

High Speed Rail (Crewe – Manchester) Environmental Statement

Volume 5: Appendix HE-003-0MA08

Historic environment

MA08: Manchester Piccadilly Station

Historic landscape character areas

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Department for Transport

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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 | TYPISA | COSTAIN

MWJV

Mott MacDonald | WSP

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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: River Medlock Historic Landscape Character Area (HLCA) sheet (MA08_HLCA01: River Medlock)	8
	Figure 2: Manchester Piccadilly Landscape Character Area (HLCA) sheet (MA08_HLCA02: Manchester Piccadilly)	9
	Figure 3: Central Manchester Landscape Character Area (HLCA) sheet (MA08_HLCA03: Central Manchester)	10
	Figure 4: Universities and Education Area Landscape Character Area (HLCA) sheet (MA08_HLCA04: Universities and Education Area)	11

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 Manchester Piccadilly Station area (MA08).
- 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-002-0MA08).
- 1.1.3 Historic environment baseline data are set out in the following Background Information and Data (BID) Historic environment baseline report (BID HE-001-0MA08¹), which includes the historic environment detailed gazetteer in Appendix A.
- 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, Manchester Piccadilly Station, Historic environment baseline report*, BID HE-001-0MA08. 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 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) informed 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, HLCA may align closely with the Landscape Character Areas (LCA) prepared by the landscape and visual assessment team.
- 2.2.4 The 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;

- 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, relationships² and date;
- variation in apparent survival level³ 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 the HLCA.

² That is the presence of types that are inherently related to on another such as assart fields and ancient woodland.

³ 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 the 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
SMR	Scope and Methodology Report

Environmental Statement

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Historic environment

MA08: Manchester Piccadilly Station

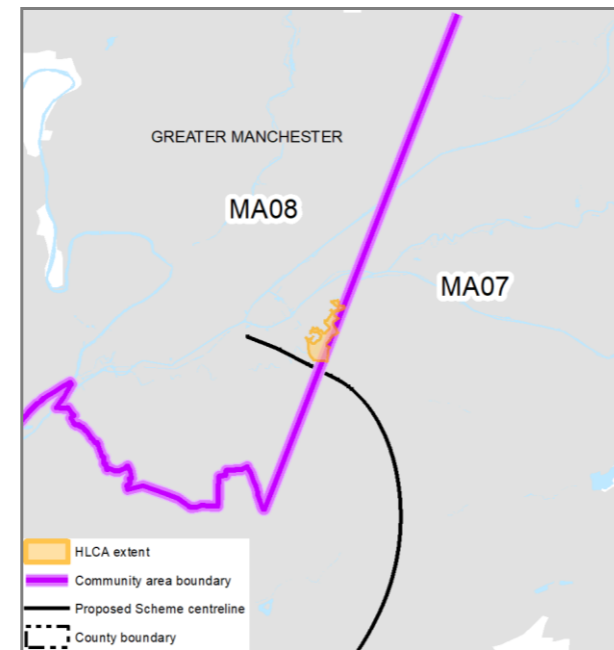
Historic landscape character areas

4 Historic landscape character area sheets

MA08_HLCA01: River Medlock

Key Characteristics

- The River Medlock, flowing through the centre of the HLCA.
- Undeveloped land including scrub land, trees or wooded areas.
- The sites of various 19th century industrial works.



HLCA location © Crown copyright and database rights 2018 OS 100049190

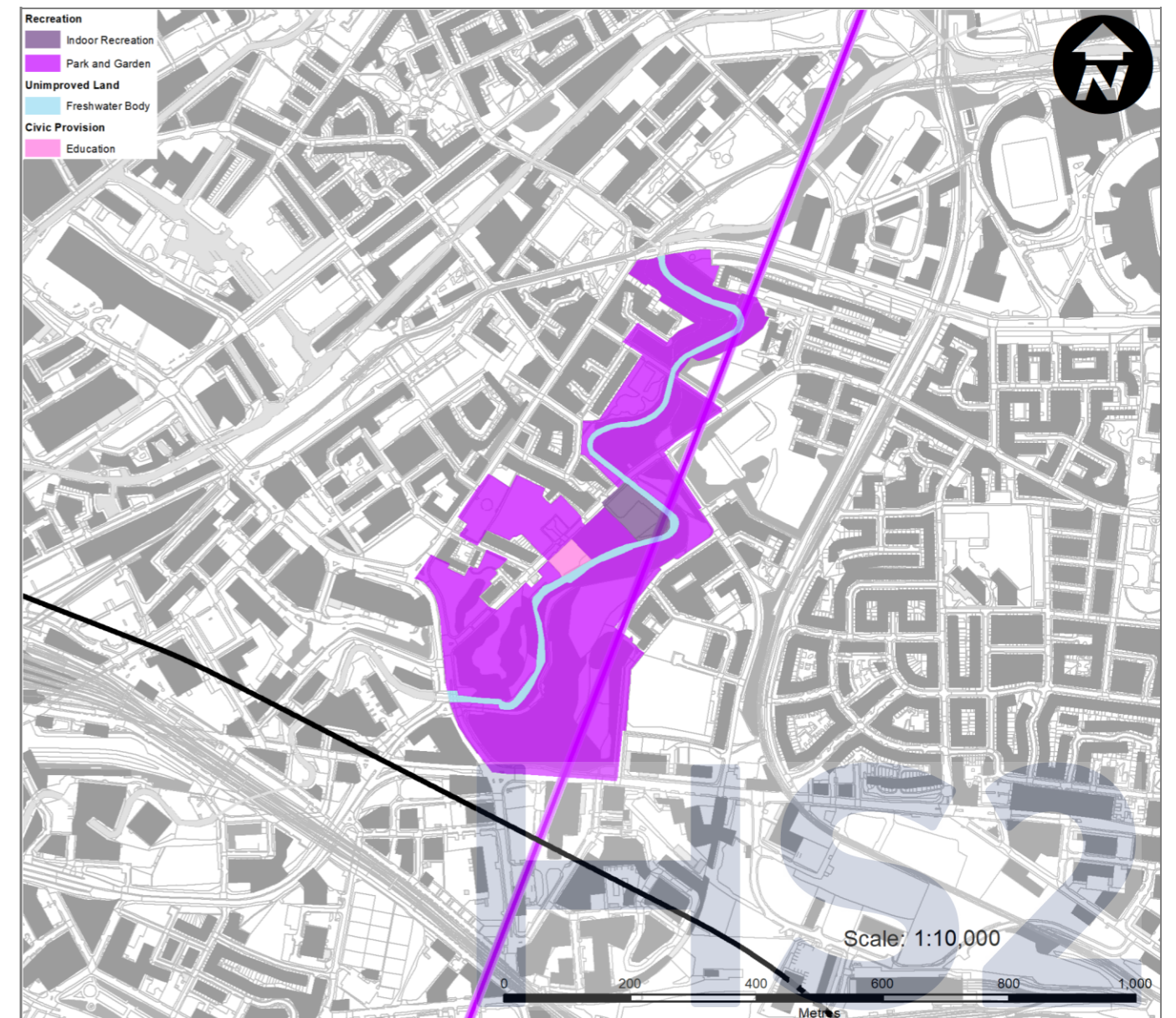
Description

The HLCA is located within Greater Manchester, in community areas MA07 and MA08, and comprises the River Medlock and undeveloped land. In the 17th century Ancoats Hall was located in the south-west corner of the HLCA. The hall and grounds were demolished in the 1960s and has subsequently been used as a recreational space by residents of the modern housing estate on Ancoats Grove. To the north of Ancoats Grove was the former Christ Church, dating to 1823. Although the church is no longer present, a circular brick wall denotes its location. Remnants of the former graveyard are present in the gravestones arranged around the circular wall. The surrounding area is now grassed over and lined with trees. This space is also used for recreational purposes by local residents.

During the Mid 19th century, the landscape within the HLCA saw a change from agricultural use (which lay predominantly to the east), to industrial. Several industrial premises and warehouses were established including a dye works, an iron foundry and a brick and lime kiln. These industries were water-based and were constructed around the River Medlock. By the 20th century the industries were no longer used and were subsequently demolished.

In the early 20th century the HLCA also comprised residential buildings which were concentrated to the edges and north of the HLCA. These residential buildings were likely workers housing associated with the industrial premises and warehouses. In the late 19th and early 20th century the terraced housing was viewed as obsolete and as problematic slums resulting in wide spread 'slum' clearance.

The River Medlock is one of the most prominent features within the HLCA and the industries in this area would have taken advantage of the presence of the river as a source of water during processing. There are no surviving remains associated with these buildings, demolished in the 20th century when they went out of use. Following the closure of these industries, the area slowly reverted back to open green space incorporating trees, shrubbery and grass. There is now a footpath which traverses through the shrubbery and grassland in the area.



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

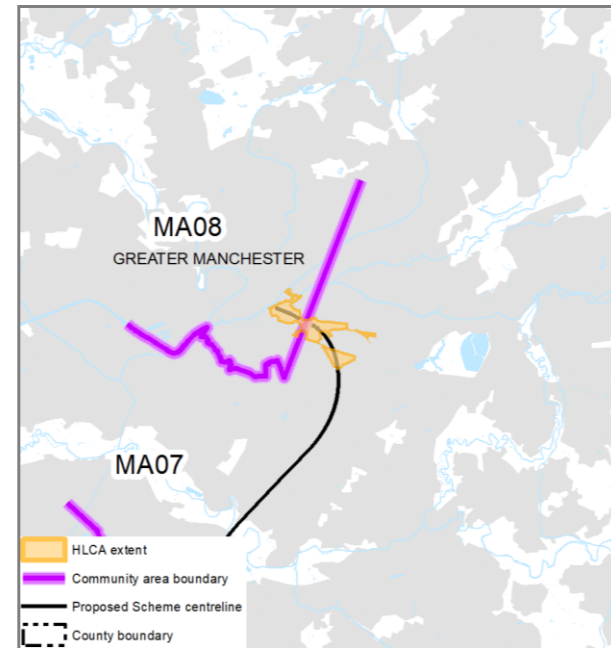
Commentary

The interest of the HLCA is derived from the urban green spaces and the River Medlock which flows through the HLCA. The former industrial use of the HLCA contributes to the archaeological interest of the area. The 19th century historic landscape with its industrial character is no longer legible. The former industrial buildings are no longer extant with much of the area now an urban green space centred around the River Medlock. Within the HLCA, the Proposed Scheme comprises of highway improvements and utility works to the current roads within the south and north of the HLCA. These works will not impact upon the value of the HLCA, as the character still remains legible as an urban green space.

MA08_HLCA02: Manchester Piccadilly

Key Characteristics

- Manchester Piccadilly railway station.
- Ardwick Depot.
- Railway infrastructure and storage.
- Commercial land uses.



HLCA location © Crown copyright and database rights 2018 OS 100049190

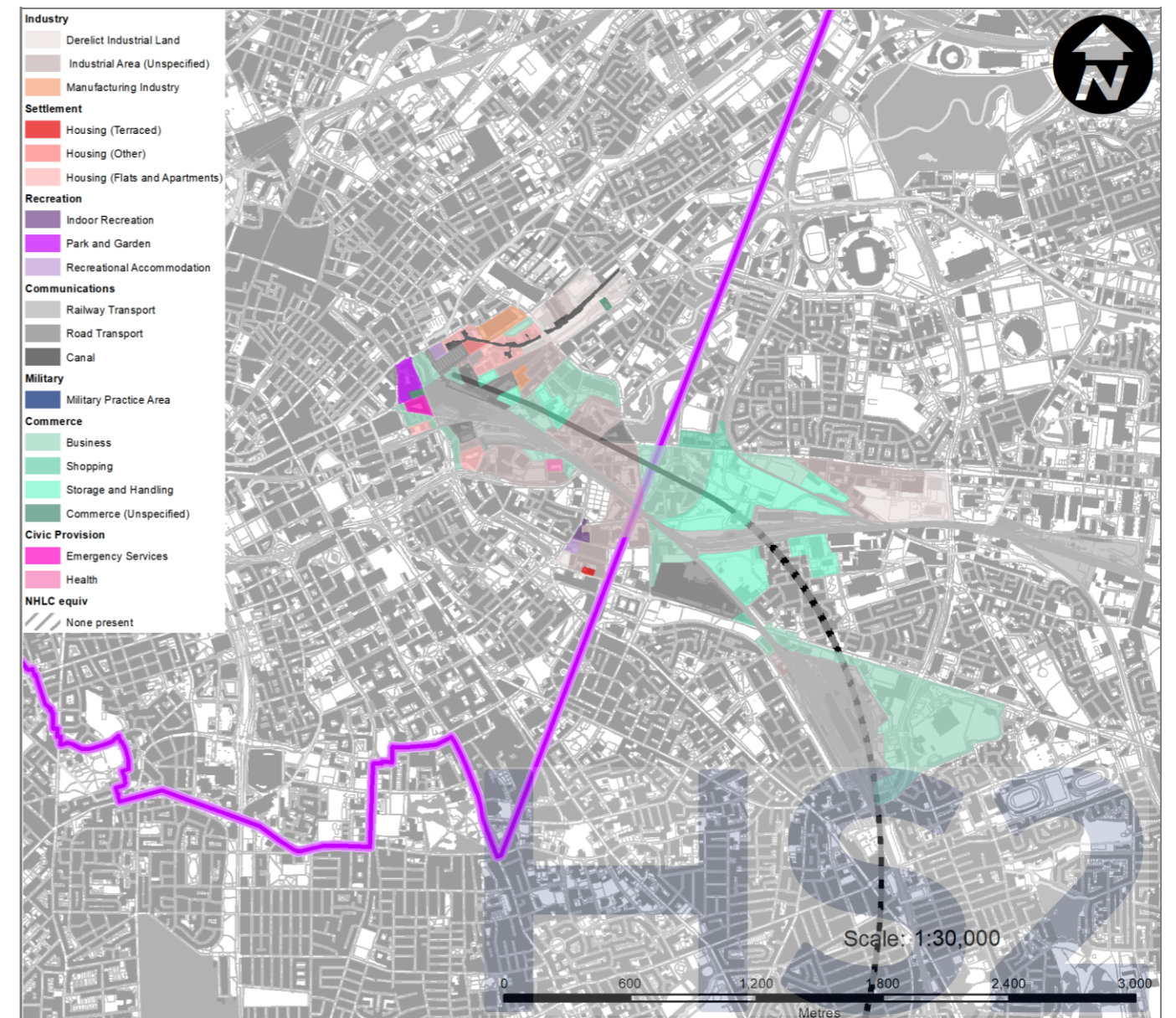
Description

The HLCA is characterised by rail infrastructure, including Manchester Piccadilly Railway Station and Ardwick West depot. It has retained an industrial, railway character since 1830, when the Liverpool and Manchester railway opened. After this, many railway companies invested in the city and their tracks, stations, warehouses and goods yards remain prominent in the HLCA. Manchester Piccadilly Station was constructed in 1842 as London Road Station. Its site was formerly terraced houses and industrial premises, cleared to allow the station to be built. Only a small remnant of terraced housing, in the south of the HLCA now remains. Manchester Piccadilly Station remains the focal point of the HLCA, and, although rebuilt and extended, the original train shed and undercroft are still extant.

Goods transport via rail became preeminent over the canals from the Mid 19th century due to its increased speed. This, allied with the city's growth as a manufacturing centre, led to development of many railway goods facilities in the HLCA. These included Ardwick West, Longsight, and Mayfield Goods Station. These included railway sidings, goods sheds and goods storage yards. Ardwick West, in the east of the HLCA, opened as a goods depot and mineral yard in the mid 19th century. The Longsight sidings in the south of the HLCA were built from the 19th century, with later periods of expansion. Mayfield Goods Station was sited south of Manchester Piccadilly Station, built by the London and North Western Railway Company and opened in 1910. Its site is irregularly shaped as it had to fit a confined area adjacent to Piccadilly. Mayfield Station is still extant but not in active rail use.

The concentration of railway transport attracted large industrial and commercial properties in the 19th and early 20th century. Where these remain within the HLCA they have been converted into apartments or hotels such as London Warehouse. Surviving 19th to early 20th century industrial character is now concentrated north and west of the station, beyond the HLCA. North of Manchester Piccadilly Station there has been some recent regeneration resulting in a mix of modern low-rise apartments and light industrial premises with occasional 19th century buildings remaining. The presence of the Metrolink tracks has restricted other built development of the area. Several vacant plots for car parking or storage which contrast with the more densely built areas surrounding the HLCA.

The Ardwick West depot area has changed due to evolution of railway use from the mid 20th century. The depot remains but is much decreased in size with its former northern end is now industrial units, warehousing and scrubland. The associated Ardwick Branch Viaduct is now disused, which once carried the western arm of the Lancashire and Yorkshire Railway Ardwick Branch. It was originally surrounded by railway infrastructure but is now situated within a run-down area of scrubland, carparks and modern industrial units. The majority of the Ancoats depot was redeveloped in the early 21st century, but it is possible that some original features (e.g. goods sheds) remain.



HLCA detail © Crown copyright and database rights 2018 OS 100049190

Asset value Low

Magnitude of impact

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

Effect

Construction permanent	Minor/Negligible adverse
Operation	Minor/Negligible adverse

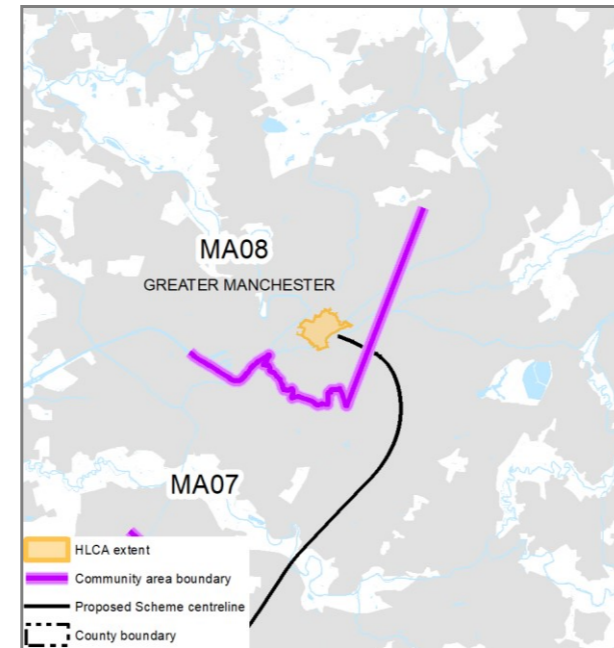
Commentary

The interest of the HLCA comes from the way in which successive phases of rail activity are demonstrated. Although much altered since the 19th century, the HLCA remains a historic landscape centred around the rail industry. The Manchester tunnel north portal will be constructed at Ardwick Depot. This will require the demolition of extant railway structures within and north of the depot. However, the overall character of the HLCA will remain as one dominated by active rail infrastructure. The construction of the new station will require the demolition of several buildings north of Manchester Piccadilly Station. These buildings are modern and make little contribution to the value of the HLCA.

MA08_HLCA03: Central Manchester

Key Characteristics

- Civic spaces.
- 19th century commercial properties.
- Rochdale Canal.



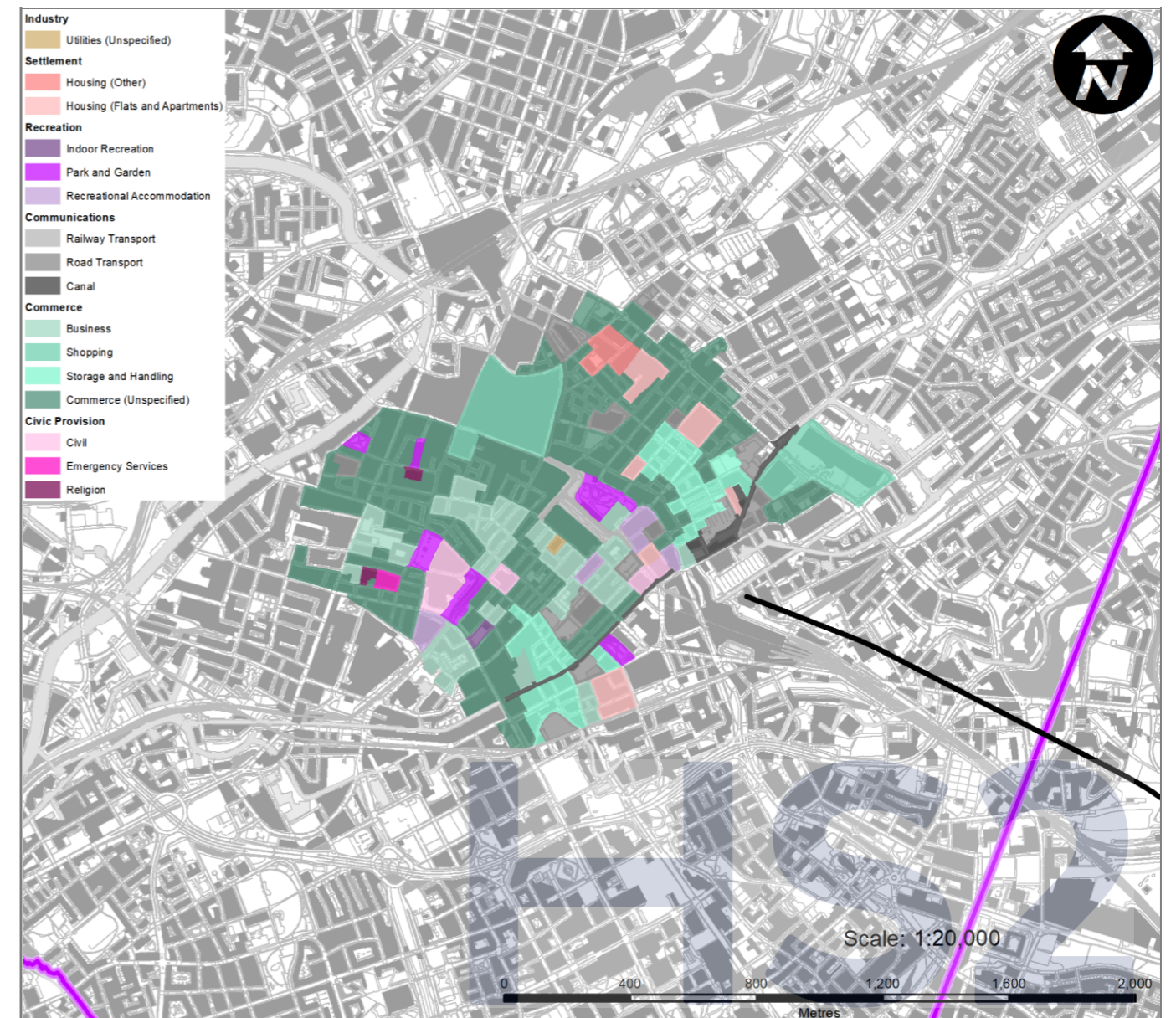
HLCA location © Crown copyright and database rights 2018 OS 100049190

Description

This HLCA is part of Manchester city centre and lies to the north-west of Manchester Piccadilly Station. Manchester city centre has a prominent character of 'civic grandeur'. In particular, areas such as St Peters Square Conservation Area shows the elegant architecture within the city. Manchester Town Hall is a prominent building within Albert Square Conservation Area, in the centre of the HLCA. The building stands out not only for its Gothic architecture but as the civic, political and administrative centre of the city. The central public library is located directly south of Albert Square in St Peters Square. These areas provide open public spaces, as opposed to the tall warehouse lined streets elsewhere in the HLCA. These spaces are also used to 'showcase' statues of prominent figures, either involved in the development, or from the city. This is evident in the art and statues present in areas such as St Peters Square. Civic spaces are an important characteristic of the HLCA.

The Rochdale Canal is another prominent feature within the area. The canal provided the stimulus for the development of area, with many domestic and industrial buildings and warehouses, being built in the vicinity from 1800 onwards. The HLCA is characterised by large 19th century commercial offices, warehouses and retail premises. The office and warehouse buildings throughout the HLCA were constructed during the 18th and 19th centuries to meet the demand of industrialisation in Manchester. Eleven conservation areas are located within the HLCA and contain warehouses which are now listed buildings. Although previously used for industrial purposes which predominantly related to the sale and storage of textile goods, many of these buildings have been converted into retail premises. The facades of the buildings, for the most part, are constructed from red or yellow brick in various styles. The original buildings are still extant but the function of the buildings within the HLCA has changed. However the area still retains its commercial character.

The buildings within the HLCA are constructed in a variety of styles and dates, from 19th century to modern buildings. The majority of the buildings are of a similar height and line quite narrow streets. The tall confined spaces open out onto civic areas. For example Mosley Street, to the centre of the HLCA, opens out onto St Peters Square to the south and Piccadilly Gardens to the north.



HLCA detail © Crown copyright and database rights 2018 OS 100049190

Asset value Moderate

Magnitude of impact

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

Effect

Construction permanent	Neutral
Operation	Neutral

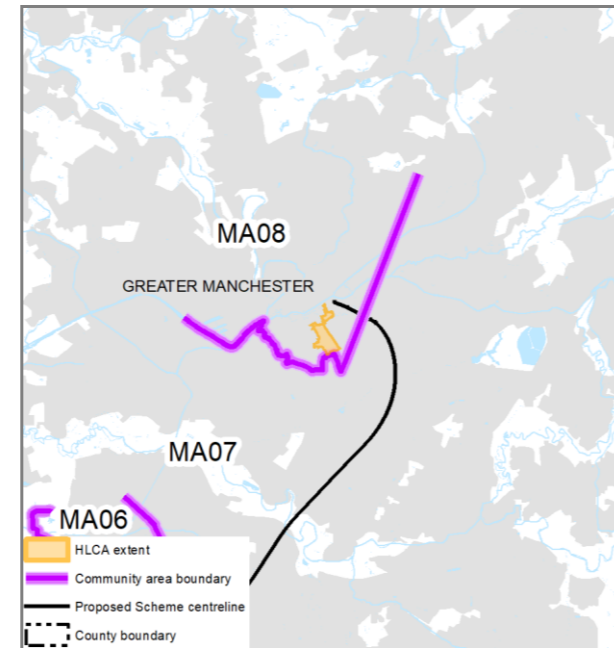
Commentary

The interest of the HLCA is due to its commercial character, defined by the buildings and warehouses related to the textile industry, which have been redeveloped into commercial retail spaces. Conservation areas such as St Peters Square and Albert Square are important as open civic areas amongst the warehouse lined streets. Within the HLCA, the Proposed Scheme comprises of highway improvements to the current roads in the east of the HLCA. The highway improvements will not impact upon the value of the HLCA, as the character will still remain legible.

MA08_HLCA04: Universities and Education Area

Key Characteristics

- Various multi-storey departments buildings of the University of Manchester, Manchester Metropolitan University and Manchester College.
- Oxford Road (main route from the city centre).



Description

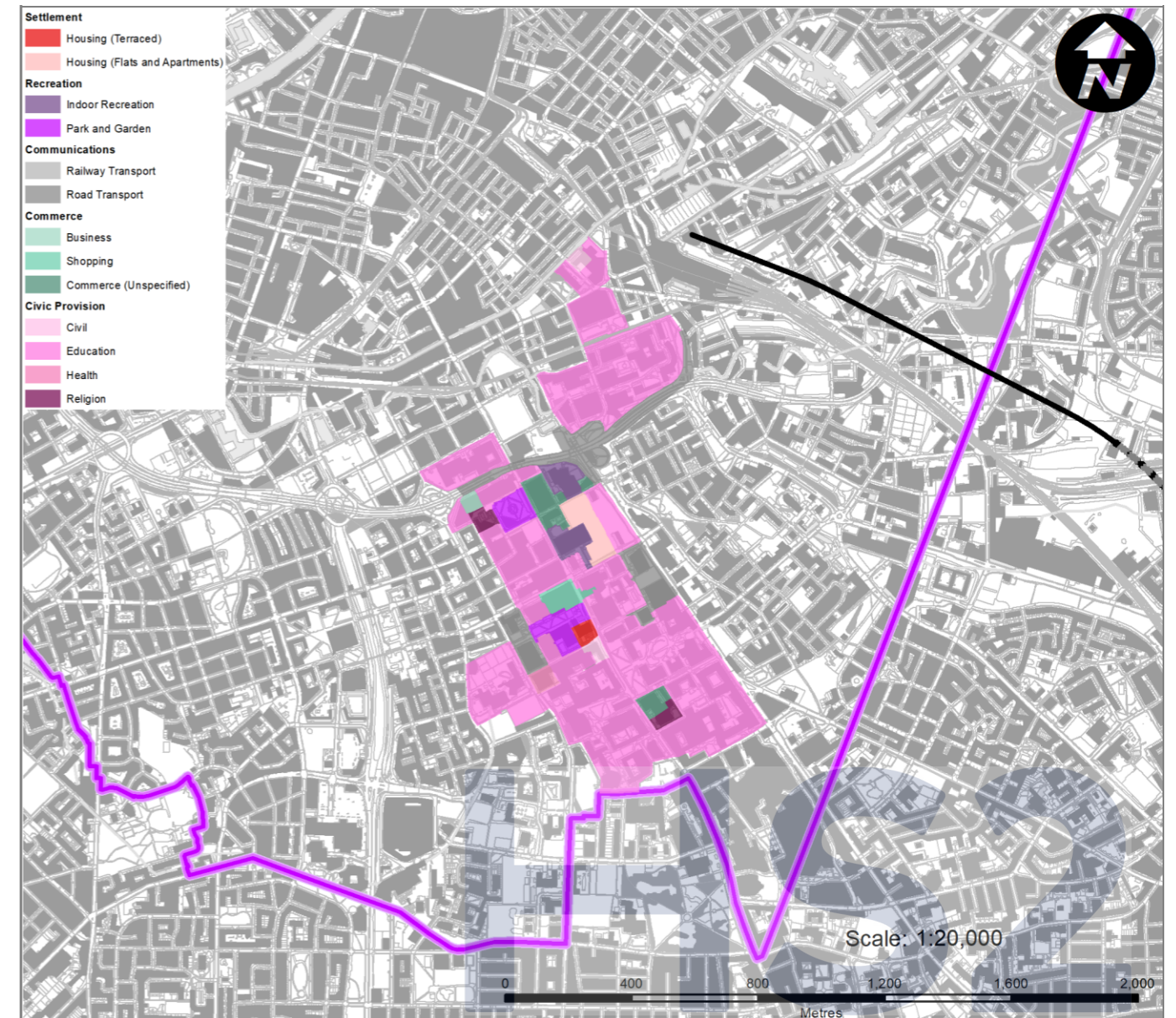
This HLCA comprises buildings associated with the University of Manchester, Manchester Metropolitan University and Manchester College.

The University of Manchester is a combination of two Victorian institutes that merged in the early 21st century: The University of Manchester Institute of Science and Technology (UMIST) and Victoria University. UMIST was established as the Manchester Mechanics' Institute in 1824, and the Victoria University was founded as the Owens College in 1851. Manchester Metropolitan University developed initially as a centre of technology, art and design from 1824. It was later incorporated into the Manchester School of Design, founded in 1838. Manchester Metropolitan University incorporated trade, commercial and domestic schools in the late 19th century. Manchester College originated in the early 19th century as St John's Sunday school. By 1921 the school was located in St. Johns parish and by 1951 the Sunday school had evolved into St John's and Openshaw Technical College. St John's and Openshaw eventually formed the Central College Manchester and the Manchester College of Arts (MANCAT). In 2008, the former colleges combined to form the Manchester College.

A wide range of buildings contribute to the character of the HLCA, dating from the late 19th century to the present day. Many of buildings are listed. The architectural style of buildings varies from Gothic revival, such as the Victoria University of Manchester, to modern such as Manchester Aquatics Centre. The Aquatic Centre, Sports Centre and a student hall of residence are situated to the north of the HLCA around Grosvenor Street. The Aquatics Centre was constructed for the 2002 Manchester Commonwealth Games, reflecting the contribution the event made on development within the HLCA. Some buildings within the HLCA have been constructed on sites where 19th century terraced and townhouses previously stood. A small extant block of 19th century terraced housing survives. These houses, named Waterloo Place, front onto the B5117 Oxford Road, slightly north of the Victoria University of Manchester building. They are now used as offices.

A small section of Whitworth Street conservation area crosses through the north of the HLCA. The conservation area is renowned for its unique industrial warehouses. However, the small section within the HLCA is formed by the Grade II listed Institute of Science and Technology. The building, which is part of the University of Manchester, was constructed in 1895-1912 in Renaissance style and it reflects the educational character of the HLCA.

The 19th century street pattern is recognisable, with many of the buildings associated with the universities fronting the B5117 Oxford Road. Oxford Road itself is a characteristic feature within the HLCA, as the main route out of Manchester, which also links the city centre and railway station to the university areas. In the south of the HLCA, the Grade I listed Roman Catholic Church of the Holy Name of Jesus is a prominent feature, which stands out amongst the institutional architecture in this part of the HLCA, due to its size and architecture.



HLCA detail

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Asset value Moderate

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 been home to major educational institutions since the 19th century. Its interest comes from the associated institutional character, which spanned the 19th to 21st centuries. Even where some buildings have new purposes, their exteriors remain largely unaltered which maintains the institutional character. The Proposed Scheme is concentrated to the north-east corner of the HLCA and comprises highway improvements and utilities to the current roads. These works will not impact upon the value of the HLCA, as the character will still remain legible.

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