



High Speed Rail (West Midlands - Crewe)

Environmental Statement

Volume 5: Technical appendices

Cultural heritage

Route-wide historic landscape character report (CH-005-000)



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Department for Transport

High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

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A report prepared for High Speed Two (HS2) Limited:

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1 Introduction

1.1 Structure of the cultural heritage appendices

1.1.1 The cultural heritage Appendices for the Proposed Scheme comprise the following documents:

- a baseline report for each community area (Appendices CH-001-001 to CH-001-005);
- a gazetteer for each community area (Appendices CH-002-001 to CH-002-005);
- an impact assessment table for each community area (Appendices CH-003-001 to CH-003-005);
- a route-wide historic landscape character report (this Appendix); and
- a route-wide geoarchaeology desk study report (Appendix CH-006-000).

1.1.2 In addition survey reports, incorporating geophysical survey and remote sensing studies for each community area are available in the Background Information and Data document¹.

1.2 Scope and coverage

1.2.1 This Appendix provides baseline information relating to identified Historic Landscape Character Areas (HLCA) falling within the 2km of the land required for the Proposed Scheme and followed to their natural extent.

1.2.2 The data detailed within this document relates to the following community areas:

- Fradley to Colton (CA1);
- Colwich to Yarlet (CA2);
- Stone and Swynnerton (CA3);
- Whitmore Heath to Madeley (CA4); and
- South Cheshire (CA5).

1.2.3 HLCA are heritage assets distinct from archaeological remains and built heritage in that they relate to our understanding of the legibility of the historic landscape and its changing character over time.

1.2.4 A total of 19 HLCA have been identified within the area affected by the Proposed Scheme.

1.2.5 This Appendix provides the following information:

- key characteristics of each identified HLCA;

¹ HS2 Ltd (2017), *High Speed Two (HS2) Phase 2a (West Midlands - Crewe), Background Information and Data, Cultural heritage survey reports*, BID-CH-004-001 to BID-CH-004-005. Available online at: www.gov.uk/hs2

Appendix CH-005-000

- a broad description of each HLCA;
- mapping showing each HLCA in relation to the Proposed Scheme and relevant Proposed Developments;
- aerial imagery and a photograph illustrating representative elements of each HLCA; and
- an impact assessment, presenting:
 - an assessment of the significance/value of each HLCA;
 - an assessment of the magnitude of impact predicted as a result of the Proposed Scheme; and
 - an assessment of the significance of effect predicted as a result of the Proposed Scheme.

2 Assessment

2.1 Methodology

- 2.1.1 For the purpose of assessment, project specific HLCA were developed through the analysis and synthesis of a number of data sets. Most importantly this involved analysis of Historic Landscape Characterisation data from the Staffordshire and Cheshire County Council Historic Environment Records (HER). These form the basis of the mapping provided on the HLCA sheets. Site visits and a wide range of other sources also fed into the process, as set out in the other Volume 5 Cultural Heritage Appendices.
- 2.1.2 These sources of information were used to identify areas of coherent historic landscape character: the HLCA. Figure 1 presents an overview of all the HLCA for the route of the Proposed Scheme. These were then used as a basis for impact assessment. This was undertaken using the methodology defined in the High Speed Two (HS2) Phase 2a (West Midlands - Crewe) Environmental Statement (ES), Scope and Methodology Report (SMR) and its addendum, which are set out in Volume 5: Appendix CT-001-001/2.
- 2.1.3 The approach developed for the assessment of historic landscape character is set out in the SMR Addendum, Technical Notes (Volume 5: Appendix CT-001-002). A detailed overview of the Staffordshire and Cheshire data reconciliation methodology is also provided in the Technical Note.

2.2 Results

- 2.2.1 The assessment identified 19 HLCA (presented in Figures 3 to 21), four of which are predicted to experience a significant effect as a result of the Proposed Scheme.
- 2.2.2 The Historic Landscape Character Type colour scheme displayed in the legend (see Figure 2) of the 19 HLCA maps is solely based upon the 'Period' of the Historic Landscape Character Type, as defined in the reconciled data. A darker shade reflects an earlier period in time, with a maximum of four differing shades per Historic Landscape Character Broad Type (e.g. communications, military or woodland) for visual clarity. Other time-descriptive references (e.g. 'Early' or 'Late') within the legend, such as those found through the 'Refined Type' data, has no impact on the colour shading and should be interpreted at a sub-level, within the context of the 'Period' data element.

3 Gazetteer of proposed developments

- 3.1.1 Proposed developments that could impact the historic landscape in the future have been included in the gazetteer (Table 1) and are displayed in figures for each HLCA (Figures 3 to 21).
- 3.1.2 Proposed developments have been displayed in the figures when they are located either within or close to the HLC assessment area. This is because Proposed Developments can potentially have impacts on the setting of historic landscapes.
- 3.1.3 Proposed Developments were included in the HLC assessment based on the following criteria:
- the development falls within 2km of the land required for the Proposed Scheme;
 - the development is of a Planning Application Type pertinent to historic landscape (for example, 'change of use' types were not included); and
 - the development is of a type that will involve physical change to the landscape (for example, interior conversions were not included).

Table 1: Gazetteer of proposed developments

HLC ID	CA	Application reference	Description of development
1	CA1	Wellington C Gas Line 2 EN060001	Gas pipeline approximately 27km in length.
2	CA1	13/00162/FULM	New warehouse, covered loading area, ancillary office building and associated yard and car parking.
3	CA1	13/00410/FULM	Winter irrigation reservoir to hold 77,900 cubic metres of water.
4	CA1	13/00588/FUL	Earth banked slurry lagoon.
5	CA1	13/00492/FUL	New agricultural livestock building.
6	CA1	14/00005/FUL	New road extension to Halifax Avenue and works to Gorse Lane.
7	CA1	14/00683/OUTM	16 dwellings.
8	CA1	14/00898/FULM	New landscaped balancing pond.
9	CA1	14/01234/FUL	Three agricultural buildings.
10	CA1	15/00116/FULM	Seven timber cabins, a fishing lake, associated landscaping and timber walkway.
11	CA1	15/00834/FULM	Solar farm, installation of solar photovoltaic panels and associated infrastructure including landscaping and grid connection.
12	CA1	10/01498/OUTMEI	Up to 750 homes with associated development including a primary school, health centre, nursery, public house, open space, landscaping and parking.
13	CA1	14/00690/FUL	Agricultural building, silage storage area and workers dwelling.
14	CA1	14/00151/FUL	Installation of a building to accommodate monitoring equipment.
15	CA1	16/01019/FUL	Change of use from barn to three dwellings and change of use of swimming pool enclosure to an additional dwelling.
16	CA1	15/00974/FULM	60 berth canal boat marina and associated development including walkways, workshop / toilet block, service quay, facilities building, parking and landscaping.
17	CA1	14/00905/FULM	Factory extension, change of use of existing hangar to general industrial use and ancillary works to parking, access road, yard and balancing ponds.
18	CA1	14/00875/FULM	Canopy storage buildings and extension to existing yard area.
19	CA1	L.07/01/813 W D3 NMA2	Non-material amendment to increase an area of planting.
20	CA1	14/01018/FULM	Residential development of 71 new homes, including 62 affordable homes, access, landscaping and all associated works.
21	CA1	CH/14/0399	Residential development of 71 new homes, including 62 affordable homes, access, landscaping and all associated works.
22	CA1	CH/10/0087	New superstore, cafe bar, petrol station and car wash, associated car parking, landscaping, servicing and access.
23	CA1	CH/13/0293	Proposed haulage yard, erection of an industrial and associated parking.
24	CA1	CH/15/0416	Conversion of existing building to residential for up to 21 dwellings.

HLC ID	CA	Application reference	Description of development
25	CA1	CH/16/139	Flood alleviation scheme including creation of an earth embankment, maintenance access, landscaping, replacement sports pitches and associated development.
26	CA1	CH.13/10/725 W	Storage and crushing of construction waste materials and associated products. Associated river channel widening mitigation scheme.
27	CA2	09/13073/FUL	New military facilities including living accommodation, social welfare facilities, extended fuel storage facilities, parking, artificial sports pitch, landscaping and access alterations.
28	CA2	13/18474/FUL	Boarding kennels and isolation unit.
29	CA2	13/19534/OUT	Up to 76 dwellings and associated development including open space, highways and infrastructure.
30	CA2	14/20682/FUL	Feed store and replacement gates.
31	CA2	15/21940/FUL	Renewable energy facility, associated landscaping and vehicular access.
32	CA2	13/18698/OUT	373 dwellings and associated development including parking, access, extension to crematorium, open space and landscaping.
33	CA2	13/19249/OUT	76 dwellings and associated works including landscaping.
34	CA2	14/20752/FUL	Wind turbine, transformer station and ancillary works.
35	CA2	14/21190/FUL	Warehouse unit with parking, balancing pond and closure of existing access.
36	CA2	12/17721/OUT	21.9 hectare site for use for light industry, general industrial, storage and distribution and other mixed uses.
37	CA2	12/17833/OUT	350 dwellings and ancillary works including infrastructure, open space and landscaping.
38	CA2	12/18036/FUL	Grain storage building.
39	CA2	13/18697/OUT	Mixed residential development and associated development including access, off-site highway works, parking and landscaping.
40	CA2	13/18299/FUL	Conversion of an agricultural outbuilding to a dwelling.
41	CA2	13/18382/OUT	Residential development of 0.97 hectare site.
42	CA3	12/16697/FUL	Change of use from barn to dwelling.
43	CA3	14/21341/FUL	Wind turbine, associated infrastructure including substation, crane pad and access track.
44	CA3	15/21734/FUL	25 dwellings.
45	CA3	Meaford Energy Centre ENo10064	Combined cycle gas turbine power station, electricity connection, gas connection pipeline and highway access.
46	CA3	14/20854/OUT	Up to 92 dwellings and associated development including access, open space, landscaping, balancing pond and earthworks.
47	CA3	13/19002/OUT	Residential development including new access, open space, landscaping and associated infrastructure.
48	CA3	13/19233/FUL	19 dwellings.
49	CA3	13/18159/FUL	A timber outbuilding.

HLC ID	CA	Application reference	Description of development
50	CA4	13/00403/FUL	Change of use of part of Whitmore Hall from residential to mixed use residential and wedding venue.
51	CA4	13/00426/OUT	113 dwellings and associated works.
52	CA4	14/00691/FUL	A dwelling.
53	CA4	12/00028/FUL	Two dwellings.
54	CA4	15/00277/FUL	Four dwellings and demolition of extension to 12 Station Road.
55	CA4	08/00555/FUL	63 flats linked to new Madeley Community building.
56	CA4	14/00132/FUL	Five dwellings.
57	CA5	15/01080/FUL	Fishing lake and associated works.
58	CA5	14/0256N	Conversion of a barn into two dwellings with office facilities.
59	CA5	15/4224N	An industrial unit and erection of acoustic treatment to boundaries.
60	CA5	11/3010N	Residential development with associated infrastructure and open space provision.
61	CA5	14/1929N	Three stables, tack room, covered hay storage area and separate carport.
62	CA5	14/3367N	New stables and the use of land for equestrian use.
63	CA5	14/3374N	Annex extension.
64	CA5	12/0223N	Extension adjacent to provender mill.
65	CA5	10/4029N	Agricultural workers dwelling.
66	CA5	12/0831N	165 dwellings.
67	CA5	12/3805N	Change of use of agricultural land to an area to provide habitat for great crested newts including the creation of eight ponds.
68	CA5	13/3102N	143 dwellings, landscaping, car parking and associated works.
69	CA5	16/3231N	Prior notification of agricultural building.
70	CA5	15/0642N	Railway engineering workshop.
71	CA5	15/0641N	Carriage shed.

4 References

HS2 Ltd (2017), *High Speed Two (HS2) Phase 2a (West Midlands - Crewe), Background Information and Data, Cultural heritage survey reports*, BID-CH-004-001 to BID-CH-004-005. Available online at: www.gov.uk/hs2.

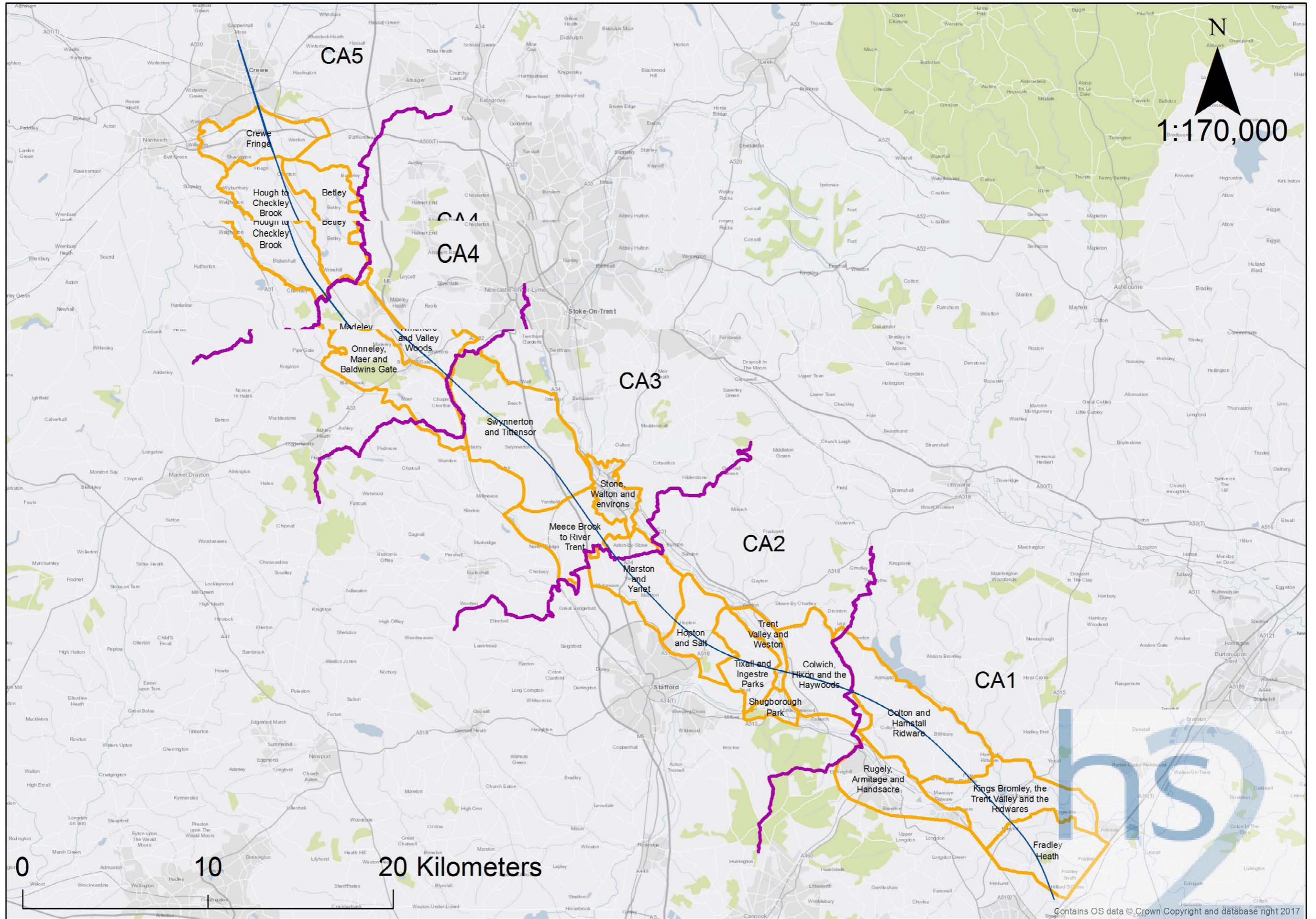


Figure 1: Index map showing all HLCA along the Phase2a route

Legend
















Field Systems

	Early Irregular Fields; Medieval
	Early Assarts and Field Development; Medieval
	Early Irregular Fields; Ancient Field Systems
	Early Piecemeal Fields; Medieval
	Early Redeveloped Deer Park; Anciently Enclosed Parkland
	Late Reorganised Fields; Post Medieval
	Early Irregular Fields; Post Medieval
	Modern Reorganised Fields; Post Medieval
	Early Piecemeal Fields; Post Medieval
	Late Planned Fields; Post Medieval
	Early Assarts and Field Development; Post Medieval
	Late Drained Wetland / Floodplain Fields; Post Medieval
	Early Regular Fields; Post Medieval
	Late Semi-Planned Fields; Post Medieval
	Late Assarts and Field Development; Post Medieval Planned Enclosure
	Late Redeveloped Deer park; Post Medieval Enclosed Parkland
	Late Reorganised Fields; Late Post Medieval Agricultural Improvement
	Late Semi-Planned Fields; Post Medieval Enclosure
	Late Semi-Planned Fields; C19th Enclosure
	Late Assarts and Field Development; C19th Planned enclosure
	Early Irregular Fields; Undated
	Late Reorganised Fields; Industrial
	Late Planned Fields; Industrial
	Late Drained Wetland / Floodplain Fields; Industrial
	Late Semi-Planned Fields; Industrial
	Late Planned Fields; Industrial
	Early Piecemeal Fields; Industrial
	Late Assarts and Field Development; Industrial
	Early Irregular Fields; Industrial
	Early Piecemeal Fields; Industrial
	Planned Fields; Parliamentary Enclosure
	Modern Planned Fields; C20th Field Systems
	Modern Redeveloped Deer Park; C20th Enclosed Parkland
	Modern Reorganised Fields; C20th Agricultural Improvement
	Modern Reorganised Fields; Post-1914
	Modern Reorganised Enclosures; Post-1914
	Modern Assarts and Field Development; Post-1914
	Modern Reorganised Enclosures; Post-War
	Late Drained Wetland / Floodplain Fields; Post-War
	Modern Assarts and Field Development; Post-War
	Late Planned Fields; Post-War
	Modern Reorganised Fields; Post-War

Industry

	Post-Medieval Industry; Post Medieval Agri-Industrial
	Post-Medieval Industry; Post Medieval Industry Active
	Post-Medieval Industry; Industrial
	Modern Industry; C20th Agri-Industrial
	Modern Industry; C20th Industry Active
	Modern Industry; Post-1914
	Modern Military; Post-1914
	Modern Industry; Post-War
	Modern Military; Post War




Woodland

	Ancient Woodland; Ancient Woodland
	Ancient Woodland; Medieval
	Ancient Woodland; Post Medieval
	Pre-Modern Other Woodland; Medieval
	Pre-Modern Other Woodland; Post Medieval
	Post-Medieval Plantation; Post Medieval Plantation
	Pre-Modern Other Woodland; Post Medieval Other Woodland
	Modern Regenerated Woodland; C20th Other Woodland
	Modern Plantation; C20th Plantation
	Pre-Modern Other Woodland; Industrial
	Post-Medieval Plantation; Industrial
	Modern Regenerated Woodland; Post-1914
	Modern Plantation; Post-1914
	Modern Plantation; Post-War
	Modern Regenerated Woodland; Post-War

Ornamental

	Post-Medieval Parkland; Post Medieval Ornamental Parkland
	Post-Medieval Recreation; Post Medieval Recreation
	Post-Medieval Parkland; Post Medieval
	Post-Medieval Recreation; Industrial
	Post-Medieval Parkland; Industrial
	Modern Recreation; C20th Golf Course
	Modern Parkland; C20th Ornamental Parkland
	Modern Recreation; C20th Recreation
	Modern Parkland; Post-1914
	Modern Recreation; Post-1914
	Modern Parkland; Post-War
	Modern Recreation; Post-War

Military

	Modern Military; C20th Military Inactive
	Modern Military; Post-1914
	Modern Military; Post-War

Water Bodies

	Natural Water Bodies; Prehistoric
	Post-Medieval Water Bodies; Post Medieval
	Natural Water Bodies; Industrial
	Post-Medieval Water Bodies; Industrial
	Post-Medieval Water Bodies; Other Artificial Water Bodies
	Modern Water Bodies; Post-1914
	Modern Water Bodies; Post-War
	Modern Water Bodies; C20th Artificial Water Bodies
	Natural Water Bodies; Natural Water Bodies

Unenclosed Land

	Pre-Modern Unenclosed Land; Medieval
	Pre-Modern Unenclosed Land; Post Medieval
	Modern Regenerated Unenclosed Land; Industrial
	Pre-Modern Unenclosed Land; Unimproved Land
	Modern Regenerated Unenclosed Land; Unimproved Land
	Modern Regenerated Unenclosed Land; Post-1914
	Modern Regenerated Unenclosed Land; Post-War

Settlement

	Post-Medieval Settlement; Medieval
	Post-Medieval Settlement; Post Medieval
	Post-Medieval Settlement; Post Medieval Settlement
	Post-Medieval Settlement; Industrial
	Modern Settlement; C20th Settlement
	Modern Settlement; Post-1914
	Post-Medieval Settlement; Edwardian
	Post-Medieval Settlement; Post-1914
	Modern Settlement; Post-War
	Post-Medieval Settlement; Post-War

Communications

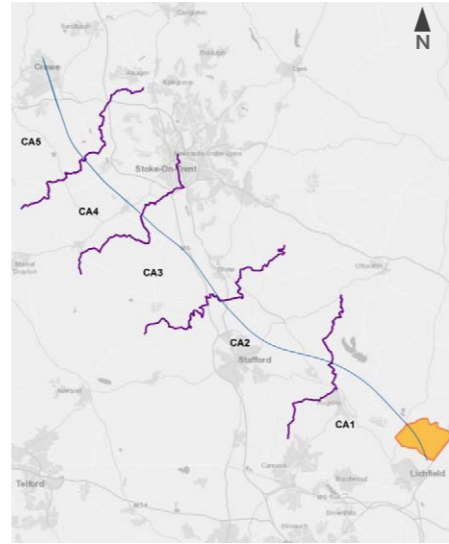
	Post-Medieval Communications; Post Medieval Communications Active
	Post-Medieval Communications; Post Medieval Communications Inactive
	Post-Medieval; Industrial
	Modern Communications; Post-1914
	Modern Communications; Post-War
	Modern Communications; C20th Communications

Figure 2: Legend of all possible HLC types

Figure 3: HLCA 1 Fradley Heath

Key Characteristics

- Rectilinear, hedged fields of 18th and 19th century planned enclosure
- Contemporary, dispersed brick built farmsteads
- Compact woods preserving remnants of former heathland
- Trent and Mersey and Coventry Canals
- Modern commercial and residential development at Fradley



Description

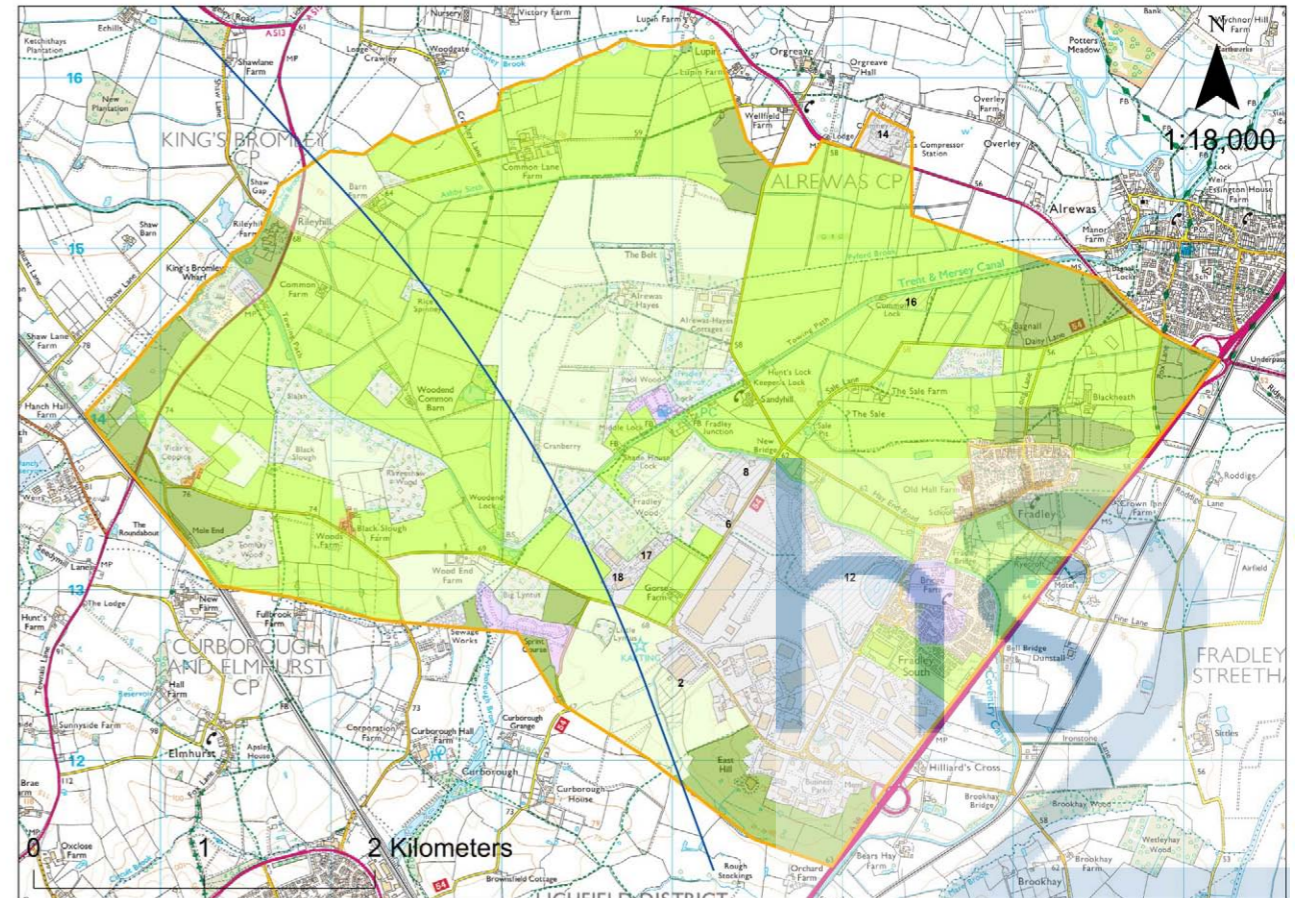
This HLCA extends across River Trent floodplain gravels to the north-east of Lichfield. Streams flowing south-east into the River Tame and north-east into the River Trent flow across the area. Extensive and dense cropmark evidence of prehistoric ceremonial, funerary, settlement and agricultural activity, including a Neolithic causewayed enclosure, have been identified within the character area. During the medieval period this character area lay within Cannock Forest, from which Cannock Chase was carved in 1290. The freely draining soils that formed upon the floodplain gravels are readily depleted of nutrients and supported uncultivated heathland prior to enclosure during the 18th and 19th centuries. The construction of the canals in the late 18th century brought change, with much of the land being enclosed by the early 19th century. Remnants of the former heathland are preserved in patches of woodland to the west and south of the Trent and Mersey Canal.

Historic settlement in the area was limited by the largely unenclosed heathland character of the area. Fradley appears to have originated as a small enclosure on the heath in the medieval period. It remained a small village until the later 20th century. The conservation area at Fradley Junction, which covers the area where the Coventry Canal meets the Trent and Mersey Canal, contains six Grade II listed buildings.

This area of landscape has seen transformational change over the past two hundred years from an area of unenclosed and wooded heath to a mixture of rectilinear, hedged fields of 18th and 19th century planned enclosure, dispersed contemporary brick built farmsteads, compact woods and 20th century commercial and residential development.

Legend

- Communications**
- Modern Communications; Post-War
- Field Systems**
- Early Irregular Fields; Post Medieval
 - Early Piecemeal Fields; Post Medieval
 - Late Drained Wetland / Floodplain Fields; Post Medieval
 - Early Regular Fields; Post Medieval
 - Late Planned Fields; Industrial
 - Late Semi-Planned Fields; Industrial
 - Late Reorganised Fields; Industrial
 - Early Irregular Fields; Industrial
 - Late Semi-Planned Fields; Industrial
 - Modern Reorganised Fields; Post-1914
 - Modern Assarts and Field Development; Post-War
 - Modern Reorganised Fields; Post-War
- Industrial**
- Modern Military; Post-1914
 - Modern Industry; Post-War
- Military**
- Modern Military; Post-1914
- Ornamental**
- Modern Recreation; Post-War
- Settlement**
- Post-Medieval Settlement; Post Medieval
 - Post-Medieval Settlement; Industrial
 - Modern Settlement; Post-War
- Woodland**
- Ancient Woodland; Post Medieval
 - Pre-Modern Other Woodland; Post Medieval
 - Post-Medieval Plantation; Industrial
 - Modern Plantation; Post-1914
 - Modern Plantation; Post-War
 - Proposed Development



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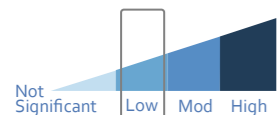
Junction of Trent and Mersey and Coventry canals at Fradley Junction in the centre with Fradley village (bottom right), Alrewas (top right), and Fradley Business Park bottom centre. Regular 18th/19th century enclosure field system to north of dog-leg Trent and Mersey Canal, and small woods containing remnant heathland.



View east from the Trent and Mersey Canal Bridge across geometric fields of late 18th and 19th century planned enclosure.

Value of Asset

- a. **Evidential** - intactness of historic landscape assets (**Low**)
- b. **Aesthetic** - experience of historic landscape (**Low**)
- c. **Communal** - collective sense of attachment to historic landscape (**Low**)
- d. **Historical and cultural** associations (**Not Significant**)
- e. **Research potential** - potential for new information to emerge (**Moderate**)



Value of Asset

LOW

Magnitude of Impact

Scale of Effect: Largely rationalised parliamentary enclosure period geometric landscapes with significant areas of modern fields. High potential to absorb change as introduced by the Proposed Scheme, based on former trends towards landscape change from existing road and rail schemes.

Duration/Reversibility of Effect: Little scope for historic landscape enhancement, however the existing landscape draws heavily on its relationship with the existing rail alignment.

Overall Impact

MINIMAL

Significance of Effect matrix

		Magnitude of Impact				
		No Change	Minimal	Low	Medium	High
Value of Asset	High	Neutral	Minor	Moderate	Major	Major
	Moderate	Neutral	Minor	Minor	Moderate	Major
	Low	Neutral	Negligible	Minor/Negligible	Minor	Moderate
	Not Significant	Neutral	Negligible	Negligible	Negligible	Negligible

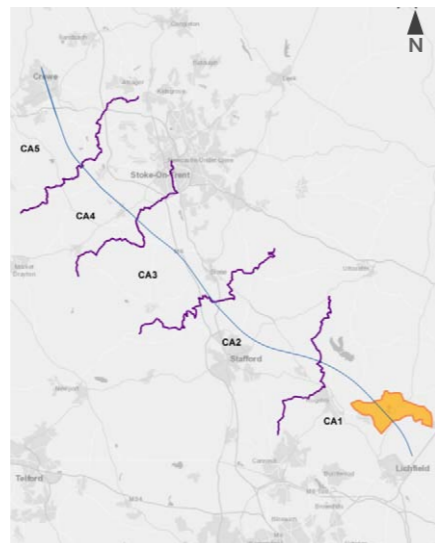
Significant Effect

NO

Figure 4: HLCA 2 Kings Bromley, the Trent Valley & the Ridwares

Key Characteristics

- Mix of small regular and irregular post-medieval fields, 18th and 19th century planned enclosure fields, and large, amalgamated fields of 20th century date, all defined by hedges
- A mix of settlement forms including villages, hamlets and dispersed farmsteads
- West Coast Main Line (WCML)



Description

The HLCA extends across the wide River Trent floodplain either side of Kings Bromley, embracing the valley edge settlements to the north at Pipe Ridware, Mavesyn Ridware and Hill Ridware. The landscape is flat and crossed by numerous watercourses, including the River Blithe, which drain into the River Trent. The extensive Pleistocene gravels that have been mapped in this area have revealed widespread and extensive evidence of prehistoric and Roman activity similar to the remarkable group of monuments around the confluence of the River Thames and River Trent to the east.

Kings Bromley is a village that dates back to at least the later Saxon period when it was owned by Earl Leofric of Mercia. Likewise Pipe Ridware, Mavesyn Ridware and Hill Ridware were all in existence by the time of Domesday Book (1086). The landscaped park that was once attached to the manor has been transformed into two large lakes as a result of being quarried for gravel for much of the later 20th century. Kings Bromley Conservation Area contains nineteen listed buildings, including the Grade I Church of All Saints.

Many of the settlements in the area have Saxon origins. While the historic landscape remains relatively well preserved to the north of the Trent, the floodplain to the south has seen considerable change over the past 150 years. The biggest change has been the extensive gravel quarrying around Kings Bromley manor, creating large lakes in areas that were formerly parkland.

The area is characterised by a mix of regular and irregular post-medieval enclosure, 18th and 19th century planned enclosure, and by large fields derived from 20th century amalgamation.

Legend

Communications

Modern Communications; Post-War

Field Systems

Late Reorganised Fields; Post Medieval

Early Irregular Fields; Post Medieval

Early Piecemeal Fields; Post Medieval

Late Drained Wetland / Floodplain Fields; Post Medieval

Early Regular Fields; Post Medieval

Late Planned Fields; Industrial

Late Drained Wetland / Floodplain Fields; Industrial

Late Semi-Planned Fields; Industrial

Late Planned Fields; Industrial

Late Drained Wetland / Floodplain Fields; Industrial

Late Semi-Planned Fields; Industrial

Modern Reorganised Fields; Post-1914

Modern Reorganised Enclosures; Post-1914

Modern Reorganised Enclosures; Post-War

Modern Reorganised Fields; Post-War

Industrial

Modern Industry; Post-War

Ornamental

Post-Medieval Parkland; Industrial

Modern Recreation; Post-War

Settlement

Post-Medieval Settlement; Post Medieval

Post-Medieval Settlement; Industrial

Modern Settlement; Post-1914

Modern Settlement; Post-War

Water Bodies

Post-Medieval Water Bodies; Post Medieval

Modern Water Bodies; Post-War

Woodland

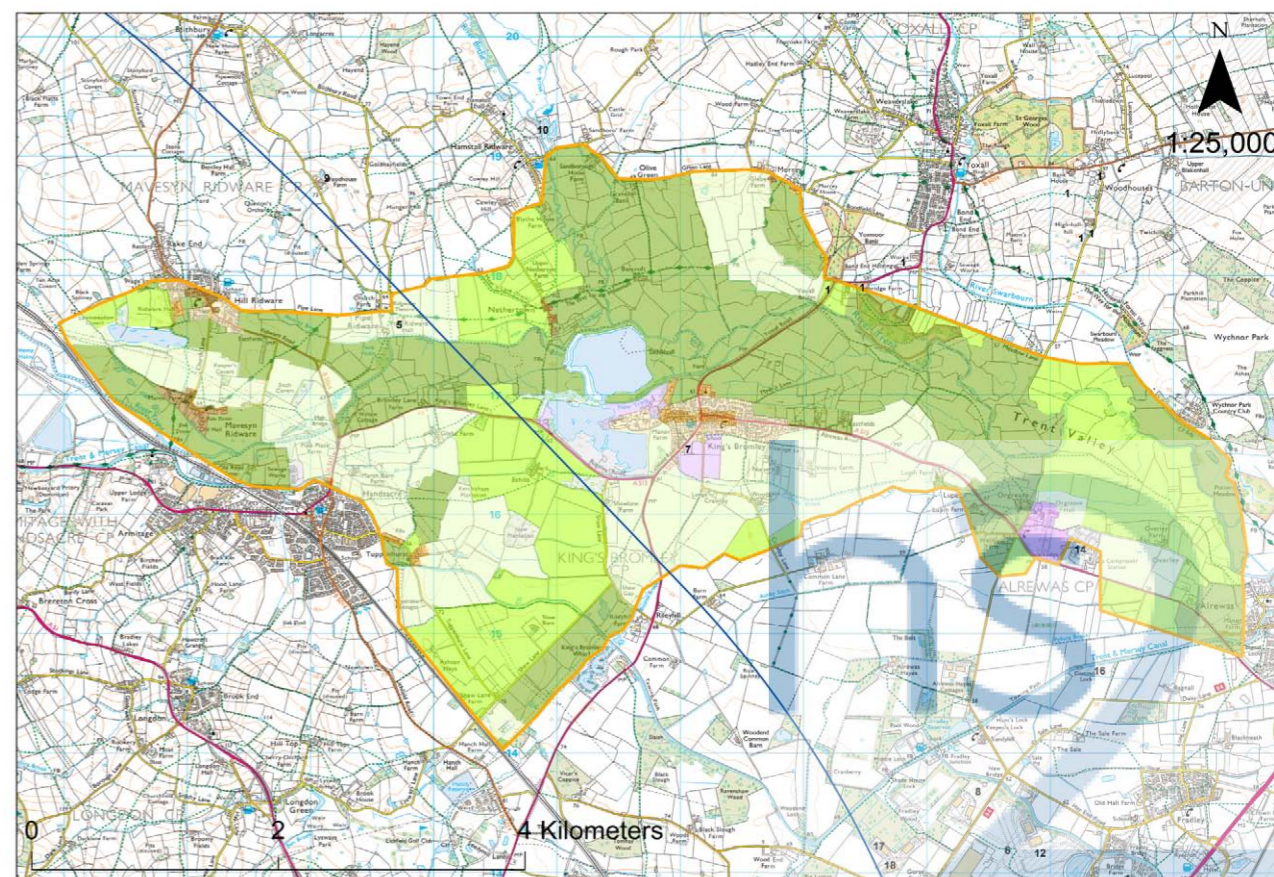
Ancient Woodland; Post Medieval

Pre-Modern Other Woodland; Industrial

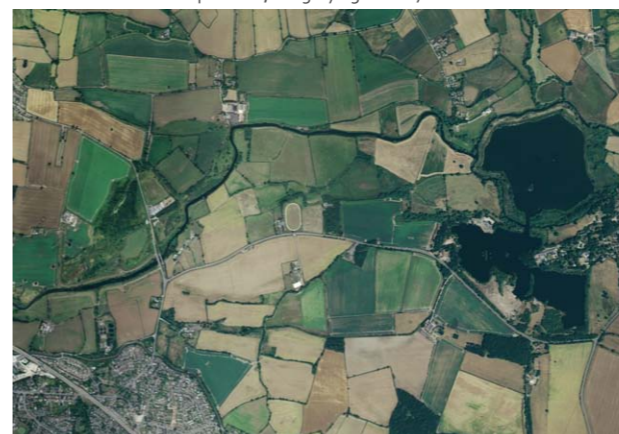
Post-Medieval Plantation; Industrial

Modern Plantation; Post-War

Proposed Development



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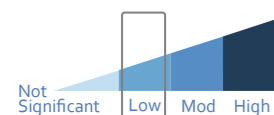
Villages of Kings Bromley, Handsacre Hamstall, Pipe and Hill Ridware, valley bottom enclosures and sites of Mavesyn Ridware causewayed enclosure and barrow cemetery to north-west of Echills.



View south along Trent and Mersey Canal.

Value of Asset

- Evidential** - intactness of historic landscape assets (**Low**)
- Aesthetic** - experience of historic landscape (**Low**)
- Communal** - collective sense of attachment to historic landscape (**Low**)
- Historical and cultural associations** (**Low**)
- Research potential** - potential for new information to emerge (**High**)



Historic Landscape Character Area Value
Value of Asset **LOW**

Magnitude of Impact

Scale of Effect: The Proposed Scheme would adversely affect the coherence and legibility of the current historic landscape of post-medieval enclosure through the removal of field boundaries and the diversion or severance of country lanes.

Duration/Reversibility of Effect: Physical and visual impacts upon the present historic landscape will be irreversible in the timescale of this assessment, and construction impacts upon the archaeological resource comprising the remains of the former historic landscape will be permanent.

Overall Impact **MEDIUM**

Significance of Effect matrix

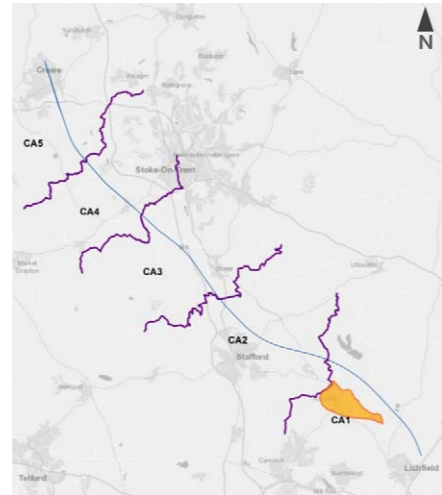
		Magnitude of Impact				
		No Change	Minimal	Low	Medium	High
Value of Asset	High	Neutral	Minor	Moderate	Major	Major
	Moderate	Neutral	Minor	Minor	Moderate	Major
	Low	Neutral	Negligible	Minor/Negligible	Minor	Moderate
	Not Significant	Neutral	Negligible	Negligible	Negligible	Negligible

Significant Effect **NO**

Figure 5: HLCA 3 Rugeley, Armitage and Handsacre

Key Characteristics

- The town of Rugeley and the smaller settlements at Armitage and Handsacre
- Transport infrastructure, including the Trent and Mersey Canal and the WCML
- The River Trent
- Industrialisation, coal mining, Rugeley Power Station



Description

This HLCA covers the town of Rugeley and the villages of Armitage and Handsacre along with some of their rural fringe. Rugeley and Handsacre are both mentioned as small settlements in the Domesday Book and it is likely that for the majority of time since then the HLCA has been predominantly rural in character with small settlement centres. The HLCA contains evidence of occupation prior to the early medieval period, with possible Bronze Age round barrows on the northern side of the River Trent overlying superficial river terrace deposits, which are often preferential areas for prehistoric activity.

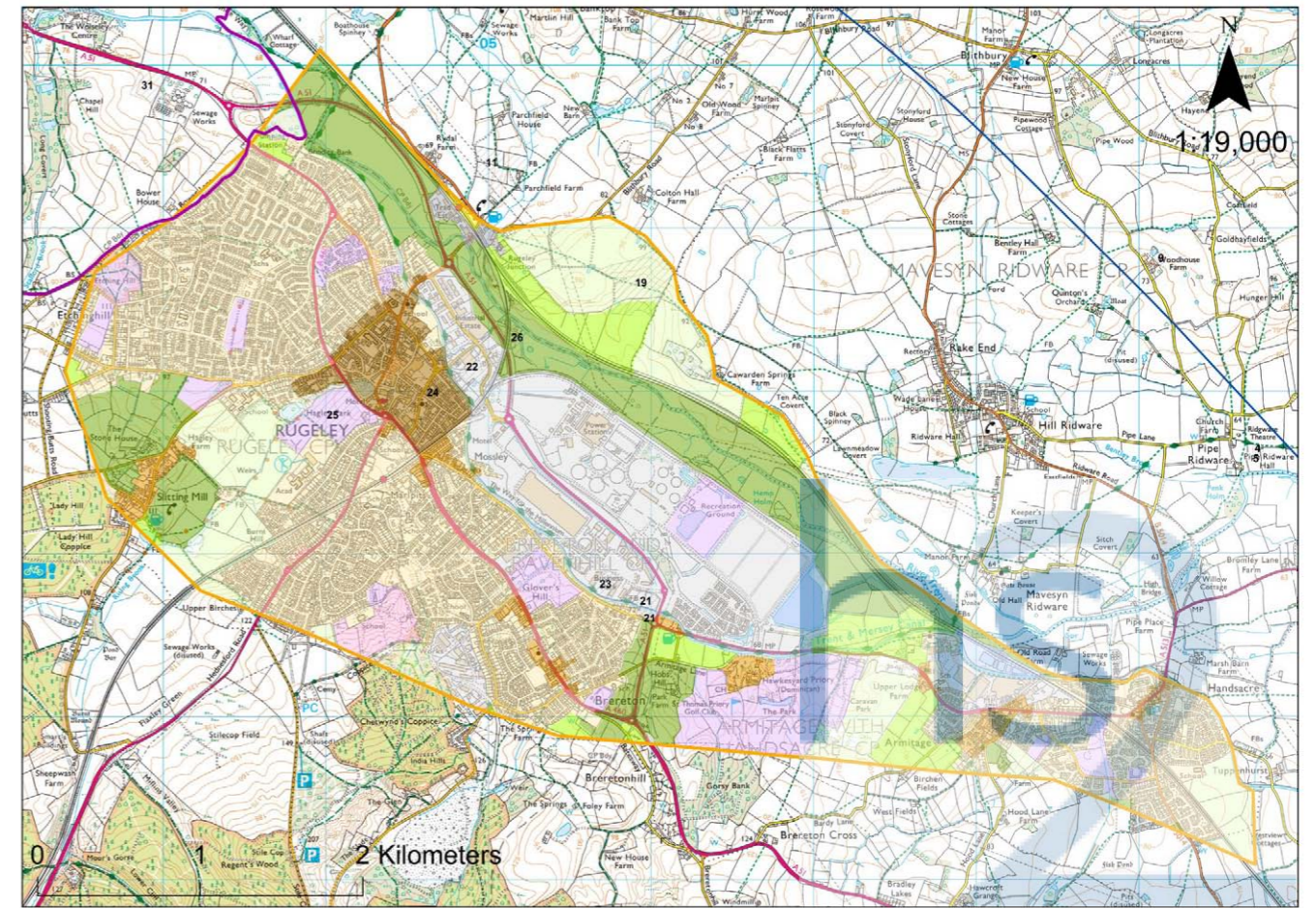
The HLCA has seen significant change in its landscape character since the late 18th century through industrialisation. The catalyst for these changes was the construction of the Trent and Mersey Canal, completed in 1777, for which engineers made use of the natural topography to create its route through the previously rural landscape. The canal led to the expansion of Rugeley from its historic core out to the south and east towards Brereton and Armitage.

Despite the significant changes in the landscape over the past 50 to 75 years, the HLCA retains areas where its historic character can be read. This is perhaps most prevalent along the banks of the River Trent where evidence in the form of extant drains indicate the presence of a former post-medieval water meadow system. Historic legibility for the former Hagley Hall and its park is also visible in the street names in the immediate area.

Beyond the bounds of Rugeley there is little legibility of the former landscape character, aside from some relatively clear evidence of the former landscape park around Hawkesyard. Legibility of earlier landscapes across the HLCA is poor.

Legend

- Communications**
 - Post-Medieval; Industrial
- Field Systems**
 - Early Irregular Fields; Post Medieval
 - Early Piecemeal Fields; Post Medieval
 - Late Drained Wetland / Floodplain Fields; Post Medieval
 - Early Regular Fields; Post Medieval
 - Late Semi-Planned Fields; Post Medieval
 - Late Planned Fields; Industrial
 - Late Semi-Planned Fields; Industrial
 - Early Piecemeal Fields; Industrial
 - Late Semi-Planned Fields; Industrial
 - Early Piecemeal Fields; Industrial
 - Modern Reorganised Fields; Post-1914
 - Modern Reorganised Enclosures; Post-1914
 - Modern Reorganised Enclosures; Post-War
 - Modern Reorganised Fields; Post-War
 - Modern Assarts and Field Development; Post-War
- Industrial**
 - Post-Medieval Industry; Industrial
 - Modern Industry; Post-1914
 - Modern Industry; Post-War
- Ornamental**
 - Modern Recreation; Post-1914
 - Modern Recreation; Post-War
- Settlement**
 - Post-Medieval Settlement; Post Medieval
 - Post-Medieval Settlement; Industrial
 - Modern Settlement; Post-1914
 - Modern Settlement; Post-War
- Unenclosed Land**
 - Modern Regenerated Unenclosed Land; Post-1914
- Water Bodies**
 - Modern Water Bodies; Post-1914
 - Modern Water Bodies; Post-War
- Woodland**
 - Ancient Woodland; Post Medieval
 - Pre-Modern Other Woodland; Industrial
 - Post-Medieval Plantation; Industrial
 - Modern Plantation; Post-1914
 - Modern Plantation; Post-War
- Proposed Development



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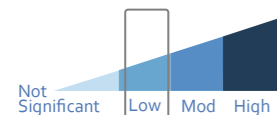
Rugeley town and Power Station at centre and Armitage and Handsacre bottom right. River Trent, Trent and Mersey Canal and WCML run bottom right to top left.



View south-east along Trent side pastures to the east of Rugeley.

Value of Asset

- Evidential** - intactness of historic landscape assets (**Low**)
- Aesthetic** - experience of historic landscape (**Not Significant**)
- Communal** - collective sense of attachment to historic landscape (**Moderate**)
- Historical and cultural** associations (**Not Significant**)
- Research potential** - potential for new information to emerge (**Low**)



Value of Asset

LOW

Magnitude of Impact

Scale of Effect: A primarily industrial HLCA that has been defined in the past 50 years, and beyond, by the coal mining industry and the subsequent presence of the power station. There will be no impact upon the HLCA

Duration/Reversibility of Effect: The HLCA is heavily focussed upon the industrial character of Rugeley and there is limited scope for historic landscape enhancement.

Overall Impact

NO CHANGE

Significance of Effect matrix

		Magnitude of Impact				
		No Change	Minimal	Low	Medium	High
Value of Asset	High	Neutral	Minor	Moderate	Major	Major
	Moderate	Neutral	Minor	Minor	Moderate	Major
	Low	Neutral	Negligible	Minor/Negligible	Minor	Moderate
	Not Significant	Neutral	Negligible	Negligible	Negligible	Negligible

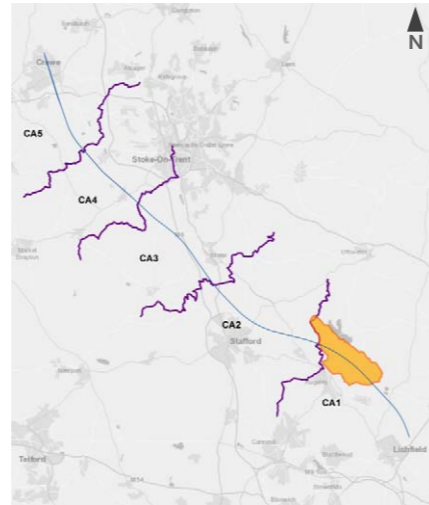
Significant Effect

NO

Figure 6: HLCA 4 Colton and Hamstall Ridware

Key Characteristics

- Scattered Domesday settlements within an agricultural landscape enclosed between the 16th and 19th centuries
- Contains traces of two medieval deer parks, at Stockwell Heath and Colton
- No 18th, 19th or 20th century railway or canal infrastructure



Description

This HLCA extends across the interfluvium between the Rivers Trent and Blithe, an area of extensive arable farmland. It contains several scattered settlements including Hamstall Ridware, Stockwell Heath, Colton, Admaston, and Blithfield, all of which are recorded in Domesday Book. The character of the area has always been, and remains, rural in nature. Archaeological evidence, namely the burnt mounds located on the alluvial deposits of Moreton Brook, indicates the presence of Bronze Age activity within the HLCA.

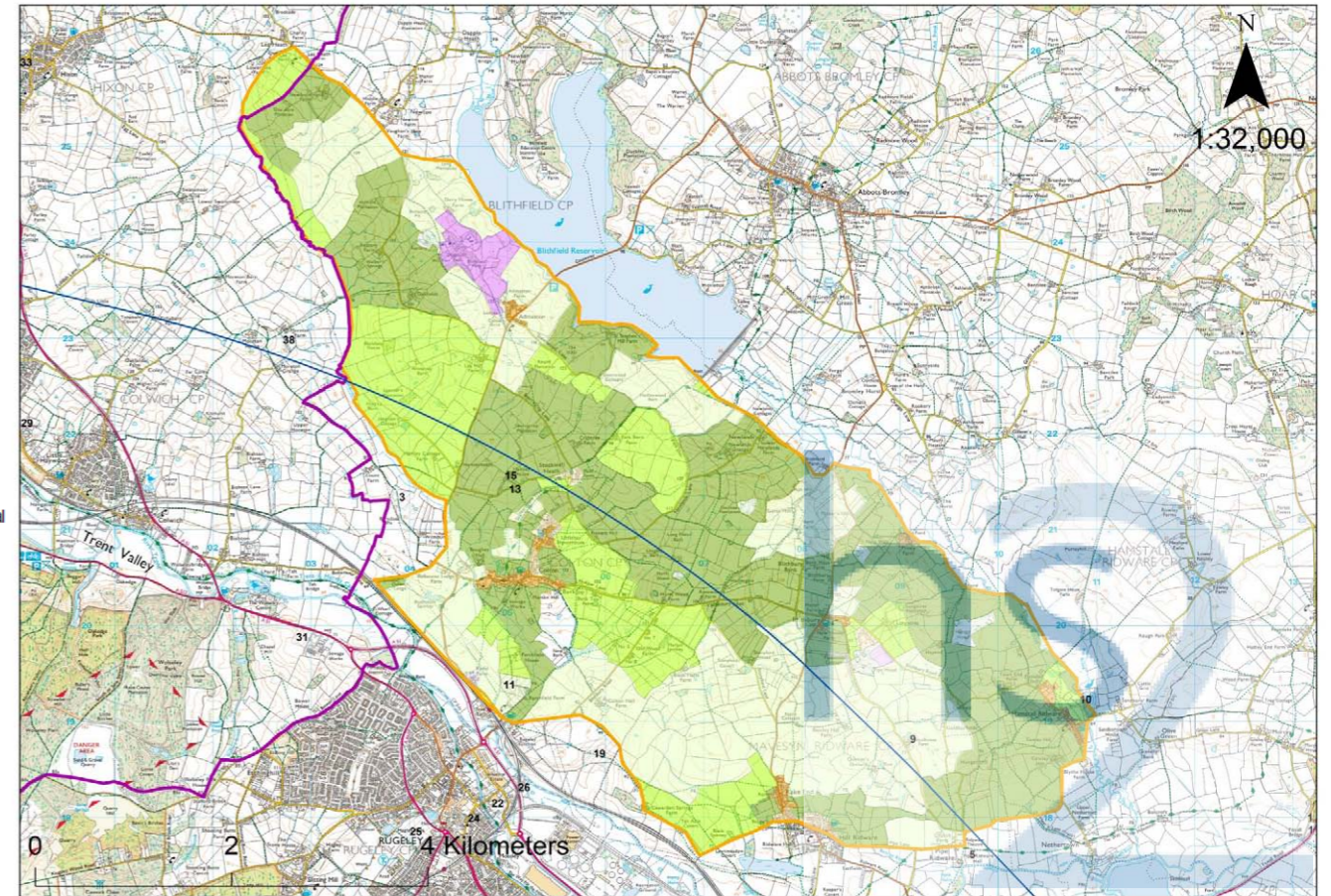
The irregular shaped boundaries which are prevalent throughout the HLCA are characteristic of piecemeal enclosure while the straighter, more regular boundaries are indicative of enclosure by parliamentary or private act in the late 18th and 19th centuries. There has been little change in the area's character aside from the removal of field boundaries to create fields large enough for modern mechanised agriculture.

There are few other prevalent character types within the HLCA, with isolated areas of woodland and parkland distinguishable and providing continuity of character from earlier periods. Even around the dispersed historic settlements, where earlier landscape types are often preserved, there is little in the way of legibility of the pre-enclosure landscape.

The landscape within this HLCA contains a significant level of historic legibility of the late medieval period and earlier parts of the post-medieval period, through the retention of many areas identified as having been enclosed in a piecemeal fashion.

Legend

- Communications**
- Post-Medieval; Industrial
- Field Systems**
- Late Reorganised Fields; Post Medieval
 - Early Irregular Fields; Post Medieval
 - Early Piecemeal Fields; Post Medieval
 - Early Assarts and Field Development; Post Medieval
 - Early Piecemeal Fields; Post Medieval
 - Late Drained Wetland / Floodplain Fields; Post Medieval
 - Early Regular Fields; Post Medieval
 - Late Semi-Planned Fields; Post Medieval
 - Late Reorganised Fields; Industrial
 - Late Planned Fields; Industrial
 - Late Drained Wetland / Floodplain Fields; Industrial
 - Late Semi-Planned Fields; Industrial
 - Late Planned Fields; Industrial
 - Late Reorganised Fields; Industrial
 - Late Assarts and Field Development; Industrial
 - Early Irregular Fields; Industrial
 - Late Semi-Planned Fields; Industrial
 - Modern Reorganised Fields; Post-1914
 - Modern Reorganised Enclosures; Post-1914
 - Modern Reorganised Enclosures; Post-War
 - Modern Reorganised Fields; Post-War
- Industrial**
- Post-Medieval Industry; Industrial
 - Modern Industry; Post-War
- Ornamental**
- Post-Medieval Parkland; Industrial
 - Modern Recreation; Post-War
- Settlement**
- Post-Medieval Settlement; Post Medieval
 - Post-Medieval Settlement; Industrial
 - Modern Settlement; Post-1914
 - Modern Settlement; Post-War
- Water Bodies**
- Modern Water Bodies; Post-War
- Woodland**
- Ancient Woodland; Post Medieval
 - Pre-Modern Other Woodland; Industrial
 - Post-Medieval Plantation; Industrial
 - Modern Plantation; Post-1914
 - Proposed Development



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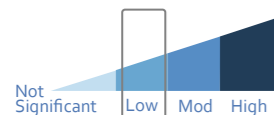
Piecemeal and planned enclosure to the east and north-east of Stockwell Heath.



View from Sherracrop Lane at Stockwell Heath south-west across piecemeal enclosure landscape towards Cannock Chase.

Value of Asset

- Evidential** - intactness of historic landscape assets (**Moderate**)
- Aesthetic** - experience of historic landscape (**Low**)
- Communal** - sense of settlement patterns and community based territories (**Low**)
- Historical and cultural** associations (**Not Significant**)
- Research potential** - potential for new information to emerge (**Low**)



Historic Landscape Character Area Value
Value of Asset **LOW**

Magnitude of Impact

Scale of Effect: An HLCA defined by the enclosure patterns laid down in the medieval and post-medieval periods with interspersed historic settlements.

Duration/Reversibility of Effect: Despite a lack of 18th, 19th or 20th century rail or canal infrastructure present within the HLCA, there is a great deal of scope to absorb it into the landscape in the same way the railways were absorbed when constructed in the 19th century.

Overall Impact **MINIMAL**

Significance of Effect matrix

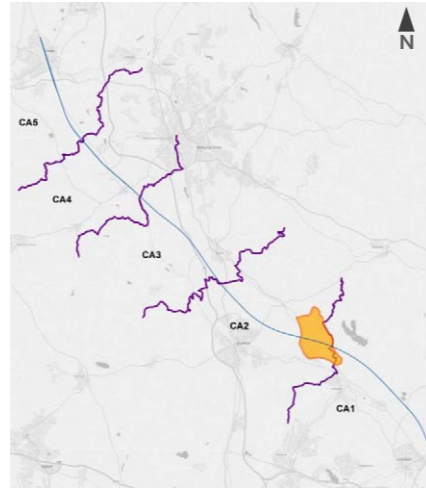
		Magnitude of Impact				
		No Change	Minimal	Low	Medium	High
Value of Asset	High	Neutral	Minor	Moderate	Major	Major
	Moderate	Neutral	Minor	Minor	Moderate	Major
	Low	Neutral	Negligible	Minor/Negligible	Minor	Moderate
	Not Significant	Neutral	Negligible	Negligible	Negligible	Negligible

Significant Effect **NO**

Figure 7: HLCA 5 Colwich, Hixon and the Haywoods

Key Characteristics

- Post-medieval piecemeal enclosure fieldscape with some modification during the 20th century
- Mixture of villages and dispersed farmsteads
- Dispersed farmsteads at Coley and Morton probably the result of later medieval settlement shrinkage
- Traces of prehistoric activity in river and stream valleys
- Moreton House and surrounding landscaped garden



Description

This HLCA covers the area of rolling farmland to the north and east of the Trent Valley either side of its confluence with the River Sow. The area is largely arable today, with occasional blocks of woodland. It includes a number of historic settlements on the fringes of the Trent Valley. Evidence for likely Bronze Age settlement has been found on the lower ground, with a burial mound near Bishton Hall and burnt mounds beside Moreton Brook.

Bishton, Great Haywood, Coley and Moreton were all in existence by 1086, as they are referenced in Domesday Book. Scattered farms around Coley and Moreton suggest settlement shrinkage on the higher ground in the late medieval period. Extensive traces of ridge and furrow mark medieval open fields associated with Great Haywood and Colwich. These seem to have been largely enclosed piecemeal in the early post-medieval period. Important routeways across the area, visible on early 19th century mapping, running north-west from Colton and north-east from Great Haywood, have substantially fallen into disuse. This was partly the result of the construction of Moreton House with surrounding landscaped gardens in the late 18th century.

The 20th century saw enlargements of the peripheral settlements, notably Great Haywood, as well as the increasing loss of elements of the historic landscape including field boundaries, historic farmsteads (such as Tithebarn Farm) and ridge and furrow cultivation.

Legibility of the historic landscape is moderate, despite the loss of historic rural features during the 20th century, as described above.

Legend

Field Systems

- Late Reorganised Fields; Post Medieval
- Early Irregular Fields; Post Medieval
- Early Piecemeal Fields; Post Medieval
- Early Assarts and Field Development; Post Medieval
- Early Regular Fields; Post Medieval
- Late Reorganised Fields; Industrial
- Late Planned Fields; Industrial
- Late Drained Wetland / Floodplain Fields; Industrial
- Late Semi-Planned Fields; Industrial
- Late Planned Fields; Industrial
- Early Irregular Fields; Industrial
- Modern Reorganised Fields; Post-1914
- Modern Reorganised Enclosures; Post-1914
- Modern Reorganised Fields; Post-War

Industrial

- Post-Medieval Industry; Industrial
- Modern Industry; Post-1914
- Modern Military; Post-1914
- Modern Industry; Post-War

Military

- Modern Military; Post-1914

Ornamental

- Post-Medieval Parkland; Industrial
- Modern Recreation; Post-War

Settlement

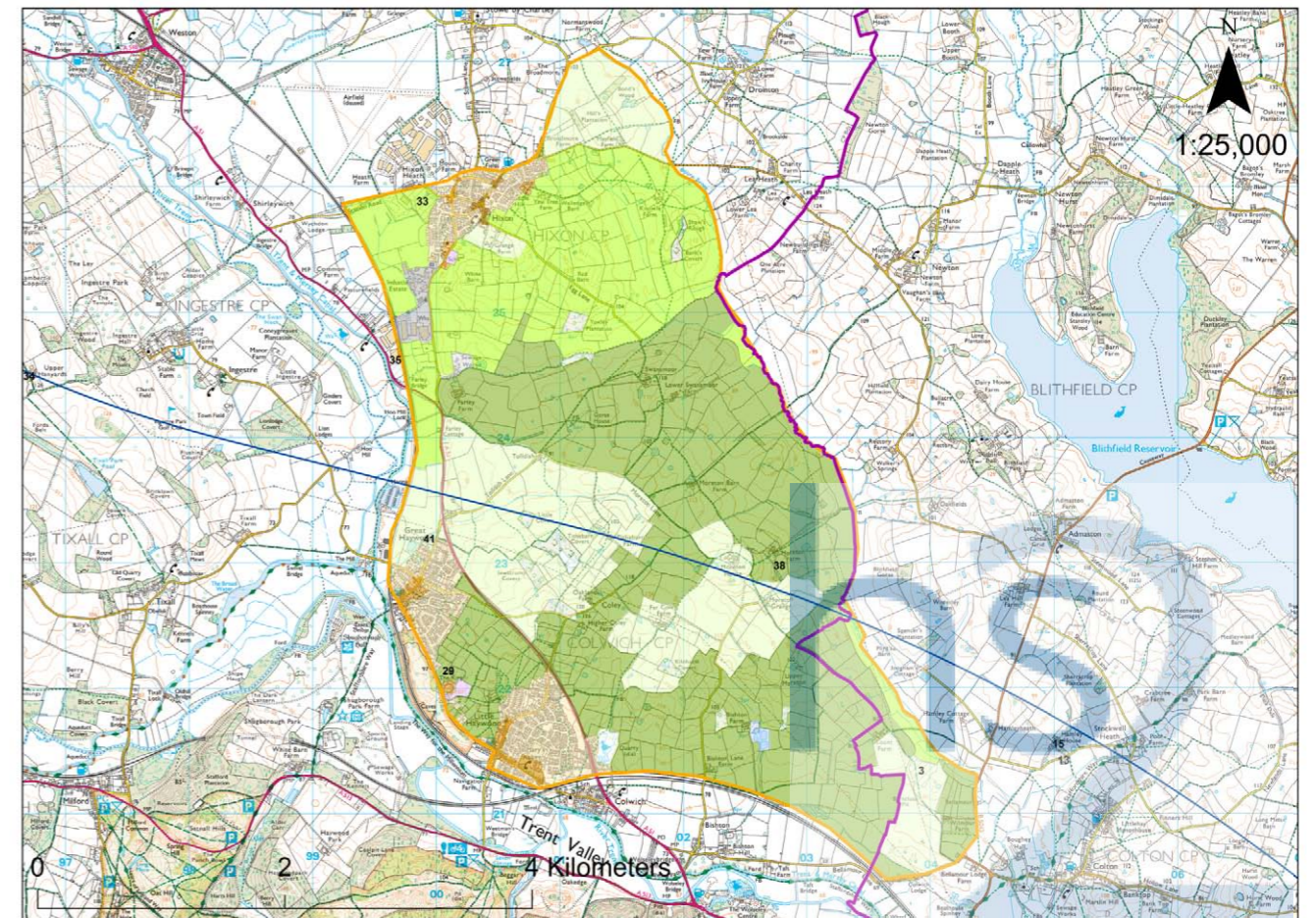
- Post-Medieval Settlement; Post Medieval
- Post-Medieval Settlement; Industrial
- Modern Settlement; Post-1914
- Modern Settlement; Post-War

Water Bodies

- Modern Water Bodies; Post-War

Woodland

- Pre-Modern Other Woodland; Post Medieval
- Post-Medieval Plantation; Industrial
- Modern Plantation; Post-War
- Proposed Development



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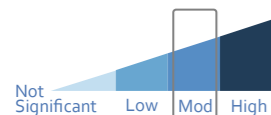
Dispersed settlement at Moreton and Coley, with Moreton Brook to the east.



View from Egg Lane, Hixon, south-east towards Swansmoor and Rugeley Power Station. Planned enclosure fields in foreground with piecemeal enclosure beyond.

Value of Asset

- Evidential** - intactness of historic landscape assets (**Moderate**)
- Aesthetic** - experience of historic landscape (**Moderate**)
- Communal** - collective sense of attachment to historic landscape (**Moderate**)
- Historical and cultural** associations (**Low**)
- Research potential** - potential for new information to emerge (**Moderate**)



Value of Asset

MODERATE

Magnitude of Impact

Scale of Effect: An HLCA defined by the enclosure patterns laid down in the medieval and post-medieval periods with interspersed historic settlements.

Duration/Reversibility of Effect: Despite a lack of 18th, 19th or 20th century rail or canal infrastructure present within the HLCA, there is a great deal of scope to absorb it into the landscape in the same way the railways were absorbed when constructed in the 19th century

Overall Impact

MINIMAL

Significance of Effect matrix

		Magnitude of Impact				
		No Change	Minimal	Low	Medium	High
Value of Asset	High	Neutral	Minor	Moderate	Major	Major
	Moderate	Neutral	Minor	Minor	Moderate	Major
	Low	Neutral	Negligible	Minor/Negligible	Minor	Moderate
	Not Significant	Neutral	Negligible	Negligible	Negligible	Negligible

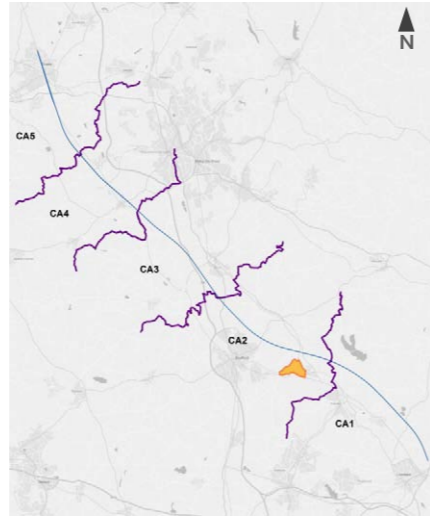
Significant Effect

NO

Figure 8: HLCA 6 Shugborough Park

Key Characteristics

- Mid to late 18th century Grade I Registered Park and Garden with a monumental neo classical Hall surrounded by numerous follies, towers and pavilions; now a recreational resource
- 18th century Trent and Mersey Canal and 19th century North Staffordshire Railway and Trent Valley Railway Line operate through Shugborough Park
- Deserted village remains and cropmark remains, prehistoric activity on floodplain of the Rivers Trent and Sow.



Description

This HLCA encompasses Shugborough Grade I Registered Park, and is quite distinct from the surrounding landscape as a result of the fact that it comprises a well preserved mid to late 18th century designed landscape, now a recreational resource. The landscape descends from the wooded northern fringes of Cannock Chase down to the gravel and alluvium floodplain at the confluence of the Rivers Sow and Trent.

Some traces of Bronze and/or Iron Age activity have been found in the form of cropmarks, although the extensive landscaping of the past three hundred years is likely to have removed or masked prehistoric remains that are more evident on the gravels to the north at Ingestre. The name 'Shugborough' can be translated as 'haunted fortification' in Old English, potentially implying the former presence of some kind of prehistoric defensive site.

Shugborough Manor was located on the site of the current hall, surrounded by a moat connected to the Rover Sow to the west. In the medieval period, the area would have been settled and cultivated, with a linear village settlement along the track between the Essex Bridge crossing of the River Trent and the area of Shugborough Park Farm. The Essex bridge is a 17th century packhorse bridge, which connects the estate to Great Haywood.

The Trent and Mersey Canal, the North Staffordshire Railway and the Trent Valley Railway Line, extant elements of 18th and 19th century transport infrastructure, continue to operate through Shugborough Park. The Park and the Canal are complementary recreational resources .

Under National Trust ownership, this HLCA has exceptionally high historic legibility.

Legend

Field Systems

- Early Piecemeal Fields; Post Medieval
- Late Drained Wetland / Floodplain Fields; Post Medieval
- Late Drained Wetland / Floodplain Fields; Industrial
- Late Semi-Planned Fields; Industrial
- Late Planned Fields; Industrial
- Late Drained Wetland / Floodplain Fields; Industrial

Ornamental

- Post-Medieval Parkland; Industrial
- Modern Recreation; Post-1914
- Modern Recreation; Post-War

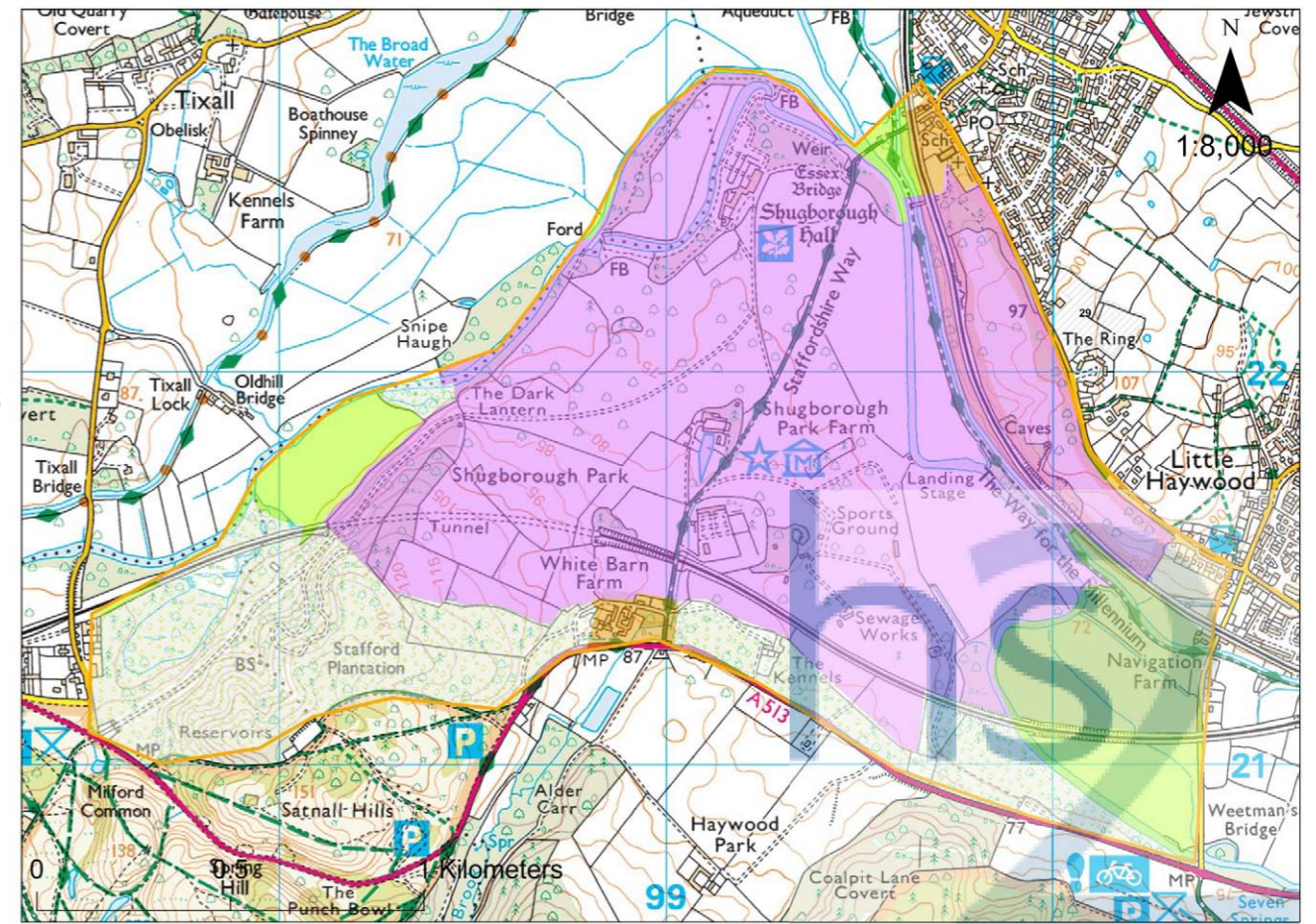
Settlement

- Post-Medieval Settlement; Industrial
- Modern Settlement; Post-1914
- Modern Settlement; Post-War

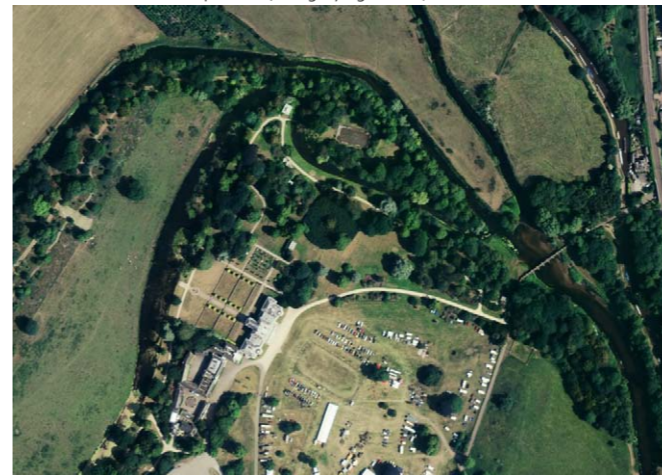
Woodland

- Post-Medieval Plantation; Industrial
- Modern Plantation; Post-War

Proposed Development



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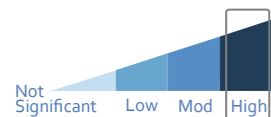
Northern part of Shugborough Park with Shugborough Hall and Essex Bridge prominent.



View north across Shugborough Park and the Trent Valley beyond.

Value of Asset

- a. **Evidential** - intactness of historic landscape assets (High)
- b. **Aesthetic** - experience of historic landscape (High)
- c. **Communal** - collective sense of attachment to historic landscape (High)
- d. **Historical and cultural** associations (High)
- e. **Research potential** - potential for new information to emerge (High)



Value of Asset

HIGH

Magnitude of Impact

Scale of Effect: An HLCA of high value given the concentration of high value designated buildings and the preservation of a fine later 18th century landscaped park. The distance of the Proposed Scheme from this HLCA and intervening woodland will reduce visual impacts on its heritage value.

Duration/Reversibility of Effect: The effect of the Proposed Scheme on the setting of the park is likely to be most felt during construction, but will be limited owing to distance and screening.

Overall Impact

MINIMAL

Significance of Effect matrix

		Magnitude of Impact				
		No Change	Minimal	Low	Medium	High
Value of Asset	High	Neutral	Minor	Moderate	Major	Major
	Moderate	Neutral	Minor	Minor	Moderate	Major
	Low	Neutral	Negligible	Minor/Negligible	Minor	Moderate
	Not Significant	Neutral	Negligible	Negligible	Negligible	Negligible

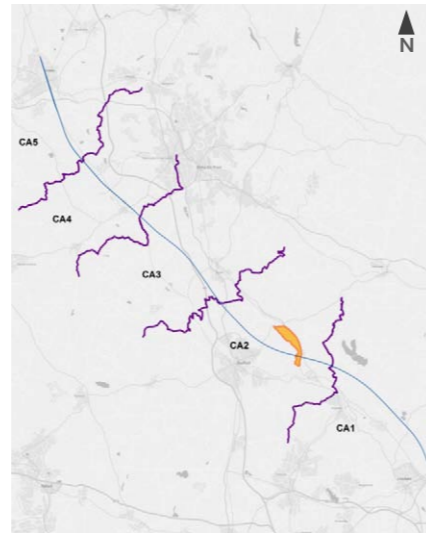
Significant Effect

NO

Figure 9: HLCA 7 Trent Valley and Weston

Key Characteristics

- Hedged pastoral fields preserve the earthwork remains of post-medieval water meadows
- Industrial transport infrastructure (canal, railway and road) follows the River Trent
- 19th century Hoo Mill possibly on the site of Domesday water mill



Description

This HLCA covers the portion of the Upper Trent Valley to the north of Great Hayward/ Shugborough. Along this section of its course, the river runs north before turning to the north-west at Hixon.

The current fieldscape comprises irregular, hedged, post-medieval valley floor fields, with 18th or 19th century hedged, regular, planned enclosure fields predominating to the west of Hixon. The majority of the fields in this HLCA have been used as meadows and pastures from the post-medieval period until the present day. Consequently, the earthwork remains of post-medieval water meadows survive well at some locations adjacent to the River Trent within the HLCA. River terrace deposits at Ingestre contain extensive cropmark remains of Bronze Age to Roman activity. This activity may have continued into this HLCA but lies obscured from view beneath alluvial deposits.

Hoo Mill, which is of 19th century construction, may be on the site of the water mill referenced in Domesday Book. Industrial transport infrastructure follows the River Trent in this area, as elsewhere, in the form of the well preserved and functioning Trent and Mersey Canal, the North Staffordshire Railway and the A51 Lichfield Road.

Legend

Field Systems

- Late Drained Wetland / Floodplain Fields; Post Medieval
- Late Planned Fields; Industrial
- Late Drained Wetland / Floodplain Fields; Industrial
- Late Planned Fields; Industrial
- Late Drained Wetland / Floodplain Fields; Industrial
- Early Irregular Fields; Industrial
- Modern Reorganised Fields; Post-War

Industrial

- Post-Medieval Industry; Industrial
- Modern Military; Post-1914
- Modern Industry; Post-War

Military

- Modern Military; Post-1914

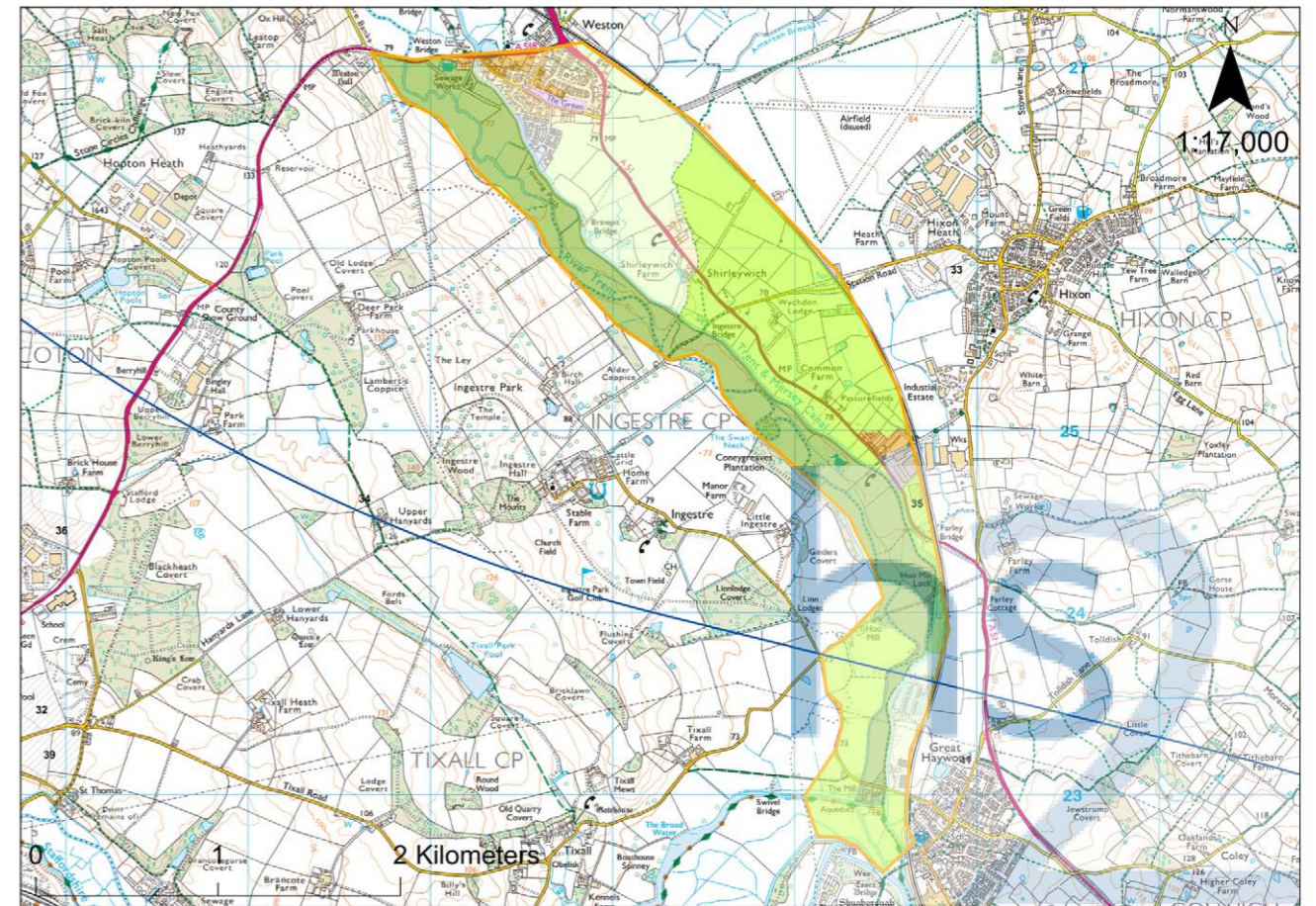
Ornamental

- Post-Medieval Parkland; Industrial
- Modern Parkland; Post-1914

Settlement

- Post-Medieval Settlement; Industrial
- Modern Settlement; Post-1914
- Modern Settlement; Post-War

- ▨ Proposed Development



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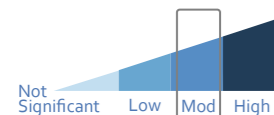
Cropmarks of an Early Bronze Age round barrow crossed by a Middle Iron Age double pit alignment on river terrace deposits at Ingestre.



Hoo Mill Lock and lock keeper's cottage on the Trent and Mersey canal. Looking north.

Value of Asset

- Evidential** - intactness of historic landscape assets (**High**)
- Aesthetic** - experience of historic landscape (**Moderate**)
- Communal** - collective sense of attachment to historic landscape (**Low**)
- Historical and cultural associations** (**Moderate**)
- Research potential** - potential for new information to emerge (**Moderate**)



Value of Asset

MODERATE

Magnitude of Impact

Scale of Effect: An HLCA of moderate historic legibility, given the preservation of its historic fieldscape, vestigial remains of post-medieval water meadows, Hoo Mill and industrial period transport infrastructure. Transport infrastructure has hitherto run parallel to the River Trent along the valley bottom. The route of the Proposed Scheme runs at right angles to it, will be elevated on viaduct and embankment and so will be visually prominent. Construction works have the potential to remove earthwork remains of water meadows.

Duration/Reversibility of Effect: Construction impacts upon the archaeological resource will be permanent. Visual impacts upon the historic landscape will be irreversible in the timescale of this assessment

Overall Impact

MEDIUM

Significance of Effect matrix

		Magnitude of Impact				
		No Change	Minimal	Low	Medium	High
Value of Asset	High	Neutral	Minor	Moderate	Major	Major
	Moderate	Neutral	Minor	Minor	Moderate	Major
	Low	Neutral	Negligible	Minor/Negligible	Minor	Moderate
	Not Significant	Neutral	Negligible	Negligible	Negligible	Negligible

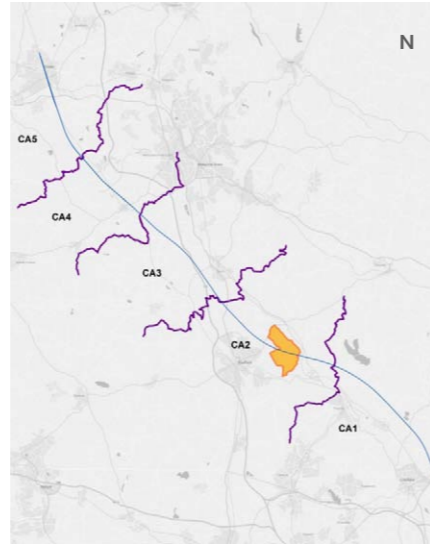
Significant Effect

YES

Figure 10: HLCA 8 Tixall and Ingestre Parklands

Key Characteristics

- Former landscape park of Ingestre Hall superseded by large rectilinear agricultural fields and by a golf course to the south of the Hall. Some parkland character survives in the form of a perimeter belt, coverts, tree lined carriageway and a pavilion now owned by the Landmark Trust.
- Tixall Hall now demolished and its park replaced by large post-war agricultural fields. Tixall Gatehouse, adjacent stables and Bottle Lodge, as well as surviving coverts and Tixall Pool, now a fishing lake but originally a medieval fish pond, ensure that some parkland character survives.



Description

This area extends from the north-western boundary of Shugborough Park across the former landscape parks of Ingestre Hall (pictured far right) and the former Tixall Hall beyond the River Sow. These estates developed in parallel and lie on the high ground which forms a watershed between the Trent to the north and east from the Sow to the south and west.

The Ingestre estate was sold and broken up in 1960. The Hall, church and stables survive, but the parkland was enclosed and converted to agricultural use and, to the south of the Ingestre Hall, a golf course. The western perimeter belt of the former park survives, as do a number of woods and coverts, a ha-ha that bounded a former wilderness garden (pictured right), a pavilion now owned by the Landmark Trust, and much of the former tree lined carriageway from the Lion Lodges to Ingestre Hall. These ensure the survival of some parkland character.

Tixall Hall was demolished in 1927 and its former parkland was subdivided into small, rectilinear, hedged agricultural fields. Tixall Gatehouse (Grade I listed and now owned by the Landmark Trust), adjacent stables and Bottle Lodge, a number of coverts and Tixall Pool, now a fishing lake but in origin a medieval fish pond, remain and, once again, ensure the survival of some parkland character.

Cropmark remains of Bronze Age and Iron Age burial mounds and Iron Age pit alignments and enclosures survive on the River Trent terrace deposits within Ingestre and Tixall parishes.

The landscape of this HLCA has low to moderate historic legibility owing to the many changes to the former designed landscapes that occurred as a result of division of ownership and a change to agriculture and leisure use in the second half of the 20th century.

Legend

Field Systems

- Late Drained Wetland / Floodplain Fields; Post Medieval
- Late Reorganised Fields; Industrial
- Late Planned Fields; Industrial
- Late Drained Wetland / Floodplain Fields; Industrial
- Late Planned Fields; Industrial
- Modern Reorganised Fields; Post-War

Ornamental

- Post-Medieval Parkland; Industrial
- Modern Recreation; Post-War

Settlement

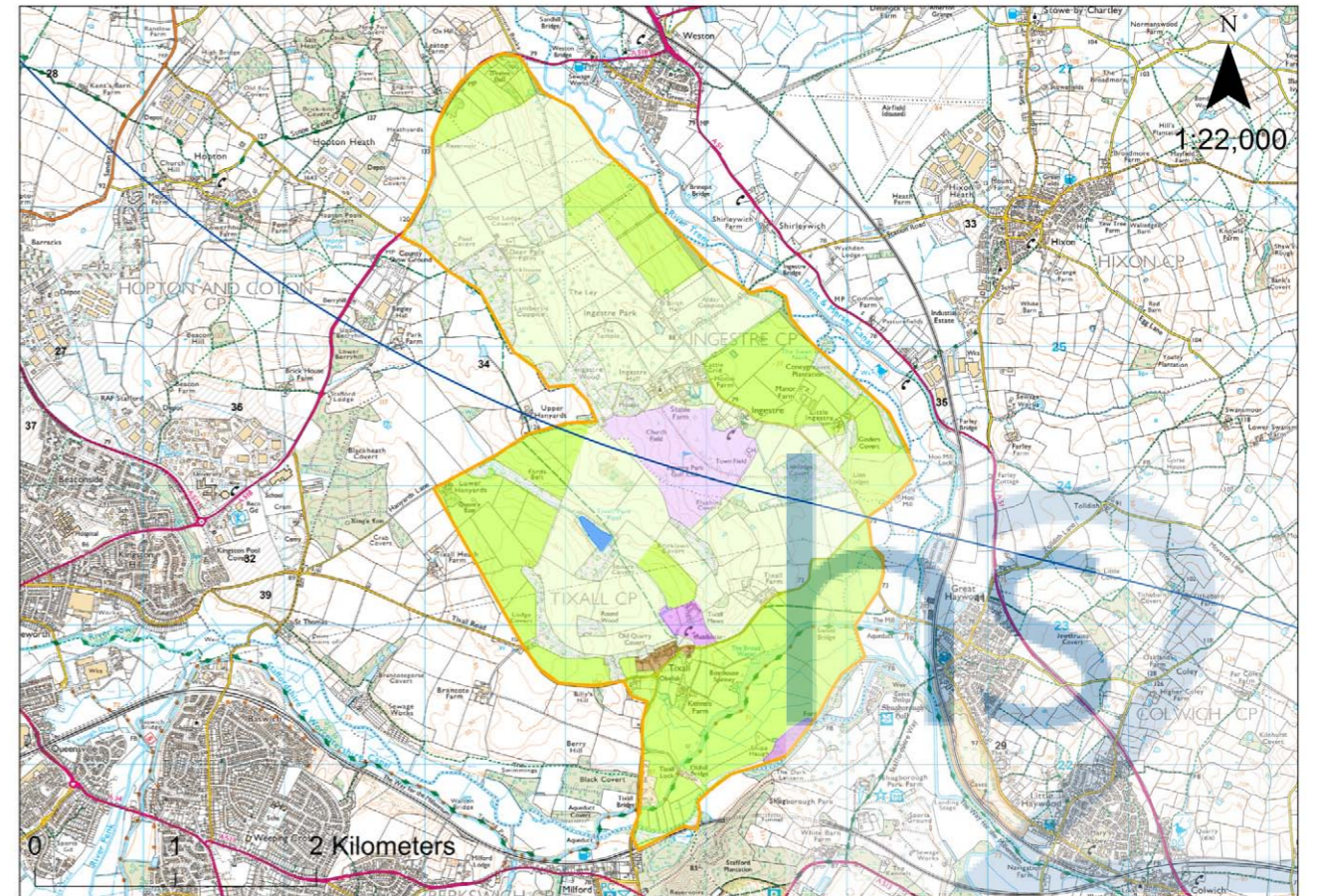
- Post-Medieval Settlement; Post Medieval
- Modern Settlement; Post-1914
- Modern Settlement; Post-War

Water Bodies

- Post-Medieval Water Bodies; Industrial

Woodland

- Ancient Woodland; Post Medieval
- Pre-Modern Other Woodland; Industrial
- Post-Medieval Plantation; Industrial
- Modern Plantation; Post-1914
- Proposed Development



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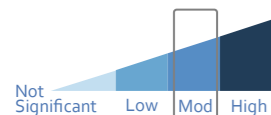
Tree lined ha-ha around former wilderness garden to north-west of Ingestre Hall. Ingestre Wood and The Mounts to left and Ingestre Hall bottom right.



South front of Ingestre Hall

Value of Asset

- Evidential - intactness of historic landscape assets (Moderate)
- Aesthetic - experience of historic landscape (Moderate)
- Communal - collective sense of attachment to historic landscape (Moderate)
- Historical and cultural associations (High)
- Research potential - potential for new information to emerge (High)



Value of Asset

MODERATE

Magnitude of Impact

Scale of Effect: An HLCA of low to moderate historic legibility as a result of the division in ownership of the former designed landscapes of Tixall and Ingestre, combined with their effect on traces of earlier human settlement. The route of the Proposed Scheme will, however, run across some key surviving elements of the historic landscape, such as the tree belts marking the boundary between Ingestre and Tixall.

Duration/Reversibility of Effect: There will be significant temporary and permanent construction effects associated with the Trent North embankment and the Brancote South cutting, which will cut obliquely through the boundary between the two former parks.

Overall Impact

MEDIUM

Significance of Effect matrix

		Magnitude of Impact				
		No Change	Minimal	Low	Medium	High
Value of Asset	High	Neutral	Minor	Moderate	Major	Major
	Moderate	Neutral	Minor	Minor	Moderate	Major
	Low	Neutral	Negligible	Minor/Negligible	Minor	Moderate
	Not Significant	Neutral	Negligible	Negligible	Negligible	Negligible

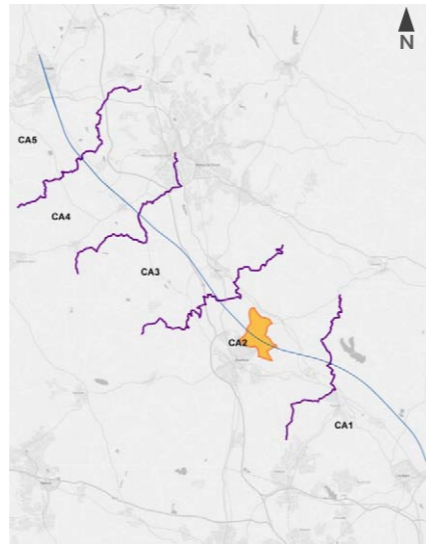
Significant Effect

YES

Figure 11: HLCA 9 Hopton and Salt

Key Characteristics

- Fields a mixture of early post-medieval piecemeal enclosure and later 18th/early 19th century parliamentary enclosure
- Scattered areas of woodland reflects the former presence of the uncultivated heaths
- Widespread evidence for quarrying within Hopton village
- Extensive commercial/military development in the 20th/21st centuries around the fringes of Stafford and Hopton



Description

This area extends from the Trent Valley at Salt in the north across the intervening ridge formed by the historic heaths of Salt and Hopton to Stafford and into Tixall parish, including the former extent of Tixall Heath. Its sandstone solid geology gives rise to well drained, acidic and nutrient poor soils, leading to large portions of the area remaining as unenclosed heath until enclosed in the later 19th century. The rectilinear, hedged fields of such planned enclosure extend across approximately half of the character area. Much of the remaining fieldscape comprises more irregular hedged fields of post-medieval date to the south of Hopton Village, and large hedged fields that have their origins in the late medieval or early post-medieval piecemeal enclosure of medieval open fields to the south-east of the village. However, those piecemeal enclosures were reorganised during the 19th century. The relatively poor quality of the soils within this character area has led to it being used for residential development at Hopton and for military bases on the fringes of Stafford during the 20th century.

Hopton village is located on the southern edge of a sandstone plateau, overlooking Stafford and the Sow Valley to the south. It is listed in the Domesday survey of 1086, and earthwork remains of possible house platforms suggest it contracted following the Black Death of 1348 and subsequent outbreaks of plague. Church Hill, on the north side of Hopton Lane, is the former site of St Peter's Church and burial ground. Hopton village contains widespread evidence of sandstone quarrying.

The English Civil War Battle of Hopton Heath was fought within this character area to the north of Hopton Village, in 1643. It is a registered battlefield site, although it is now enclosed farmland and contains an MoD depot.

The landscape of this HLCA has low historic legibility given the enclosure of the heathlands and extensive modern developments.

Legend

Field Systems

- Late Reorganised Fields; Post Medieval
- Early Irregular Fields; Post Medieval
- Early Piecemeal Fields; Post Medieval
- Late Drained Wetland / Floodplain Fields; Post Medieval
- Early Regular Fields; Post Medieval
- Late Semi-Planned Fields; Post Medieval
- Early Irregular Fields; Undated
- Late Reorganised Fields; Industrial
- Late Planned Fields; Industrial
- Late Drained Wetland / Floodplain Fields; Industrial
- Late Semi-Planned Fields; Industrial
- Late Planned Fields; Industrial
- Early Piecemeal Fields; Industrial
- Modern Reorganised Fields; Post-1914
- Modern Reorganised Enclosures; Post-1914
- Modern Reorganised Fields; Post-War

Industrial

- Modern Military; Post-1914
- Modern Industr; Post-War

Military

- Modern Military; Post-1914
- Modern Military; Post-War

Ornamental

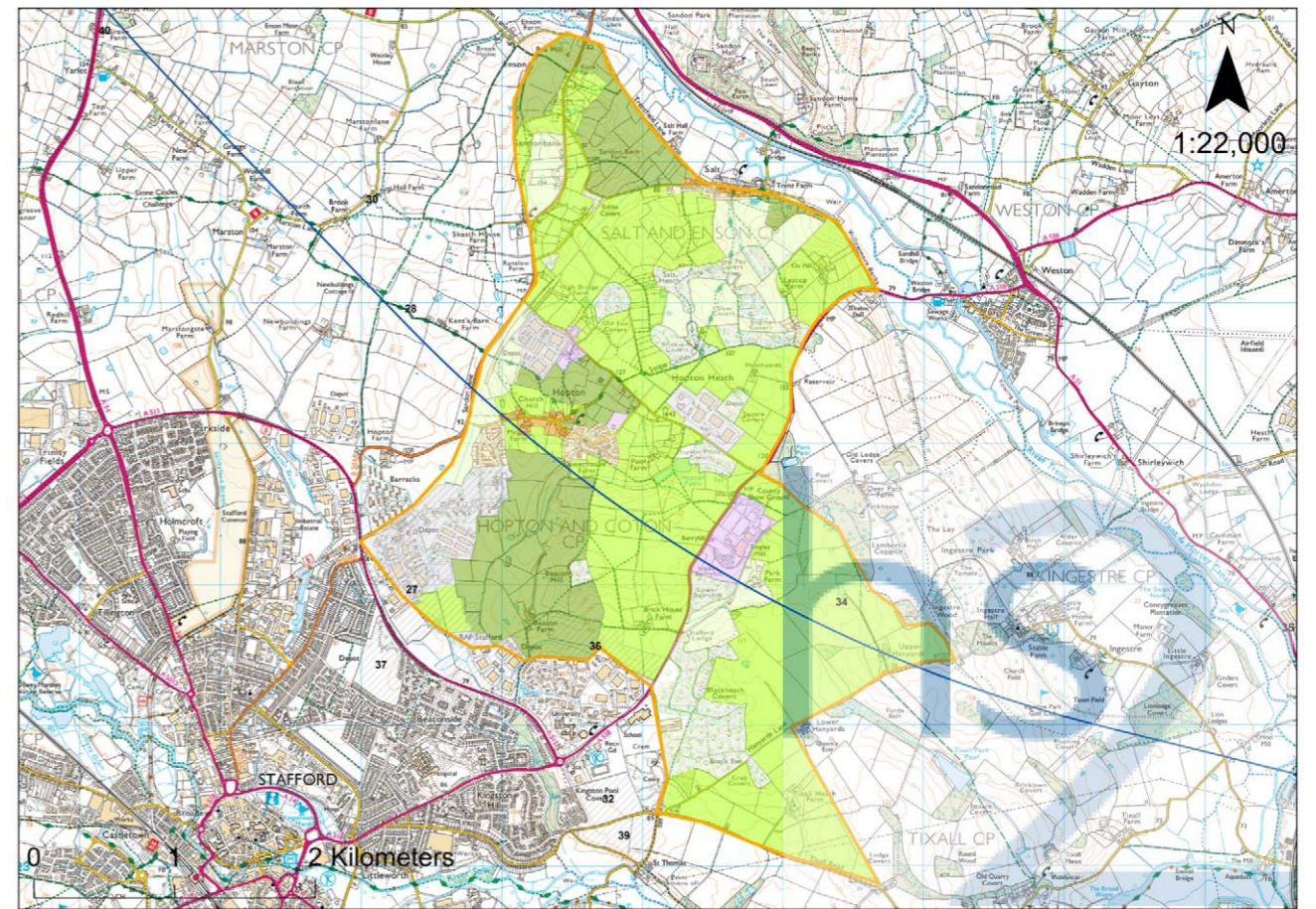
- Modern Recreation; Post-1914
- Modern Recreation; Post-War

Settlement

- Post-Medieval Settlement; Industrial
- Modern Settlement; Post-1914
- Modern Settlement; Post-War

Woodland

- Pre-Modern Other Woodland; Post Medieval
- Ancient Woodland; Post Medieval
- Pre-Modern Other Woodland; Industrial
- Post-Medieval Plantation; Industrial
- Modern Plantation; Post-1914
- Proposed Development



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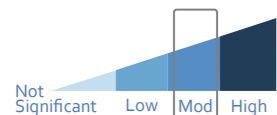
Hopton village below with MoD bases and enclosed Hopton Heath and registered battlefield site above.



Quarried sandstone shelf within Hopton village.

Value of Asset

- a. **Evidential** - intactness of historic landscape assets (**Low**)
- b. **Aesthetic** - experience of historic landscape (**Low**)
- c. **Communal** - collective sense of attachment to historic landscape (**Moderate**)
- d. **Historical and cultural** associations (**High**)
- e. **Research potential** - potential for new information to emerge (**Moderate**)



Value of Asset

MODERATE

Magnitude of Impact

Scale of Effect: An HLCA of low historic legibility as the result of gradual enclosure of heathland, the shrinkage of medieval settlement and the extent of widespread modern development, much of it by the MoD. The effect of the scheme on it will therefore be low.

Duration/Reversibility of Effect: While there will be an effect during construction, once completed, the Proposed Scheme will form a coherent part of a landscape that is already seeing rapid change because of its location on the fringes of Stafford.

Overall Impact

LOW

Significance of Effect matrix

		Magnitude of Impact				
		No Change	Minimal	Low	Medium	High
Value of Asset	High	Neutral	Minor	Moderate	Major	Major
	Moderate	Neutral	Minor	Minor	Moderate	Major
	Low	Neutral	Negligible	Minor/Negligible	Minor	Moderate
	Not Significant	Neutral	Negligible	Negligible	Negligible	Negligible

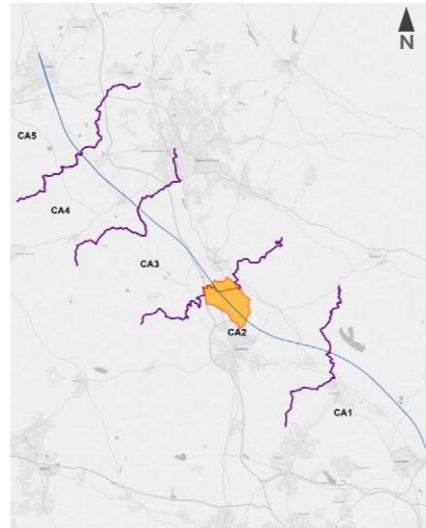
Significant Effect

NO

Figure 12: HLCA 10 Marston and Yarlet

Key Characteristics

- Piecemeal and planned enclosure fieldscape respects oval land boundary encircling Yarlet Hill
- Oval land boundary probably defines extents of Cistercian grange
- Surviving earthwork remains of Marston and Yarlet deserted settlements and their former open fields



Description

This character area occupies a ridge of high ground to the north of Stafford that is aligned south-east to north-west. It reaches its highest point at Yarlet and rises again at Pirehill to the south of Stone. The A34 Stone Road runs north from Stafford bisecting Yarlet Hill where there are extensive traces of hollow ways marking historic predecessors of the modern road. The mudstone/siltstone solid geology of the character area has given rise to heavy, poorly draining soils, which may explain the paucity of remains of prehistoric activity found in the area. It is possible that the character area remained largely wooded and uncultivated until the early medieval period.

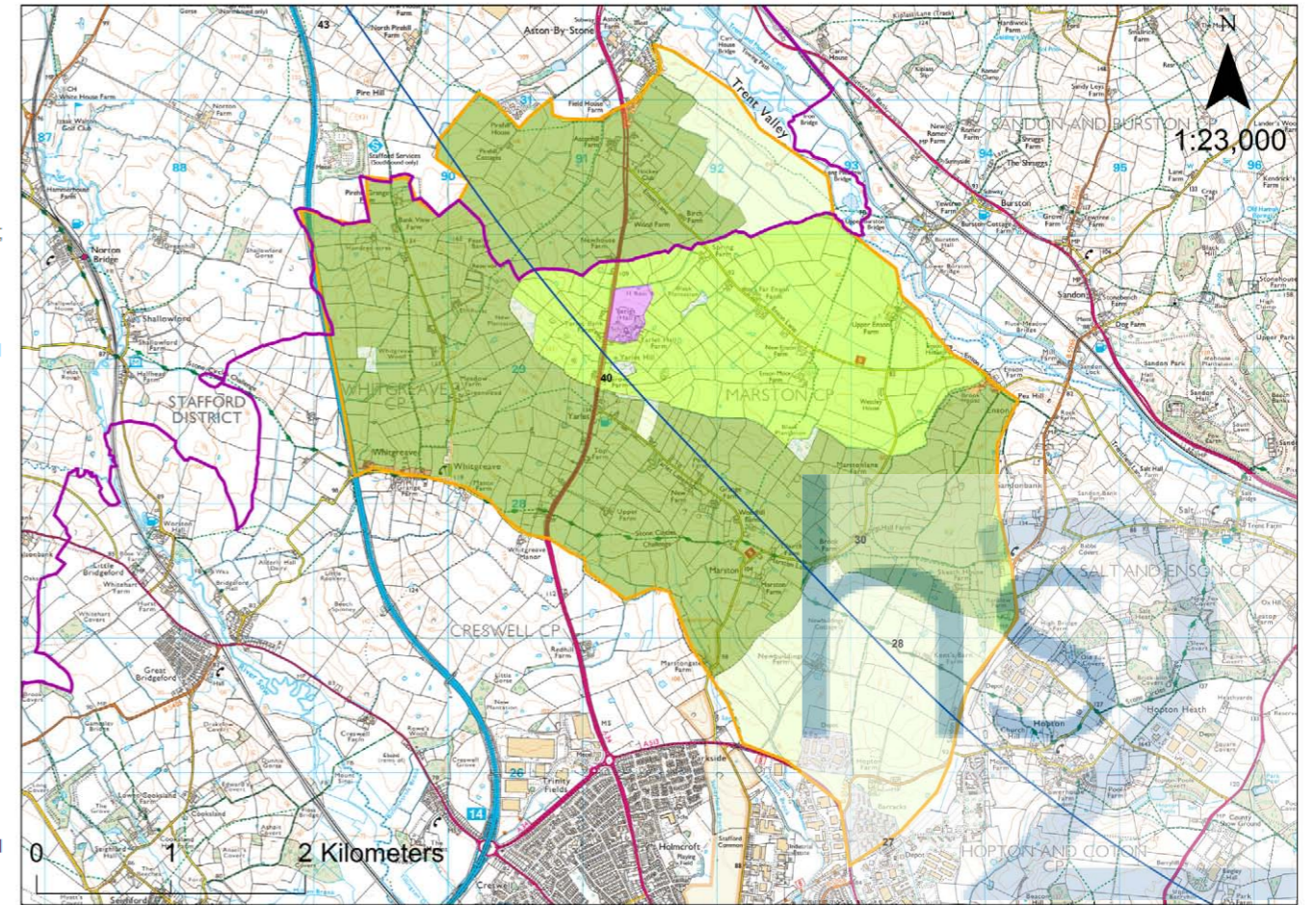
Rural estates or manors are recorded at both Marston and Yarlet in Domesday Book in 1086. The manor of Yarlet was gifted to the Cistercian priory of Combermere in the 12th century whereupon it was converted into a monastic grange and its village was depopulated. The village of Marston was in turn deserted in the late medieval or early post-medieval period as a result of the changed demographic and socio economic conditions consequent upon the Black Death of 1348 and subsequent outbreaks of bubonic plague. Preserved earthworks at both Yarlet and Marston are likely to mark the location and arrangements of the two deserted medieval settlements and their former open fields.

Somewhat more than half of this area is characterised by a post-medieval fieldscape of piecemeal enclosure or by piecemeal enclosure reorganised in the 19th century; the remaining fields are the product of 18th or 19th century planned enclosure. The planned enclosure fieldscape predominates throughout the western half of the character area, where it respects an oval arrangement of boundaries that encircle Yarlet Hill (pictured right). Those boundaries formerly defined an extra parochial area named the 'Liberty of Yarlet' on the 1838 Marston Tithe Map. Extra parochial areas often followed the extents of former monastic estates. This suggests that the oval boundary defines the extents of the former Cistercian grange known to have existed at Yarlet.

The landscape of this HLCA has moderate to high historic legibility given the survival of medieval earthwork remains and land boundaries.

Legend

- Communications**
 - Modern Communications; Post-War
- Field Systems**
 - Early Irregular Fields; Post Medieval
 - Early Piecemeal Fields; Post Medieval
 - Late Drained Wetland / Floodplain Fields; Post Medieval
 - Early Regular Fields; Post Medieval
 - Late Planned Fields; Post Medieval
 - Late Semi-Planned Fields; Post Medieval
 - Late Planned Fields; Industrial
 - Late Semi-Planned Fields; Industrial
 - Late Reorganised Fields; Industrial
 - Modern Reorganised Fields; Post-1914
 - Modern Reorganised Fields; Post-War
- Industrial**
 - Modern Industry; Post-1914
 - Modern Military; Post War
- Military**
 - Modern Military; Post-War
- Ornamental**
 - Post-Medieval Parkland; Industrial
- Settlement**
 - Post-Medieval Settlement; Post Medieval
 - Post-Medieval Settlement; Industrial
 - Modern Settlement; Post-1914
 - Modern Settlement; Post-War
- Woodland**
 - Post-Medieval Plantation; Industrial
 - Modern Plantation; Post-War
 - Proposed Development



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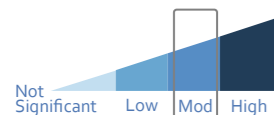
Oval arrangement of field boundaries around Yarlet Hill that formerly bounded the Liberty of Yarlet and possibly fossilise the extents of the medieval Cistercian grange.



View west from Marston Lane across deserted medieval village earthworks to the Church of St Leonard, Marston.

Value of Asset

- Evidential** - intactness of historic landscape assets (**Moderate**)
- Aesthetic** - experience of historic landscape (**Moderate**)
- Communal** - sense collective sense of attachment to historic landscape (**Moderate**)
- Historical and cultural associations** (**Moderate**)
- Research potential** - potential for new information to emerge (**High**)



Historic Landscape Character Area Value
Value of Asset **MODERATE**

Magnitude of Impact

Scale of Effect: An HLCA containing significant survivals from the medieval period at Marston and Yarlet. Piecemeal enclosures developed in the medieval and post-medieval periods. The alignment of the route of the Proposed Scheme close to the early settlement centres will therefore have a medium impact on the significance and legibility of the landscape character.

Duration/Reversibility of Effect: The alignment of the route of the Proposed Scheme close to Marston and across Yarlet Hill will mean a permanent change in the character of the historic landscape, although much of the remainder of the area will not be affected.

Overall Impact **MEDIUM**

Significance of Effect matrix

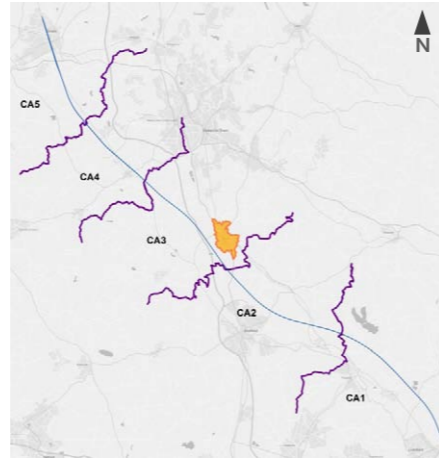
		Magnitude of Impact				
		No Change	Minimal	Low	Medium	High
Value of Asset	High	Neutral	Minor	Moderate	Major	Major
	Moderate	Neutral	Minor	Minor	Moderate	Major
	Low	Neutral	Negligible	Minor/Negligible	Minor	Moderate
	Not Significant	Neutral	Negligible	Negligible	Negligible	Negligible

Significant Effect **YES**

Figure 13: HLCA 11 Stone, Walton and environs

Key Characteristics

- 20th century urban agglomeration of settlements with medieval origins
- Well preserved 18th century townscape in Stone
- Strong historic connection with long distance transit routes (Trent & Mersey Canal, A34 Stafford Road/The Fillybrooks and M6)
- River Trent floodplain and Trent & Mersey Canal form a green corridor through the town



Legend

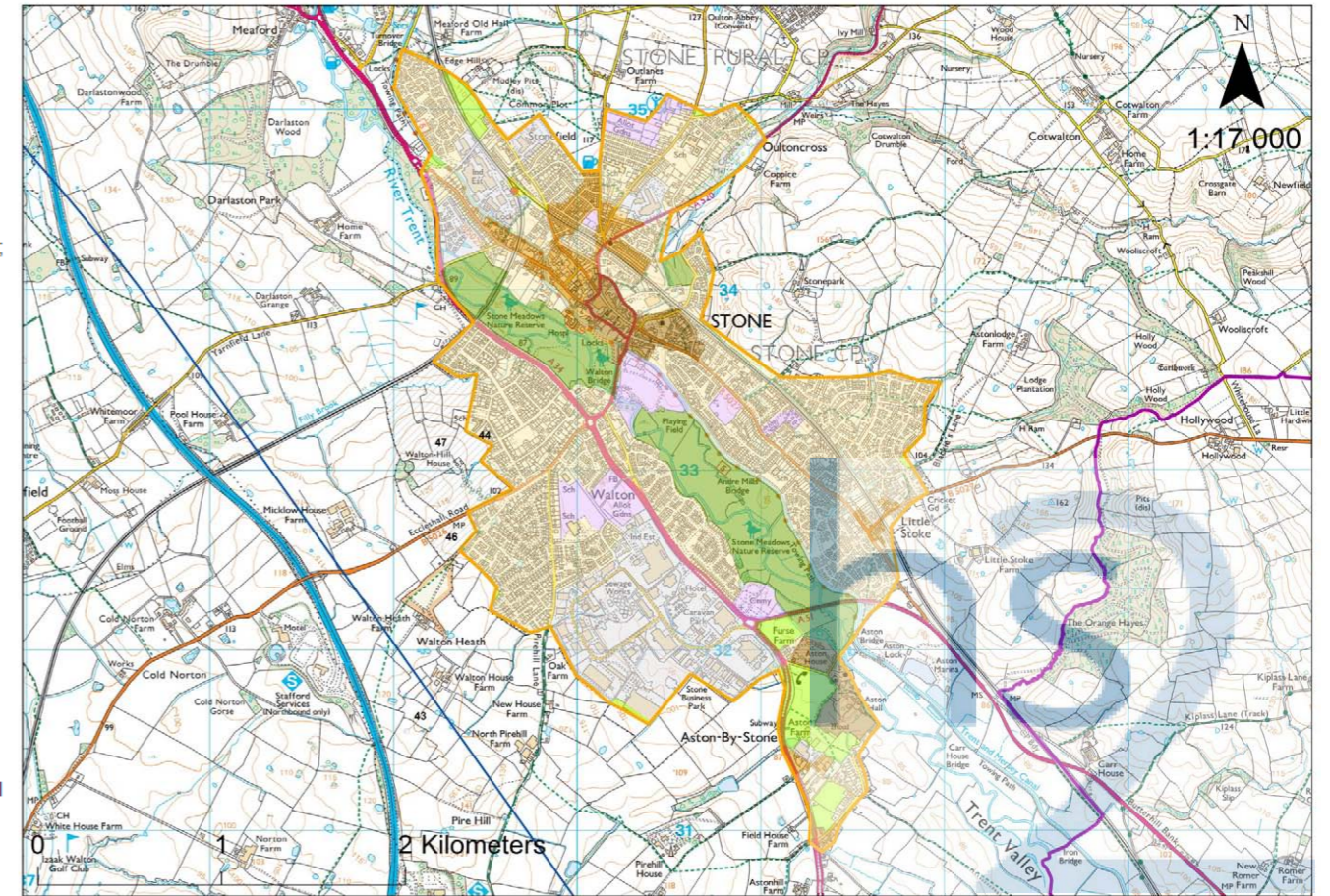
- Communications**
 Post-Medieval; Industrial
- Field Systems**
 Early Irregular Fields; Post Medieval
 Early Piecemeal Fields; Post Medieval
 Late Drained Wetland / Floodplain Fields; Post Medieval
 Early Regular Fields; Post Medieval
 Late Planned Fields; Industrial
 Early Piecemeal Fields; Industrial
 Late Semi-Planned Fields; Industrial
 Modern Reorganised Fields; Post-1914
 Modern Reorganised Fields; Post-War
- Industrial**
 Modern Industry; Post-War
- Ornamental**
 Post-Medieval Recreation; Industrial
 Modern Recreation; Post-1914
 Modern Recreation; Post-War
- Settlement**
 Post-Medieval Settlement; Post Medieval
 Post-Medieval Settlement; Industrial
 Modern Settlement; Post-1914
 Modern Settlement; Post-War
- Woodland**
 Ancient Woodland; Post Medieval
 Post-Medieval Plantation; Industrial
 Modern Plantation; Post-War
 Proposed Development

Description

This HLCA comprises the modern town of Stone. The nucleus of the town is a medieval settlement focused on the Augustinian Priory of St Mary and St Wulfad. The settlements at Walton, Little Stoke and Aston by Stone are of equal (or potentially greater) antiquity and retained some degree of separate identity into the 20th century. Modern suburban growth has to a large extent joined all of the earlier settlements into a single entity although the River Trent and the Trent and Mersey Canal form a green corridor through the character area.

In the 18th century Stone occupied a key location on both the turnpike road network and the canal network – the headquarters of the Grand Trunk (later Trent & Mersey) Canal Company were located in Stone along with factories and boatyards which serviced the canal traffic. The barge docks at Crown Street, Stone (LBII) date to 1772 and may be the oldest surviving barge docks in the UK. The River Trent meadows at Stone comprise a landscape feature of considerable antiquity. The 18th century prosperity of Stone is reflected in the number of buildings of this date still to be found in and near to the High Street, which although pedestrianised maintains a substantially pre 20th century character.

The area northwest of the High Street along Station Street and Newcastle Street is Stone's 19th century suburb with substantial industrial buildings of this date, including the former Joules brewery ale stores, located between Newcastle Street and the Trent and Mersey Canal. The Stone Conservation Area contains 5 Grade II* and 53 Grade II listed buildings. A further three Grade II listed buildings lie within the Trent & Mersey Canal Conservation Area. The value of this landscape area lies in its combination of townscape elements which reflect change over a long period.



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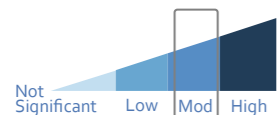
Stone historic core with River Trent meadows bottom left



Stone High Street looking south east

Value of Asset

- Evidential** - intactness of historic landscape assets (**Moderate**)
- Aesthetic** - experience of historic landscape (**Moderate**)
- Communal** - collective sense of attachment to historic landscape (**Moderate**)
- Historical and cultural** associations (**Low**)
- Research potential** - potential for new information to emerge (**High**)



Historic Landscape Character Area Value
 Value of Asset **MODERATE**

Magnitude of Impact

Scale of Effect: Construction and logistic effects will largely occur outside of the HLCA. Screening from existing built form will limit the impacts on the heritage value of the HLCA. Operational noise and movement will occur at a distance from the HLCA and will be screened by existing built form and planting resulting in no overall change.

Duration/Reversibility of Effect: Construction and logistic effects will be temporary and reversible. Effects from the existence and operation of the railway will be permanent.

Overall Impact **MINIMAL**

Significance of Effect matrix

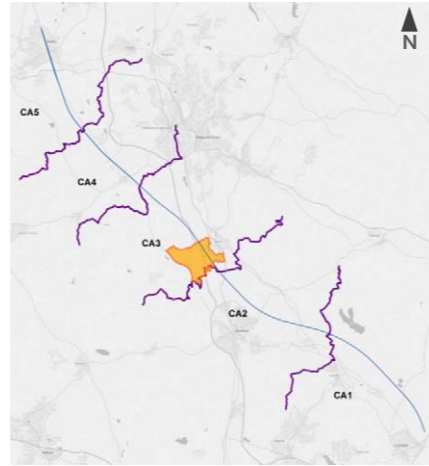
		Magnitude of Impact				
		No Change	Minimal	Low	Medium	High
Value of Asset	High	Neutral	Minor	Moderate	Major	Major
	Moderate	Neutral	Minor	Minor	Moderate	Major
	Low	Neutral	Negligible	Minor/Negligible	Minor	Moderate
	Not Significant	Neutral	Negligible	Negligible	Negligible	Negligible

Significant Effect **NO**

Figure 14: HLCA 12 Meece Brook to River Trent

Key Characteristics

- Principal landscape types are 19th century or earlier piecemeal enclosure
- Few historic settlements
- Farmsteads of 18th and 19th century origin
- Major modern communications routes



Description

This HLCA comprises parts of the modern civil parishes of Chebsey, Stone Rural and Whitgreave. It lies between the Meece Brook and the River Trent and comprises gently rolling countryside varying in elevation between 90m Above Ordnance Datum (AOD) and 130m AOD.

Finds of prehistoric date at Cold Norton and Norton Bridge on the fringes of a probable former stream in the valley of a tributary of the Meece Brook give an indication of the potential time depth within the HLCA.

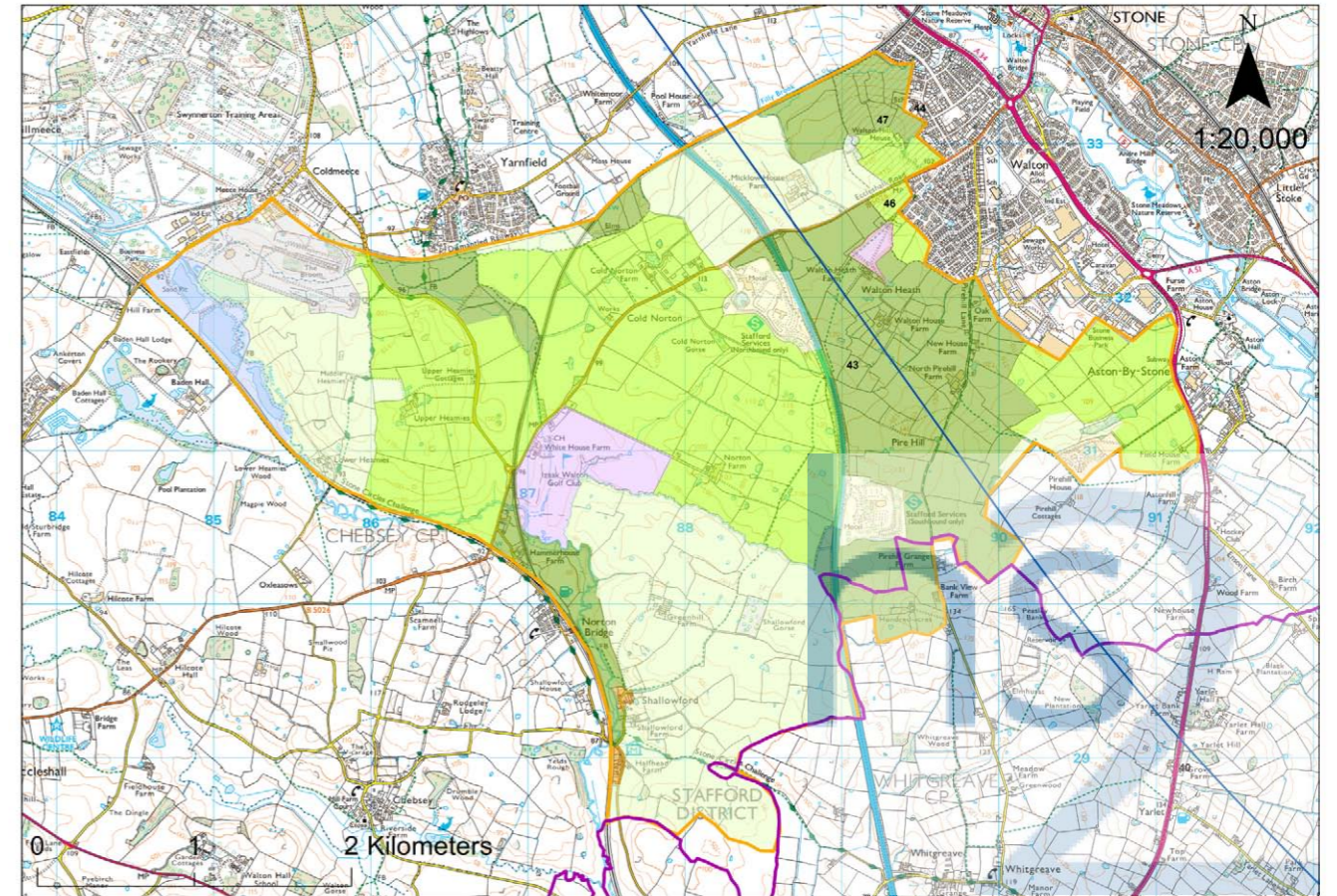
Pirehill in the south-eastern part of the HLCA is assumed to be the meeting place of the Anglo Saxon and medieval administrative 'hundred' of Pirehill. The principal landscape types are 19th century or earlier piecemeal enclosures with some elements of later reorganisation.

There are few nucleated settlements and where they are present, for example at Shallowford and Norton Bridge, they are of no great size. Scattered farmsteads of 18th or early 19th century origin are a prominent feature at Walton Heath and Pirehill and characteristic of the HLCA generally. The Eccleshall Road and Pirehill Lane are historic routeways dating to at least as early as the 18th century and probably, since they connect settlements of medieval or earlier date, a great deal older.

The HLCA was not subject to a great deal of settlement expansion in the 20th century. The most prominent modern feature of the area is the M6 motorway, which runs north-south through the area, and existing railways bounding and within the HLCA. The value of this landscape lies in its relatively uncompromised historic rural character, albeit that the farmsteads which are characteristic of the area have been adapted to modern agricultural requirements.

Legend

- Communications**
 - Modern Communications; Post-War
- Field Systems**
 - Early Irregular Fields; Post Medieval
 - Early Piecemeal Fields; Post Medieval
 - Late Drained Wetland / Floodplain Fields; Post Medieval
 - Early Regular Fields; Post Medieval
 - Late Planned Fields; Post Medieval
 - Late Planned Fields; Industrial
 - Early Piecemeal Fields; Industrial
 - Modern Reorganised Fields; Post-1914
 - Modern Reorganised Enclosures; Post-1914
 - Modern Reorganised Fields; Post-War
- Industrial**
 - Modern Industry; Post-War
- Military**
 - Modern Military; Post-War
- Ornamental**
 - Modern Recreation; Post-War
- Settlement**
 - Post-Medieval Settlement; Industrial
 - Modern Settlement; Post-1914
 - Modern Settlement; Post-War
- Water Bodies**
 - Modern Water Bodies; Post-War
- Woodland**
 - Post-Medieval Plantation; Industrial
 - Modern Plantation; Post-War
 - Proposed Development



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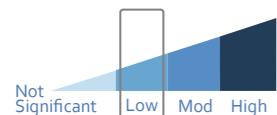
Walton Heath farmsteads with M6 at right



Green Lane, west of Peasley Bank looking northward

Value of Asset

- Evidential** - intactness of historic landscape assets (**Moderate**)
- Aesthetic** - experience of historic landscape (**Low**)
- Communal** - collective sense of attachment to historic landscape (**Low**)
- Historical and cultural** associations (**Low**)
- Research potential** - potential for new information to emerge (**Moderate**)



Value of Asset

LOW

Magnitude of Impact

Scale of Effect: Construction and logistics activity will introduce noise and movement to a generally tranquil rural area, albeit this will be confined to the vicinity of the railway and existing road and rail facilities. Operation of the railway will introduce noise and movement to the area, albeit in proximity to the existing M6.

Duration/Reversibility of Effect: Construction and logistics activity will be temporary and reversible. The effects from the presence and operation of the railway and maintenance facility will be permanent.

Overall Impact

MEDIUM

Significance of Effect matrix

		Magnitude of Impact				
		No Change	Minimal	Low	Medium	High
Value of Asset	High	Neutral	Minor	Moderate	Major	Major
	Moderate	Neutral	Minor	Minor	Moderate	Major
	Low	Neutral	Negligible	Minor/Negligible	Minor	Moderate
	Not Significant	Neutral	Negligible	Negligible	Negligible	Negligible

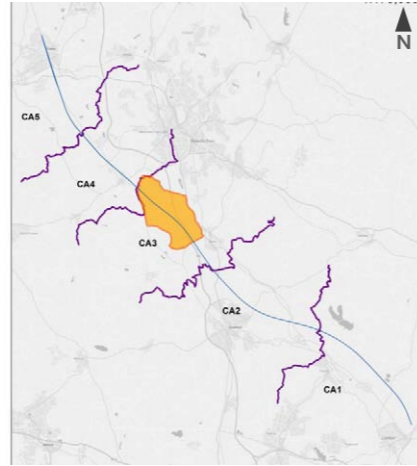
Significant Effect

NO

Figure 15: HLCA 13 Swynnerton and Tittensor

Key Characteristics

- Predominant landscape type 19th century or earlier enclosure
- Historic settlements at Swynnerton, Tittensor and Yarnfield
- Aristocratic estates at Swynnerton and Darlaston



Description

This HLCA comprises the modern parish of Swynnerton and portions of Stone Rural, Barlaston, Standon and Chapel and Hill Chorlton parishes. It is a predominantly rural area comprising an area of high ground forming the watershed between the Meece Brook and the River Trent. The land rises from approximately 90m AOD in the Trent Valley in the south-east to a high point of 219m AOD at Swynnerton Old Park in the north.

Bury Bank Hillfort and barrows surviving as earthwork features at Bury Bank and Swynnerton provide a significant element of time depth to the landscape area. The predominant landscape types are 19th century or earlier enclosures with relatively small areas of later reorganisation. Within the HLCA there are historic village settlements at Swynnerton, Tittensor and Yarnfield. Of these, Swynnerton and Tittensor have their origins in the late Anglo Saxon period. Smaller hamlets and farmsteads with a longstanding history are also present at Blakelow, Beech, Hatton and Shelton under Harley. The former pumping station at Hatton provides a striking example of Victorian industrial architecture.

Many of the roads in the HLCA reflect routes which have been in use since at least the 18th century. The settlements at Yarnfield, Tittensor and Swynnerton experienced substantial growth in the mid 20th century, albeit preserving their rural village character to a greater or lesser degree. The most striking 20th century addition is the M6 motorway which runs north-south through the HLCA.

The value of this landscape area lies in the degree to which it preserves routeways, estates and enclosures of 19th century or earlier date. For the most part there is little intrusion from 20th century activity with the significant exception of the M6 motorway.

Legend

Field Systems

- Early Irregular Fields; Post Medieval
- Early Piecemeal Fields; Post Medieval
- Early Assarts and Field Development; Post Medieval
- Early Piecemeal Fields; Post Medieval
- Late Drained Wetland / Floodplain Fields; Post Medieval
- Early Regular Fields; Post Medieval
- Late Planned Fields; Post Medieval
- Late Semi-Planned Fields; Post Medieval
- Late Reorganised Fields; Industrial
- Late Planned Fields; Industrial
- Late Semi-Planned Fields; Industrial
- Early Irregular Fields; Industrial
- Late Assarts and Field Development; Industrial
- Modern Reorganised Fields; Post-1914
- Modern Reorganised Enclosures; Post-1914
- Modern Reorganised Fields; Post-War

Industrial

- Modern Industry; Post-War
- Modern Military; Post War

Military

- Modern Military; Post-War

Ornamental

- Post-Medieval Recreation; Industrial
- Post-Medieval Parkland; Industrial
- Modern Recreation; Post-War

Settlement

- Post-Medieval Settlement; Industrial
- Modern Settlement; Post-1914
- Modern Settlement; Post-War

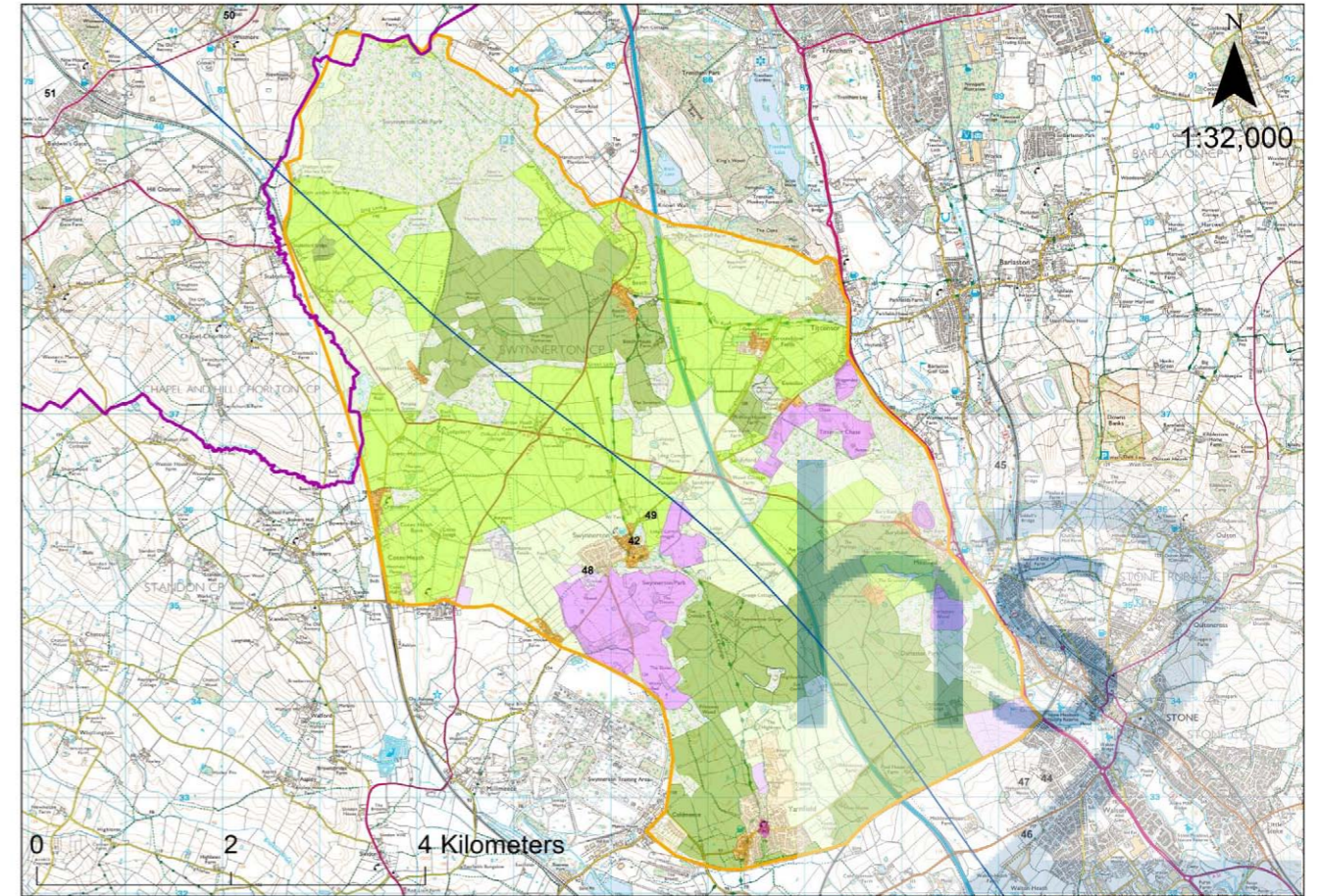
Unenclosed Land

- Pre-Modern Unenclosed Land; Medieval

Woodland

- Pre-Modern Other Woodland; Post Medieval
- Ancient Woodland; Post Medieval
- Pre-Modern Other Woodland; Industrial
- Post-Medieval Plantation; Industrial
- Modern Regenerated Woodland; Post-1914
- Modern Plantation; Post-1914
- Modern Plantation; Post-War
- Modern Regenerated Woodland; Post-War

- Proposed Development



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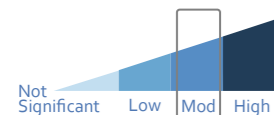
Swynnerton Park with Swynnerton Hall top centre



Swynnerton Park looking north towards Swynnerton Hall

Value of Asset

- a. **Evidential** - intactness of historic landscape assets (**Moderate**)
- b. **Aesthetic** - experience of historic landscape (**Moderate**)
- c. **Communal** - collective sense of attachment to historic landscape (**High**)
- d. **Historical and cultural** associations (**Low**)
- e. **Research potential** - potential for new information to emerge (**High**)



Value of Asset

MODERATE

Magnitude of Impact

Scale of Effect: Predominantly 19th century or earlier enclosures with significant elements of parkland landscapes associated with aristocratic estate will be severed by the Proposed Scheme, albeit mitigated to a degree by provision of cross route links. Substantial alteration to existing historic routeways at Swynnerton and Shelton under Harley.

Duration/Reversibility of Effect: Construction and logistics activity will be temporary and reversible. The effects from the presence and operation of the railway and maintenance facility will be permanent.

Overall Impact

MEDIUM

Significance of Effect matrix

		Magnitude of Impact				
		No Change	Minimal	Low	Medium	High
Value of Asset	High	Neutral	Minor	Moderate	Major	Major
	Moderate	Neutral	Minor	Minor	Moderate	Major
	Low	Neutral	Negligible	Minor/Negligible	Minor	Moderate
	Not Significant	Neutral	Negligible	Negligible	Negligible	Negligible

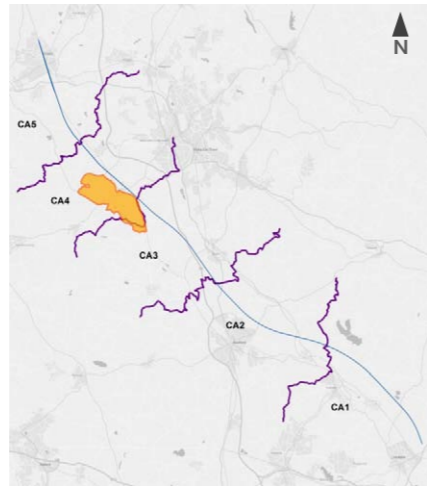
Significant Effect

YES

Figure 16: HLCA 14 Onneley, Maer and Baldwin's Gate

Key Characteristics

- Rural area distinguished by Maer Hills to the west and WCML to the east.
- Baldwin's Gate built up area, and the A53 Newcastle Road crossing east-west.
- Sandstone hills and heaths of Onneley, Maer and Baldwin's Gate area
- Multivallate hillfort at Berth Hill, Maer



Description

This area is based around the dominant feature of the Maer Hills and Camp Wood, a large wooded space in the centre of the HLCA. The WCML (former Grand Junction Railway) forms the eastern boundary, with the A53 Newcastle Road running east to west across it.

Settlement focuses on Baldwin's Gate with dispersed farms such as Aston Cliff, Radwood Hall to the north and larger hamlets of Coombesdale and Chapel Chorlton to the south. Land use is influenced by the establishment of these small farms and hamlets across the larger Staffordshire Estate, and by the introduction of the Grand Junction Railway which enabled the growth of towns such as Baldwin's Gate.

Maer to the west contains a number of high value heritage assets, including the scheduled monument multivallate hillfort at Berth Hill, a Grade II registered park and garden at Maer Hall and Maer Conservation Area. The area includes a portion of Great Madeley Park, whose origins lie as a medieval deer park.

Fieldsapes are a mix of large irregular (post 1880s reorganised fields) planned enclosures to the centre and north of the HLCA; very large post Second World War fields between Baldwin's Gate and Maer; and reorganised 18th and 19th century piecemeal enclosure to the south near Chorlton.

The heritage value of this landscape resides particularly in the wooded landscape of the Maer Hills, with its associated prehistoric monuments, and the remnant parkland landscapes of Maer and Great Madeley.

Legend

Communications

Post-Medieval; Industrial

Field Systems

- Early Irregular Fields; Post Medieval
- Early Piecemeal Fields; Post Medieval
- Late Planned Fields; Post Medieval
- Late Drained Wetland / Floodplain Fields; Post Medieval
- Early Regular Fields; Post Medieval
- Late Reorganised Fields; Industrial
- Late Planned Fields; Industrial
- Late Semi-Planned Fields; Industrial
- Modern Reorganised Fields; Post-1914
- Modern Reorganised Enclosures; Post-1914
- Modern Reorganised Fields; Post-War

Industrial

Modern Industry; Post-War

Ornamental

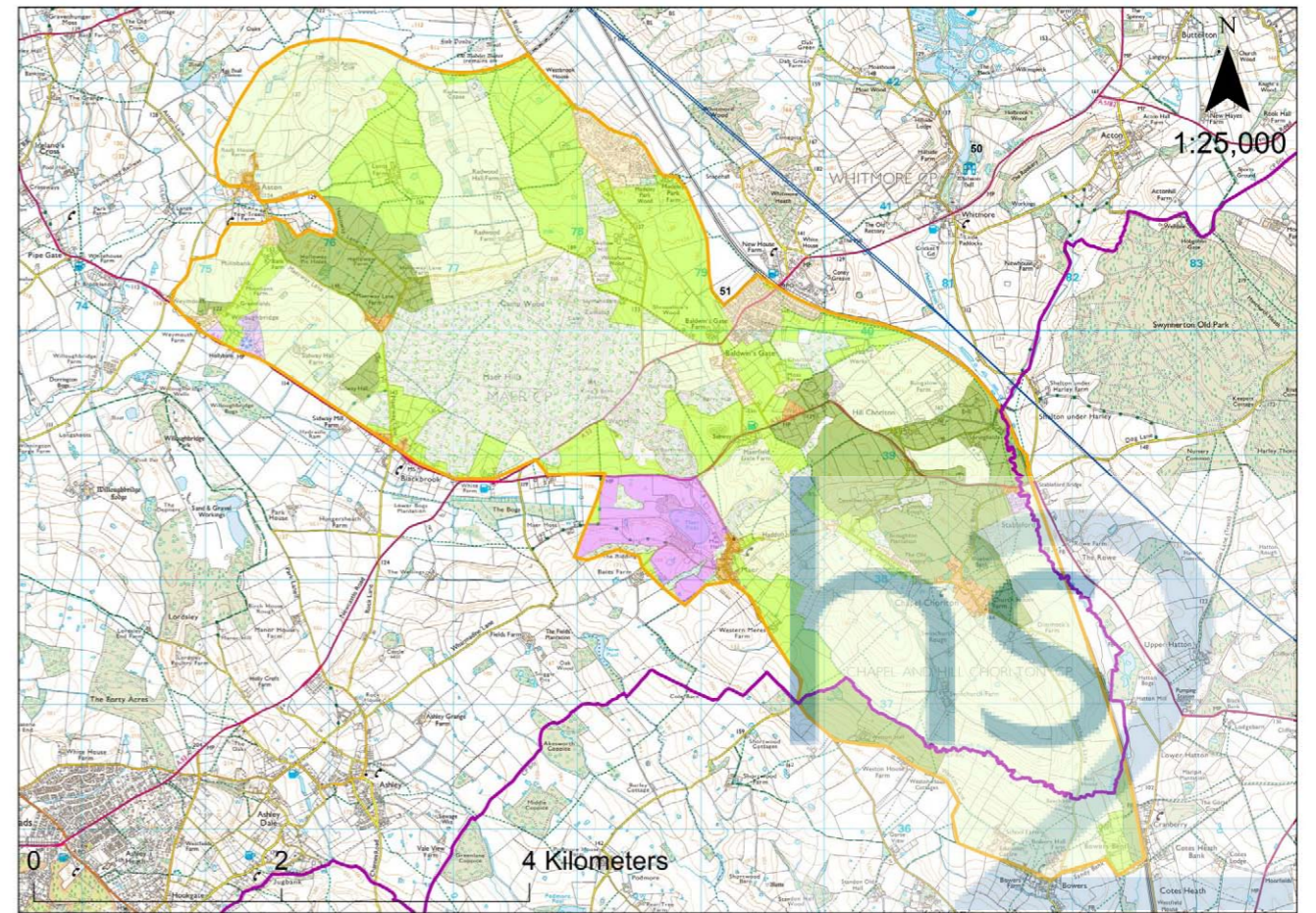
- Post-Medieval Parkland; Industrial
- Modern Recreation; Post-War

Settlement

- Post-Medieval Settlement; Industrial
- Modern Settlement; Post-1914
- Modern Settlement; Post-War

Woodland

- Ancient Woodland; Post Medieval
- Pre-Modern Other Woodland; Post Medieval
- Post-Medieval Plantation; Industrial
- Modern Plantation; Post-War
- Proposed Development



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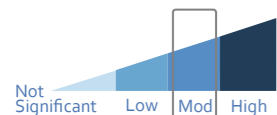
The wooded Maer Hills, centre, in relation to Baldwin's Gate and the WCML, top right



The A53 Newcastle Road through Baldwin's Gate, with the Maer Hills in the background

Value of Asset

- Evidential** - intactness of historic landscape assets (**High**)
- Aesthetic** - experience of historic landscape (**Moderate**)
- Communal** - collective sense of attachment to historic landscape (**High**)
- Historical and cultural** associations (**Moderate**)
- Research potential** - potential for new information to emerge (**Moderate**)



Value of Asset

MODERATE

Magnitude of Impact

Scale of Effect: This HLCA includes a substantial area of historic woodland as well as preserved elements of historic parkland. The route of the Proposed Scheme does not run through this HLCA; it runs to the east and will result in minimal impacts on this HLCA.

Duration/Reversibility of Effect: Construction impacts upon the archaeological resource will be permanent. Visual impacts upon the historic landscape will be irreversible in the timescale of this assessment..

Overall Impact

MINIMAL

Significance of Effect matrix

		Magnitude of Impact				
		No Change	Minimal	Low	Medium	High
Value of Asset	High	Neutral	Minor	Moderate	Major	Major
	Moderate	Neutral	Minor	Minor	Moderate	Major
	Low	Neutral	Negligible	Minor/Negligible	Minor	Moderate
	Not Significant	Neutral	Negligible	Negligible	Negligible	Negligible

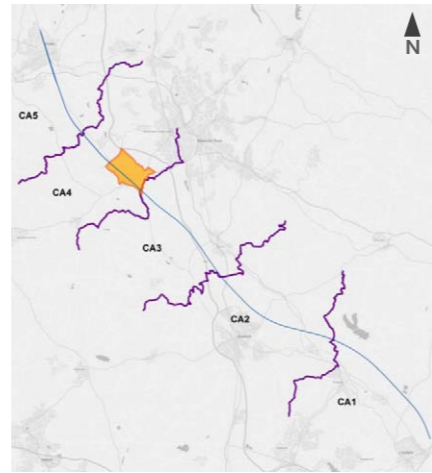
Significant Effect

NO

Figure 17: HLCA 15 Whitmore and Valley Woods

Key Characteristics

- Historic village and hall and associated park at Whitmore
- Extensive remnants of historic woodland, on slopes to the east of Great Madeley Park
- Early piecemeal enclosure
- 20th century development of detached houses at Whitmore Heath, formerly common used for gravel extraction
- WCML



Description

This area is bounded by the WCML (formerly the Grand Junction Railway) to the west, the Madeley Chord and out of use Stoke to Market Drayton Railway (also known as the Silverdale line of the Stoke to Market Drayton Railway) to the north, and to the south by fields above Swynnerton Forest. The historic village of Whitmore, Whitmore Heath, early piecemeal fields and late reorganised fields comprise the dominant forms.

Whitmore Conservation Area contains a number of high value heritage assets including Grade II* Church of St Mary and All Saints and Grade I listed Whitmore Hall. Cudmore Fisheries are a dominant modern water feature in the east of the site forming part of the Whitmore Estate.

Fieldsapes comprise early assarts near Whitmore wood, 18th and 19th century fields forming part of the enclosure of the former Madeley deer park to the west, and other large post enclosure rectilinear fields. Surrounding Whitmore village exist many irregular fields of the post Second World War period.

The value of this landscape is in its rural fields reflecting early post-medieval land tenure around the Whitmore Estate and the extensive woodland and hill features of Whitmore Wood and Hey Sprink to the north.

Legend

Communications

Post-Medieval; Industrial

Field Systems

- Early Irregular Fields; Post Medieval
- Early Piecemeal Fields; Post Medieval
- Early Assarts and Field Development; Post Medieval
- Late Drained Wetland / Floodplain Fields; Post Medieval
- Early Regular Fields; Post Medieval
- Late Planned Fields; Post Medieval
- Late Planned Fields; Industrial
- Late Reorganised Fields; Industrial
- Late Assarts and Field Development; Industrial
- Modern Reorganised Enclosures; Post-1914
- Modern Reorganised Fields; Post-War

Ornamental

Post-Medieval Parkland; Industrial

Settlement

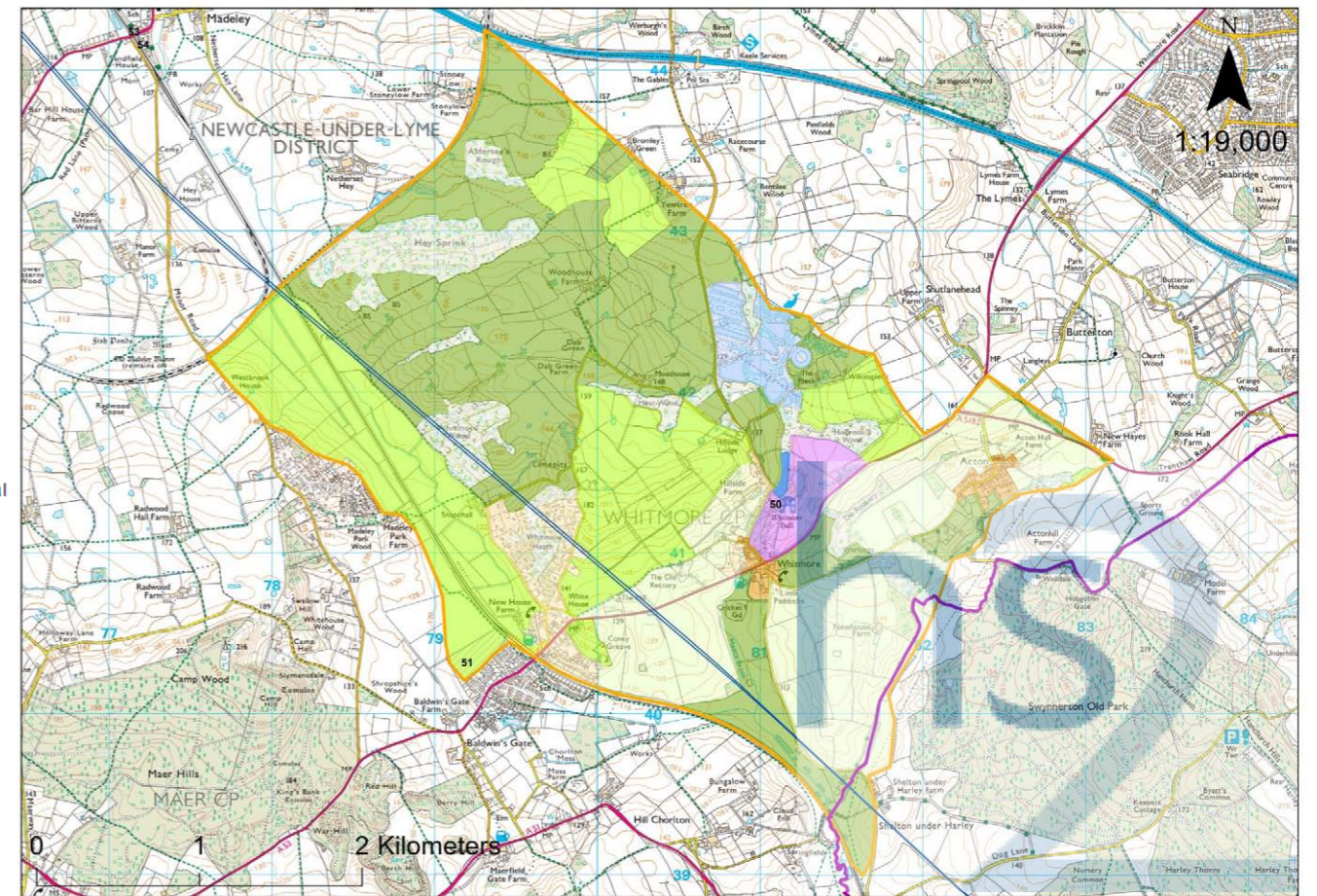
- Post-Medieval Settlement; Industrial
- Modern Settlement; Post-1914
- Modern Settlement; Post-War

Water Bodies

- Post-Medieval Water Bodies; Post Medieval
- Modern Water Bodies; Post-War

Woodland

- Ancient Woodland; Medieval
- Ancient Woodland; Post Medieval
- Pre-Modern Other Woodland; Post Medieval
- Pre-Modern Other Woodland; Industrial
- Post-Medieval Plantation; Industrial
- Modern Plantation; Post-War
- Modern Regenerated Woodland; Post-War
- Proposed Development



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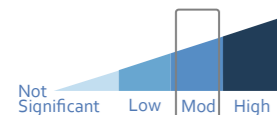
Industrial and post Second World War era fields separate Whitmore Heath, left, from Whitmore, Whitmore Hall and associated landscaping, right



St Mary and All Saints Church, with Whitmore Hall in the background

Value of Asset

- Evidential** - intactness of historic landscape assets (**Low**)
- Aesthetic** - experience of historic landscape (**High**)
- Communal** - collective sense of attachment to historic landscape (**Moderate**)
- Historical and cultural** associations (**Moderate**)
- Research potential** - potential for new information to emerge (**Moderate**)



Value of Asset

MODERATE

Magnitude of Impact

Scale of Effect: The HLCA is a well established landscape with a mix of modern (WCML and fisheries) and historic (field systems and Whitmore village) elements . The WCML already runs along the valley to the west of Whitmore and Whitmore Heath. The route of the Proposed Scheme will be partly in tunnel through the area (under Whitmore Heath).

Duration/Reversibility of Effect: The HLCA will be slightly affected by the Proposed Scheme.

Overall Impact

MINIMAL

Significance of Effect matrix

		Magnitude of Impact				
		No Change	Minimal	Low	Medium	High
Value of Asset	High	Neutral	Minor	Moderate	Major	Major
	Moderate	Neutral	Minor	Minor	Moderate	Major
	Low	Neutral	Negligible	Minor/Negligible	Minor	Moderate
	Not Significant	Neutral	Negligible	Negligible	Negligible	Negligible

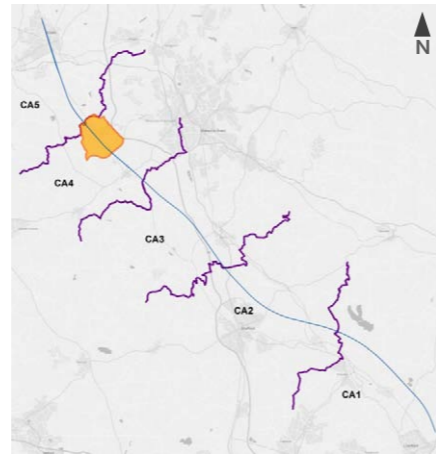
Significant Effect

NO

Figure 18: HLCA 16 Madeley

Key Characteristics

- Historic medieval village of Madeley with Conservation Area
- River Lea Valley runs south-east to north-west through Madeley
- Bar Hill historic woodland to the west
- Bounded to the south by the out of use Stoke to Market Drayton Railway and Madeley Chord railway
- Madeley Old Manor scheduled monument



Description

Traces of early settlement on the west side of the Lea Valley, including possible Bronze Age burial mounds. There is evidence for a possible Roman road running west to east just south of Madeley.

Later settlement is focused around the historic town of Madeley which formed in the medieval period. To the south of the village are earthwork remains of medieval Madeley Manor. Records show that a market charter was granted to the town in 1341. Surrounding the town there is a mix of early irregular enclosures and assarts located to the north and west, and 18th and 19th century planned and reorganised enclosures, mixed with post-Second World War amalgamated fields and piecemeal enclosures to the south.

Bar Hill lane, a historic roadway leads west from Madeley and Manor Road, another historic roadway which connects Madeley with Madeley Manor, runs to the south-west. A number of Grade II listed and unlisted historic farms are located on the farmland to the west, including Manor Farm, and to the north Moor Hall.

The existing WCML crosses the area from north to south, to the east of the proposed route. The value of this landscape is in its relationship to the historic town of Madeley, and in its post-medieval rural field system.

Coal deposits to the east of Madeley around Leycett led to the development of mining in the 19th century and the construction of the Silverdale railway line (the out of use Stoke to Market Drayton Railway), running east to west to the south of the HLCA, and the establishment of Madeley Heath to the east of the Madeley.

Legend

Field Systems

- Early Irregular Fields; Medieval
- Early Assarts and Field Development; Medieval
- Early Irregular Fields; Post Medieval
- Early Assarts and Field Development; Post Medieval
- Late Drained Wetland / Floodplain Fields; Post Medieval
- Early Regular Fields; Post Medieval
- Late Planned Fields; Industrial
- Late Reorganised Fields; Industrial
- Late Assarts and Field Development; Industrial
- Late Semi-Planned Fields; Industrial
- Modern Reorganised Fields; Post-1914
- Modern Reorganised Enclosures; Post-1914
- Modern Assarts and Field Development; Post-1914
- Modern Reorganised Fields; Post-War

Industrial

- Modern Industry; Post-1914
- Modern Industry; Post-War

Ornamental

- Post-Medieval Parkland; Industrial
- Modern Recreation; Post-War

Settlement

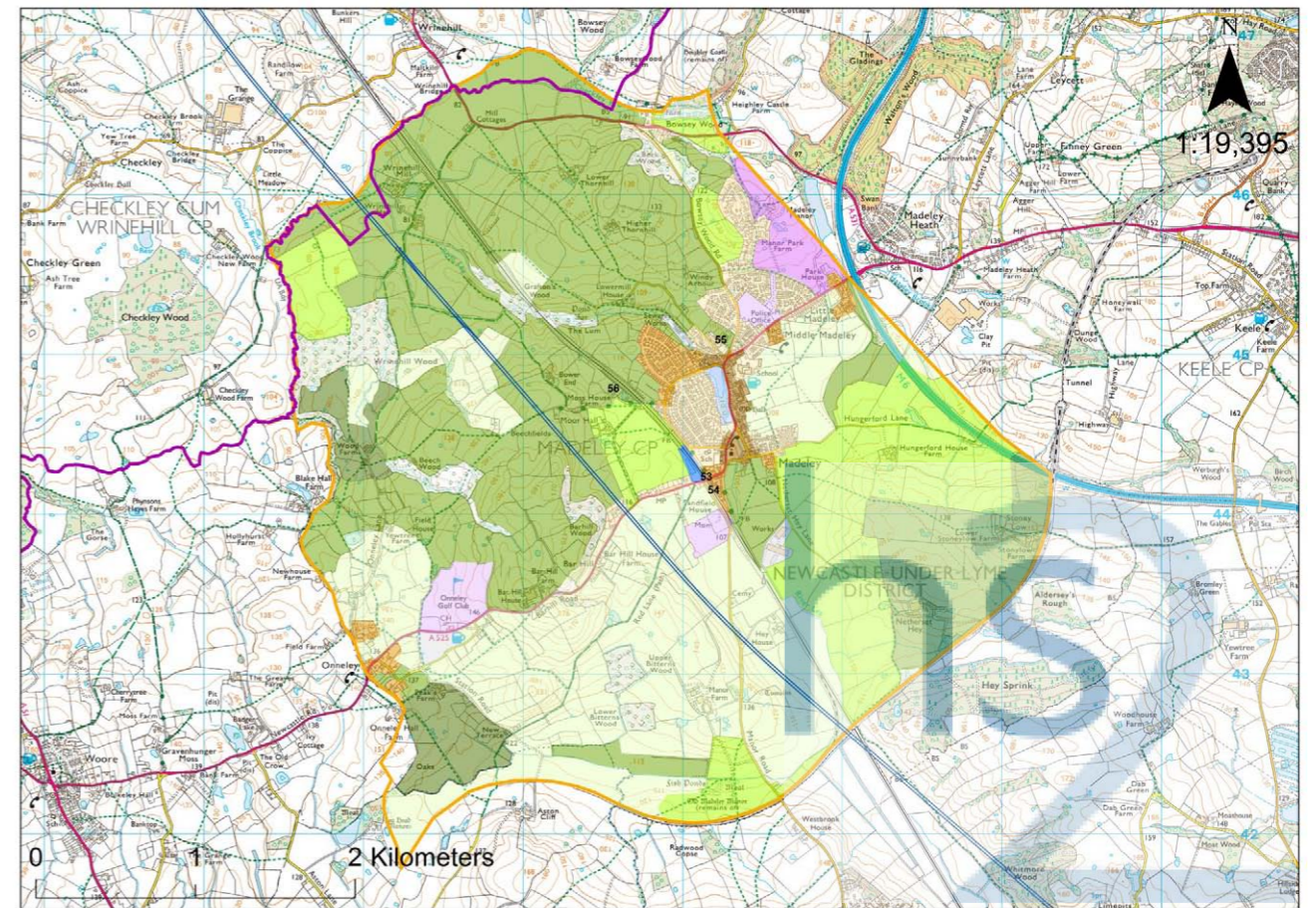
- Post-Medieval Settlement; Post Medieval
- Post-Medieval Settlement; Industrial
- Post-Medieval Settlement; Industrial
- Modern Settlement; Post-1914
- Modern Settlement; Post-War

Water Bodies

- Post-Medieval Water Bodies; Industrial
- Modern Water Bodies; Post-1914

Woodland

- Ancient Woodland; Medieval
- Pre-Modern Other Woodland; Post Medieval
- Ancient Woodland; Post Medieval
- Pre-Modern Other Woodland; Industrial
- Post-Medieval Plantation; Industrial
- Modern Plantation; Post-War
- Modern Regenerated Woodland; Post-War
- Proposed Development



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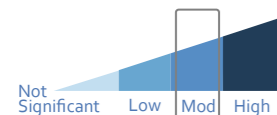
Madeley, top right, and the WCML (top centre left to bottom right), surrounded by multiple phases of field system from the post-medieval, industrial, and post-Second World War periods



The rural landscape to the southeast of Madeley, which can be seen in the distance

Value of Asset

- a. **Evidential** - intactness of historic landscape assets (**Moderate**)
- b. **Aesthetic** - experience of historic landscape (**High**)
- c. **Communal** - collective sense of attachment to historic landscape (**High**)
- d. **Historical and cultural** associations (**Moderate**)
- e. **Research potential** - potential for new information to emerge (**Moderate**)



Historic Landscape Character Area Value
Value of Asset **MODERATE**

Magnitude of Impact

Scale of Effect: Historic town set into farmland, with prominent enclosure field patterns and rural setting. Existing WCML runs to west of HLCA with the proposed route west of this. The existence of this pre-existing element of linear railway infrastructure indicates that it is capable of absorbing well managed change.

Duration/Reversibility of Effect: This HLCA will be minimally affected by the Proposed Scheme.

Overall Impact **MINIMAL**

Significance of Effect matrix

		Magnitude of Impact				
		No Change	Minimal	Low	Medium	High
Value of Asset	High	Neutral	Minor	Moderate	Major	Major
	Moderate	Neutral	Minor	Minor	Moderate	Major
	Low	Neutral	Negligible	Minor/Negligible	Minor	Moderate
	Not Significant	Neutral	Negligible	Negligible	Negligible	Negligible

Significant Effect **NO**

Figure 19: HLCA 17 Betley

Key Characteristics

- Historic settlement at Betley, which has a Conservation Area, and Wrinehill
- Mixed fieldscapes, with widespread evidence for early piecemeal enclosure
- Mosses, meres and kettleholes evidence for glaciation

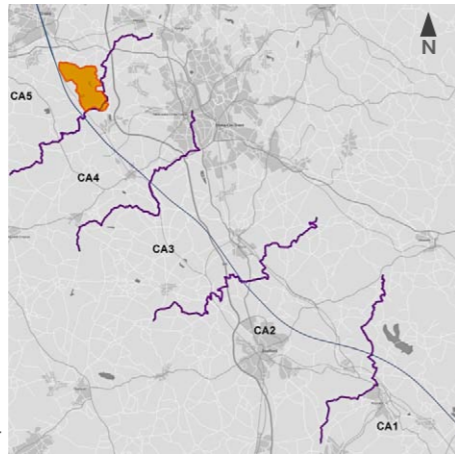
Description

The historic linear settlement of Betley and the surrounding farming fringe provides the main focus for this historic landscape character area.

The HLCA sits in a landscape that was substantially affected by the last ice age, which left extensive deposits of clays, sand and gravels in this area, as well as numerous glacial lakes ('meres') and kettleholes, formed by glacial ice wedges backfilling gradually over time. This has led to the creation of numerous wetland 'mosses' and a network of drainage channels. This has also led to widespread extraction of sands and gravels in the area from at least the 19th century, notably around Chorlton to the north.

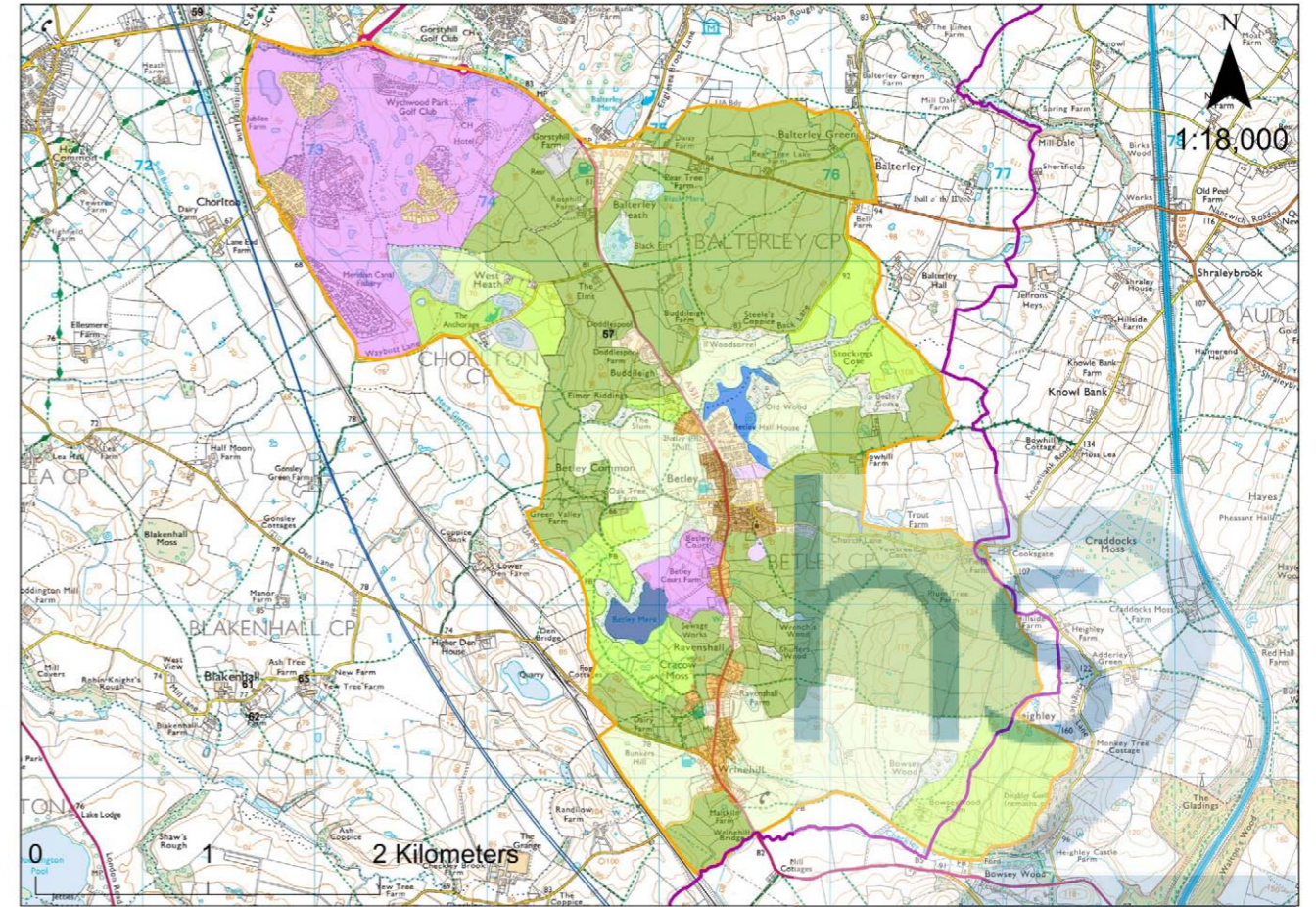
There is a Domesday Book entry for Betley (1086). It was held by the de Betley family by the early 13th century. There are traces of potentially medieval ridge and furrow earthworks located to the south of Betley. Fields comprise medieval sized irregular hedged fields further away from the village, and more regular, enclosure influenced field patterns closer to the village. Improvements to agriculture in the area undertaken in the late 18th and early 19th century changed and influenced the surrounding farmland. The HLCA is bounded at the south by the village of Wrinehill and the Lea valley, and to the west by the WCML. There has been recent and extensive development at the northern end of the HLCA, notably around Chorlton.

The historic character of this landscape was formed by the impact of glaciation creating free-draining soils, streams and mineral resources. This created good agricultural soils supporting the development of Betley. Evidence of the early development of the town is still visible in the built environment, which features many listed buildings. This HLCA contains a well preserved rural landscape with reasonable historic coherence. It contains a mixture of modern elements such as post-war field systems and communication networks, set against more historic assets such as surviving early post-medieval field systems and older historic core of the village. Contains a low to moderate tolerance for absorbing change.



Legend

- Communications**
 - Post-Medieval Communications; Post Medieval Communications Active
 - Modern Communications; C20th Communications
- Field Systems**
 - Early Irregular Fields; Ancient Field Systems
 - Early Irregular Fields; Post Medieval
 - Early Assarts and Field Development; Post Medieval
 - Late Drained Wetland / Floodplain Fields; Post Medieval
 - Early Regular Fields; Post Medieval
 - Late Semi-Planned Fields; Post Medieval
 - Late Assarts and Field Development; Post Medieval Planned Enclosure
 - Late Reorganised Fields; Late Post Medieval Agricultural Improvement
 - Late Semi-Planned Fields; C19th Enclosure
 - Late Assarts and Field Development; C19th Planned enclosure
 - Late Drained Wetland / Floodplain Fields; Industrial
 - Late Assarts and Field Development; Industrial
 - Late Semi-Planned Fields; Industrial
 - Planned Fields; Parliamentary Enclosure
 - Modern Planned Fields; C20th Field Systems
 - Modern Reorganised Fields; C20th Agricultural Improvement
 - Modern Reorganised Fields; Post-1914
 - Modern Reorganised Enclosures; Post-1914
 - Modern Reorganised Fields; Post-War
 - Modern Assarts and Field Development; Post-War
- Industry**
 - Modern Industry; C20th Agr-Industrial
 - Modern Industry; C20th Industry Active
- Ornamental**
 - Modern Recreation; C20th Golf Course
 - Post-Medieval Parkland; Industrial
 - Modern Recreation; Post-War
- Settlement**
 - Post-Medieval Settlement; Post Medieval
 - Post-Medieval Settlement; Post Medieval Settlement
 - Post-Medieval Settlement; Industrial
 - Modern Settlement; C20th Settlement
 - Modern Settlement; Post-1914
 - Modern Settlement; Post-War
- Unenclosed Land**
 - Pre-Modern Unenclosed Land; Unimproved Land
- Water Bodies**
 - Natural Water Bodies; Prehistoric
 - Post-Medieval Water Bodies; Post Medieval
 - Post-Medieval Water Bodies; Industrial
- Woodland**
 - Ancient Woodland; Medieval
 - Pre-Modern Other Woodland; Post Medieval
 - Ancient Woodland; Post Medieval
 - Post-Medieval Plantation; Industrial
 - Modern Plantation; Post-War
 - Modern Regenerated Woodland; Post-War
 - Modern Plantation; C20th Plantation
 - Proposed Development



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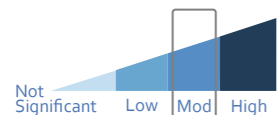
The historic town of Betley and post-war fields to its west



Mixed fieldscape to the north-west of Betley, with the WCML in the far distance.

Value of Asset

- Evidential** - intactness of historic landscape assets (**Moderate**)
- Aesthetic** - experience of historic landscape (**Moderate**)
- Communal** - collective sense of attachment to historic landscape (**High**)
- Historical and cultural associations** (**Moderate**)
- Research potential** - potential for new information to emerge (**Moderate**)



Historic Landscape Character Area Value
Value of Asset **MODERATE**

Magnitude of Impact

Scale of Effect: Historic village set into farmland, with prominent enclosure field patterns and rural setting. Existing WCML runs to west of HLCA with the proposed route west of this. This HLCA is a well established landscape with a mixture of modern and historic elements which may be capable of absorbing well managed change.

Duration/Reversibility of Effect: This HLCA will be minimally affected by the Proposed Scheme.

Overall Impact **MINIMAL**

Significance of Effect matrix

		Magnitude of Impact				
		No Change	Minimal	Low	Medium	High
Value of Asset	High	Neutral	Minor	Moderate	Major	Major
	Moderate	Neutral	Minor	Minor	Moderate	Major
	Low	Neutral	Negligible	Minor/Negligible	Minor	Moderate
	Not Significant	Neutral	Negligible	Negligible	Negligible	Negligible

Significant Effect **NO**

Figure 20: HLCA 18 Hough to Checkley Brook

Key Characteristics

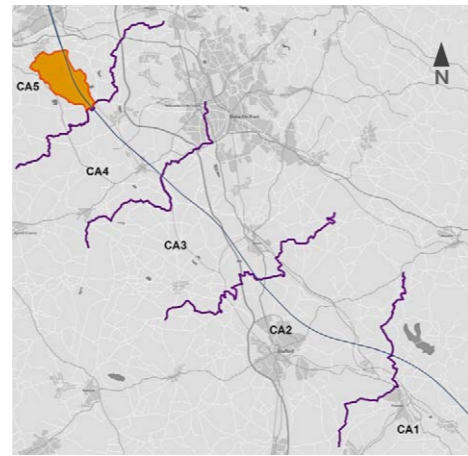
- Open farmland and small wooded enclosures
- Gonsley Deserted Medieval Village (DMV)
- Mixed medieval, 19th and 20th century fieldscapes
- Incised country lanes
- WCML

Description

This HLCA is characterised by open farmland and small wooded enclosures with dispersed settlement of low density mainly consisting of hamlets and farms and small settlements such as Hough, Wybunbury and Blackenhall.

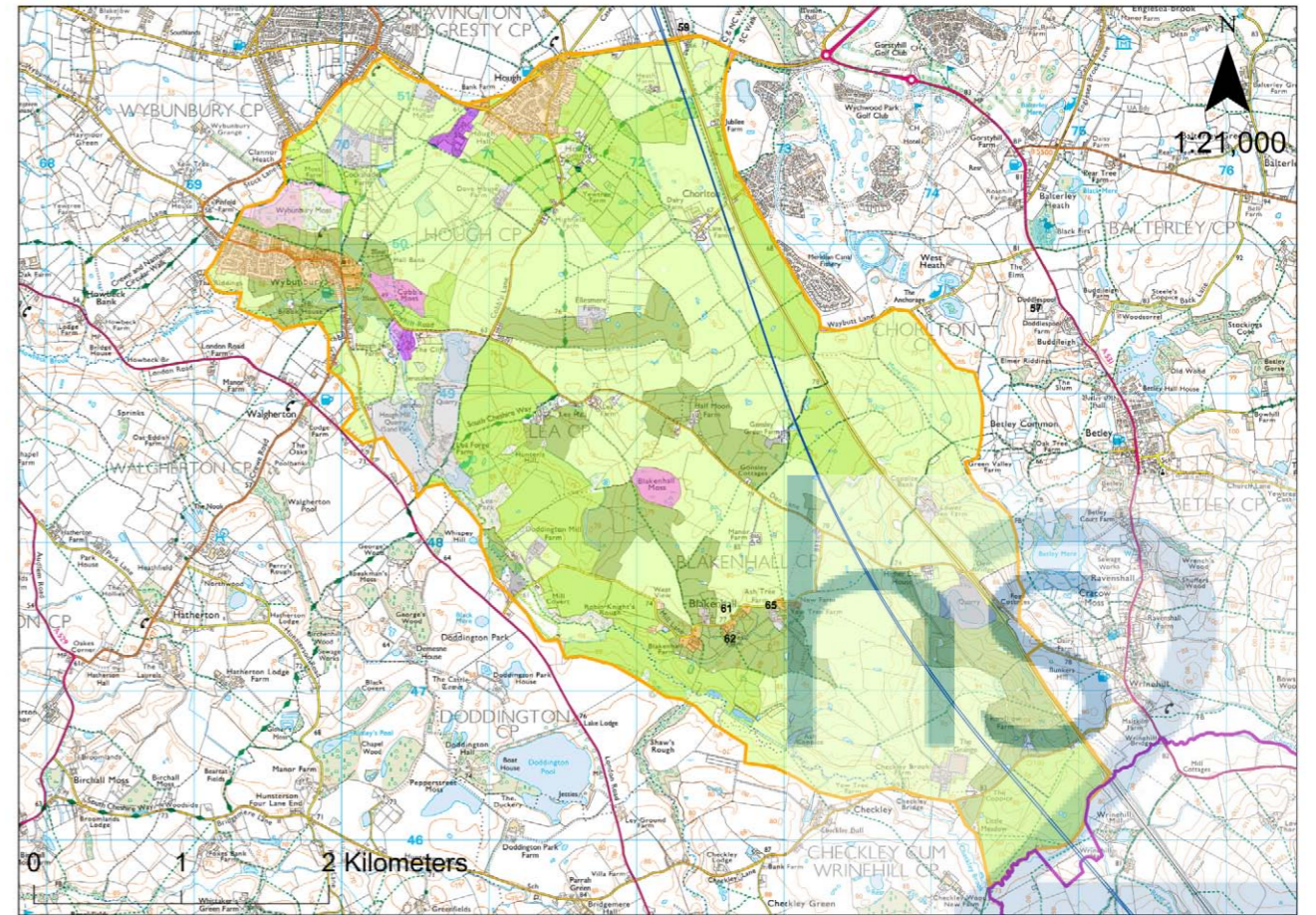
The underlying geology was substantially moderated by the end of the last glaciation, when it lay close to the edge of the ice sheet. The melting of the ice led to the widespread deposition of sand, gravel and clay in this area. This created a well-watered, agriculturally rich landscape, which appears to have been cleared of woodland relatively early. Wybunbury contains important heritage elements including three scheduled monuments associated with the early and later medieval periods. Farms including Half Moon Farm, Lea Farm, and Lower Den Farm are associated with remnant medieval fieldscapes. There is documentary, earthwork and cropmark evidence for a DMV at 'Godewynesley' (Gonsley). The smaller settlement/farms are linked by narrow and incised country roads such as Checkley Lane and Den Lane. The WCML runs through the centre of the HLCA from Waybutt Lane to Chorlton Bank lane, and the A51 London Road runs through the western edge of the landscape. Fieldscapes are a mix of medieval, post-medieval and modern enclosures i.e. small to large (up to 8ha), regular, semi-regular and irregular fields with boundaries of hedgerows. A number of waterways traverse the landscape including Wybunbury Brook, Forge Brook and Checkley Brook, and several mosses such as Blackenhall Moss are dispersed in the southern part of the landscape.

The value of this landscape is in its rural character, with the small county lanes and farms evoking an almost isolated atmosphere largely unchanged since the medieval period. This HLCA is comprised of a well preserved historic rural landscape with a mix of ancient and modern field systems. The area contains static landscapes capable in principle of absorbing change. The arable farmland supporting local villages is however sensitive to the cumulative impact of small scale change.



Legend

- Communications**
- Post-Medieval Communications; Post Medieval Communications Active
- Field Systems**
- Early Irregular Fields; Ancient Field Systems
 - Early Piecemeal Fields; Medieval
 - Late Assarts and Field Development; Post Medieval Planned Enclosure
 - Late Reorganised Fields; Late Post Medieval Agricultural Improvement
 - Late Semi-Planned Fields; Post Medieval Enclosure
 - Late Assarts and Field Development; C19th Planned enclosure
 - Modern Planned Fields; C20th Field Systems
 - Modern Redeveloped Deer Park; C20th Enclosed Parkland
 - Modern Reorganised Fields; C20th Agricultural Improvement
- Industry**
- Post-Medieval Industry; Post Medieval Industry Active
 - Post-Medieval Industry; Post Medieval Industry Inactive
 - Modern Industry; C20th Agri-Industrial
 - Modern Industry; C20th Industry Active
 - Modern Industry; C20th Industry Inactive
- Ornamental**
- Post-Medieval Parkland; Post Medieval Ornamental Parkland
 - Modern Recreation; C20th Golf Course
 - Modern Parkland; C20th Ornamental Parkland
- Settlement**
- Post-Medieval Settlement; Post Medieval Settlement
 - Modern Settlement; C20th Settlement
- Unenclosed Land**
- Pre-Modern Unenclosed Land; Unimproved Land
 - Modern Regenerated Unenclosed Land; Unimproved Land
- Water Bodies**
- Modern Water Bodies; C20th Artificial Water Bodies
- Woodland**
- Ancient Woodland; Ancient Woodland
 - Post-Medieval Plantation; Post Medieval Plantation
 - Pre-Modern Other Woodland; Post Medieval Other Woodland
 - Modern Regenerated Woodland; C20th Other Woodland
 - Modern Plantation; C20th Plantation
 - Proposed Development



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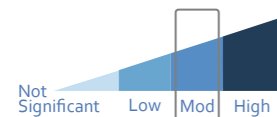
Mixed fieldscapes with an example of a wooded enclosure in the north-west corner, and the settlement of Blakenhall in the south.



Farmland at the northern side of the small settlement of Hough

Value of Asset

- Evidential** - intactness of historic landscape assets (**Moderate**)
- Aesthetic** - experience of historic landscape (**Moderate**)
- Communal** - collective sense of attachment to historic landscape (**High**)
- Historical and cultural associations** (**Low**)
- Research potential** - potential for new information to emerge (**Moderate**)



Value of Asset

MODERATE

Magnitude of Impact

Scale of Effect: Historic hamlets and farmsteads, with prominent enclosure field patterns and rural setting. Existing WCML runs on the east side of the HLCA with the route of the Proposed Scheme west of this, and converging northwards until they meet just inside the area. This will mean that the effects of the Proposed Scheme on this HLCA will be relatively limited.

Duration/Reversibility of Effect: This HLCA will be slightly affected by the Proposed Scheme.

Overall Impact

LOW

Significance of Effect matrix

		Magnitude of Impact				
		No Change	Minimal	Low	Medium	High
Value of Asset	High	Neutral	Minor	Moderate	Major	Major
	Moderate	Neutral	Minor	Minor	Moderate	Major
	Low	Neutral	Negligible	Minor/Negligible	Minor	Moderate
	Not Significant	Neutral	Negligible	Negligible	Negligible	Negligible

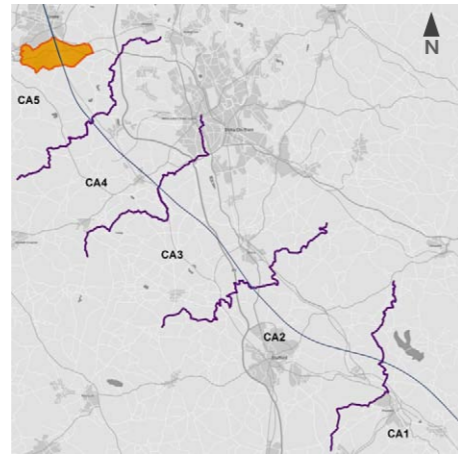
Significant Effect

NO

Figure 21: HLCA 19 Crewe Fringe

Key Characteristics

- Post-glacial lowland landscape of mosses and streams
- Historic settlements of Weston, Basford and Shavington
- Mixed medieval, 19th and 20th century fieldscapes
- Early railway development: Grand Junction Railway (now WCML)



Description

This HLCA is similar to much of the surrounding farmland, as an area heavily influenced by glacial processes, leading to deposition of gravel and clay, crossed by numerous small streams. This provided a rich landscape for early agricultural development, leading to the creation of numerous small medieval manorial villages (Shavington, Weston and Basford).

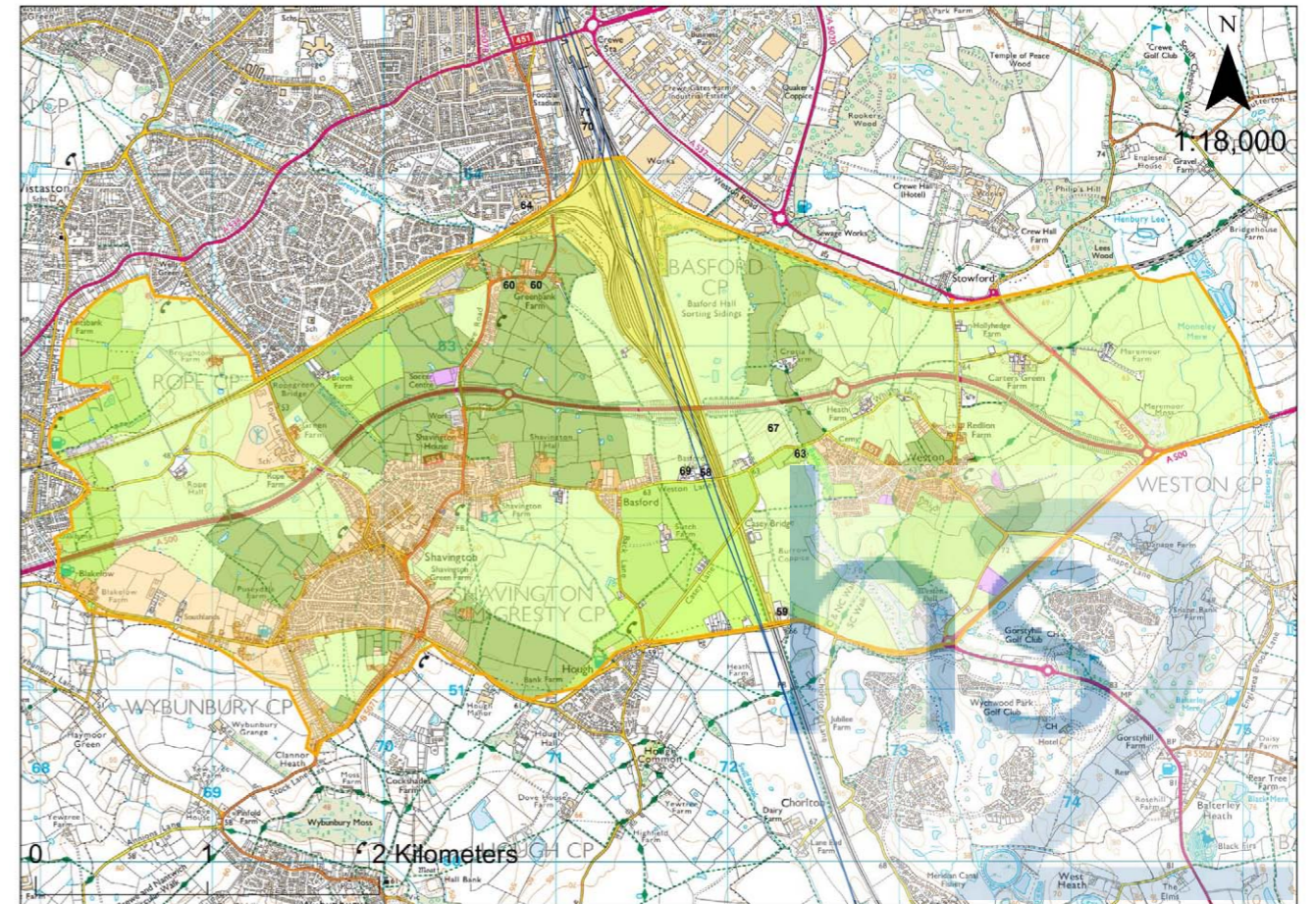
There are several high status halls and farmhouses, including Grade II listed Hollyhedge Farm to the east. All settlements contain evidence of earlier medieval open field systems in the surrounding fields. In many places this appears to have been superseded by early enclosure. There are also some traces of later medieval settlement desertion or shrinkage, as with the medieval settlement earthworks at Basford.

The area remained agrarian until the early development of the railways and the construction of the Grand Junction Railway (now WCML) in 1837. This soon led to the development of Crewe, at an important junction of the new railway system, as a town where there had previously been open country. The construction of the section of the railway that runs through this HLCA led to the demolition of Basford Hall. As Crewe developed as a major railway hub in the later 19th century, an engine shed and extensive sidings were constructed at the northern end of the area. More recently the A500 Shavington Bypass was developed to connect Stoke-on-Trent with Nantwich.

This HLCA is comprised of a range of historic assets which have survived rapid change over the post-modern period. The location on the fringe of Crewe and linear features such as the existing WCML and road networks have led to the creation of a landscape characterised by development and change. This has created a historic landscape with a capacity to absorb change.

Legend

- Communications**
 - Post-Medieval Communications; Post Medieval Communications Active
 - Modern Communications; C20th Communications
- Field Systems**
 - Early Irregular Fields; Ancient Field Systems
 - Early Piecemeal Fields; Medieval
 - Late Assarts and Field Development; Post Medieval Planned Enclosure
 - Late Reorganised Fields; Late Post Medieval Agricultural Improvement
 - Late Semi-Planned Fields; Post Medieval Enclosure
 - Late Semi-Planned Fields; C19th Enclosure
 - Late Assarts and Field Development; C19th Planned enclosure
 - Planned Fields; Parliamentary Enclosure
 - Modern Planned Fields; C20th Field Systems
 - Modern Reorganised Fields; C20th Agricultural Improvement
- Industry**
 - Post-Medieval Industry; Post Medieval Industry Active
 - Post-Medieval Industry; Post Medieval Industry Inactive
 - Modern Industry; C20th Agri-Industrial
 - Modern Industry; C20th Industry Active
- Ornamental**
 - Post-Medieval Parkland; Post Medieval Ornamental Parkland
 - Modern Recreation; C20th Recreation
- Settlement**
 - Post-Medieval Settlement; Post Medieval Settlement
 - Modern Settlement; C20th Settlement
- Unenclosed Land**
 - Pre-Modern Unenclosed Land; Unimproved Land
- Woodland**
 - Post-Medieval Plantation; Post Medieval Plantation
 - Pre-Modern Other Woodland; Post Medieval Other Woodland
 - Modern Regenerated Woodland; C20th Other Woodland
 - Modern Plantation; C20th Plantation
- Proposed Development



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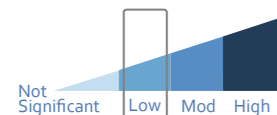
The nucleated settlements of Shavington, Basford and Weston (from left to right) and the surrounding mixed field-landscape



The changing environment on the southern fringe of Crewe, to the north of Shavington

Value of Asset

- a. **Evidential** - intactness of historic landscape assets (**Moderate**)
- b. **Aesthetic** - experience of historic landscape (**Low**)
- c. **Communal** - collective sense of attachment to historic landscape (**Not Significant**)
- d. **Historical and cultural** associations (**Low**)
- e. **Research potential** - potential for new information to emerge (**Moderate**)



Value of Asset

LOW

Magnitude of Impact

Scale of Effect: The traditional landscape of small medieval villages with associated halls has been largely subsumed by modern development since the construction of the WCML. There is high potential to absorb change, as introduced by the Proposed Scheme, based on former trends towards landscape change from existing road and rail schemes.

Duration/Reversibility of Effect: Little scope for historic landscape enhancement, however the existing landscape draws heavily on its relationship with the existing rail alignment.

Overall Impact

MINIMAL

Significance of Effect matrix

		Magnitude of Impact				
		No Change	Minimal	Low	Medium	High
Value of Asset	High	Neutral	Minor	Moderate	Major	Major
	Moderate	Neutral	Minor	Minor	Moderate	Major
	Low	Neutral	Negligible	Minor/Negligible	Minor	Moderate
	Not Significant	Neutral	Negligible	Negligible	Negligible	Negligible

Significant Effect

NO

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