

High Speed Rail (Crewe – Manchester) Environmental Statement

Volume 5: Appendix HE-003-0MA07

Historic environment

MA07: Davenport Green to Ardwick

Historic landscape character areas

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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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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: Levenshulme to Didsbury Historic Landscape Character Area (HLCA) sheet (MA07_HLCA01: Levenshulme to Didsbury)	8
	Figure 2: Wythenshawe Historic Landscape Character Area (HLCA) sheet (MA07_HLCA02: Wythenshawe)	9
	Figure 3: Mersey Corridor Historic Landscape Character Area (HLCA) sheet (MA07_HLCA03: Mersey Corridor)	10
	Figure 4: Beswick Historic Landscape Character Area (HLCA) sheet (MA07_HLCA04: Beswick)	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 Davenport Green to Ardwick area (MA07).
- 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 tables and archaeological character areas, HE-002-0MA07).
- 1.1.3 Historic environment baseline data are set out in the following Background Information and Data (BID) Historic environment baseline report (BID HE-001-0MA07¹), 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, Davenport Green to Ardwick, Historic environment baseline report*, BID HE-001-0MA07. 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) 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 heritage 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 one 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

MA07: Davenport Green to Ardwick

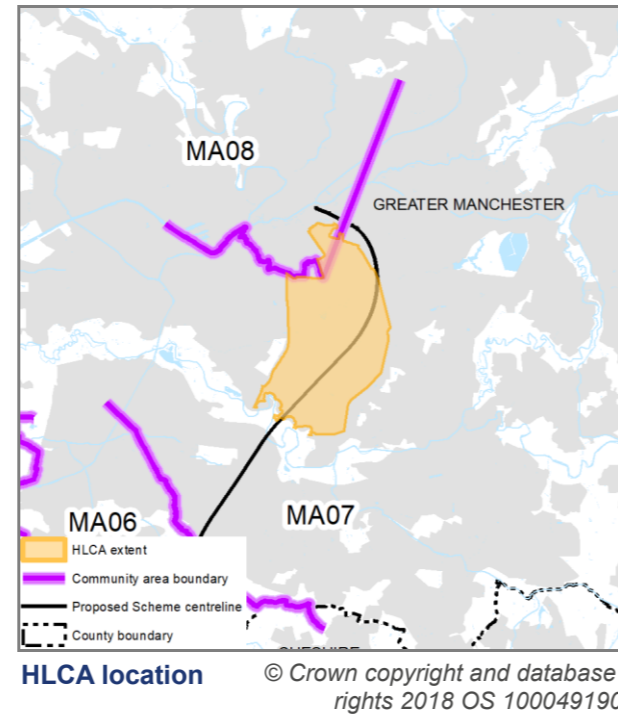
Historic landscape character areas

4 Historic landscape character area sheets

MA07_HLCA01: Levenshulme to Didsbury

Key Characteristics

- 19th century terraced housing.
- 20th century social housing developments.
- Town centres and commercial shopping areas.
- Early 21st century high rise flats to the north.
- Pockets of recreational land.



Description

This HLCA comprises residential development associated with Didsbury, Levenshulme and Rusholme and continues into MA08.

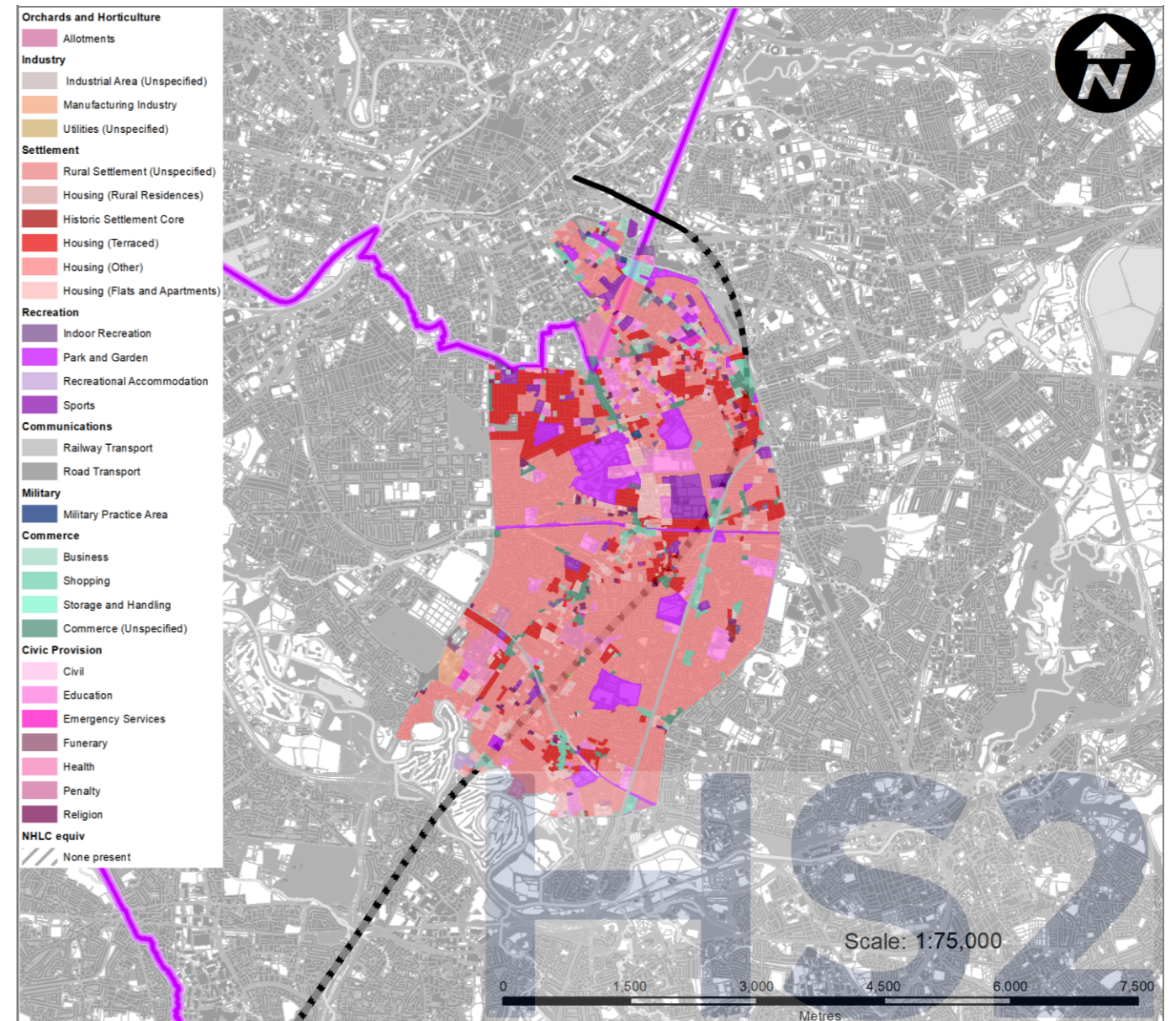
Prominent property types within the HLCA include 19th century terraced housing and 20th century low rise flats. These types of residential areas were developed from smaller settlements as they became subsumed in Manchester as part of its development. Didsbury is an example of an early hamlet, with little to nothing left of its medieval origins, as later development took over the area.

Larger detached houses are present within the HLCA as it became popular practice for the wealthy to move out from the centre of Manchester to more rural settings, before further, later development happened. This took place during the mid 18th century when the cotton industry was rife and business owners became wealthy in a short period of time.

The 19th century terraced housing is located around some of the smaller north to south aligned roads including Burton Road. There are also concentrations of these types of properties around town centres, such as Withington, Didsbury and Levenshulme. Late 19th to early 20th century commercial high streets also follow this north to south pattern. Most of the commercial properties now have modern frontages. The majority of listed buildings within the HLCA date from the mid 19th to late 19th century. Many of these buildings are larger detached residential houses.

Early-mid 20th century planned estates and social housing developments form the main character of the HLCA. Social reform and public health acts of the late 19th and early 20th centuries led Manchester Corporation (City Council) to assume a greater responsibility for providing housing for the ever-increasing population of the city. This took place during the inter-war and post-war periods. The development of larger roads such as the A5103 Princess Road (from Deansgate to Didsbury) and a lack of available land within the city centre, led directly to the acquisition of agricultural land for housebuilding. Estates were designed to provide all of the facilities required by the newly created communities. Roads, churches, parades of shops, public areas, parks, schools and business/industrial parks were an integral part of this design.

Within the residential areas are large areas of parks and gardens. Examples include Platt Fields Park, Birchfields Park, Ladybarn Park and Fog Lane Park. These were set up as green spaces for the 20th century residential suburbs set up by the Manchester Corporation.



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

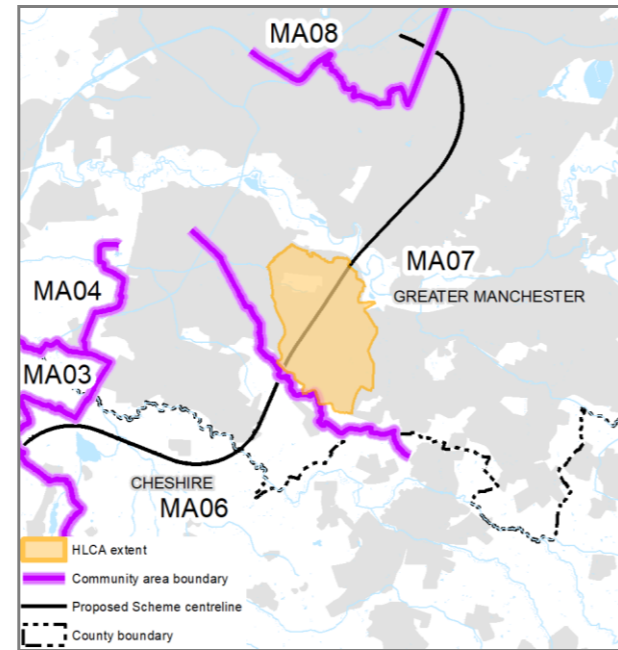
Commentary

The HLCA has historic interest due to the physical evidence for the growth of Manchester through the provision of large new areas of social housing. The former agricultural landscape is no longer present within the HLCA and has been lost to urban growth in the area. Urban growth stemmed from Manchester Corporation assuming responsibility for housing. The Proposed Scheme is predominantly in tunnel within this HLCA, with the presence of some ventilation shaft sites. The construction of the shaft sites within the HLCA, will not impact upon the value of the HLCA as the character remains legible despite the presence of the shafts.

MA07_HLCA02: Wythenshawe

Key Characteristics

- 20th century housing developments.
- Early to mid 20th century planned estates and social housing developments.
- Fragments of piecemeal enclosure.
- Fragments of urban greenspace and parkland.
- Wythenshawe Hall and associated parkland.



HLCA location © Crown copyright and database rights 2018 OS 100049190

Description

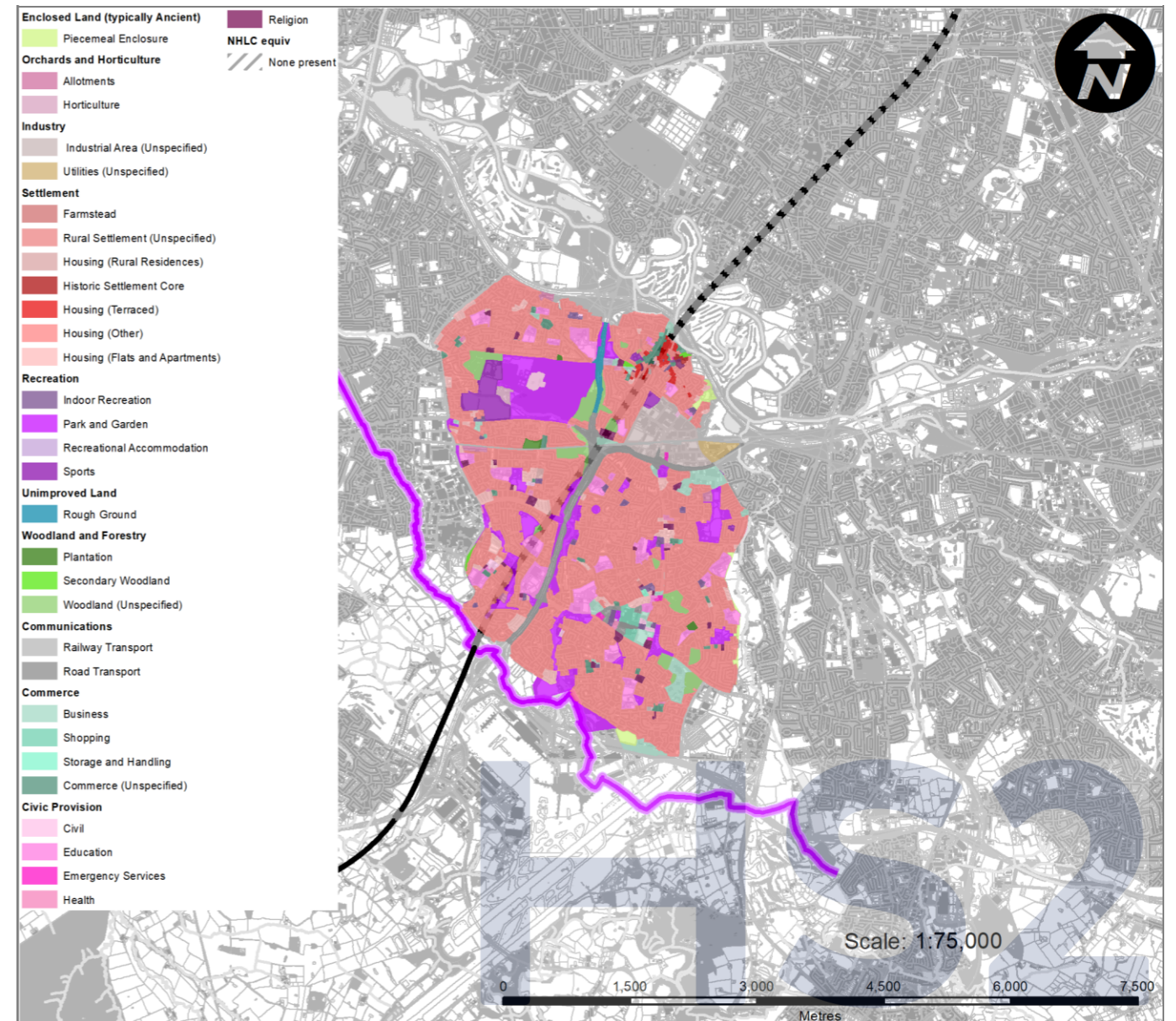
This HLCA comprises residential development within Wythenshawe, Gatley and Baguley, the majority dating from the early to mid-20th century.

The residential developments in the HLCA leave very little evidence of the agricultural land upon which they are built. Small fragments of piecemeal enclosure are present around Peel Hall, alongside small parcels of medieval woodland. There are more surviving parcels of Ancient Woodland present to the east of Wythenshawe Park.

A small number of 18th century buildings remain in the HLCA but have been converted to residential properties. This reflects the residential character of the HLCA. The Grade I listed Baguley Hall is an example of a former farmhouse within the HLCA. Wythenshawe Hall and associated parkland is a prominent feature within the HLCA. This former medieval deer park became part of the country house estate in the mid-16th century. During the early 20th century it was common for country house estate owners, to donate land within expanding urban areas for open recreational green space. The parkland was gifted in the 1920's and was intended for the recreational use of people living on the newly built Wythenshawe housing estate. The parkland is still used for recreational purposes.

During the early 20th century, the development of larger roads such as A5103 Princess Road (from Manchester to Didsbury) and the lack of available land in the city centre, led directly to the acquisition of agricultural land for house-building. This took place in areas such as Withington, Wythenshawe and Burnage. Social reform and public health acts of the late 19th and early 20th centuries caused Manchester Corporation (City Council) to assume a greater responsibility for providing housing for the increasing population. Estates were designed to provide all of the facilities required by the newly created communities. Roads, churches, parades of shops, public areas, parks, schools and business/industrial parks were an integral part of this design. Wythenshawe is an early example of this and has origins in the 1920s when it was intended as a 'garden city'. Here it was intended people could be rehoused away from industrial Manchester.

Within the built-up area of the HLCA there are areas of urban green spaces, semi-natural woodland, ornamental parkland and recreational areas. These areas are typical features within large areas of housing constructed by the council.



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

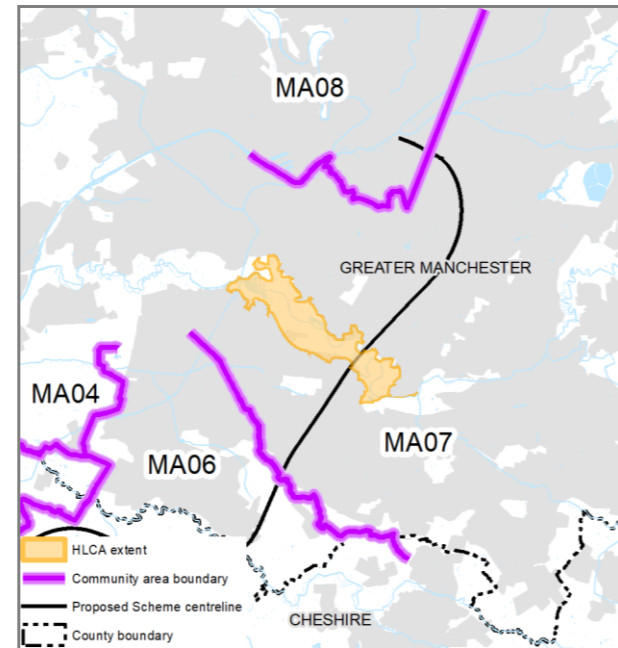
Commentary

The HLCA has historic interest which relates to the physical evidence present for the growth of Manchester through the provision of large new areas of social housing. The earlier 20th century residential developments leave little evidence of the earlier agricultural landscape. Urban growth stemmed from Manchester Corporation assuming responsibility for housing. The Proposed Scheme is predominantly in tunnel within this HLCA, with the presence of some ventilation shaft sites. The construction of the shaft sites within the HLCA, will not impact upon the value of the HLCA as the character remains legible despite the presence of the shafts.

MA07_HLCA03: Mersey Corridor

Key Characteristics

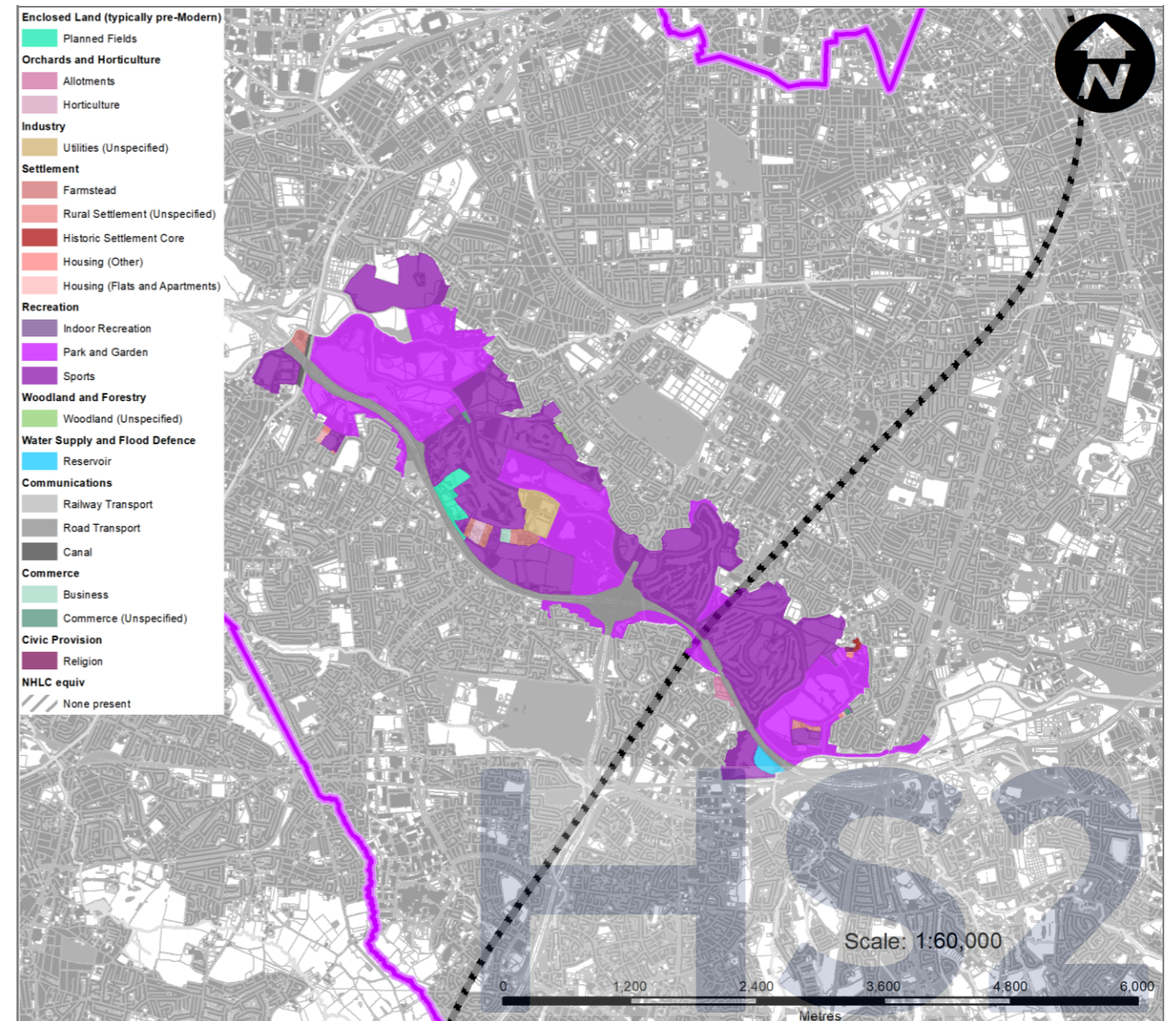
- River Mersey and floodplains.
- Post-medieval woodland plantation.
- Sale Water Park and Chorlton Water Park Nature Reserves.
- Recreational land uses.



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Description

This HLCA comprises early 20th century golf courses, recreational land and parkland. These recreational land uses are oriented around the meanders of the River Mersey. This large expanse of recreation land is located within the centre of a heavily built up area. The area was developed as golf courses at a similar time to the housing developments which surround it. It is likely that the area was not built upon as it sits within the floodplain of the River Mersey. The HLCA is characterised by three early 20th century golf courses which encompass a large amount of land within the area. Dating to the early 20th century, the golf courses are located on former agricultural land. The golf courses within the HLCA have preserved earlier buildings associated with the former use of the land. For example, Millgate Farm has been present to the south-east of Didsbury Golf Course since the mid-19th century. Similarly, Chorlton-cum-Hardy golf club utilises the Grade II listed Barlow Hall, a former 17th century manor house, as its club house. The club house at Withington Golf Course was constructed in the 20th century and holds no heritage value. Further, fragments of former agricultural land are still visible within the HLCA and preserved around the farms directly west of Sale Golf Club. There are few mid 19th century field boundaries preserved in the HLCA. To the south-west of the HLCA, some field boundaries are preserved around Millgate Farm in the form of tree lines. The HLCA features small wooded areas throughout which are remnants of post-medieval woodland plantation. Other open land within the HLCA is used for recreational purposes. There are several 20th century playing fields and sports grounds, such as Turn Moss Playing Fields, some of which have public footpaths going through them.



HLCA detail © Crown copyright and database rights 2018 OS 100049190

Asset value Moderate

Magnitude of impact

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

Effect

Construction permanent	Minor adverse
Operation	Minor adverse

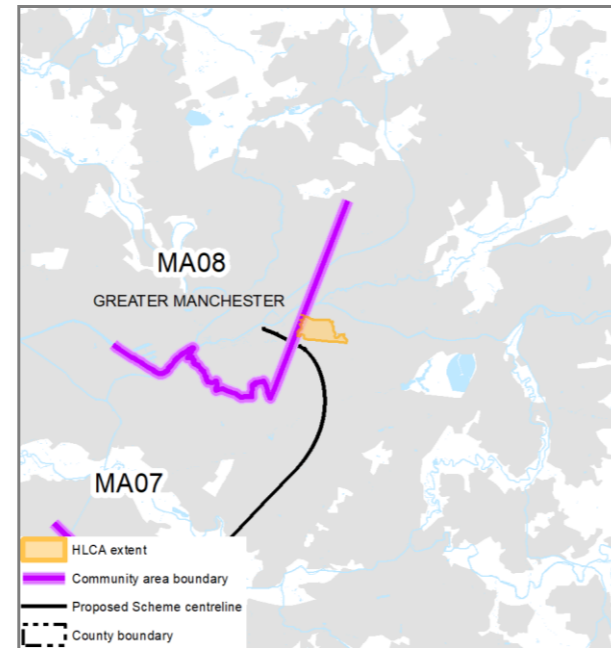
Commentary

The HLCA has interest which derives from its recreational use, in particular the 20th century golf courses which form large parts of the HLCA. The Proposed Scheme is predominantly tunnelled within the HLCA, with the presence of a ventilation shaft site. The location of the ventilation shaft will encompass an area within Withington Golf Course, resulting in the loss of part of the recreational land which is characteristic of the HLCA. The modern clubhouse building, which holds no heritage value, will also be removed. The construction of the Proposed Scheme within the HLCA, will only partially adversely impact the value of the HLCA, as the character remains legible as predominantly golf, sports and recreational.

MA07_HLCA04: Beswick

Key Characteristics

- Late 20th century to 21st century modern housing development with associated institutions.
- Main transport routes including A635 Ashton Old Road, A662 Ashton New Road and A6010 Alan Turing Way.

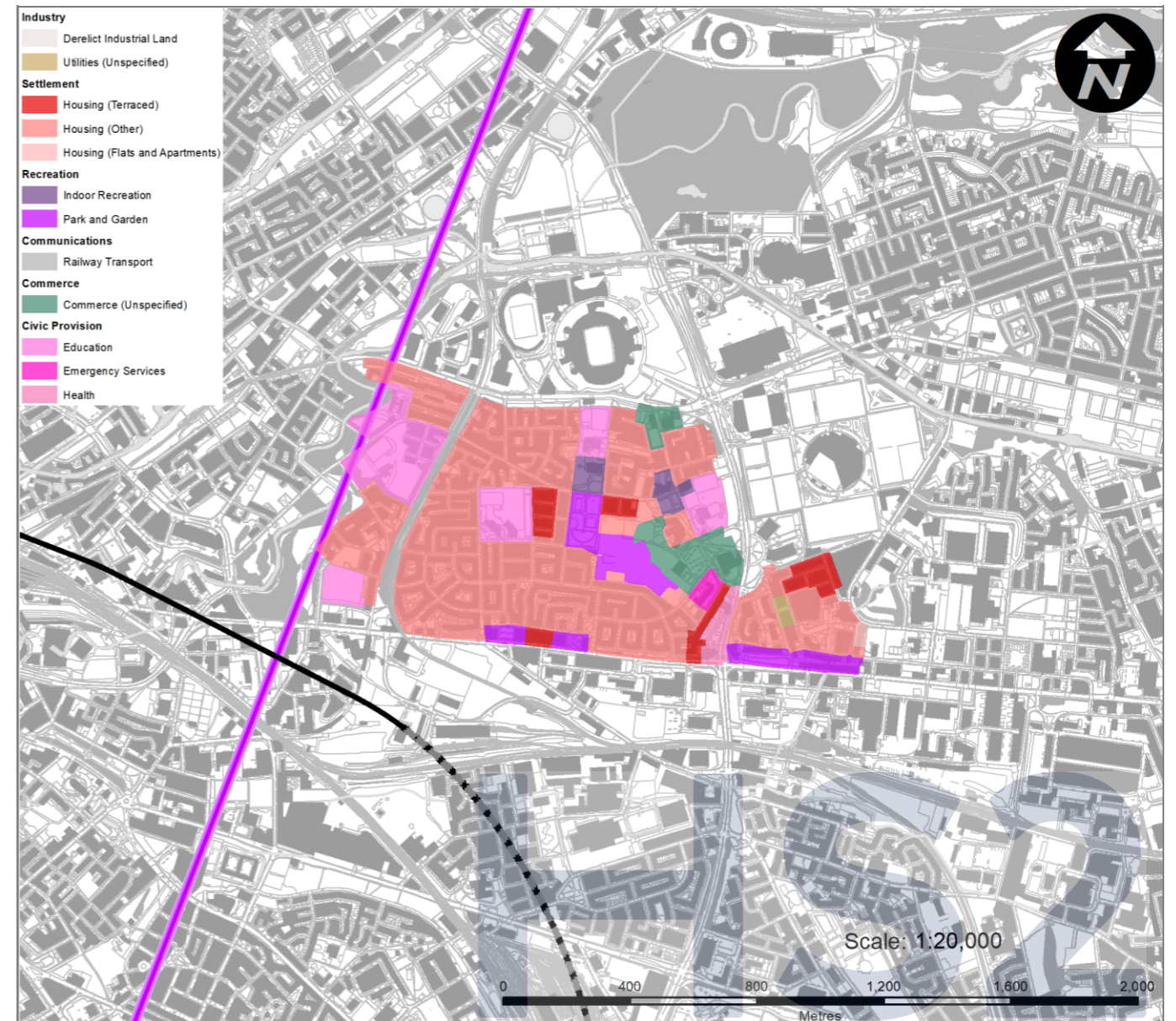


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Description

This HLCA lies in Beswick to the east of Piccadilly Station and is also located in the Manchester Piccadilly community area (MA08). The HLCA is defined by late 20th century and 21st century social housing developments. There is a mixture of low-rise flats and terraced housing. Schools are also prominent within the HLCA and are often associated with green spaces. Bradford Park is located in the centre of the HLCA and is the only public open space which has survived from the 20th century.

In the 19th century, the HLCA was characterised by terraced housing which was built for workers associated with the boom in industry within Manchester. Prior to the construction of the terraced housing, industrial buildings were present throughout the area. In the late 19th and early 20th century the terraced housing was viewed as obsolete and as problematic slums. This resulted in wide spread 'slum' clearance and redevelopment. The industrial terraces in Beswick were proposed for demolition and by the Mid-20th century, had been demolished. In the 1960s, multi-storey blocks of flats replaced the former terraces. The buildings were constructed from rendered concrete panels and the area was named 'Fort Beswick'. The poor construction of the flats led to the demolition of the block in the 1980s. The HLCA remained vacant until the area was redeveloped in the early 21st century, resulting in the present character of the HLCA. Some parts of the 19th century street pattern survive in the modern redeveloped area, such as Albert Street and Blackrock Street.



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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 due to the dominant character of the HLCA which is 20th to 21st century residential developments. It has further interest as fragments of the preceding 19th century terraced housing and street pattern remain. This provides understanding of the time-depth of this residential area. The Proposed Scheme is concentrated to the south 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 still remains legible.

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