite 1000, W. York, ON
T-416-323-7044 FAX-416-323-7045 info@sheppardrobson.ca
STATUS: PURCHASE \$210,000.00
S2 Planning
CROSSING(S):
7092-SRA-ZZ-ZZ-DR-A-02140 **P62**



Illustrative Masterplan
1 : 500

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- 1:500
- Planning Application Boundary
- Outline Development Footprints
- Proposed Building Footprints for Detailed Approval
- Illustrative Building Plans for Approval in Outline (all matters reserved, save for primary access)

TO: SHEPPARD ROBSON
FROM: AIRPORT CITY LIMITED PARTNERSHIP
DATE: 10/01/2023
PROJECT: AIRPORT CITY LIMITED PARTNERSHIP

© 2023

Airport City Limited Partnership

7092-0RA-02-22-0R-A-02150
Illustrative Masterplan

Stage 1

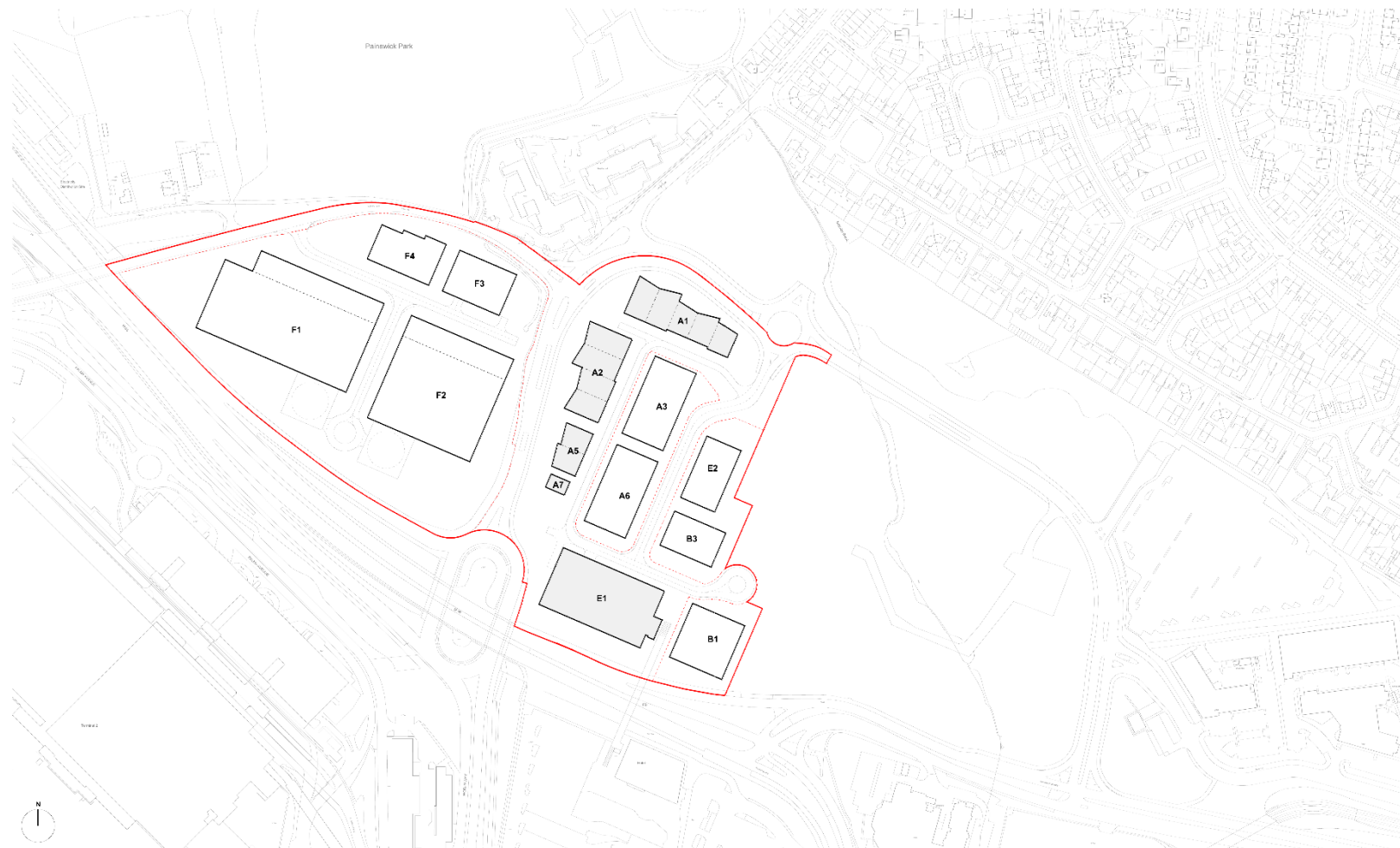
7092

7092-0RA-02-22-0R-A-02150

P02

**SHEPPARD
ROBSON**

Planning, Design, Construction, and
Operational Services
800-361-7777
800-361-7777
800-361-7777



COMPAGNY
 1998, April 18 in London, followed by Glasgow and Melbourne.
 The group of four artists, two men and two women, will be exhibiting in
 a room of the Victoria and Albert Museum, London, in 1999.

IN THE REAR OF THE FRONT TRACKS
 1998, April 18 in London, followed by Glasgow and Melbourne.
 The group of four artists, two men and two women, will be exhibiting in
 a room of the Victoria and Albert Museum, London, in 1999.

THE LOST TRACKS OF THE ARTISTS
 1998, April 18 in London, followed by Glasgow and Melbourne.
 The group of four artists, two men and two women, will be exhibiting in
 a room of the Victoria and Albert Museum, London, in 1999.

 Planning Application Boundary
 Outline Development Panels
 Proposed Building Footprints for Detailed Approval
 Illustrative Building Plots for Approval in Outline (all matters reserved, save for primary access)

TABLE 10-6		
ENV.	SWT	PARAMETER 1
PS ¹	1 to 2/5/4	1 = primary, 2 = 2nd, 3 = 3rd
PE2	0.5/1/0.5	1 = primary, 2 = 2nd, 3 = 3rd

KEY PLAN

CLIENT
Airport City Limited Partnership

PRODUCT
MDX Manchester

ASA AGENT	PLAN	CHRG
1 / 1000	0050226	J

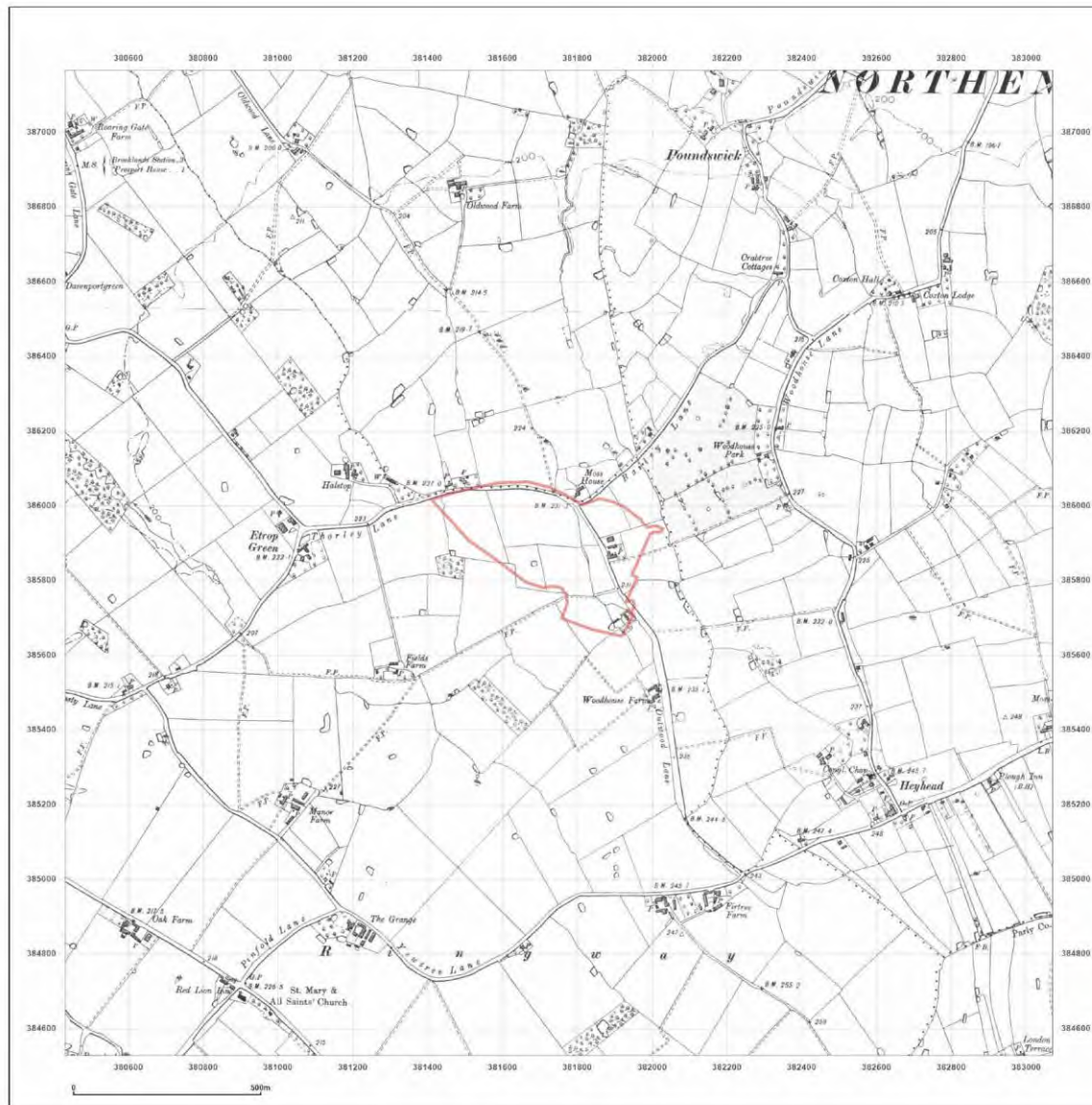
DESIGNATION
Illustrative Masterplan

Stage 3

7092

**SHEPPARD
ROBSON**
7777 Sheppard Avenue East, Unit 101
Toronto, Ontario M1S 1T5
Tel: 416-291-7554 Fax: 416-291-7555
STATUS: PLANNED FOR SALE
S2 Planning
ENCL: 100-100-100-100
7092-SRA-ZZ-ZZ-DR-A-62050
P02

12 APPENDIX 4 – HISTORIC ORDNANCE SURVEY MAPS



BLACKWELL'S MAPPING SERVICES PERSONAL & PROFESSIONAL MAPPING

Site Details:

Jet 2, Manchester Airport
Ringway Road, M90 5UX

Client Ref: CMAPS-BW1-1246428-1528092-57218-181025
Report Ref: CMAPS-BW1-1246428-1528092-57218-181025HI
Grid Ref: 381750, 385846

Map Name: County Series

Map date: 1897-1899

Scale: 1:10,560

Printed at: 1:10,560



Surveyed 1876
Revised 1897
Edition N/A
Copyright N/A
Levelled N/A

Surveyed 1874
Revised 1897
Edition 1899
Copyright N/A
Levelled N/A



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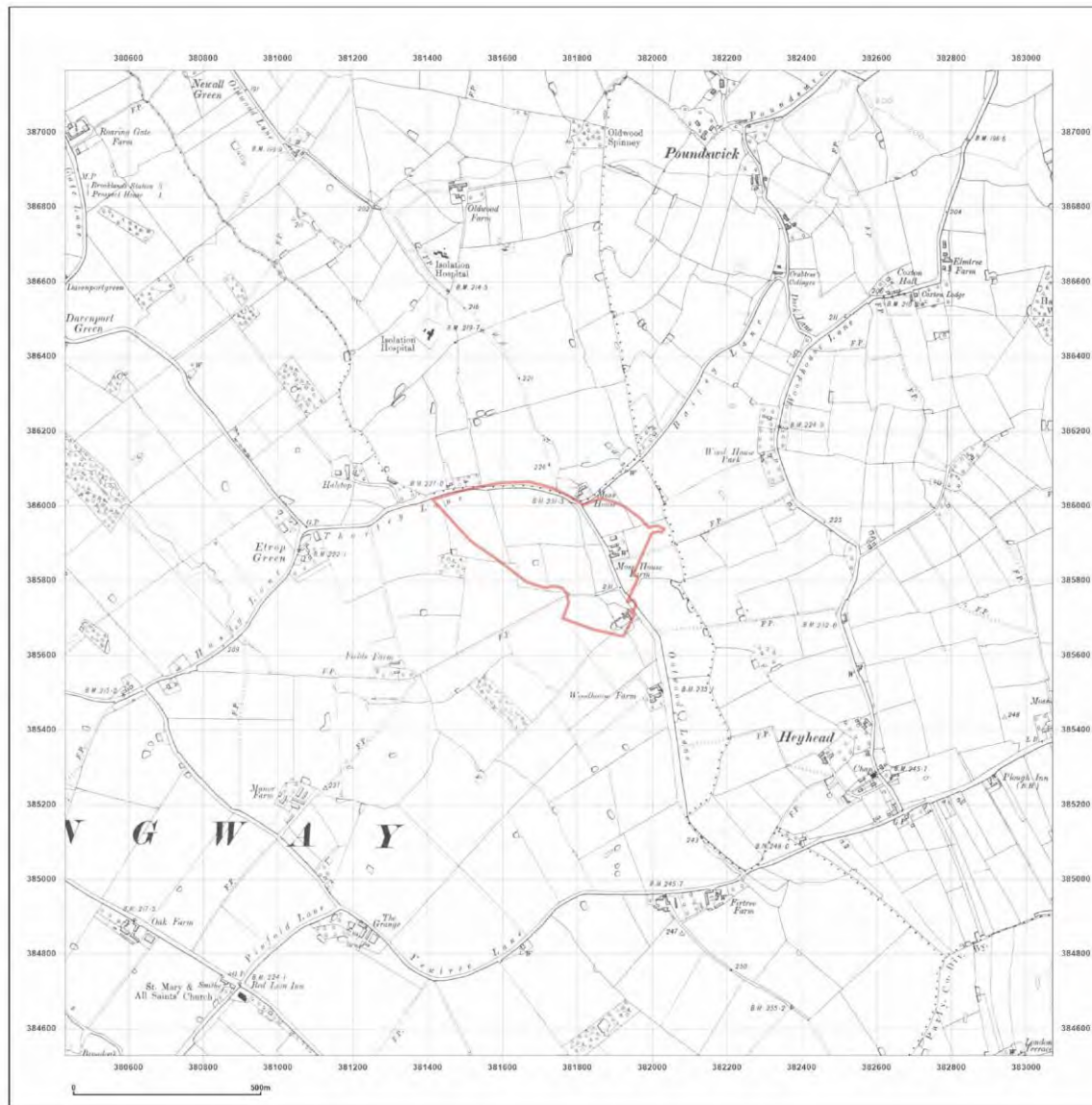


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Production date: 18 October 2025

Map legend available at:
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BLACKWELL'S MAPPING SERVICES PERSONAL & PROFESSIONAL MAPPING

Site Details:

Jet 2, Manchester Airport
Ringway Road, M90 5UX

Client Ref: CMAPS-BW1-1246428-1528092-57218-181025
Report Ref: CMAPS-BW1-1246428-1528092-57218-181025HI
Grid Ref: 381750, 385846

Map Name: County Series

Map date: 1907-1910

Scale: 1:10,560

Printed at: 1:10,560



Surveyed 1873
Revised 1907
Edition N/A
Copyright N/A
Levelled N/A

Surveyed 1874
Revised 1910
Edition 1910
Copyright N/A
Levelled N/A



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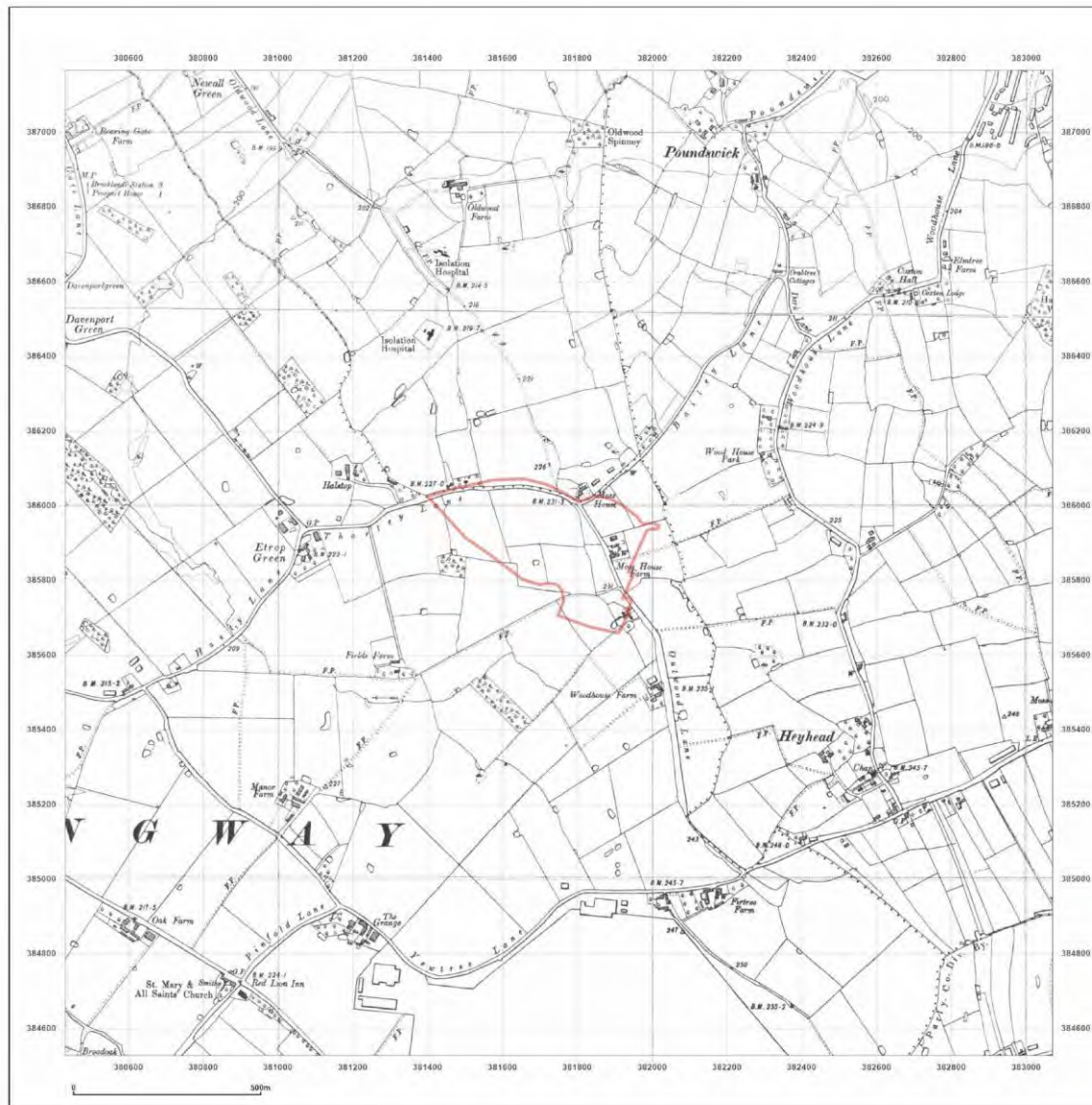


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PERSONAL & PROFESSIONAL MAPPING

Site Details:

Jet 2, Manchester Airport
Ringway Road, M90 5UX

Client Ref: CMAPS-BW1-1246428-1528092-57218-181025
Report Ref: CMAPS-BW1-1246428-1528092-57218-181025HI
Grid Ref: 381750, 385846

Map Name: County Series

Map date: 1938

Scale: 1:10,560

Printed at: 1:10,560



Surveyed 1873
Revised 1938
Edition 1938
Copyright N/A
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Surveyed 1874
Revised 1938
Edition N/A
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BLACKWELL'S MAPPING SERVICES

PERSONAL & PROFESSIONAL MAPPING

Site Details:

Jet 2, Manchester Airport
Ringway Road, M90 5UX

Client Ref: CMAPS-BW1-1246428-1528092-57218-181025
Report Ref: CMAPS-BW1-1246428-1528092-57218-181025H
Grid Ref: 381750, 385846

Map Name: Provisional

Map date: 1954

Scale: 1:10,560

Printed at: 1:10,560



Surveyed 1949
Revised 1954
Edition N/A
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Surveyed N/A
Revised 1953
Edition 1954
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Levelled N/A



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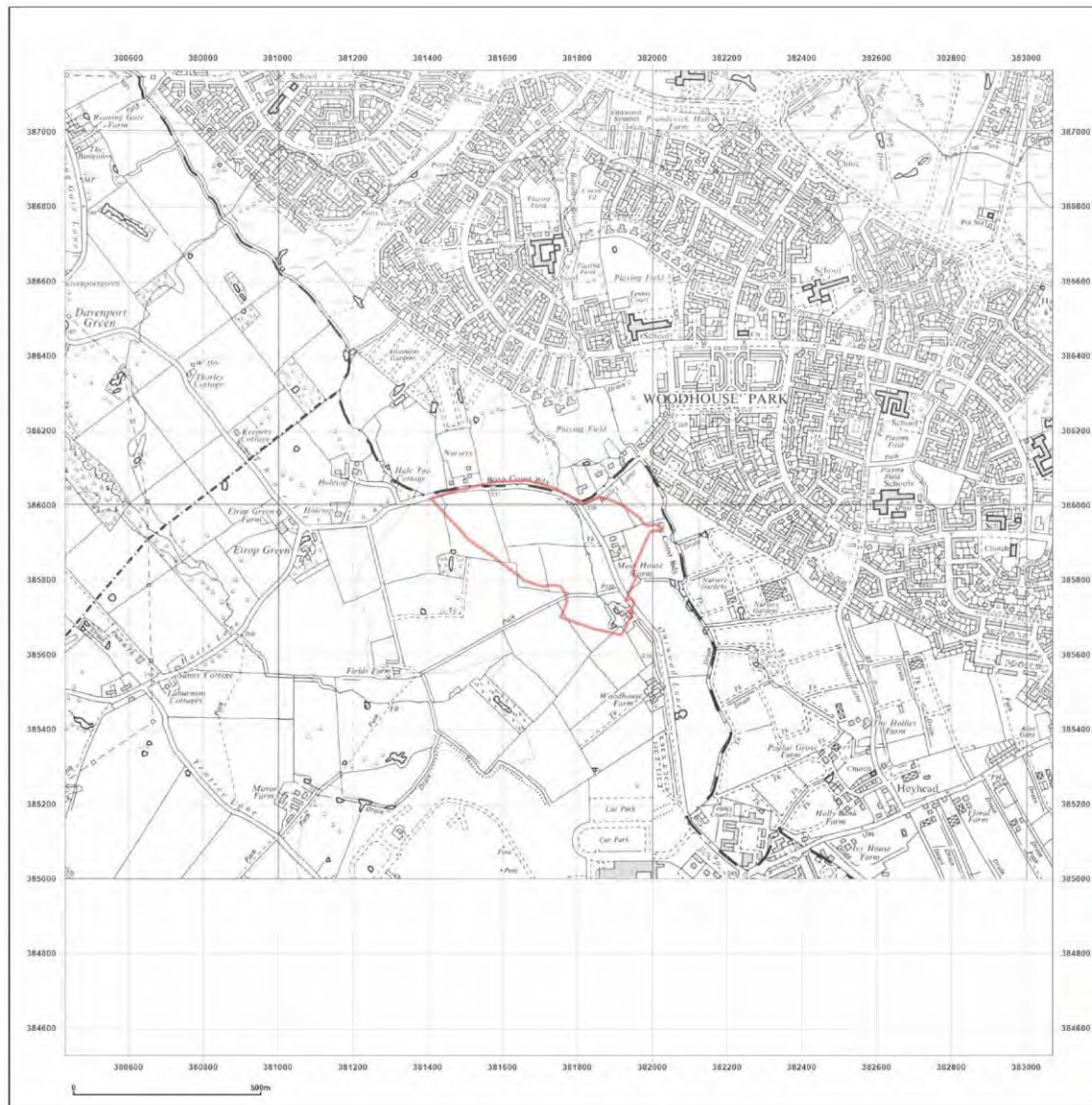


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BLACKWELL'S MAPPING SERVICES PERSONAL & PROFESSIONAL MAPPING

Site Details:

Jet 2, Manchester Airport
Ringway Road, M90 5UX

Client Ref: CMAPS-BW1-1246428-1528092-57218-181025
Report Ref: CMAPS-BW1-1246428-1528092-57218-181025H1
Grid Ref: 381750, 385846

Map Name: Provisional

Map date: 1967

Scale: 1:10,560

Printed at: 1:10,560



Surveyed 1967
Revised 1967
Edition N/A
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Site Details:

Jet 2, Manchester Airport
Ringway Road, M90 5UX

Client Ref: CMAPS-BW1-1246428-1528092-57218-181025
Report Ref: CMAPS-BW1-1246428-1528092-57218-181025H
Grid Ref: 381750, 385846

Map Name: National Grid

Map date: 1976-1977

Scale: 1:10,000

Printed at: 1:10,000



Surveyed 1975
Revised 1977
Edition N/A
Copyright 1977
Levelled 1964



Surveyed 1973
Revised 1976
Edition N/A
Copyright 1976
Levelled N/A



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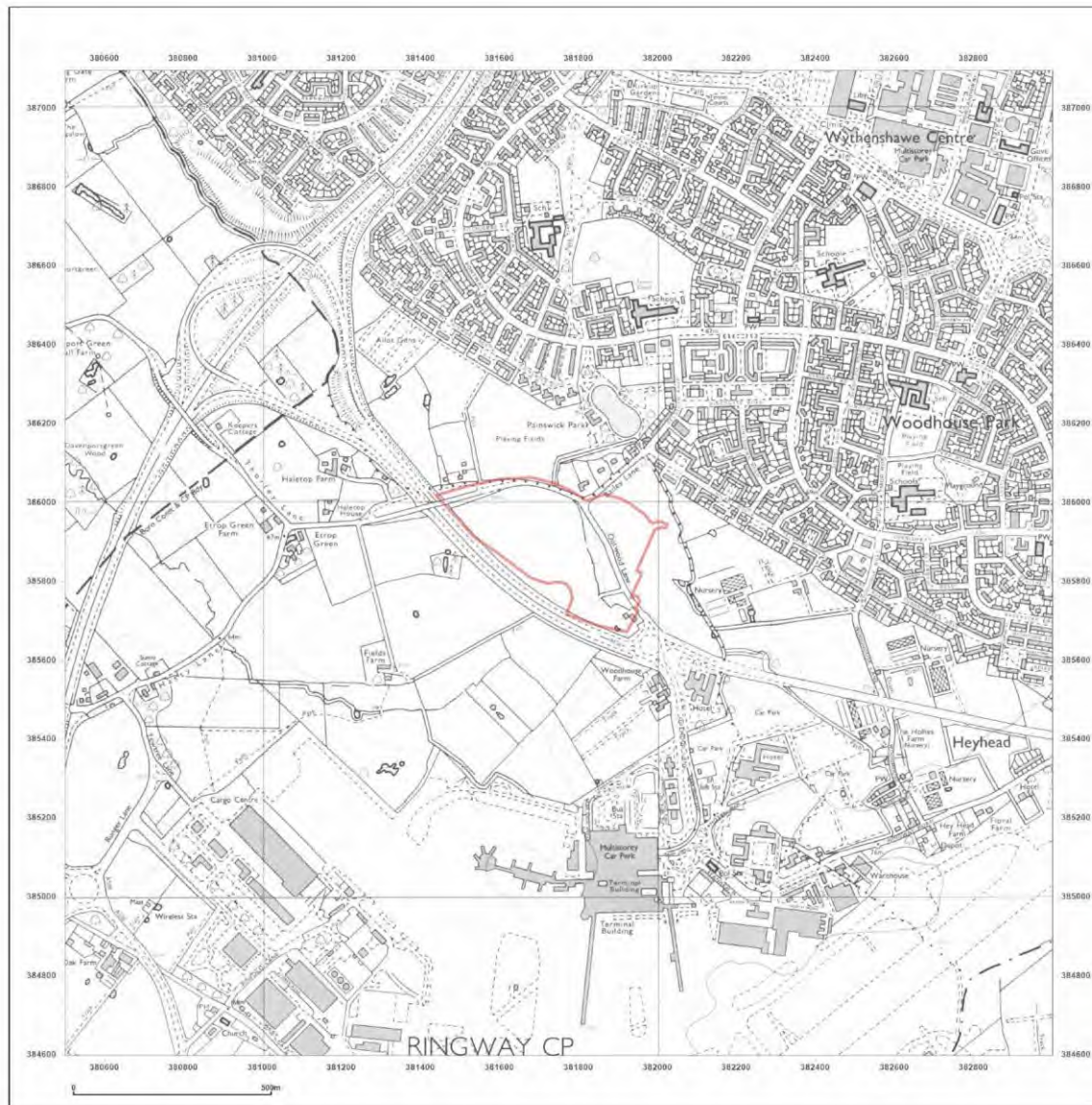


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BLACKWELL'S MAPPING SERVICES PERSONAL & PROFESSIONAL MAPPING

Site Details:
 Jet 2, Manchester Airport
 Ringway Road, M90 5UX

Client Ref: CMAPS-BW1-1246428-1528092-57218-181025
Report Ref: CMAPS-BW1-1246428-1528092-57218-181025H
Grid Ref: 381750, 385846

Map Name: National Grid
Map date: 1989
Scale: 1:10,000
Printed at: 1:10,000



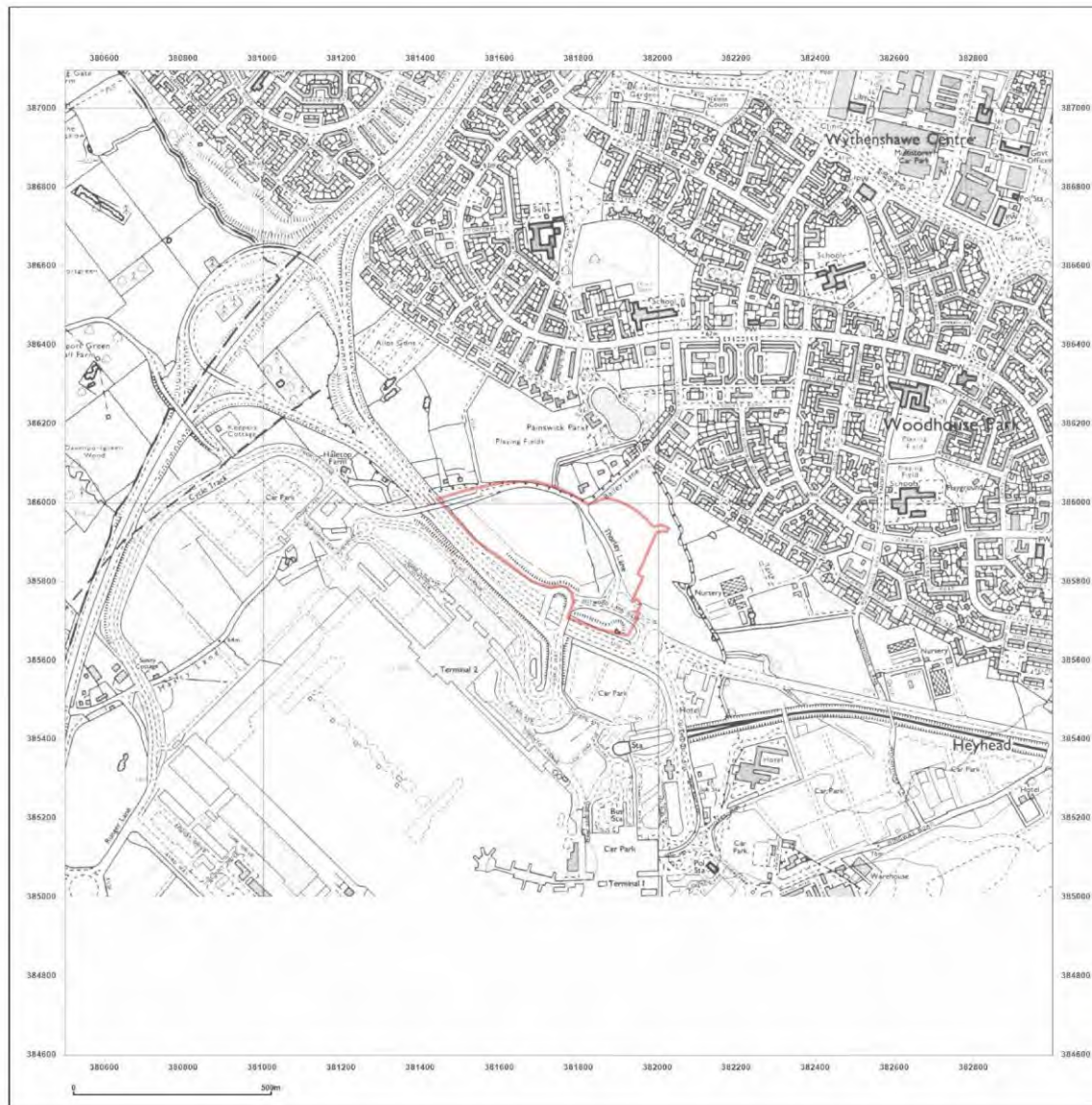
Surveyed 1984
 Revised 1989
 Edition N/A
 Copyright N/A
 Levelled N/A

Surveyed 1974
 Revised 1989
 Edition N/A
 Copyright N/A
 Levelled N/A

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Site Details:

Jet 2, Manchester Airport
Ringway Road, M90 5UX

Client Ref: CMAPS-BW1-1246428-1528092-57218-181025
Report Ref: CMAPS-BW1-1246428-1528092-57218-181025HI
Grid Ref: 381750, 385846

Map Name: National Grid

Map date: 1995

Scale: 1:10,000

Printed at: 1:10,000



Surveyed 1984
Revised 1995
Edition N/A
Copyright N/A
Levelled N/A



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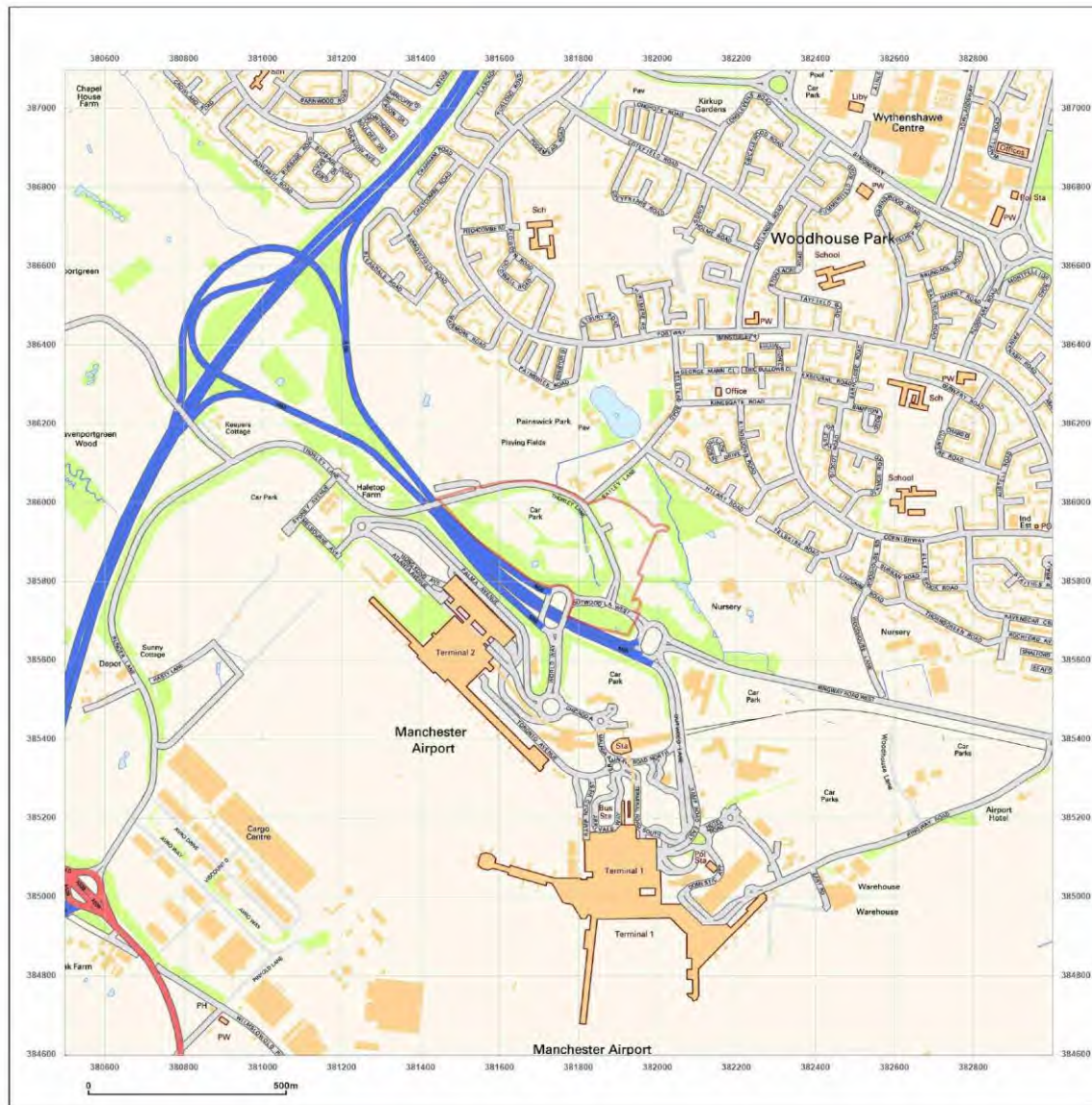


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BLACKWELL'S MAPPING SERVICES PERSONAL & PROFESSIONAL MAPPING

Site Details:

Jet 2, Manchester Airport
Ringway Road, M90 5UX

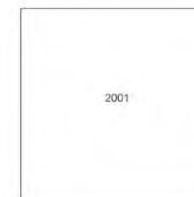
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Report Ref: CMAPS-BW1-1246428-1528092-57218-181025H1
Grid Ref: 381750, 385846

Map Name: National Grid

Map date: 2001

Scale: 1:10,000

Printed at: 1:10,000



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Site Details:

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Ringway Road, M90 5UX

Client Ref: CMAPS-BW1-1246428-1528092-57218-181025
Report Ref: CMAPS-BW1-1246428-1528092-57218-181025H
Grid Ref: 381750, 385846

Map Name: National Grid

Map date: 2010

Scale: 1:10,000

Printed at: 1:10,000



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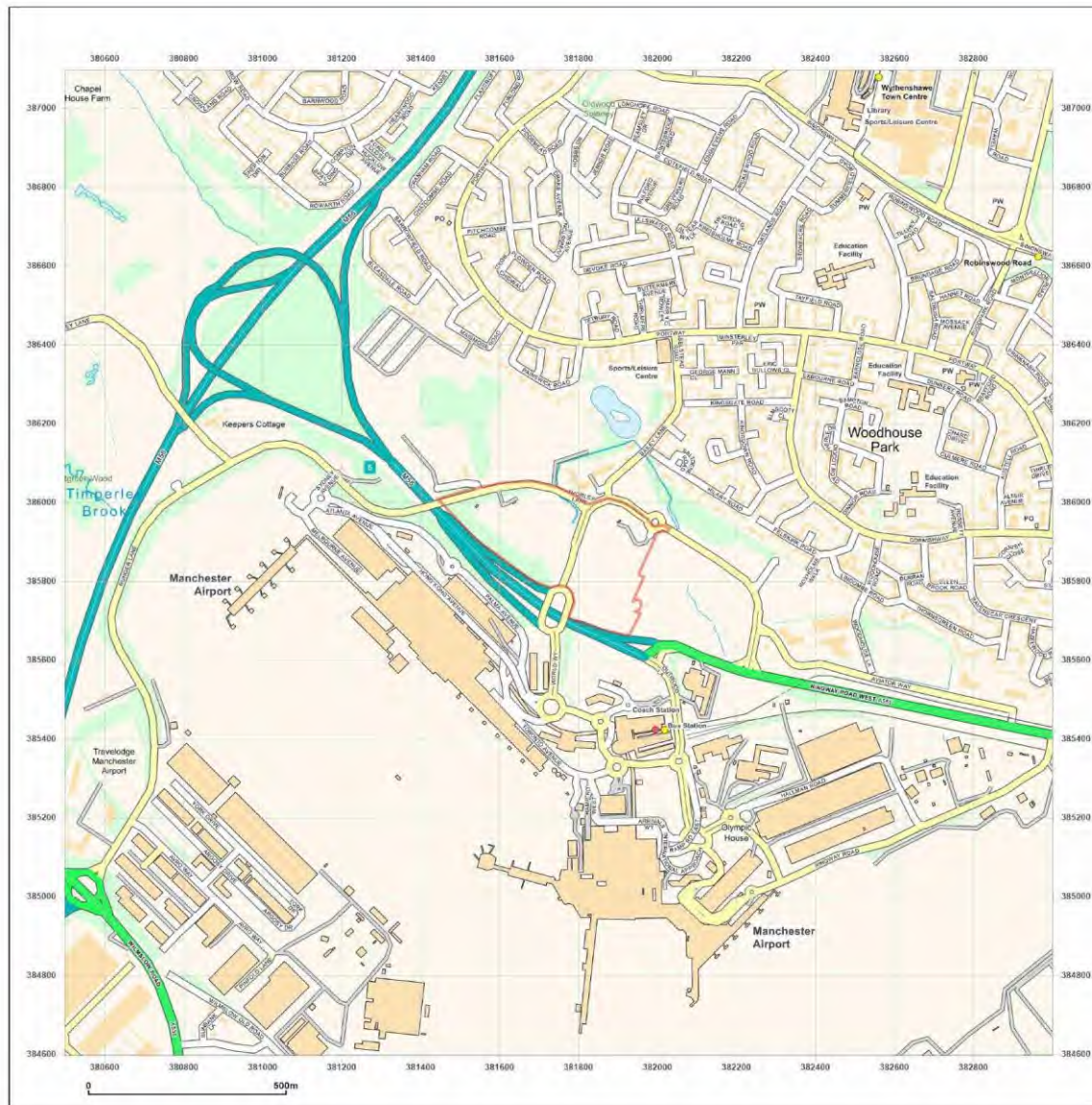


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Site Details:

Jet 2, Manchester Airport
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Client Ref: CMAPS-BW1-1246428-1528092-57218-181025
Report Ref: CMAPS-BW1-1246428-1528092-57218-181025H
Grid Ref: 381750, 385846

Map Name: National Grid

Map date: 2025

Scale: 1:10,000

Printed at: 1:10,000



2025



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13 FIGURES

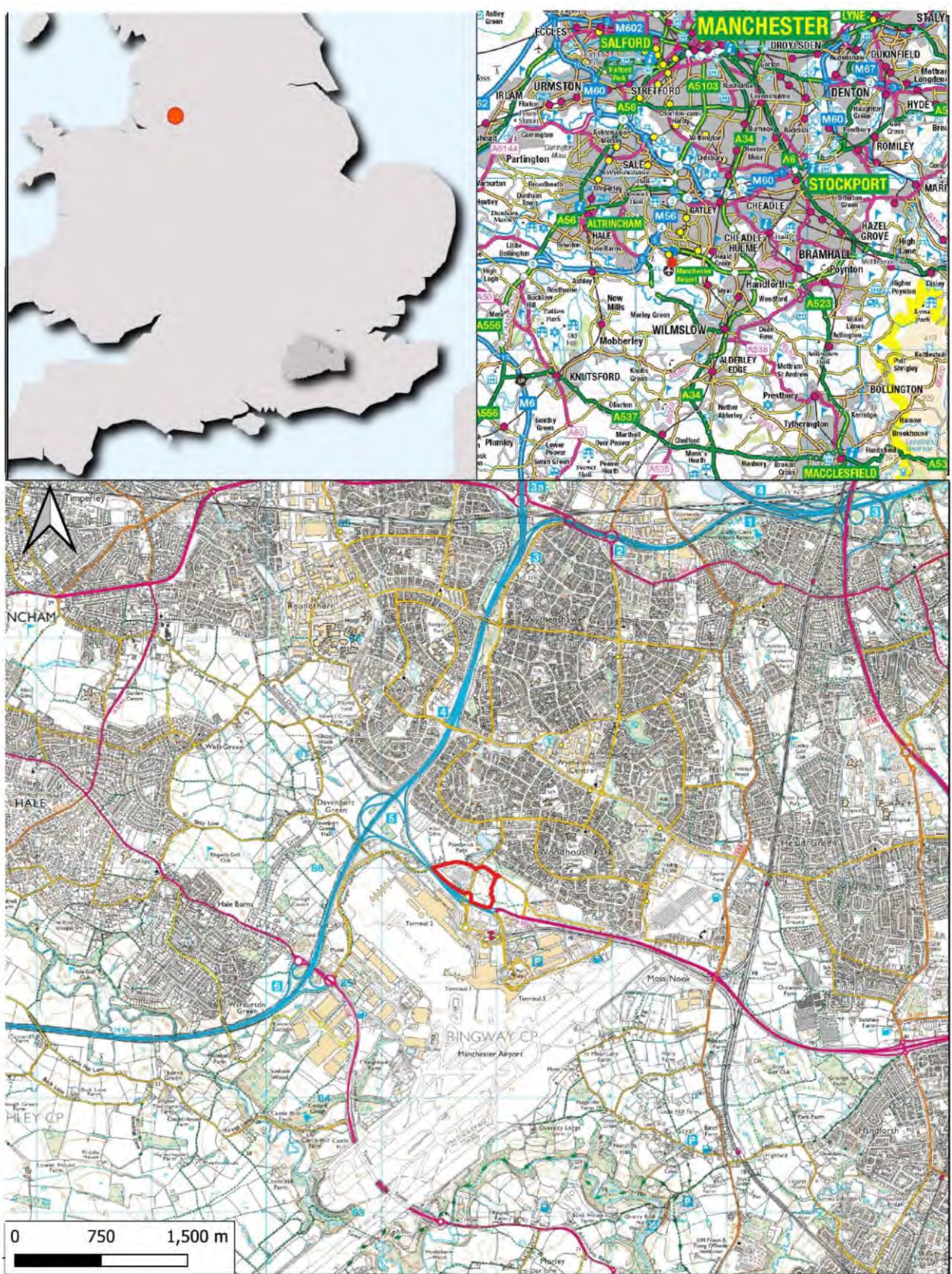
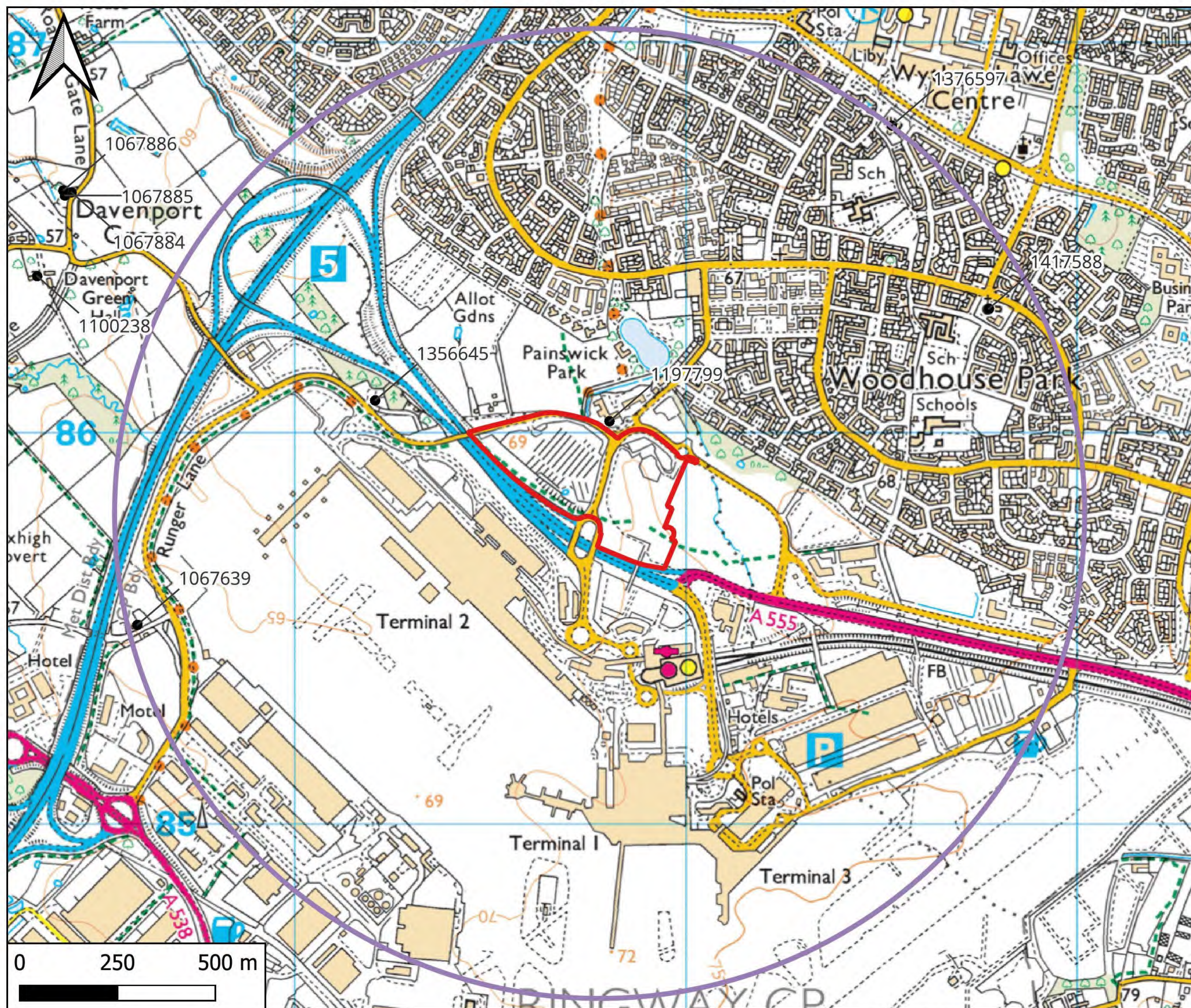


Figure 1: Site Location

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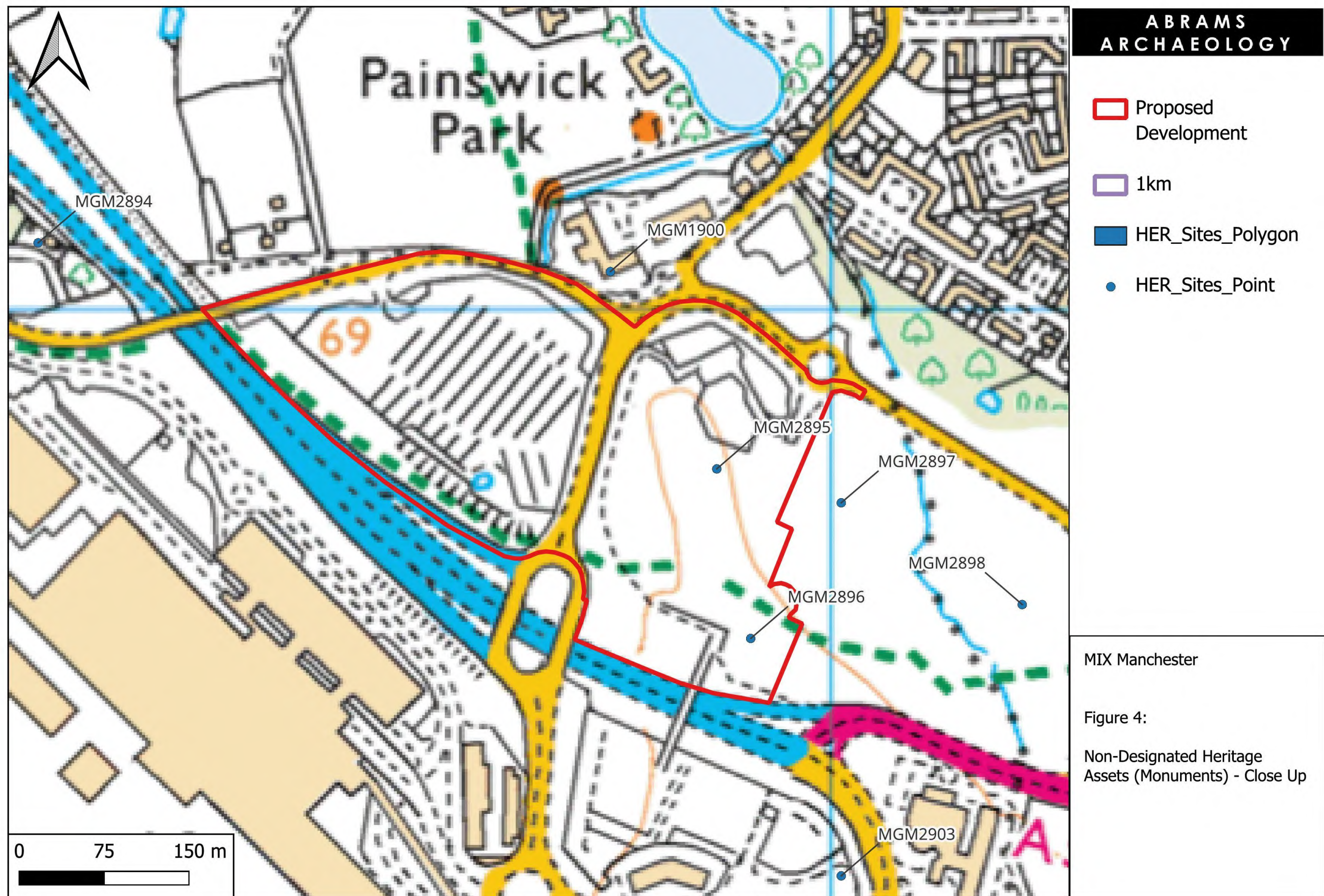
ABRAMS ARCHAEOLOGY

- Proposed Development
- 1km
- Listed_Buildings

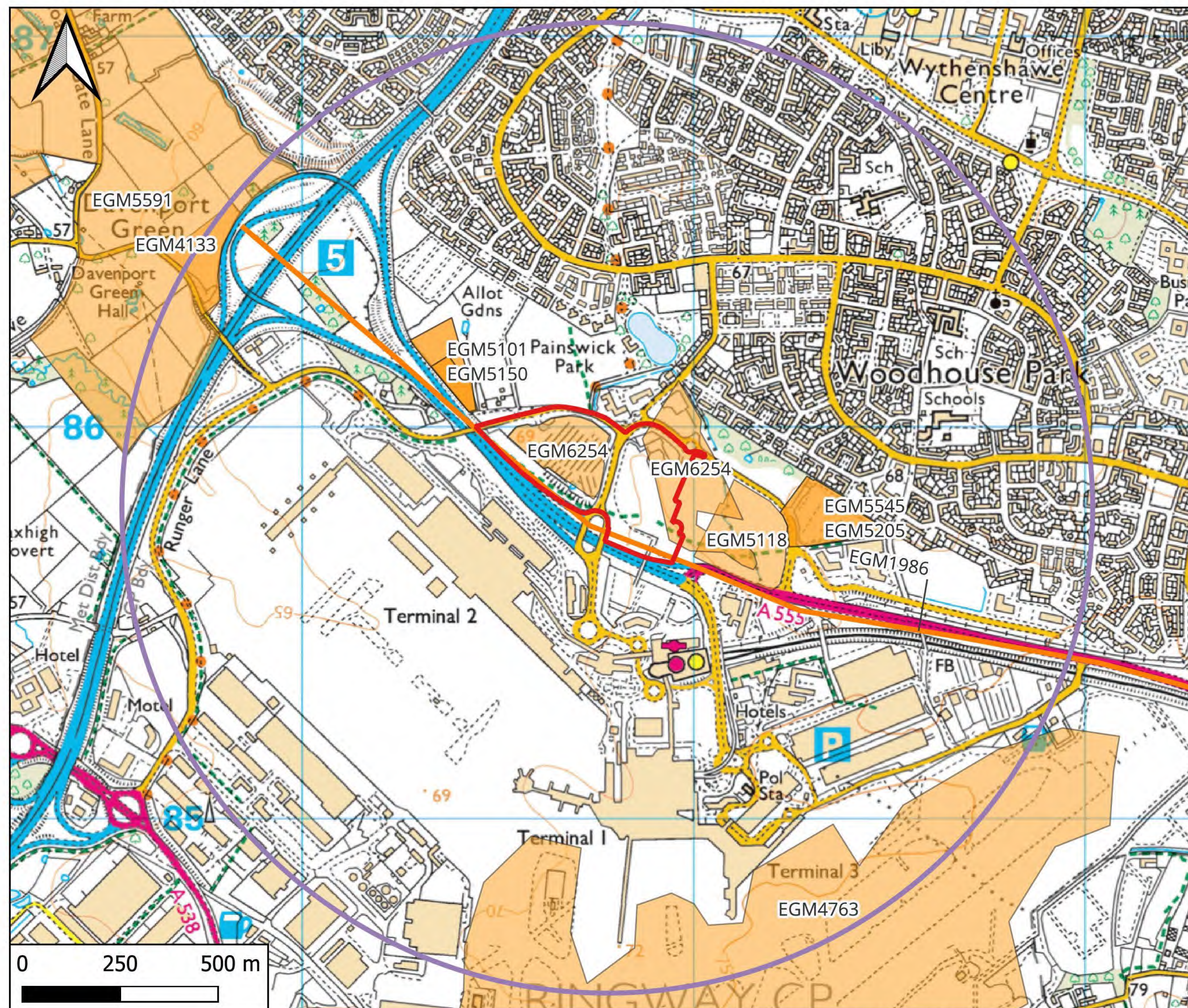
MIX Manchester

Figure 2:

Designated Heritage Assets



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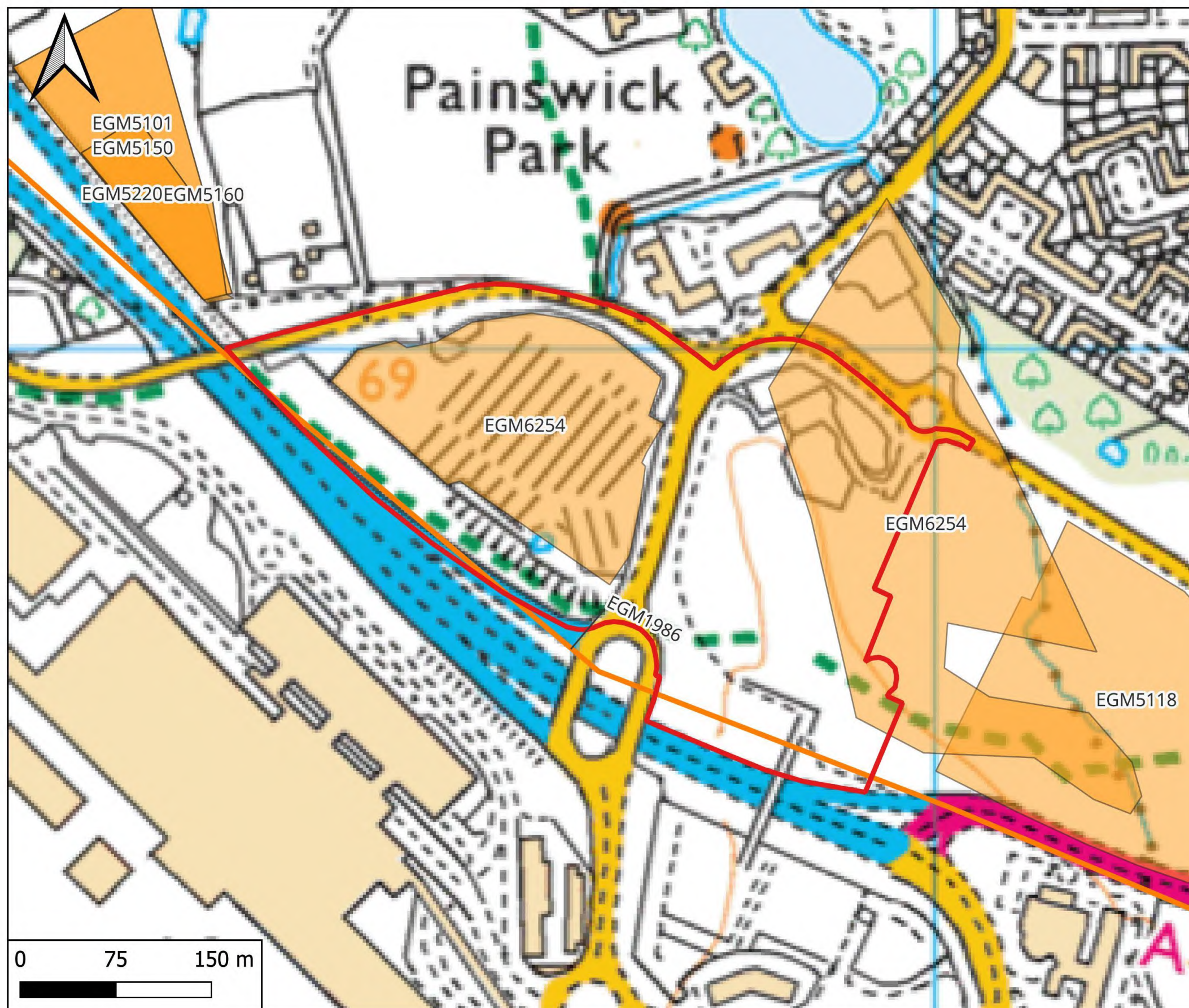


ABRAMS ARCHAEOLOGY

- Proposed Development
- 1km
- Events_Polygon
- Events_Line

MIX Manchester

Figure 5:
Events



ABRAMS ARCHAEOLOGY

- Proposed Development
- 1km
- Events_Polygon
- Events_Line

MIX Manchester

Figure 6:
Events - Close Up

