



**Shadowmoss  
Road,  
Greater Manchester**

**Rapid Research and  
Watching Brief**



**Oxford Archaeology North**

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## SUMMARY

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United Utilities have proposed the diversion of water pipes in advance of the construction of the Manchester Metrolink Airport Line. The entire route of the Airport Line, from Chorlton-Cum-Hardy to Manchester Airport, was the subject of an archaeological assessment carried out by MPT in 2011. The assessment identified the Shadowmoss Road area (SJ 8328 8561), referred to in the scheme as 'Phase 3F Ringway Road/Shadowmoss', as having the potential for archaeological remains. Following consultation with the Greater Manchester Archaeology Unit (GMAU), United Utilities commissioned Oxford Archaeology North (OA North) to undertake a watching brief of the proposed works accompanied by rapid research to put the results of any findings within their archaeological context. This was carried out in January and February 2012.

The rapid research comprised a search of both published and unpublished records and cartographic sources available online, and the archives and library held at OA North. This research has drawn on the archaeological assessment carried out in 2011 by MPT.

The rapid research has shown that there is some potential for prehistoric archaeology within the proposed development area, as there are a number of known sites in the wider area, particularly the Oversley Farm site, excavated in advance of Manchester Airport's second runway (c 2.5km to the south-west of Shadowmoss Road), which revealed archaeology dating from the Mesolithic through to the Iron Age. The proposed development area is some 4km from the nearest Roman road and no sites from this period are known in the environs of Shadowmoss Road. The area appears to have been very rural in nature throughout the medieval, post-medieval and Industrial periods, and therefore the potential for archaeology from these periods is thought to be low. Shadowmoss Road was not constructed until the 1950s, and following this the area on its west side was developed for housing. The east side of the road remains in agricultural use.

Geotechnical investigations revealed some potential for archaeological deposits, particularly towards the south end of the proposed development area, where some made ground and relic topsoil was identified. These deposits may be associated with the former farmsteads that were located to the immediate west of this area (Sites **01** and **02**). Four sites have been identified that lie within the proposed works area (Sites **06-09**). The sites are all field boundaries shown on the 1840 tithe map. Sites **06** and **07** were removed in the 1950s, whilst Sites **08** and **09** are still extant. Intrusive ground works associated with the proposed works present the potential for negative impacts upon these sites, in the form of damage and destruction to the physical remains.

The watching brief revealed that although the construction of Shadowmoss Road and the housing estate to the west had caused considerable disturbance, the area to the east of the road remained relatively undisturbed by all but a few service ducts. The only man made feature observed during the excavation was the vertical-sided posthole in the west-facing section of Trench 1, attributable to a modern fence post. The band of organic silty clay observed within Trench 7 and the haul road area appears likely to have formed within a natural hollow channel or former watercourse. Given the largely negative results of the watching brief, no recommendations are made for further archaeological work.

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## ACKNOWLEDGEMENTS

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Kathryn Blythe undertook the rapid research and Graham Mottershead undertook the watching brief. Mark Tidmarsh produced the drawings. Alison Plummer and Alan Lupton managed the project, and Alan Lupton edited the report.

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## 1. INTRODUCTION

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### 1.1 CIRCUMSTANCES OF THE PROJECT

- 1.1.1 United Utilities have proposed the diversion of water pipes in advance of the construction of the Manchester Metrolink Airport Line. The entire route of the Airport Line, from Chorlton-Cum-Hardy to Manchester Airport, was the subject of an archaeological assessment carried out by MPT in 2011. The assessment identified the Shadowmoss Road area (SJ 8328 8561), referred to in the scheme as 'Phase 3F Ringway Road/Shadowmoss', as having the potential for archaeological remains. Following consultation with the Greater Manchester Archaeology Unit (GMAU), United Utilities commissioned Oxford Archaeology North (OA North) to undertake a watching brief of the proposed works accompanied by rapid research to put the results of any findings within their archaeological context. This was carried out in January and February 2012.
- 1.1.2 The rapid research comprised a search of both published and unpublished records and cartographic sources available online, and the archives and library held at OA North. This research has drawn on the archaeological assessment carried out in 2011 by MPT.
- 1.1.3 This report sets out the results of the work in the form of a short document, outlining the findings.

### 1.2 LOCATION, TOPOGRAPHY AND GEOLOGY

- 1.2.1 The study area is located approximately 1km to the north-east of Manchester Airport, and some 12km south of Manchester (Fig 1). The modern border between Greater Manchester and Cheshire lies *c* 500m to the south of the study area. Historically, however, this area was in the Hundred of Macclesfield (bordered to the north by the river Mersey) and part of Cheshire, hence its inclusion on historic maps of that county.
- 1.2.2 The area of the proposed works is bounded to the west by Shadowmoss Road, and housing on the west side of the road, to the north by the Ridgeway Trading Estate, and to the south by Ringway Road. The proposed works area and the land to its east comprise open fields. The proposed works area is located on fairly level ground with its north extent at 70m aOD and its south extent at 75m aOD.
- 1.2.3 The solid geology comprises Triassic rock including mudstone, siltstone and sandstone, and is overlain by Diamicton, a mixed content sediment (British Geological Society 2012).

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## 2. METHODOLOGY

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### 2.1 PROJECT DESIGN

- 2.1.1 The rapid research and watching brief were carried out in accordance with the relevant IfA and English Heritage guidelines (Institute for Archaeologists 2008 *Standard and Guidance for Archaeological Field Evaluation*; Institute for Archaeologists 2008 *Standard and Guidance for the Creation, Preparation, Transfer and Deposition of Archaeological Archives*; Institute for Archaeologists 2010 *Code of Conduct*; Institute for Archaeologists 2011, *Standard and Guidance for Archaeological Desk-based Assessments*; English Heritage 2006 *Management of Research Projects in the Historic Environment* (MoRPHE)) and generally accepted best practice.

### 2.2 RAPID RESEARCH

- 2.2.1 An archaeological assessment of the Manchester Metrolink Airport Line was carried out by MPT in 2011. The assessment found that the current study area, referred to in the scheme as 'Phase 3F Ringway Road/Shadowmoss' had the potential for archaeological remains. This report incorporates the results of the 2011 assessment, as well as looking at additional sources, such as further historic maps. The sources consulted for the 2011 assessment included the Greater Manchester Historic Environment Record (HER); the National Monuments Record; Manchester City Library; The Greater Manchester Record Office; and Sale Local History Library. Additional sources consulted for the current study included:
- 2.2.2 **Cheshire Record Office (CRO), website (<http://maps.cheshire.gov.uk/tithemaps/>):** the record office in Chester is the main source of primary information, including Ordnance Survey (OS) and other maps, plans, and documents for Cheshire. Tithe maps, historic OS maps and aerial photographs were consulted on the record office website.
- 2.2.3 **Cheshire Local History Association (<http://www.cheshirehistory.org.uk/archive/>):** historic maps were viewed on this website.
- 2.2.4 **Promap (<https://www.promap.co.uk/promapweb/>):** historic OS maps were obtained from this website
- 2.2.5 **Oxford Archaeology North:** OA North has an extensive archive of secondary sources, as well as numerous unpublished client reports on work carried out both as OA North and in its former guise of Lancaster University Archaeological Unit (LUAU). These were consulted where necessary.

### 2.3 WATCHING BRIEF

- 2.3.1 A presence was maintained throughout any excavation works carried out within the study area. Routine photographs were taken in digital format and a

log made of any observations within the trenches. The archaeologist was given time to examine all excavations and, if required, undertake hand cleaning and recording.

## **2.4 ARCHIVE**

- 2.4.1 The results of all archaeological work carried out will form the basis for a full archive to professional standards, in accordance with current English Heritage guidelines (*Management of Research Projects in the Historic Environment*, 2006). The original record archive of the project will be deposited with the GMAU.
- 2.4.2 The Arts and Humanities Data Service (AHDS) online database *Online Access to index of Archaeological Investigations* (OASIS) will be completed as part of the archiving phase of the project.

### 3. HISTORICAL BACKGROUND

#### 3.1 INTRODUCTION

3.1.1 The following section presents a summary of the historical and archaeological background of the general area. This is presented by historical period, and has been compiled in order to place the study area into a wider archaeological context.

Period	Date Range
Palaeolithic	30,000 – 10,000 BC
Mesolithic	10,000 – 3,800 BC
Neolithic	4000 – 2,500 BC
Bronze Age	2,500 – 700 BC
Iron Age	700 BC – AD 43
Romano-British	AD 43 – AD 410
Early Medieval	AD 410 – AD 1066
Late Medieval	AD 1066 – AD 1540
Post-medieval	AD 1540 – c1750
Industrial Period	cAD1750 – 1901
Modern	Post-1901

Table 1: Summary of British archaeological periods and date ranges

- 3.1.2 **Mesolithic and Neolithic:** the Mesolithic was the latest cultural epoch in Britain during which people employed a subsistence strategy based wholly upon hunting, gathering, and fishing. Following the introduction of farming to the British Isles, from around 4000 BC, the Neolithic period saw a gradual increase in permanent settlement and the beginning of the widespread construction of monumental architecture, although few such structures are known from the Cheshire area (Hodgson and Brennand 2006, 39).
- 3.1.3 In 1998 excavations carried out at Oversley Farm in advance of the construction of Manchester Airport's second runway (c 2.5km to the south of Shadowmoss Road) revealed many thousands of Neolithic stone implements, as well as a small Mesolithic assemblage. The Neolithic material appears to be associated with a Neolithic/Early Bronze Age site located on a gravel island in the Bollin valley (Timberlake and Prag 2005, 10).
- 3.1.4 Other finds in the area include a polished Neolithic flint axe from Styal, c 2km to the south of the study area (Timberlake and Prag 2005, 9), and Neolithic polished stone axes from Cheadle, c 4km to the north-west of the study area, and Gatley, c 3km to the north of the study area (Arrowsmith 1997, 11).
- 3.1.5 There are no known sites from these periods within the study area.
- 3.1.6 **Bronze Age and Iron Age:** the beginning of the Bronze Age in Britain, defined mainly by the introduction of the use of copper, developed gradually out of the preceding Neolithic during the mid third millennium BC (Parker Pearson 2000, 13).
- 3.1.7 The Neolithic/Early Bronze Age site at Oversley Farm continued in use through the Middle and Late Bronze Ages, although perhaps less intensively.

Around 2000 sherds of Bronze Age pottery were recovered from the site, much of it dating to the Early Bronze Age, including Beakers, Cordoned and Collared Urns, incense/pygmy cups and food vessels. Late Bronze Age pottery was also included in the assemblage and a large quantity of Bronze Age lithics were also recovered during the excavation (Hodgson and Brennand 2006, 37).

- 3.1.8 A Bronze Age perforated stone hammer was found to the south-west of Baguley Hall (c 3.2km to the north-west of the study area) in 1885 (MPT 2011, 9).
- 3.1.9 The Iron Age was a time when farming increased, and, consequently, farmsteads were established across the landscape. A general lack of pottery and other surviving elements of material culture from both the Iron Age and Romano-British periods in the region has led to great difficulty in identifying settlement sites from these periods (Hodgson and Brennand 2006, 51–2; Philpott 2006, 59). Aerial photography has, however, revealed numerous cropmark enclosures in the Cheshire area (Hodgson and Brennand 2006, 52) and when similar examples have been excavated, Iron Age and Romano-British occupation has been demonstrated (Hodgson and Brennand 2006, 53; Philpott 2006, 61). A great deal of continuity in rural settlement has been observed between the Iron Age and Romano-British periods in the region (Leah *et al* 1997, 153; Philpott 2006, 73).
- 3.1.10 At the Oversley Farm site, to the south-west of the study area, Late Bronze Age - Iron Age pits with an agricultural/domestic function have been found overlying the Early Bronze Age deposits (Timberlake and Prag 2005, 15).
- 3.1.11 There are no known sites from these periods within the study area.
- 3.1.12 **Roman:** the fort at Manchester (*Mamucium*) was located c 12km to the north of the study area and known roads from the fort ran south-westwards to Northwich and south-eastwards to Buxton (Crosby 1996, 24). The road to Buxton is thought to pass through Cheadle (HER 15461.1.0), some 4km to the north-east of the study area. The existence of this road was inferred in the nineteenth century from 'Street Lane', which is known presently as Cheadle Road. Some weight to this interpretation was provided by the discovery in the 1880s of a surface composed of compacted gravel. The surface was discovered on Ack Lane East in Bramhall, some 6km to east of the study area (Arrowsmith 1997, 15).
- 3.1.13 There are no sites for this period within the study area.
- 3.1.14 **Early medieval:** in the early seventh century, the Northumbrian Anglo-Saxon kingdom gained control over Cheshire, which was then subsumed into the Anglo-Saxon kingdom of Mercia around AD 633. Mercian control of Cheshire was then succeeded by the kingdom of Wessex (Crosby 1996, 27–31). Despite Danish raids and a brief period of Danish control in the ninth century, Cheshire was part of one of the Anglo-Saxon kingdoms from the seventh century until the Norman Conquest (*ibid*).

- 3.1.15 The study area was within the Hundred of Hamestan, which was controlled through two main estates at Macclesfield and Adlington. Hamestan Hundred was one of poorer areas in the region and was extensively covered in woodland, which limited its agricultural use (Higham 1993, 171-2).
- 3.1.16 Some evidence for early medieval activity was discovered during the Oversley Farm excavations for Manchester Airport. Four pit alignments were excavated, which appeared to represent lines of trees, the pits having formed by wind-blown tree loss. The alignment suggested some land management, whereby the trees were defining small fields, c10-30m in width and at least 65m in length. Radiocarbon dating of charcoal deposits in the pits provided dates in the fifth to seventh centuries, and the tenth to thirteenth centuries for the pit alignments (Newman 2006, 101).
- 3.1.17 There are no known sites for the early medieval period within the study area.
- 3.1.18 **Medieval:** the Anglo-Saxon period came to an end with the Norman Conquest of 1066. There was considerable opposition to Norman rule and Norman armies marched across the country suppressing uprisings in the years following 1066. A large part of Cheshire was devastated during the winter of 1069-70, lands were taken away from their owners and redistributed and the subsequent uprisings were crushed. The Domesday Survey of 1086 provides a record of this: for Cheshire many places are described as ‘*wasta*’ - abandoned land - indicating that they had been destroyed in 1069 and had not yet recovered. The Macclesfield area is particularly notable for the concentration of devastation in this area. The records of taxes from 1066 and 1086 also show a depletion in productivity of the area (Crosby 1996, 33).
- 3.1.19 By the mid-thirteenth century Hamestan Hundred had been subsumed by the Hundred of Macclesfield, which comprised the townships of Cheadle Bulkeley, Cheadle Moseley, and Handforth, incorporating a cumulative total of 6230 acres (Bagshaw 1850, 168). The medieval economy was based firmly on agriculture, and particularly the raising of beef and dairy cattle, and other livestock including sheep, pigs and poultry (Hilton nd, 127). Woodland was cleared during this period, to make way for the ‘open field’ system of farming, which was increasingly widespread (Crosby 1996, 64).
- 3.1.20 Moated sites were quite common in Cheshire in this period, with most being constructed in the thirteenth and fourteenth centuries. These would have comprised a manor house on a rectangular platform of land, surrounded by a moat. They were partly built for defensive reasons, to guard against raiders or wild animals, but also were associated with status and demarcation of land (*op cit*, 46). Peel Hall (SM 22447), c 1km to the NNE of the study area, was constructed in the mid-fourteenth century by John de Ardene. In 1408 the hall passed to the Stanley family, and it then remained in their hands for a hundred years. A succession of different families then owned it until it was acquired by the Tattons, to whom it belonged when it was demolished in 1809. Only the waterlogged moat and evidence for an outer bank at the moat’s northern arm remain (MPT 2011, 10).
- 3.1.21 There are no known sites for the medieval period within the study area.

- 3.1.22 **Post-Medieval and Industrial:** enclosure of the open fields had begun in the fifteenth century and continued through the sixteenth and seventeenth centuries, to provide pasture, which sometimes resulted in the loss of hamlets and manors. The enclosure of land was largely complete by the eighteenth century (Crosby 1996, 64).
- 3.1.23 Dairying was an important local industry in the post-medieval period (Tredwell 1982, 47) and allowed Cheshire to become a centre of cheese production, with the making of cheese surviving as a farmhouse-based industry until 1968, when the last of the cottage industries yielded to factory production (*op cit*, 46).
- 3.1.24 Cheshire became an important part of the textile industry during this period, with flax and hemp being grown and mills producing linen and canvas (Crosby 1996, 64).
- 3.1.25 The emergence of Manchester as an industrial centre in the nineteenth century saw the gradual growth of the isolated farming communities in the wider area into villages, and later towns and suburbs (MPT 2011, 10). Historic mapping for the area (*Section 3.2*) indicates that the study area remained agricultural throughout the post-medieval and industrial periods and the surrounding land was not developed until the mid-twentieth century.
- 3.1.26 Manchester Airport was opened in the late 1920s. It was turned over to military use in WW2, and back to a civil airport in 1946 (MPT 2011, 10). In 1974 Greater Manchester was created largely out of Lancashire and Cheshire and included the area south of the river Mersey (the former north border of Cheshire) as far as Manchester Airport ([http://en.wikipedia.org/wiki/Greater\\_Manchester](http://en.wikipedia.org/wiki/Greater_Manchester)).
- 3.1.27 All of the sites within the gazetteer date to the Industrial period. Sites **01-05** are buildings noted on Greenwood's map of 1819, and Sites **06-09** are field boundaries noted on the 1840 Tithe map. However, it should be noted that all of these sites have the potential to be earlier than Industrial Period.

## 3.2 MAP REGRESSION

- 3.2.1 **Introduction:** a number of cartographic sources were examined on the CRO website, and the Cheshire Local History Association website, together with some held at OA North's offices and some obtained from Promap. Aerial photographs available from the CRO website and Google Earth were also consulted.
- 3.2.2 **Greenwood, 1819 (Plate 1):** this county map is small scale and therefore does not provide details of field boundaries. However the road running east/west towards the south extent of the study area, between Shadow Moss and Hayhead, is depicted. It is therefore possible to ascertain that buildings are indicated in the locations of Sites **01-05**.

- 3.2.3 ***Bryant, 1831 (Plate 2)***: again this map is small scale but buildings (Sites **01-05**) are indicated. Buildings **01** and **02** are shown within their own plots, indicated by green shading, and Site **02** is labelled Moss Nook.
- 3.2.4 ***Tithe map of 1840 (Fig 3)***: this map shows individual buildings and field boundaries. The owner and occupier of the land are given in the accompanying tithe award along with the name of the field and its use. Those within the proposed development area are given in Table 2 below, and the corresponding field numbers are shown on Fig 3:

Field No.	Owner	Occupier	Field Name	Field Use
187	Thomas William Tatton	John Simpson	<i>Big Wighurst</i>	Arable
188	Thomas William Tatton	John Simpson	<i>Near New House Croft in one</i>	-
191	James Carter	Charles Royle	<i>Moss Meadow</i>	Meadow
192	James Carter	Charles Royle	<i>Hollow Meadow</i>	Arable
193	James Carter	Charles Royle	<i>Big Thistley Field</i>	Arable
203	James Carter	Charles Royle	<i>Stable Meadow</i>	Arable
204	James Carter	Charles Royle	<i>Clover Croft</i>	Orchard
38	Incumbent of Chorlton Chapel	William Whitelegg	<i>Pooles Intack</i>	Arable
42	Incumbent of Chorlton Chapel	William Whitelegg	<i>Far Pooles Intack</i>	Pasture

Table 2: Details from the 1840 Tithe corresponding to the proposed development area

- 3.2.5 ***OS First Edition map of 1882 at 6" to 1 mile (Fig 4)***: this map shows the proposed development area much as it was depicted on the 1840 tithe.
- 3.2.6 ***OS First Edition map of 1909 at 25" to 1 mile (Fig 5)***: no significant changes to the proposed development area are depicted on this mapping.
- 3.2.7 ***OS map of 1938 at 1:10,560 (Fig 6)***: no significant changes to the proposed development area are depicted on this mapping.
- 3.2.8 ***OS map of 1954 at 1:10,560 (Fig 7)***: no significant changes to the proposed development area are depicted on this mapping. To the immediate east of the proposed development area the settlement labelled 'Shadow Moss' has been developed to include housing on the north side of the road.
- 3.2.9 ***OS map of 1960 at 1:1,250 (Fig 8)***: by the time of this mapping Shadowmoss Road had been constructed on an approximate north/south alignment. West of this a considerable amount of housing development had taken place, which

included the areas formerly occupied by Sites **01** and **02**. East of the road two of the field boundaries (Sites **06** and **07**) within the proposed development area had been removed.

3.2.10 *1970s vertical black and white aerial photographs and current vertical colour aerial photographs*: aerial photographs taken during the 1970s available on the CRO website (<http://maps.cheshire.gov.uk/tithemaps/>), and current aerial photographs available through Google Earth were consulted. No additional sites were added from viewing the photographs.

### **3.3 GEOTECHNICAL INFORMATION**

3.3.1 Geotechnical investigations have been made along Shadowmoss Road comprising boreholes BH49 and BH50, window samples WSTP108, WS52 and WS52A and trial pits TP109 and TP109A (MPT 2011, 13-14). The results indicated some potential for archaeological deposits, particularly towards the south extent of the area where both made ground and relic topsoil were present (BH50, TP109A and WS52A). The results are summarised in Table 3 below and the locations of the investigations shown on Fig 2.

Ref.	BH49	BH50	WSTP108	WS52	WS52A	TP109	TP109A
<b>Results (and depth)</b>	(0.3m) <u>topsoil</u>	(0.2m) <u>topsoil</u>	(0.35m) <u>topsoil</u>	(0.2m) <u>topsoil</u>	(0.2m) <u>topsoil</u>	(0.3m) <u>topsoil</u>	(0.3m) <u>topsoil</u>
	(0.55m) <u>sand</u>	(1m) brick/ concrete/ sandstone: <u>made ground</u>	(3.6m) <u>clay</u>	(0.9m) <u>clay</u>	(1m) brick/ cobbles: <u>made ground</u>	(0.7m) <u>sand</u> with cobble inclusions	(0.7m) sandstone cobbles: <u>made ground</u>
	(1.35m) <u>sand</u>	(1.25m) <u>tarmac</u>		(1.2m) <u>sand</u> with cobble inclusions	(1.25m) <u>silt</u>	(1.5m) <u>clay</u>	(0.9m) gravel/ brick <u>made ground</u> / <u>relic topsoil</u>
	(4.10m) <u>clay</u>	(1.65) <u>relic topsoil</u>		(5.59m) <u>clay</u>	(1.35m) <u>sand</u>	(2m) <u>sand</u> with cobble inclusions	(1.10m) <u>sand</u>
		(3.25m) <u>clay</u>			(5.39m) <u>clay</u>	(2.7m) <u>clay</u>	(1.3m) <u>clay</u>
		(3.45m) <u>sand</u>				(2.9m) <u>clay</u>	(2.3m) <u>clay</u> with cobble inclusions
		(3.60m) <u>clay</u>					(2.9m) <u>clay</u>
		(3.65m) <u>sand</u> with coal fragments					(3.2m) <u>clay</u>
		(6.2m) <u>clay</u>					
<b>Solid geology</b>	<u>Mudstone</u>	<u>Mudstone</u>	-	-	-	-	-

Table 3: Summary of geotechnical investigations undertaken in the Shadowmoss Road area

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## 4. WATCHING BRIEF RESULTS

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### 4.1 INTRODUCTION

4.1.1 The watching brief was carried out between January and May 2012 and comprised observation of the excavation of seven trenches, together with a haul road and car park area (Fig 9).

### 4.2 RESULTS

4.2.1 **Trench 1:** was excavated along the hedgeline at the east side of Shadowmoss Road running north/south for 114m. It was 0.5m wide and was excavated to a maximum depth of 0.5m. It comprised c 0.1-0.15m of topsoil and very rooty silty clay subsoil overlying natural mid-brown clay. Slight variations in the depth of natural clay occurred along the trench (Plate 3).

4.2.2 A small feature was observed within the west-facing section of Trench 1, 4.46m to the south of Trench 2. This was a 0.32m deep cut feature, 0.08m wide with vertical sides, sharp breaks of slope and a slightly rounded base. It was filled with a banded mid to light yellowy brown sandy clay and was probably the posthole for a relatively modern fence post (Plate 4).

4.2.3 At its southern end, Trench 1 doglegged to the west for 1.38m where it joined into Trench 3.

4.2.4 **Trench 2:** 39m from the northern end of Trench 1 and extending from its eastern side, Trench 2 was a 4.1m by 3m rectangular trench excavated to a maximum depth of 2.2m; it was situated over the position of a former manhole which had disturbed most of the trench. A small area at the southern side of the trench remained undisturbed and comprised 0.23m of topsoil and very rooty subsoil over natural mid brown clay. The trench flooded at a depth of 1.3m (Plate 5).

4.2.5 **Trench 3:** 17m south of Trench 2, Trench 3 ran north/south, parallel and to the west of Trench 1, for 63m (Plate 6). It contained 0.1-0.15m of topsoil and very rooty subsoil overlying natural mid brown clay. No features were observed within the trench. Four service ducts ran north-east/south-west across the east/west link between trenches 1 and 3 (Plate 7).

4.2.6 **Trench 4:** measured 4.4m by 3.5m and was excavated from the eastern side of Trench 3, 3m from the southern end of Trench 1. It was initially excavated to a depth of 0.75m and then had a 1m wide slot cut into it, on the same line as Trench 5 (section 4.2.7), to a maximum depth of 1.5m. This trench immediately flooded at 1.2m depth. The trench comprised 0.2-0.3m of topsoil and silty clay subsoil overlying natural mid brown clay and had a series of four service ducts running north-north-west/south-south-east across it (Plate 8).

- 4.2.7 **Trench 5:** ran east from the northern edge of Trench 4 for 38m with a 3.7m dogleg to the south-east at its eastern end. It was 0.7m wide and excavated to a maximum depth of 1.2-1.5m. It quickly became waterlogged causing collapse along its entire length (Plate 9) and the trench had to be re-excavated and shored in places. It had 0.3m of topsoil and dark brown sandy silt subsoil with brick fragments overlying mid brown natural clay. The trench immediately flooded at 1.2m depth (Plate 10).
- 4.2.8 **Trench 6:** was 0.4m wide and ran west from Trench 4 for 22m, across Shadowmoss Road and into the grassy open area between the housing estate to the north and the corner with Ringway Road to the south. It was excavated to a maximum depth of 0.7m and comprised 0.2m topsoil and very rooty subsoil at its eastern end (Plate 11).
- 4.2.9 Where the trench crossed Shadowmoss Road it comprised 0.1m tarmac and bedding with 0.4m limestone with mixed hardcore beneath. At the western end, in the grassy area, was 0.3m turf and topsoil over 0.2-0.25m mixed cinders and brick fragments, assumed to be levelling material, with natural mid brown clay below.
- 4.2.10 **Trench 7:** was an irregularly-shaped trench to the south and east of Trench 4 excavated around the area into which a concrete-lined shaft was to be excavated in order to replace the existing manhole. It measured roughly 23m by 16m and was excavated to a depth of between 0.9-1.3m. The trench mainly comprised 0.3m of topsoil and dark brown silty clay subsoil above natural mid brown clay, which had frequent stone inclusions in its upper portion becoming much less stoney deeper down (Plate 12).
- 4.2.11 The ground surface sloped downwards slightly at the south-eastern side of the trench and in this area the excavation was only 0.9m deep. Within this area was 0.3m of topsoil and silty loam subsoil above 0.55-0.6m of dark brown sandy clay with frequent small stones. Below this was thin 0.05m band of very dark organic silty clay. This appeared to be within a natural hollow rather than a cut feature and no finds were observed (Plate 13).
- 4.2.12 The 7m diameter shaft was excavated from the base of Trench 7 to a depth of 6m through natural clay with occasional bands of sandy material.
- 4.2.13 **Haul road and car park area:** an area running south-east from Trench 7 to Ringway Road was stripped for use as a haul road and car park. It measured roughly 51m in length and 16.5m wide at its north-west end, where it met Trench 7, narrowing to 10m wide in the centre and then widening again to 20m wide at its south-east end forming the car park. This was excavated to a maximum depth of 0.3m and then had stone and hardcore compacted into it to create hard standing (Plate 14).
- 4.2.14 This worked removed most of the topsoil and silty clay subsoil revealing natural mid-brown clay beneath. The darker organic material observed within Trench 7 was also present below the subsoil at the north-west side of the haul road and continued south-east for 11m, forming a roughly north-east/south-west ephemeral band 16m wide. This deposit was thought to lie within a

natural undulation or hollow but may have been the remains of a former shallow a water course (Plate 15).

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## 5. SITE GAZETTEER

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<b>Site</b>	<b>Site of buildings on Ringway Road</b>
<b>Site number</b>	<b>01 (MPT 2011, Site 30)</b>
<b>NGR</b>	SJ 8307 8540
<b>HER number</b>	2217.1.0
<b>Statutory Designation</b>	-
<b>Period</b>	Industrial
<b>Source</b>	HER
<b>Description</b>	The site of structures on Ringway Road shown on Greenwood's map of 1819. The structures are all now demolished.
<b>Assessment</b>	The site lies outwith the proposed works area, and will not be impacted.

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<b>Site</b>	<b>Site of Moss Side (Stable Meadow)</b>
<b>Site number</b>	<b>02 (MPT 2011, Site 31)</b>
<b>NGR</b>	SJ 8314 8546
<b>HER number</b>	2218.1.0
<b>Statutory Designation</b>	-
<b>Period</b>	Industrial
<b>Source</b>	HER
<b>Description</b>	Three buildings shown on Greenwood's map of 1819 and Bryant's map of 1831. The tithe map describes the group as 'house, buildings and yard'. Additional buildings are shown on later maps. All the buildings have now been demolished, and the site is occupied by a housing estate.
<b>Assessment</b>	The site lies outwith the proposed works area, and will not be impacted.

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<b>Site</b>	<b>Primrose Cottage</b>
<b>Site number</b>	<b>03 (MPT 2011, Site 23)</b>
<b>NGR</b>	SJ 8345 8533
<b>HER number</b>	2209.1.0
<b>Statutory Designation</b>	-
<b>Period</b>	Industrial
<b>Source</b>	HER
<b>Description</b>	Primrose Cottage, shown on Greenwood's map of 1819 and Bryant's map of 1831. A brick-built farm outbuilding attached to the south gable.
<b>Assessment</b>	The site lies outwith the proposed works area, and will not be impacted.

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<b>Site</b>	<b>Site of Shadow Moss Farm</b>
<b>Site number</b>	<b>04 (MPT 2011, Site 33)</b>
<b>NGR</b>	SJ 8343 8533
<b>HER number</b>	2220.1.0, 8391.1.0
<b>Statutory Designation</b>	-
<b>Period</b>	Industrial
<b>Source</b>	HER
<b>Description</b>	Site of Shadow Moss Farm, shown on Greenwood's map of 1819 and Bryant's map of 1831. Additional buildings are shown on later maps. All the buildings have now been demolished.
<b>Assessment</b>	The site lies outwith the proposed works area, and will not be impacted.

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<b>Site</b>	<b>Rose Cottage and Cherry Tree Cottage</b>
<b>Site number</b>	<b>05 (MPT 2011, Site 34)</b>
<b>NGR</b>	SJ 8343 8533
<b>HER number</b>	2223.1.0
<b>Statutory Designation</b>	-
<b>Period</b>	Industrial
<b>Source</b>	HER
<b>Description</b>	Rose Cottage and Cherry Tree Cottage, shown on Greenwood's map of 1819 and Bryant's map of 1831. The building is divided into two cottages.
<b>Assessment</b>	The site lies outwith the proposed works area, and will not be impacted.

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<b>Site</b>	<b>Former field boundary</b>
<b>Site number</b>	<b>06</b>
<b>NGR</b>	SJ 8323 8544
<b>HER number</b>	-
<b>Statutory Designation</b>	-
<b>Period</b>	Industrial
<b>Source</b>	1840 Tithe Map
<b>Description</b>	The site of a field boundary, aligned approximately north/south, shown on the tithe map of 1840. The field boundary was still extant at the time of the 1954 OS map, but had been removed by the time of the 1960 OS map.
<b>Assessment</b>	The site lies within the proposed works area, and may be impacted

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<b>Site</b>	<b>Former field boundary</b>
<b>Site number</b>	<b>07</b>
<b>NGR</b>	SJ 8327 8550
<b>HER number</b>	-
<b>Statutory Designation</b>	-
<b>Period</b>	Industrial
<b>Source</b>	1840 Tithe Map
<b>Description</b>	The site of a field boundary, aligned approximately east/west, shown on the tithe map of 1840. The field boundary was still extant at the time of the 1954 OS map, but had been removed by the time of the 1960 OS map.
<b>Assessment</b>	The site lies within the proposed works area, and may be impacted

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<b>Site</b>	<b>Field boundary</b>
<b>Site number</b>	<b>08</b>
<b>NGR</b>	SJ 8327 8554
<b>HER number</b>	-
<b>Statutory Designation</b>	-
<b>Period</b>	Industrial
<b>Source</b>	1840 Tithe Map
<b>Description</b>	A field boundary, aligned approximately north/south, shown on the tithe map of 1840.
<b>Assessment</b>	The site lies within the proposed works area, and may be impacted

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<b>Site</b>	<b>Field boundary</b>
<b>Site number</b>	<b>09</b>
<b>NGR</b>	SJ 8330 8561
<b>HER number</b>	-
<b>Statutory Designation</b>	-
<b>Period</b>	Industrial
<b>Source</b>	1840 Tithe Map
<b>Description</b>	A field boundary, aligned approximately east/west, shown on the tithe map of 1840.
<b>Assessment</b>	The site lies within the proposed works area, and may be impacted

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## 6. DISCUSSION

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- 6.1.1 The rapid research has shown that there is some potential for prehistoric archaeology within the proposed development area, as there are a number of known sites in the wider area, particularly the Oversley Farm site, excavated in advance of Manchester Airport's second runway (c 2.5km to the south-west of Shadowmoss Road), which revealed archaeology dating from the Mesolithic through to the Iron Age. The proposed development area is some 4km from the nearest Roman road and no known sites from this period are in the environs of Shadowmoss Road. The area appears to have been very rural in nature throughout the medieval, post-medieval and Industrial periods, and therefore the potential for archaeology from these periods is thought to be low. Shadowmoss Road was not constructed until the 1950s, and following this the area on its west side was developed for housing. The east side of the road remains in agricultural use.
- 6.1.2 Geotechnical investigations revealed some potential for archaeological deposits, particularly towards the south end of the proposed development area, where some made ground and relic topsoil was identified. These deposits may be associated with the former farmsteads that were located to the immediate west of this area (Sites **01** and **02**). Four sites have been identified that lie within the proposed works area (Sites **06-09**). The sites are all field boundaries shown on the 1840 tithe map. Sites **06** and **07** were removed in the 1950s, whilst Sites **08** and **09** are still extant. Intrusive ground works associated with the proposed works present the potential for negative impacts upon these sites, in the form of damage and destruction to the physical remains.
- 6.1.3 The watching brief revealed that although the construction of Shadowmoss Road and the housing estate to the west had caused considerable disturbance, the area to the east of the road remained relatively undisturbed by all but a few service ducts. There was also no discernible change of ground level, the whole area being relatively flat and even. The only man made feature observed during the excavation was the vertical-sided posthole in the west-facing section of Trench 1, attributable to a modern fence post. The band of organic silty clay observed within Trench 7 and the haul road area appears likely to have formed within a natural hollow channel or former watercourse. No artefacts were uncovered from any of the subsoils.
- 6.1.4 Given the largely negative results of the watching brief, no recommendations are made for further archaeological work.

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## 8. ILLUSTRATIONS

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### 8.1 LIST OF FIGURES

Figure 1: Site location

Figure 2: Gazetteer sites plan

Figure 3: Extract from the tithe map of 1840, showing the approximate location of the proposed works

Figure 4: Extract from the Ordnance Survey First Edition 6":1mile map of 1882, showing the location of the proposed works

Figure 5: Extract from the Ordnance Survey First Edition 25":1mile map of 1909, showing the location of the proposed works

Figure 6: Extract from the Ordnance Survey map of 1938, showing the location of the proposed works

Figure 7: Extract from the Ordnance Survey map of 1954, showing the location of the proposed works

Figure 8: Extract from the Ordnance Survey map of 1960, showing the location of the proposed works

Figure 9: Location of Watching Brief Areas

### 8.2 LIST OF PLATES

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Plate 4: Posthole in Trench 1 section looking north-east

Plate 5: Trench 2 looking east

Plate 6: Trench 3 section looking north-east

Plate 7: Service ducts in Trench 3 looking south-east

Plate 8: Trench 4 looking north-east

Plate 9: Trench 5 looking east

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Plate 11: Trench 6 east end looking north-east

Plate 12: Trench 7 with shaft marked out looking north-west

Plate 13: Trench 7 organic deposits looking south

Plate 14: Haul road and car park looking north-east

Plate 15: Haul road organic deposits looking north

PLATES



Plate 1: Extract from Greenwood's map of 1819, showing Shadow Moss



Plate 2: Extract from Bryant's map of 1831, showing Shadow Moss



Plate 3: Trench 1 looking north



Plate 4: Posthole in Trench 1 section looking north-east



Plate 5: Trench 2 looking east



Plate 6: Trench 3 section looking north-east



Plate 7: Service ducts in Trench 3 looking south-east



Plate 8: Trench 4 looking north-east



Plate 9: Trench 5 looking east



Plate 10: Trench 5 dogleg looking south-east



Plate 11: Trench 6 east end looking north-east



Plate 12: Trench 7 with shaft marked out looking north-west



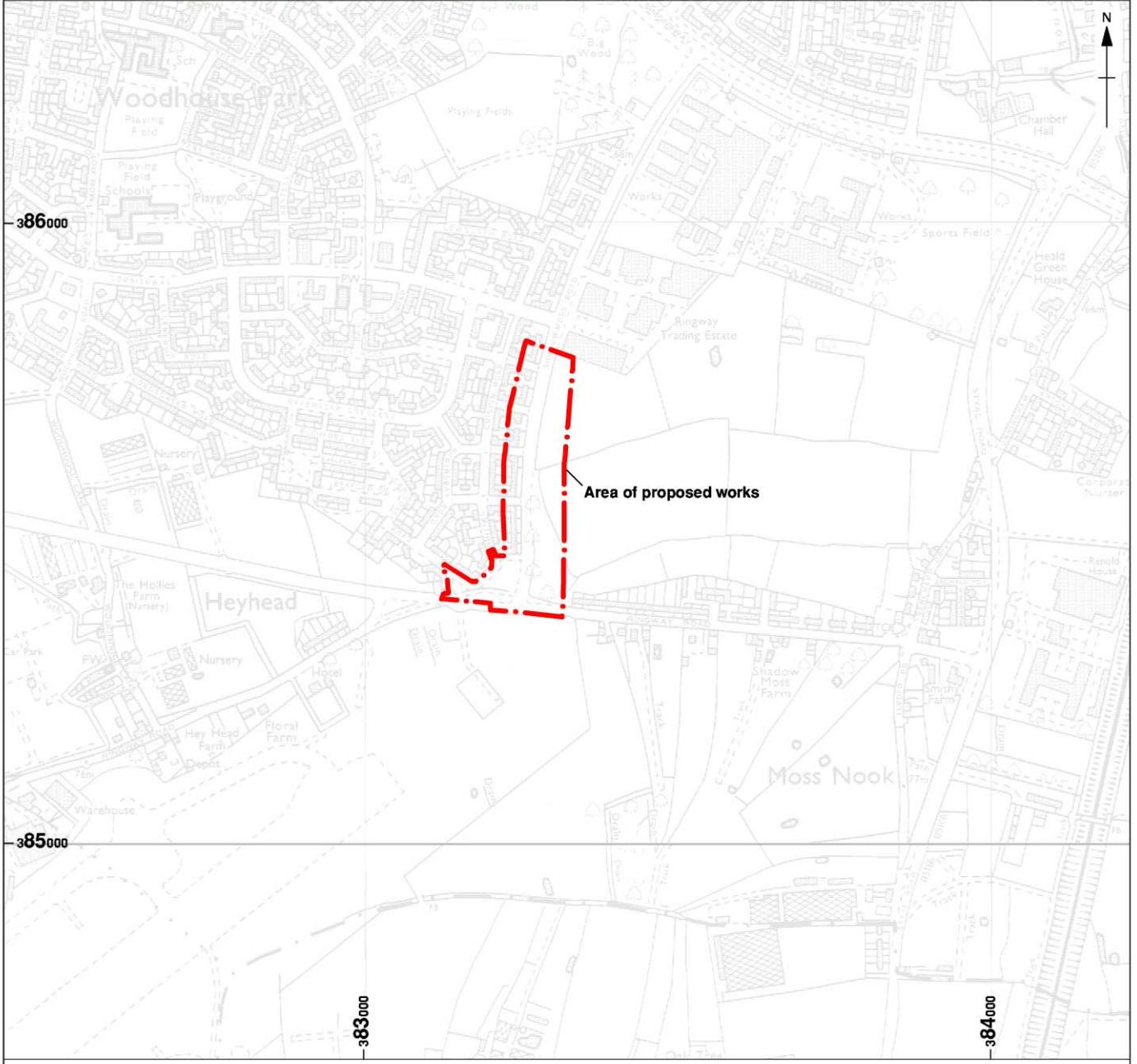
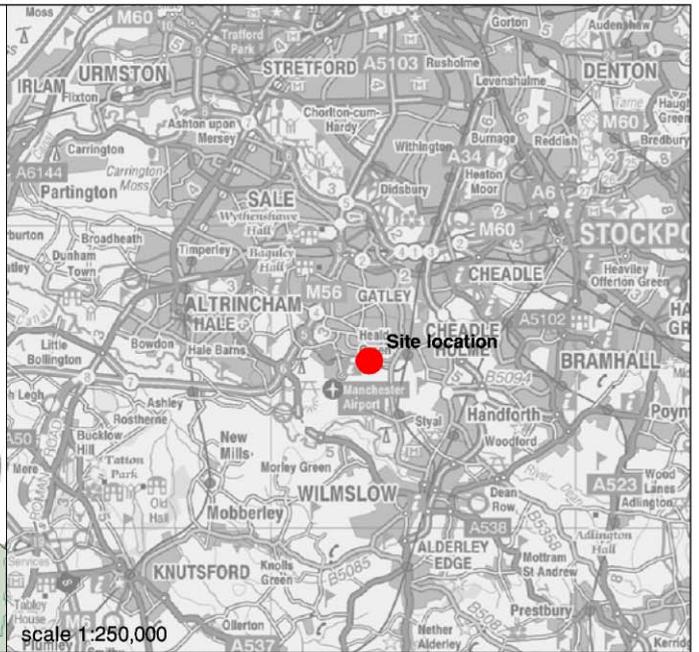
Plate 13: Trench 7 organic deposits looking south



Plate 14: Haul road and car park looking north-east



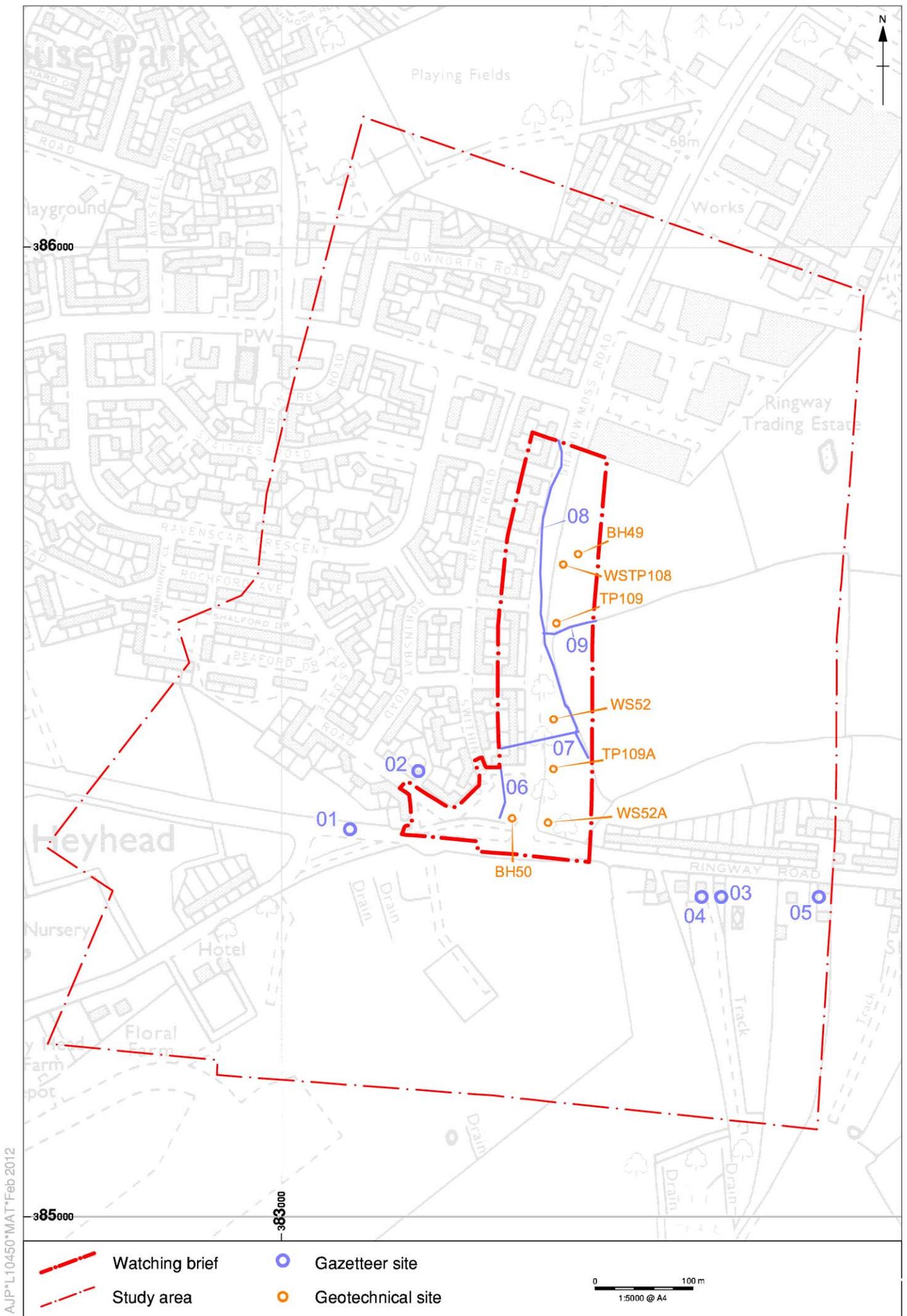
Plate 15: Haul road organic deposits looking north



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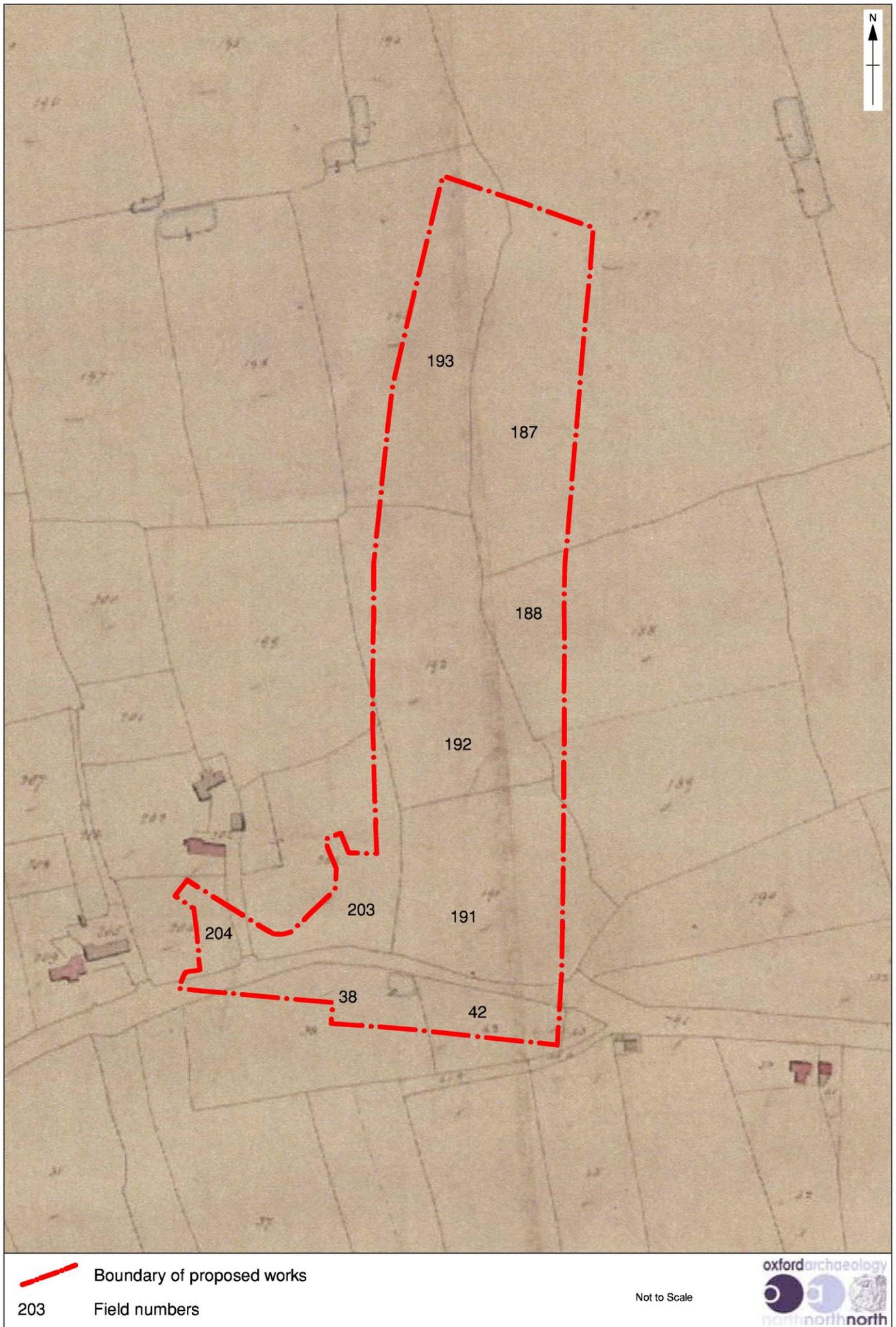
Figure 1: Site location



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Figure 2: Gazetteer Sites Plan

AJP\*L10450\*MAT\*Jan 2012



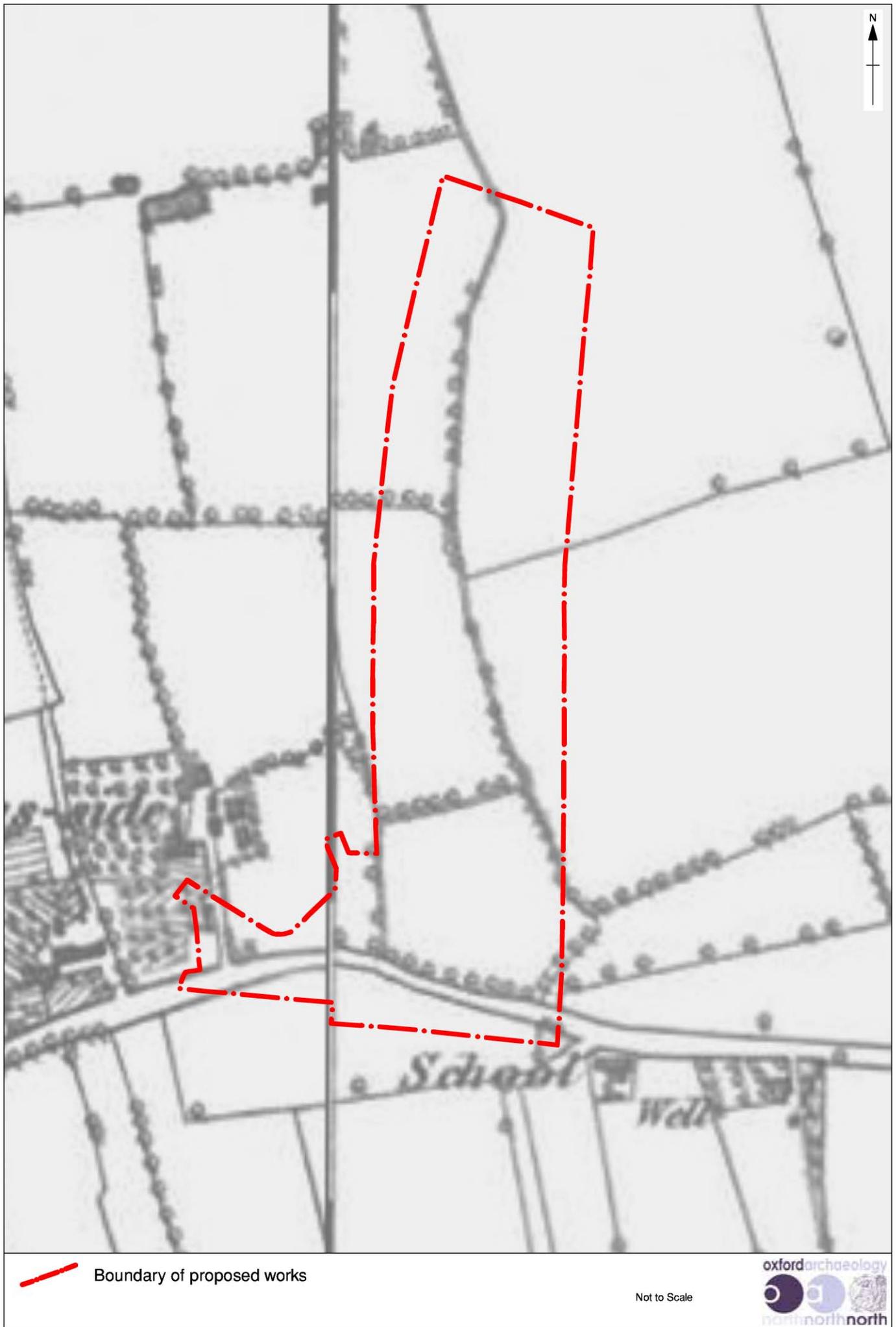
 Boundary of proposed works  
 203 Field numbers

Not to Scale



Figure 3: Extract from the tithe map of 1840

AJP\*L10450\*MAT\*Jan 2012



Boundary of proposed works

Not to Scale



Figure 4: Extract from the Ordnance Survey First Edition 6":1 mile map of 1882



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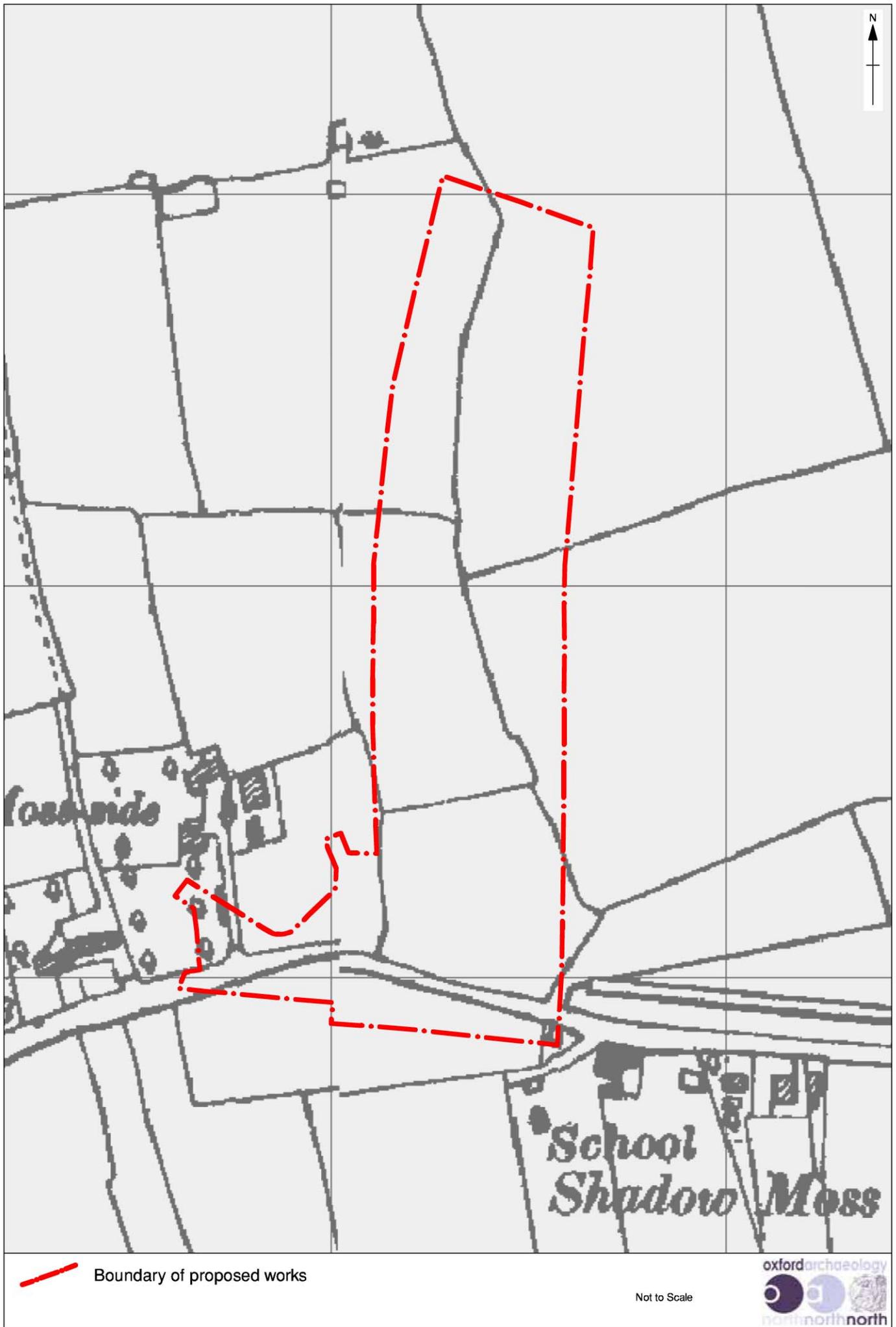


Figure 6: Extract from the Ordnance Survey map of 1938

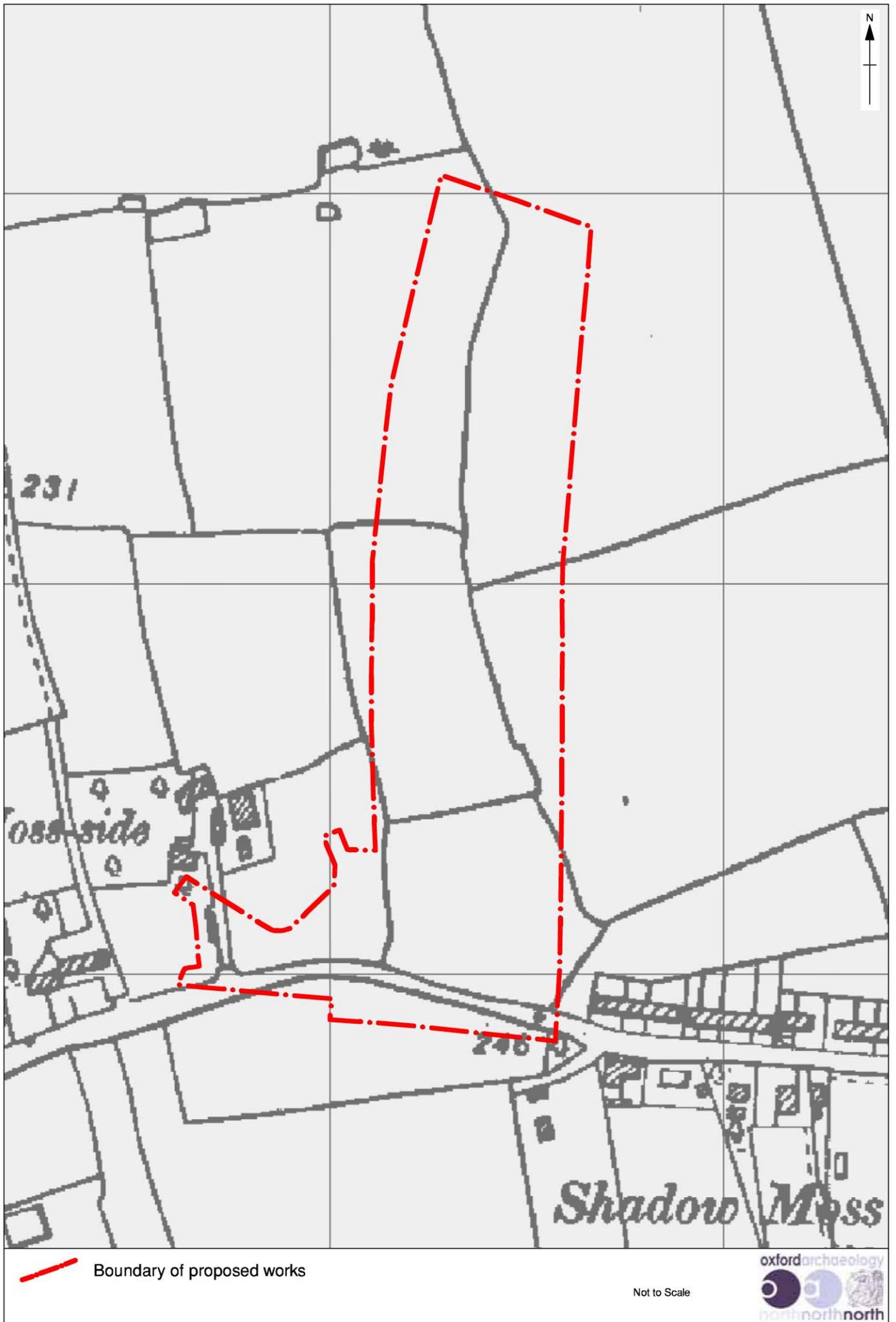
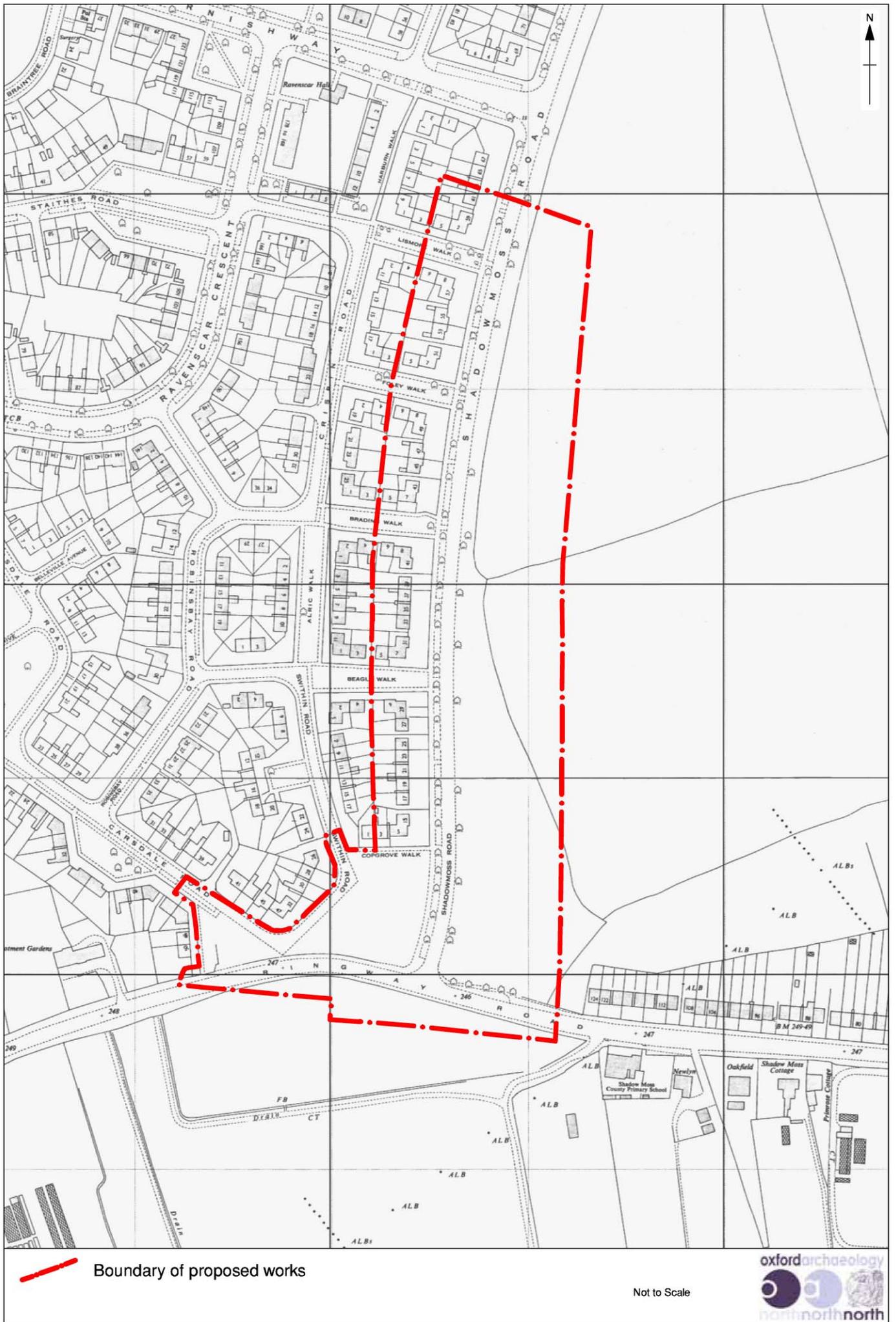


Figure 7: Extract from the Ordnance Survey map of 1954



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Figure 8: Extract from the Ordnance Survey map of 1960

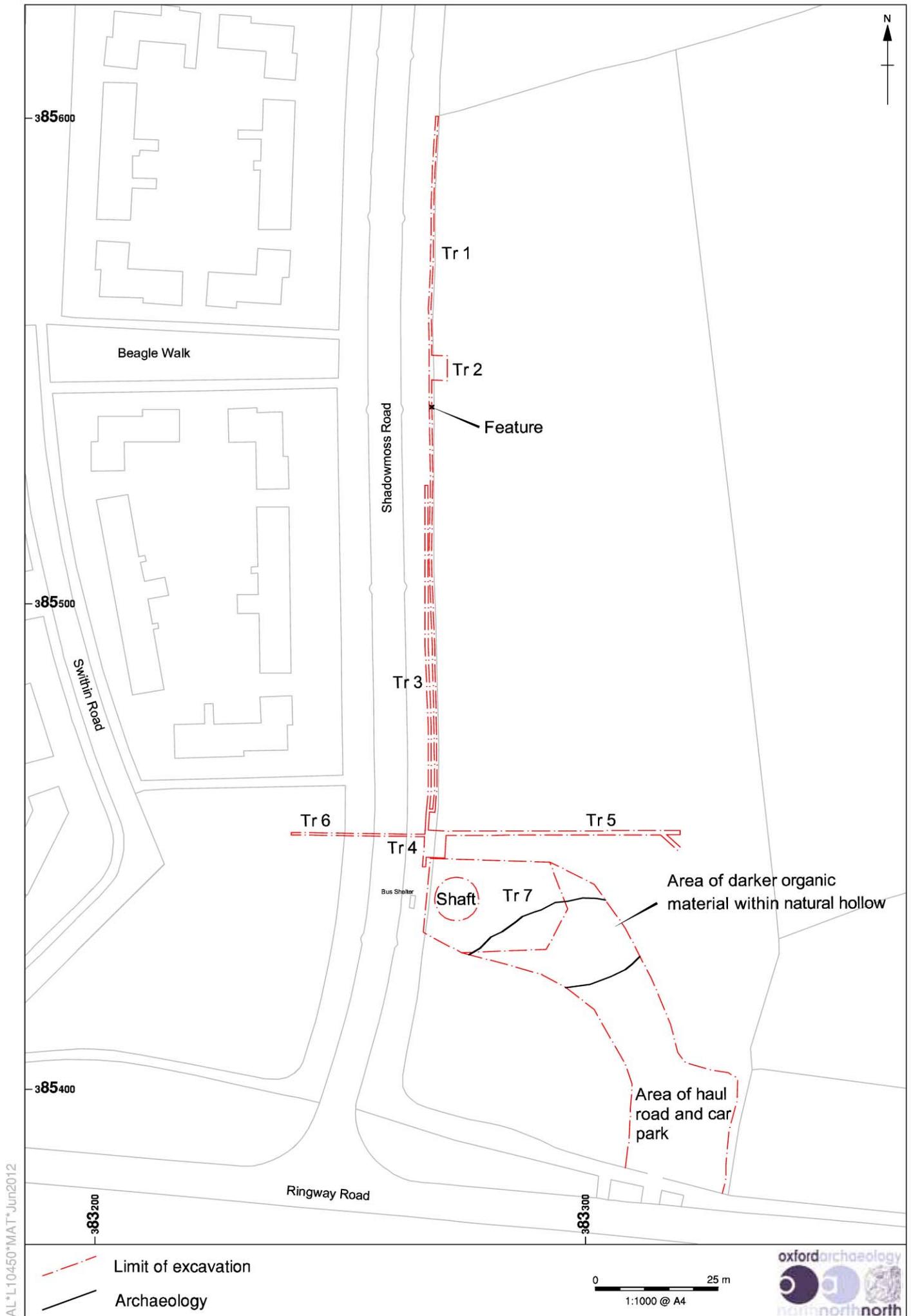


Figure 9: Location of Watching Brief Areas