

High Speed Rail (Crewe – Manchester) Environmental Statement

Volume 5: Appendix HE-003-0MA04

Historic environment

MA04: Broomedge to Glazebrook

Historic landscape character areas

High Speed Rail (Crewe – Manchester) Environmental Statement

Volume 5: Appendix HE-003-0MA04

Historic environment

MA04: Broomedge to Glazebrook

Historic landscape character areas



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.

High Speed Two (HS2) Limited
Two Snowhill
Snow Hill Queensway
Birmingham B4 6GA

Telephone: 08081 434 434

General email enquiries: HS2enquiries@hs2.org.uk

Website: www.hs2.org.uk

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

ARUP+ ERM | FOSTER + PARTNERS | JACOBS
RAMBOLL | TYPESA | COSTAIN

MWJV

Mott MacDonald | WSP

High Speed Two (HS2) Limited has actively considered the needs of blind and partially sighted people in accessing this document. The text will be made available in full on the HS2 website. The text may be freely downloaded and translated by individuals or organisations for conversion into other accessible formats. If you have other needs in this regard please contact High Speed Two (HS2) Limited.

© High Speed Two (HS2) Limited, 2022, except where otherwise stated.

Copyright in the typographical arrangement rests with High Speed Two (HS2) Limited.

This information is licensed under the Open Government Licence v3.0. To view this licence, visit www.nationalarchives.gov.uk/doc/open-government-licence/version/3 **OGL** or write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or e-mail: psi@nationalarchives.gsi.gov.uk. Where we have identified any third-party copyright information you will need to obtain permission from the copyright holders concerned.



Printed in Great Britain on paper containing 100% recycled fibre.

Contents

1	Introduction	2
2	Methodology	3
2.1	Introduction	3
2.2	Defining historic landscape character areas	3
2.3	Assigning value	4
2.4	Magnitude of impact	5
2.5	Significance of effect	5
3	List of acronyms	6
4	Historic landscape character area sheets	7

Tables

Table 1: List of acronyms	6
---------------------------	---

Figures

Figure 1: Warburton Village and Mosslands Historic Landscape Character Area (HLCA) sheet (MA04_HLCA01: Warburton Village and Mosslands)	8
Figure 2: Partington and Industrial Areas Historic Landscape Character Area (HLCA) sheet (MA04_HLCA02: Partington and Industrial Areas)	9
Figure 3: Hollins Green and Former Mosses Historic Landscape Character Area (HLCA) sheet (MA04_HLCA03: Hollins Green and Former Mosses)	10

1 Introduction

- 1.1.1 This report is an appendix to the historic environment assessment. It presents a description of the historic landscape character areas (HLCA) that have been defined in the Broomedge to Glazebrook area (MA04).
- 1.1.2 This appendix should be read in conjunction with:
- Volume 2, Community area reports;
 - Volume 3, Route-wide effects;
 - Volume 4, Off-route effects; and
 - Volume 5, Appendix (Summary gazetteer, impact assessment table and archaeological character areas, HE-002-OMA04).
- 1.1.3 Historic environment baseline data are set out in the following Background Information and Data (BID) reports:
- Historic environment baseline report (BID HE-001-OMA04¹), which includes the historic environment detailed gazetteer in Appendix A;
 - Historic environment field survey report (BID HE-004-OMA04²); and
 - Historic environment remote sensing report (BID HE-005-OMA04³).
- 1.1.4 Figures are included in this report that show the locations and extent of the identified HLCA.

¹ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Background Information and Data, Broomedge to Glazebrook, Historic environment baseline report*, BID HE-001-OMA04. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-environmental-statement>.

² High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Background Information and Data, Broomedge to Glazebrook, Historic environment field survey report*, BID HE-004-OMA04. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-environmental-statement>.

³ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Background Information and Data, Broomedge to Glazebrook, Historic environment remote sensing report*, BID HE-005-OMA04. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-environmental-statement>.

2 Methodology

2.1 Introduction

- 2.1.1 The approach used for this assessment was a character-based method. Historic landscape character (HLC) mapping derived from National HLC data (NHLC) was used, in conjunction with data from the local and regional HLC projects, to determine broad HLCA. HLCA are areas of coherent or distinctive historic landscape characteristics.
- 2.1.2 HLCA are described below, in terms of their attributed value and assessment of impact, to determine the significance of effect of the Proposed Scheme on the HLCA in accordance with the Environmental Impact Assessment Scope and Methodology Report (SMR), see Volume 5 Appendix CT-001-00001.

2.2 Defining historic landscape character areas

- 2.2.1 HLCA were defined where the historic landscape displays demonstrable patterns of homogeneity and/or distinctiveness. There may be some areas defined as HLCA that, owing to the nature of recent land use, have limited or no heritage value.
- 2.2.2 Within the 2km study area, the boundaries of HLCA were determined by considering the nature and patterning of HLC types (e.g. extensive areas of parliamentary enclosure) and by information from other sources (see below). In some cases, a HLCA may extend beyond a community area boundary due to continuity of historic landscape character. Where this is the case, they will be described in the Historic landscape character area report for the community area in which the majority of the HLCA lies.
- 2.2.3 Some HLCA were influenced by factors such as topography and geology as these physical factors influence agriculture, industry and settlement. In these instances, a HLCA may align closely with the Landscape Character Areas (LCA) prepared by the landscape and visual assessment team.
- 2.2.4 HLCA can contribute to the historical dimension of corresponding LCA. There has been collaboration with the landscape and visual assessment team to ensure a common understanding of how historic processes have shaped the landscape and are expressed within it.

Defining historic landscape character areas

- 2.2.5 Defining the HLCA described below was primarily based on:
- HLC and NHLC mapping;
 - historic mapping, including tithe maps, estate maps and first edition Ordnance Survey;
 - Historic Environment Record (HER) data;

Environmental Statement
Volume 5: Appendix HE-003-0MA04
Historic environment
MA04: Broomedge to Glazebrook
Historic landscape character areas

- aerial photography;
- project specific data drawn from historic air photographs, Light Detection and Ranging (LiDAR) data and site visits; and
- a review of existing LCA boundaries/typologies.

2.2.6 From the sources above, the boundaries and characteristics of the HLCA were determined and are described below, based on an analysis of overall historic development trends and the following factors:

- patterning (homogeneity or variance) of HLC types in terms of type, relationships⁴ and date;
- variation in apparent survival level⁵ of historic landscape features; and
- professional judgement.

2.3 Assigning value

2.3.1 The value of the HLCA is described in line with the SMR. Key attributes that contribute to heritage value are defined as follows:

- historic interest – illustrative value (illustrating past events, places or people), communal value (commemorative or symbolic), and associative value (association with a notable person, event or movement);
- archaeological interest – evidential or research value;
- architectural and artistic interest – contemporary appreciation of the asset’s aesthetics;
- historical and cultural associations (links to historic interest) – relates to the value of a place’s association with important historical events and themes, eras, patterns of use and development or individual people. It incorporates the history of aesthetics, artistic and literary, architecture, archaeology, science and society, so it overlaps (or underlies) the other categories of heritage value; and
- research potential (links to archaeological interest) – value relates to the technical achievements associated with a place, or to its educational potential. It also encompasses places important to furthering the understanding of the natural and altered environment, and the embodiment of heritage research.

2.3.2 Each of the attributes contributed to defining the overall value of a HLCA.

⁴ That is the presence of types that are inherently related to one another such as assart fields and ancient woodland.

⁵ This is an aspect which can be initially evaluated from comparing recorded HLC type with aerial photography. Examples can include whether vegetation, particularly hedges, look to be denuded (survive poorly) or relatively intact (survive well), or ridge and furrow is extant and visible as earthworks (survive well) or are ploughed out (survive poorly).

2.4 Magnitude of impact

- 2.4.1 The magnitude of impact includes consideration of the elements of the Proposed Scheme that extend into a HLCA, and how these physically alter identified key elements of the HLCA which make a positive contribution to its heritage value. A judgement of the capacity of the HLCA to accommodate change as a result of the Proposed Scheme has also been considered. For example, a HLCA characterised by linear industrial features, such as major roads and canals, is likely to have a greater capacity to absorb additional linear development without experiencing a significant change to its heritage value. The assessment also considered the duration and reversibility of the impact; for example where a temporary effect would occur during the construction phase, but land would be reinstated afterwards such as in the case of temporary construction compounds.

2.5 Significance of effect

- 2.5.1 The assessment of the significance of effect was undertaken using the method set out in the SMR.

3 List of acronyms

3.1.1 The following acronyms have been used in this report:

Table 1: List of acronyms

Acronym	Meaning
BID	Background Information and Data
HER	Historic Environment Record
HLC/HLCA	Historic Landscape Character/ Historic Landscape Character Area
LCA	Landscape Character Area
LiDAR	Light Detection and Ranging Data
NHLC	National Historic Landscape Character
NHLE	National Heritage List for England
SMR	Scope and Methodology Report

Environmental Statement

Volume 5: Appendix HE-003-0MA04

Historic environment

MA04: Broomedge to Glazebrook

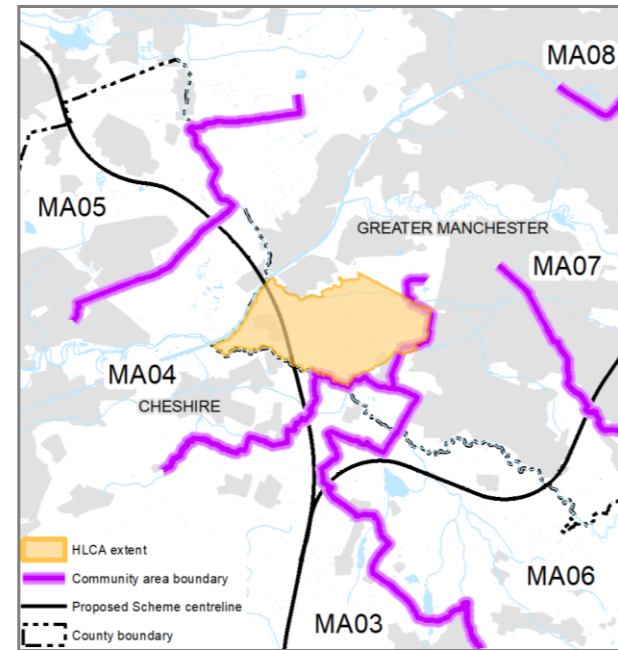
Historic landscape character areas

4 Historic landscape character area sheets

MA04_HLCA01: Warburton village and mosslands

Key Characteristics

- Warburton village.
- Warburton Park, former medieval deer park.
- Reclaimed moss with post-medieval ditched field boundaries.
- Areas of woodland including Fox Covert and Coroners Wood (ancient woodland).
- Transportation routes including the Manchester Ship Canal.



HLCA location © Crown copyright and database rights 2018 OS 100049190

Description

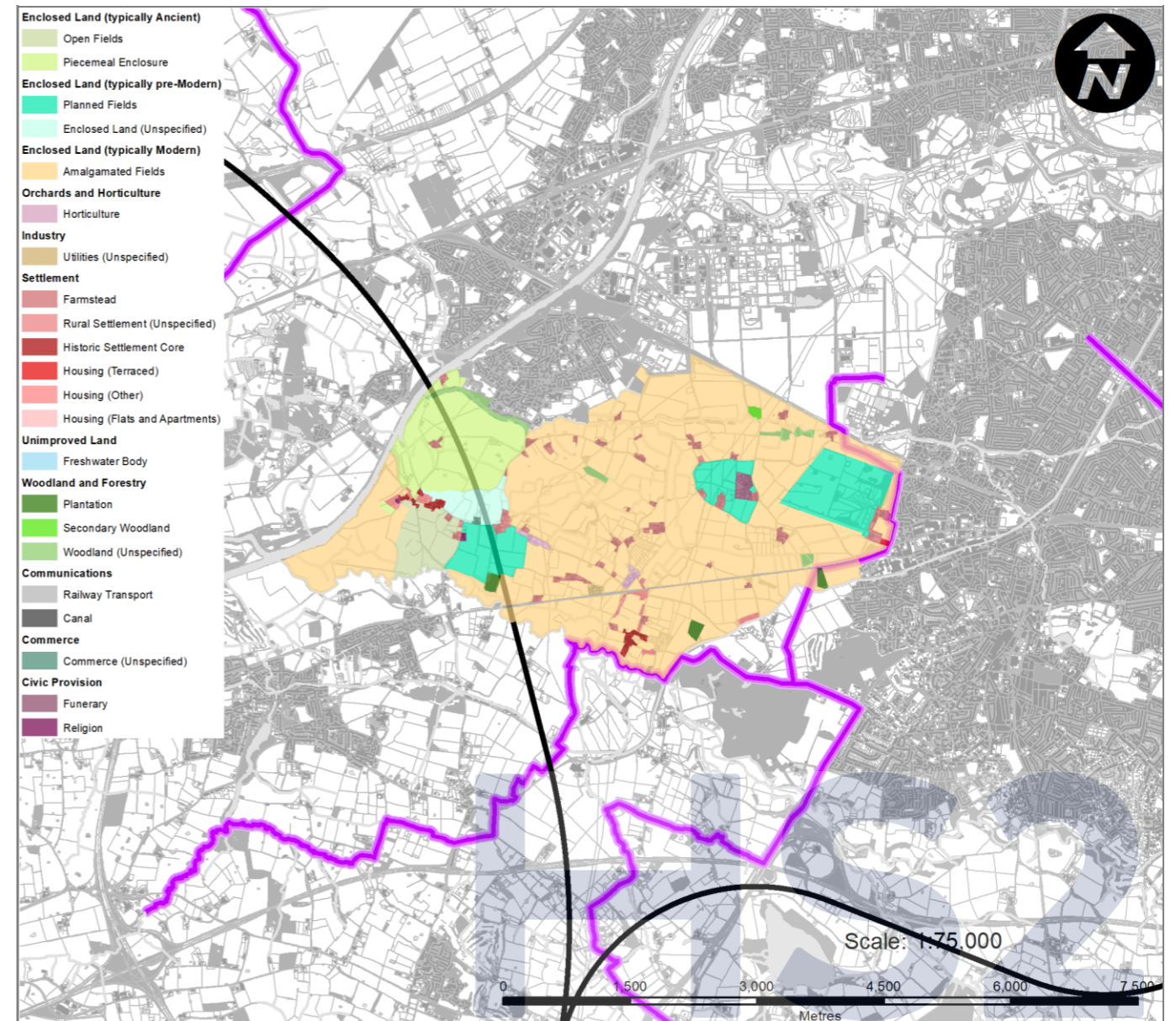
The HLCA comprises Warburton Village, Warburton Park and the surrounding agricultural land, including large areas of reclaimed mossland. Despite the proximity of Partington industrial areas to the north, Warburton has remained rural in character. Watercourses commonly form the boundaries of the HLCA. The northern boundary is formed by the Red Brook, the River Bollin to the south and the Manchester Ship Canal to the west. The natural water courses are bound by medieval and ancient woodland including Coroners Wood and sinuous post-medieval plantations.

Although Warburton is the main focus of settlement, small collections of farmsteads form outlying hamlets. There are farmsteads throughout the township including the Grade II listed Heathlands Farm and Villa Farm. The 19th century regeneration of the village focused the settlement further to the east in particular the construction of the new Church of St. Werburg on Bent Lane.

Most of the fields in the HLCA are characteristic of post-medieval fieldscapes, large amalgamated fields linked to agricultural improvement. These are characterised by semi-regular shaped fields with straight hawthorn hedges or by enlarged fields. These enlarged fields are marked by the surviving boundaries of the previous medieval field system and with in-field trees often marking the presence of the former boundaries. The HLCA is sparsely wooded but a belt of Ancient Woodland survives at Coroner's Wood.

Much of the enclosed agricultural land represents former mossland that has been drained and improved. The mossland originated in the prehistoric period and was largely reclaimed in the post-medieval period. Warburton Moss and Dunham Moss previously dominated the eastern half of the HLCA. Within the mosslands field boundaries are generally drainage ditches rather than hedges. The mosslands are now largely indistinguishable from the other enclosed fields and are present in the HLCA as piecemeal enclosure and amalgamated fields. Warburton Moss was largely reclaimed for agriculture by the mid-18th century. Although some settlement is present in the mosslands, they are more sparsely populated than other areas of the HLCA. To the west of Warburton village a number of fields have been reclaimed from a dry meander of the River Mersey. The meander was cut off from the River Mersey during the construction of the Manchester Ship Canal. This subsequently transformed Manchester and Salford into the world's largest inland port. Other infrastructure within the HLCA includes the former east-west route of the Warrington and Stockport Branch of the London and North Western Railway Line. The route now forms part of the Trans Pennine West Trail for walkers and cyclists.

To the north-east of the HLCA is an area of piecemeal enclosure, representing the former area of Warburton Park which was a medieval deer park. Although the area has been subject to later enclosure, the boundaries of the former deer park are still identifiable. A low bank may indicate the northern park pale used to stop the deer from leaving the park. Some linear cropmarks may be a further park pale or salter; a form of park management used to bring deer into the park, but stopped them from exiting.



HLCA detail © Crown copyright and database rights 2018 OS 100049190

Asset value Moderate

Magnitude of impact

Construction temporary	Low adverse
Construction permanent	Medium adverse
Operation permanent	Low adverse

Effect

Construction permanent	Moderate adverse
Operation	Minor adverse

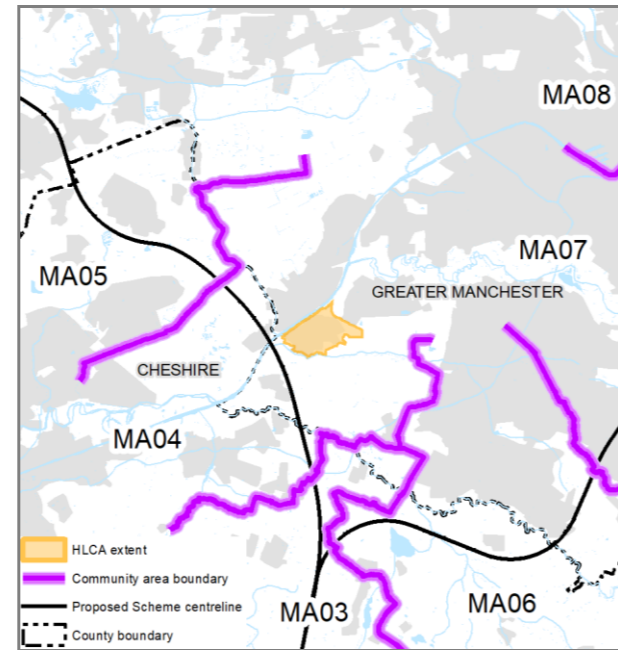
Commentary

The HLCA has interest due to the retained elements of its historic rural landscape such as the medieval field patterns and traces of Warburton's former medieval deer park. Agricultural practices have removed field boundaries associated with the former Warburton and Dunham Moss. The Proposed Scheme runs against the grain of existing infrastructure such as the Manchester Ship Canal and the former railway line. The Proposed Scheme will adversely impact the HLCA's value as it will cut through the north-east area of medieval piecemeal enclosure. The overall character will be altered as Warburton village will be disconnected from the surviving elements of its historic rural landscape, such as the medieval deer park.

MA04_HLCA02: Partington and industrial areas

Key Characteristics

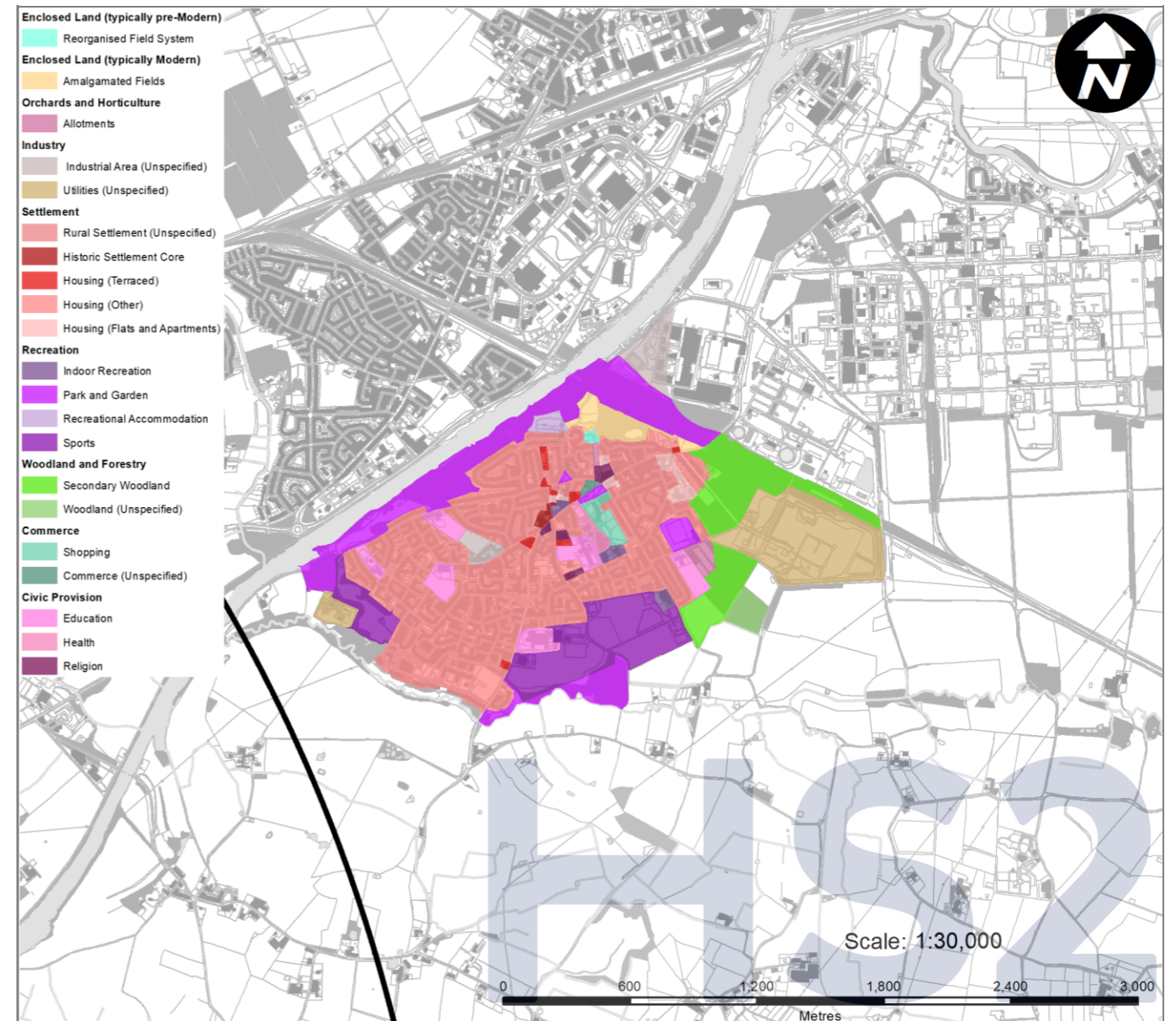
- Mid to late 20th century planned estates.
- The Glazebrook to Woodley Line of the Mid Cheshire Railway, to the north of the HLCA.
- Manchester Ship Canal to the north-western boundary.
- Recreational open green space.



HLCA location © Crown copyright and database rights 2018 OS 100049190

Description

The HLCA comprises the village of Partington which mainly comprises mid to late 20th century residential development with the related educational and commercial developments. The HLCA extends as far north as the Mid Cheshire Railway with the Manchester Ship Canal forming the north-western boundary. The land adjacent to the canal is park and garden and recreational land and the areas at the west of the HLCA previously held industrial works. Until the mid to late 19th century Partington was a small village on the fringes of the mosslands to the west of Manchester. A large hall dominated the north of the village, whilst several churches and a number of public houses were located around a central green. The village was surrounded by moderately sized long rectangular fields likely the result of the amalgamation of smaller strip fields. In the late 19th century the completion of both the Mid Cheshire Railway and the Manchester Ship Canal encouraged the growth of Partington. It became a major coal transporting town during this period. Several other industries were also drawn to the area. In the late 20th century Partington became the location for residential overspill development from Manchester. This was an attempt to relocate people from the overpopulated inner-city areas. The current character of the HLCA is dominated by those planned estates which removed most of the former rural village character. The fields that surrounded the village have been lost, with any green space now largely recreational in character. There is an area to the west of the HLCA which is classified as utilities. This is now disused land and it is likely that it is associated with the industrial area which lies just outside of the HLCA. The woodland next to the utilities area is part of Partington Community Nature Reserve. It was possibly planted as the result of the regeneration of the disused utilities space.



HLCA detail © Crown copyright and database rights 2018 OS 100049190

Asset value Low

Magnitude of impact

Construction temporary	No change
Construction permanent	No change
Operation permanent	No change

Effect

Construction permanent	Neutral
Operation	Neutral

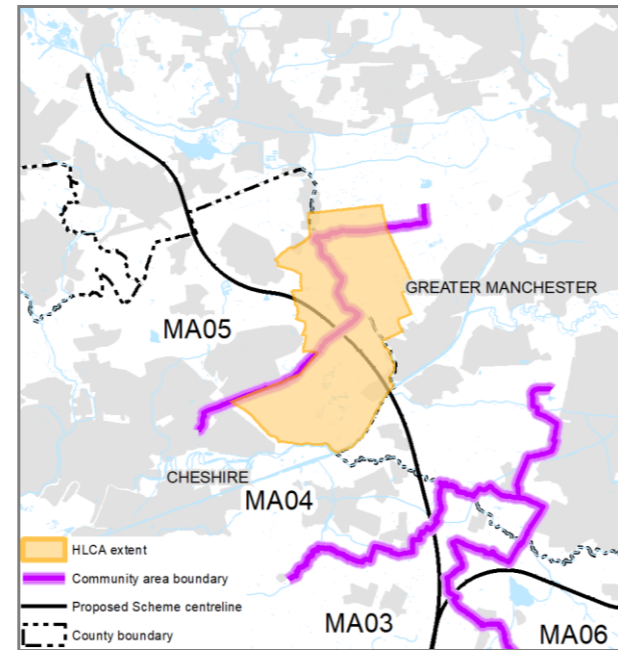
Commentary

The HLCA has limited historic interest, derived from the way in which it demonstrates the rapid growth of villages close to Manchester from the 19th century. The Proposed Scheme runs on a north-south alignment to the west of the HLCA. The presence of the Proposed Scheme in proximity to the HLCA will not alter the character of the HLCA or the ability to appreciate its value.

MA04_HLCA03: Hollins Green and former mosses

Key Characteristics

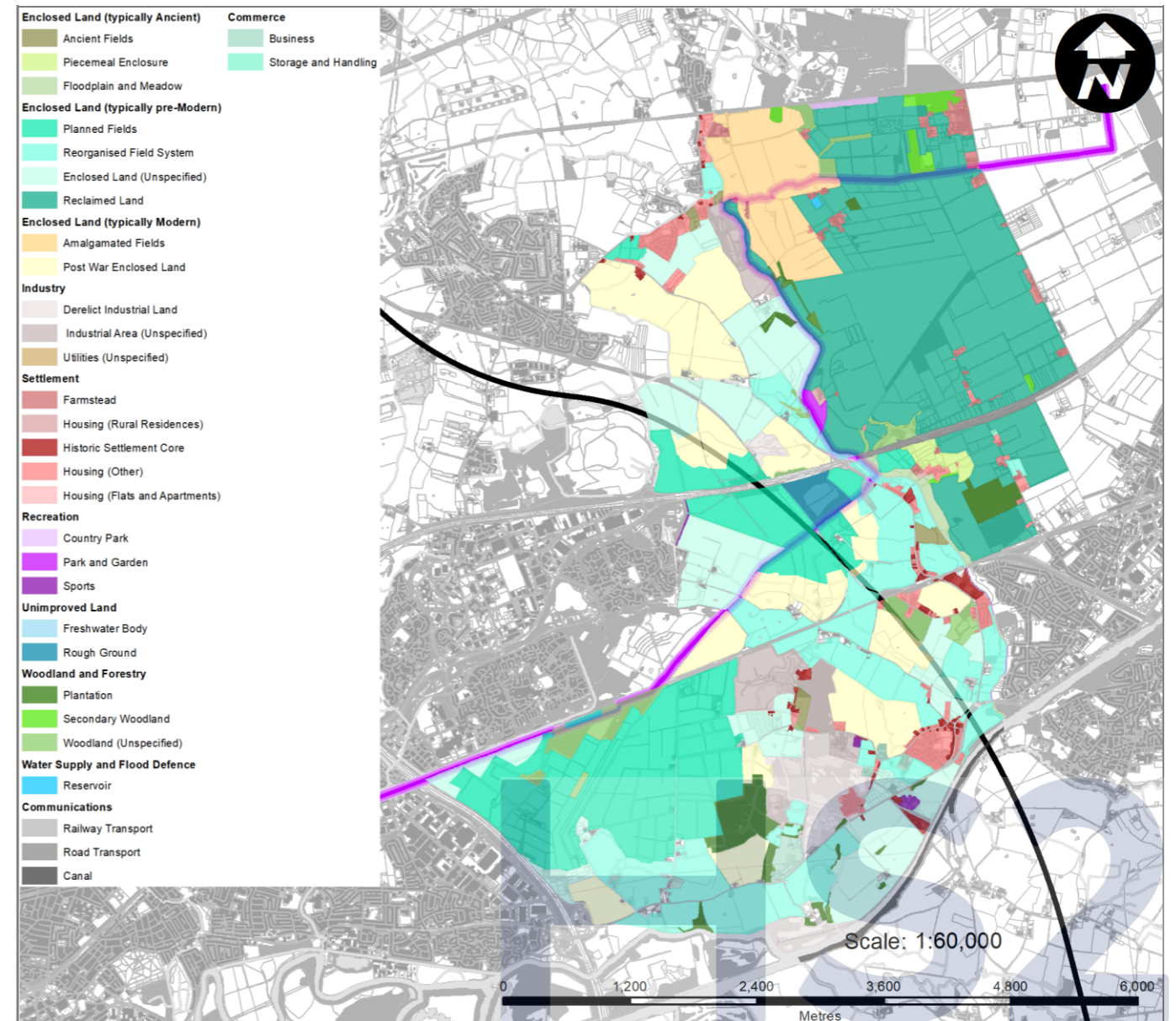
- Extractive industries.
- Settlement is typified by dispersed farmsteads.
- Improved mosslands with ditched post-medieval field boundaries.
- Linear transport routes including the M62, the A57 Manchester Road and the Liverpool to Manchester Railway Line (via Warrington Central).



HLCA location © Crown copyright and database rights 2018 OS 100049190

Description

The HLCA extends into Risley to Bamfurlong area (MA05) and comprises the village of Hollins Green, the surrounding post-enclosure, modern field systems and areas of extractive industry including clay pits and brick-works. Although Hollins Green forms the main focus of settlement there are also many dispersed farmsteads across the remainder of the HLCA. Hollins Green was a crossing point of the River Mersey and had medieval origins. The character is largely 20th century residential development with earlier 19th century elements. There are also 19th and 20th century terraced houses, the 18th century Church of St Helen and the Black Swan Public House. The large semi-regular fields surrounding the village are indicative of 20th century fieldscapes but include remnants of earlier hedged boundaries of unknown date. Much of the enclosed land in the HLCA represents former mossland that has been drained and improved. The mossland would have formed in the prehistoric period and likely existed until the post-medieval period. There are several of these within the HLCA including: Little Woolden Moss, Great Woolden Moss, Glazebrook Moss, Rixton Moss and Holcroft Moss. The reclamation of the mosses is an example of the influence of towns in the 19th century on the agricultural development of their hinterlands. The growing population from Manchester needed land for agricultural use and the neighbouring Lancashire mosses were profitably reclaimed in the early 19th century. These mosses form a discrete part of a larger area that extends eastwards towards Manchester. Within the mosslands field boundaries are generally drainage ditches rather than hedges. The mosslands are now largely indistinguishable from the other enclosed fields. An area of Holcroft Moss, now a Site of Special Scientific Interest (SSSI), is the last remaining unimproved mossland. Although the mosslands contain some settlement, generally they are relatively sparsely populated. Areas of former extractive industry are to the west of the HLCA. The railway used for the construction of the Manchester Ship Canal was reused as a mineral railway for extractive industry along the canal. After mineral extraction ceased a site at Risley was used for landfill. To the west of Hollins Green, a former clay pit and brick works is now a nature reserve. The landscape has a mixture of modern and historic elements. Towards the centre of the HLCA, is small area of post-war enclosed land and plantation. This area represents the former site of HMS Gosling camp 5, which was reverted to agricultural land and a small wooded area, when the camp was no longer used. The HLCA, both currently and historically, has contained a number of linear transport features, including railways. These include the M62, the A57 Manchester Road and the Liverpool to Manchester Railway Line (via Warrington Central). The major infrastructure routes are largely aligned east to west through the HLCA. The A57 Manchester Road runs east to west in the south of the HLCA and separates both Rixton Old Hall and New Hall from the Rixton with Glazebrook area. The M62 further to the north has severed any potential relationship between Great Woolden Moss and Holcroft Moss.



HLCA detail © Crown copyright and database rights 2018 OS 100049190

Asset value Low

Magnitude of impact

Construction temporary	Minimal adverse
Construction permanent	Medium adverse
Operation permanent	No change

Effect

Construction permanent	Minor adverse
Operation	Neutral

Commentary

The interest of the HLCA is limited by the number of extractive industries and the modern changes to the agricultural landscape. The HLCA predominantly consists of post-enclosure and modern field systems. Although the mosses may contain archaeological and historic landscape features of value only Holcroft Moss remains unimproved. The Proposed Scheme will traverse to the east of the HLCA on a south-east to north-west alignment against the grain of existing infrastructure. Parts of the former Glazebrook Moss, Holcroft Moss and nearby farmland will be removed. The Proposed Scheme will adversely impact the value of the HLCA where it severs the relationship between the remaining fragments of historic former mosses.

High Speed Two (HS2) Limited

Two Snowhill

Snow Hill Queensway

Birmingham B4 6GA

Freephone: 08081 434 434

Minicom: 08081 456 472

Email: HS2enquiries@hs2.org.uk
