

# High Speed Rail (Crewe – Manchester) Environmental Statement

## Volume 5: Appendix HE-003-0MA06

### **Historic environment**

MA06: Hulseheath to Manchester Airport

Historic landscape character areas

## **High Speed Rail (Crewe – Manchester) Environmental Statement**

**Volume 5: Appendix HE-003-0MA06**

### **Historic environment**

MA06: Hulseheath to Manchester Airport

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](mailto:HS2enquiries@hs2.org.uk)

Website: [www.hs2.org.uk](http://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

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](http://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](mailto: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

<b>1</b>	<b>Introduction</b>	<b>2</b>
<b>2</b>	<b>Methodology</b>	<b>3</b>
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
<b>3</b>	<b>List of acronyms</b>	<b>6</b>
<b>4</b>	<b>Historic landscape character area sheets</b>	<b>7</b>

### Tables

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

### Figures

Figure 1: Manchester Airport Historic Landscape Character Area (HLCA) sheet (MA06_HLCA01: Manchester Airport)	8
Figure 2: Ringway Historic Landscape Character Area (HLCA) sheet (MA06_HLCA02: Ringway)	9
Figure 3: Davenport Green Historic Landscape Character Area (HLCA) sheet (MA06_HLCA03: Davenport Green)	10
Figure 4: Hale and Hale Barns Historic Landscape Character Area (HLCA) sheet (MA06_HLCA04: Hale and Hale Barns)	11
Figure 5: Ashley Historic Landscape Character Area (HLCA) sheet (MA06_HLCA05: Ashley)	12
Figure 6: Tatton Park Historic Landscape Character Area (HLCA) sheet (MA06_HLCA06: Tatton Park)	13
Figure 7: Rostherne Mere Historic Landscape Character Area (HLCA) sheet (MA06_HLCA07: Rostherne Mere)	14



# 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 Hulseheath to Manchester Airport area (MA06).
- 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-002-0MA06).
- 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-001-0MA06<sup>1</sup>), which includes the historic environment detailed gazetteer in Appendix A;
  - Historic environment field survey report (BID HE-004-0MA06<sup>2</sup>); and
  - Historic environment remote sensing report (BID HE-005-0MA06<sup>3</sup>).
- 1.1.4 Figures are included in this report that show the locations and extent of the identified HLCA.

---

<sup>1</sup> High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Background Information and Data, Hulseheath to Manchester Airport, Historic environment baseline report*, BID HE-001-0MA06. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-environmental-statement>

<sup>2</sup> High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Background Information and Data, Hulseheath to Manchester Airport, Historic environment field survey report*, BID HE-004-0MA06. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-environmental-statement>.

<sup>3</sup> High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Background Information and Data, Hulseheath to Manchester Airport, Historic environment remote sensing report*, BID HE-005-0MA06. 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-003-0MA06  
Historic environment  
MA06: Hulseheath to Manchester Airport  
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, relationships<sup>4</sup> and date;
- variation in apparent survival level<sup>5</sup> of historic landscape features; and
- professional judgement.

## 2.3 Assigning value

2.3.1 The value of 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.

---

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

<sup>5</sup> 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).

## **Environmental Statement**

Volume 5: Appendix HE-003-0MA06

Historic environment

MA06: Hulseheath to Manchester Airport

Historic landscape character areas

## **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
CA	Community Area
CALS	Cheshire Archives and Local Studies
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
RAF	Royal Air Force
SMR	Scope and Methodology Report

**Environmental Statement**

Volume 5: Appendix HE-003-0MA06

Historic environment

MA06: Hulseheath to Manchester Airport

Historic landscape character areas

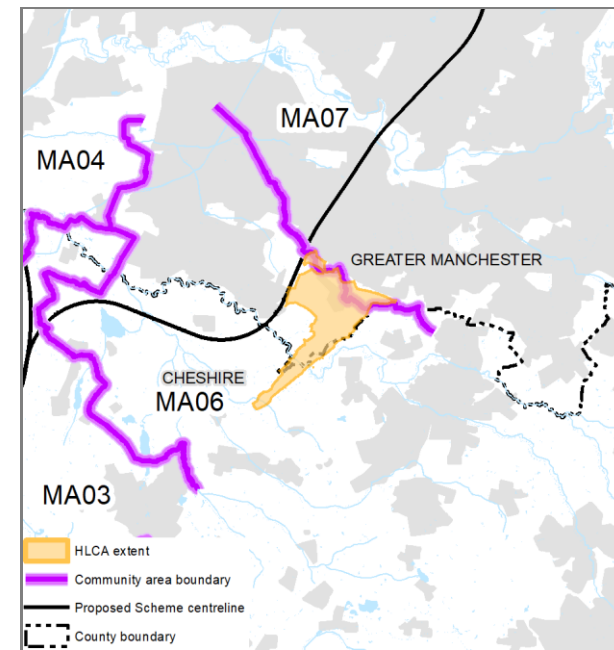
## **4 Historic landscape character area sheets**



# MA06\_HLCA01: Manchester Airport

## Key Characteristics

- Manchester Airport including runways and terminals.
- Manchester Airport Railway.
- M56 and trunk road junctions into the airport.
- 20th and 21st century airport facilities.
- Settlement typified by 17th century farmhouses and cottages.
- Runway Visitor Park.
- Pockets of surviving fields.



HLCA location © Crown copyright and database rights 2018 OS 100049190

## Description

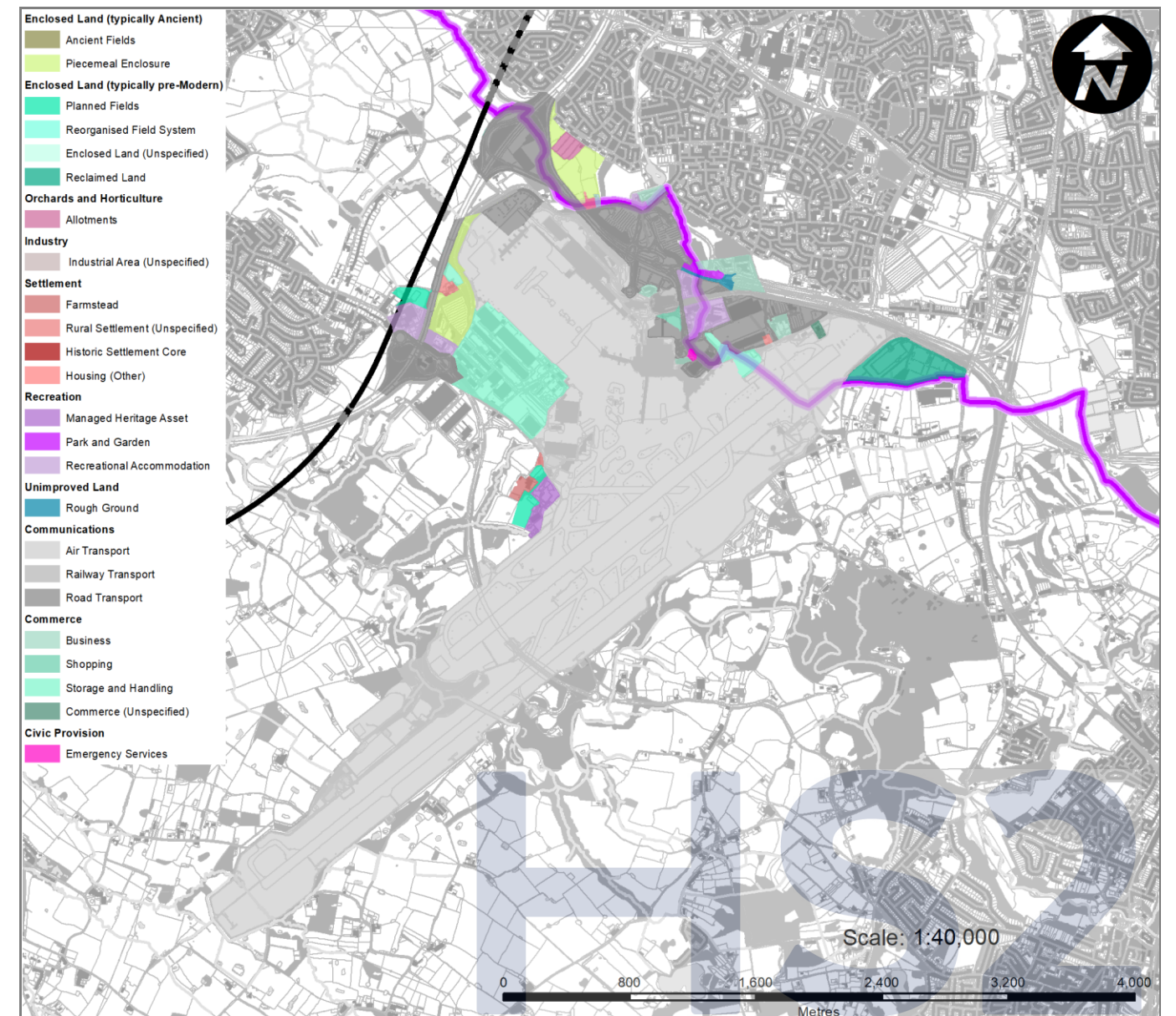
This HLCA comprises a major transport hub including Manchester Airport, ancillary airport facilities, roads, a railway, and the Runway Visitor Park. There are scattered 17th century farmhouses and cottages and pockets of surviving fields throughout the HLCA.

The HLCA has been used for aviation from the early 20th century. It was a base for the Royal Air Force under RAF Ringway during the Second World War for military aircraft production and training parachutists. Following the war the base was reverted back to a civilian airport and gradually expanded.

At the north eastern corner of the HLCA there are three passenger terminals and a goods terminal used for cargo and aircraft maintenance. Two parallel runways are aligned north-east to south-west across the eastern side of the HLCA. There is a managed heritage asset adjacent to the runways known as the Runway Visitor Park. This was created in 1992 for official aviation viewing following the closure of the pier-top viewing facility.

The M56 is the main route towards the airport, opened in 1972 with local roads including the A538 Wilmslow Road, Hasty Lane and the A555 Manchester Airport Relief Road leading from the north and east. The Manchester Airport railway spur crosses the northern edge of the HLCA, the airport station was constructed in 1933. These roads and railway have led to the character of the northern end of the HLCA defined by airport expansion. These include hotels, offices, motorway services, distribution centres, transport interchanges and car parking facilities.

There are no villages or towns within the HLCA. A number of 17th century timber-frame or brick-built farmhouses and cottages including the Grade II listed Rose Cottage, Haletop Farm and Cloughbank Farmhouse are located along the local roads. Post-medieval fields associated with the farmhouses survive as pockets of agriculture. These have been landscaped to include bunds and tree banks screening the farmhouses and cottages from the infrastructure around them. The landscape therefore combines a mixture of modern and historic elements which together enhance its character.



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

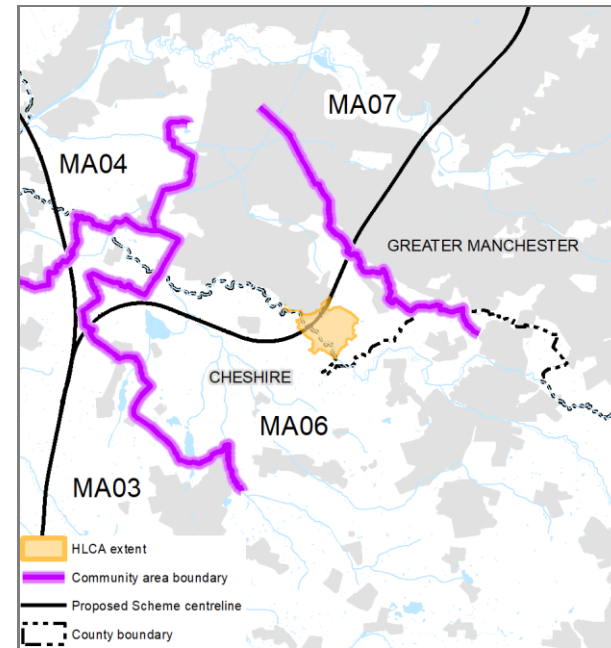
The interest of the HLCA arises from its capability to illustrate the development of a modern transport hub with fragments of a proceeding rural land use. The Proposed Scheme will pass through part of the eastern side of the HLCA and will include the construction of a new airport station. This will not impact on its value as a modern transport hub or the ability to appreciate the development of the airport from the early 20th century. The surviving pockets of the earlier rural land use will remain. The introduction of the Proposed Scheme will add to the historic landscape character as another phase of transport development.



# MA06\_HLCA02: Ringway

## Key Characteristics

- Mix of 18th century farmhouses and cottages with 20th century houses.
- Sunbank Wood, Cotteril Clough, Warburton Wood and areas of post-medieval plantations.
- Mixture of field types evidencing medieval and late 18th to 19th century agricultural trends.
- Rolling topography.
- Meandering course of River Bollin.
- Major and minor roads including the M56 and Sunbank Lane.
- Industrial buildings.



HLCA location © Crown copyright and database rights 2018 OS 100049190

## Description

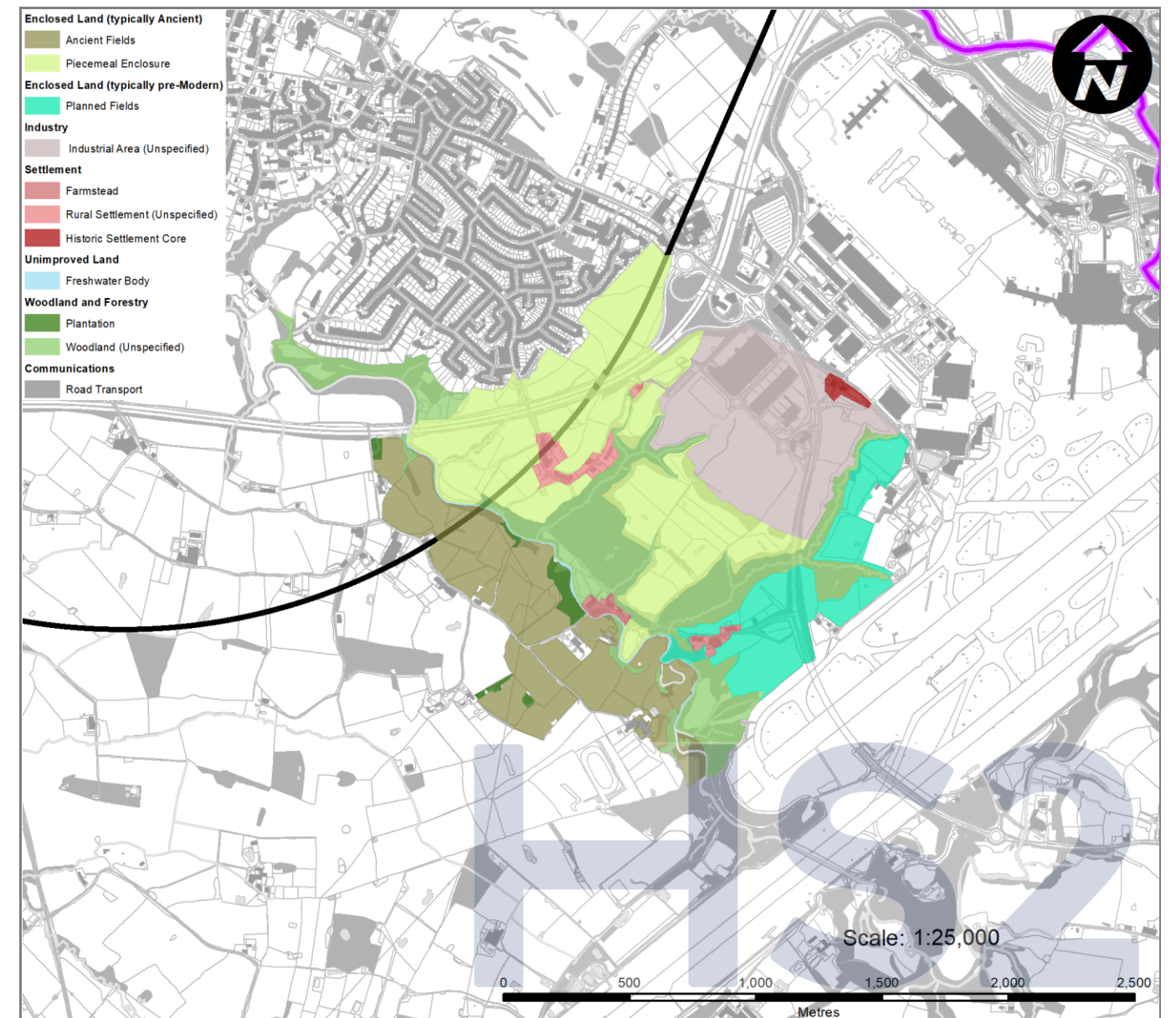
The HLCA comprises a rural landscape which includes the small hamlet of Ringway concentrated along Sunbank Lane in-between Manchester Airport and Hale Barns. Major infrastructure consists of the M56 which does not appear on the map but runs through the northern edge of the HLCA.

There is a mixture of field patterns within the HLCA. They comprise irregular shaped fields indicative of post-medieval enclosure to the south of the River Bollin. More regular piecemeal enclosure fields, of apparent medieval date, are located north of the river. A block of large 20th century fields at the western side of the HLCA, are influenced by development of Manchester Airport adjacent.

Sunbank Wood forms the central area of the HLCA with smaller areas of post-medieval plantations throughout. Sunbank Wood, Cotteril Clough and Warburton Wood are areas of Ancient Woodland. The current extent of woodland is determined by clearance to create fields (evidenced by adjacent piecemeal enclosure) up to the 18th century. It is subsequently further influenced by more recent suburban development of Manchester Airport including industrial buildings in the north-east of the HLCA.

There is the small hamlet of Ringway within the HLCA concentrated along Sunbank Lane. This includes a mix of 18th century farmhouses and cottages including the Grade II listed Yewtree House and the non-designated Hale Bank Farm and Rose Cottage. These are adjacent to 20th century detached houses and cottages.

The M56 was constructed in the 1970s and is a key transport corridor. It runs through the northern edge of the HLCA. The motorway is a substantial landscape feature but this has not severed field boundaries, allowing the legibility of historic field patterns from the medieval to 20th century to be understood.



HLCA detail © Crown copyright and database rights 2018 OS 100049190

**Asset value** Moderate

## Magnitude of impact

<b>Construction temporary</b>	Low adverse
<b>Construction permanent</b>	Medium adverse
<b>Operation permanent</b>	No change

## Effect

<b>Construction permanent</b>	Moderate adverse
<b>Operation</b>	Neutral

## Commentary

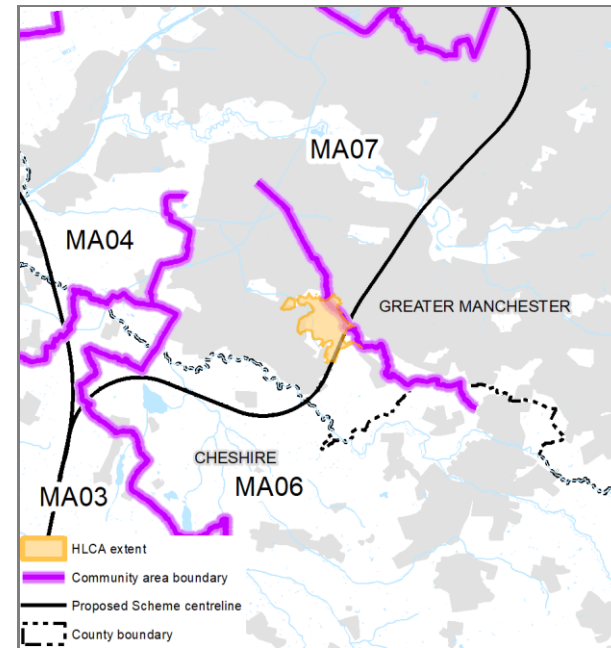
The interest of the HLCA arises from the capacity to illustrate and provide evidence of a relatively unaltered historic rural landscape from the medieval period onwards despite the proximity to the M56 and Manchester Airport. The Proposed Scheme will run through the centre of the HLCA and involve demolition of several properties within Ringway and remove stretches of field boundaries including some of apparent medieval date and small parts of woodland. This will adversely impact the HLCA by removing elements of its historic field systems and affect how its historic character can be perceived and understood.



# MA06\_HLCA03: Davenport Green

## Key Characteristics

- Medieval core of Davenport Green village.
- Ridge and furrow earthworks.
- Davenport Green Wood Ancient Woodland.
- Post-medieval farmsteads set in contemporary fields.
- Post-medieval houses focussed around Shay Lane.
- Mixture of field types evidencing medieval and late 18th to 19th century agricultural trends.
- Rough pasture.
- A dense network of tree-lined country lanes.



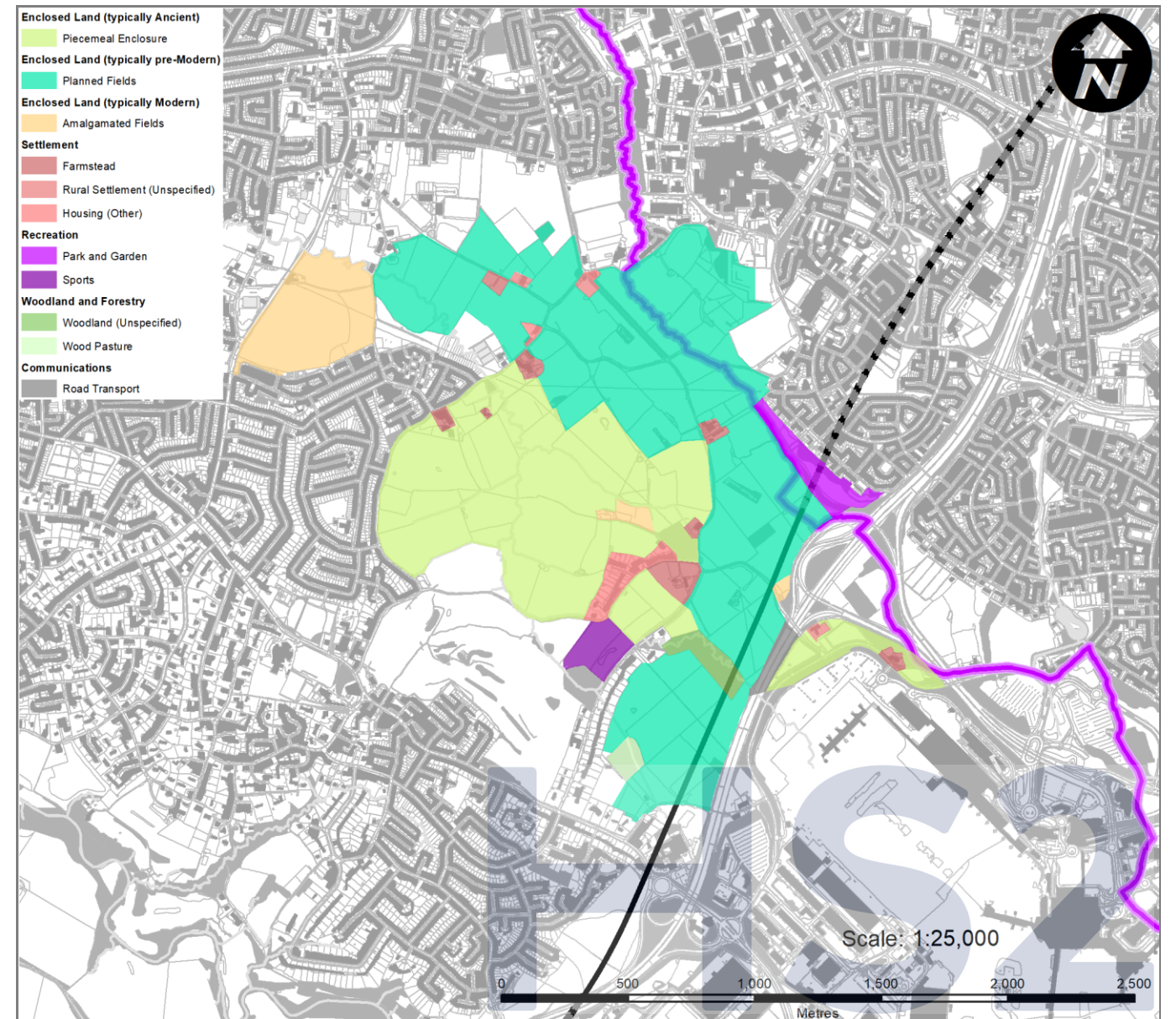
HLCA location © Crown copyright and database rights 2018 OS 100049190

## Description

The HLCA is focussed upon the village core of Davenport Green and its rural landscape which is surrounded by conurbation of Manchester. Davenport Green village lies at the centre of the HLCA and developed along Shay Lane where there are a number of 20th century detached houses. Farms and residential properties are spread throughout the rest of the landscape along a dense network of tree-lined country lanes.

The village core is surrounded by a large area of piecemeal enclosure fields of post-medieval date. These represent the fields that supported the village in the medieval period, traces of whose layout remain preserved within the later fields. Boundaries are commonly hedgerows and mature trees. A fragment of Ancient Woodland survives at Davenport Green Wood. The northern and eastern sides of the HLCA are characterised by planned fields from the 18th and 19th centuries. These surround contemporary farmsteads and farmhouses such as the Grade II listed Davenportgreen and Davenportgreen Hall. Ridge and furrow earthworks are known to survive within these fields which evidence medieval or post-medieval arable cultivation practices.

There are areas of rough pasture on the south eastern part of the HLCA, bordering the suburban Newall Green development which have faint paths throughout and are used as informal recreation. The M56 crosses through part of the eastern side of the HLCA, the motorway was constructed in the 1970s and is a key transport corridor.



HLCA detail © Crown copyright and database rights 2018 OS 100049190

**Asset value** Low

## Magnitude of impact

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

## Effect

Construction permanent	Negligible adverse
Operation	Neutral

## Commentary

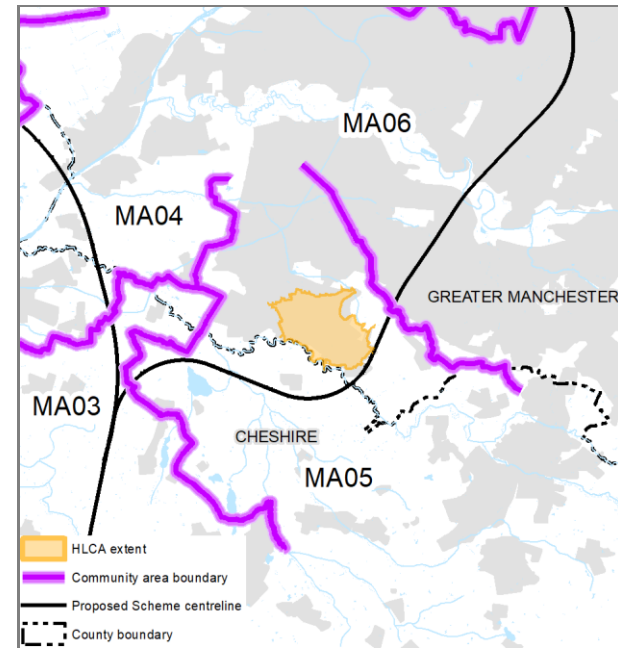
The interest of the HLCA arises from the capacity of the landscape to illustrate, and provide evidence for, historic agricultural practices and settlement from the medieval period onwards. The HLCA's value is enhanced by it being a stretch of surviving historic landscape within Manchester conurbation. Sections of field boundaries and a small part of Davenport Green Wood along the western side of the HLCA will be removed as a result of the construction of the Proposed Scheme, impacting on the HLCA's legibility. However, this will be localised and the overall character of the HLCA will remain unaltered and appreciable.



# MA06\_HLCA04: Hale and Hale Barns

## Key Characteristics

- Settlement is typified by 17th century cottages and farmhouses.
- Victorian and Edwardian houses.
- 21st century housing.
- Primary and secondary schools.
- Chapels.
- Modern shops.
- Golf courses and sports facilities.
- Part of the Cheshire Midland Railway (now known as the Mid-Cheshire Line).



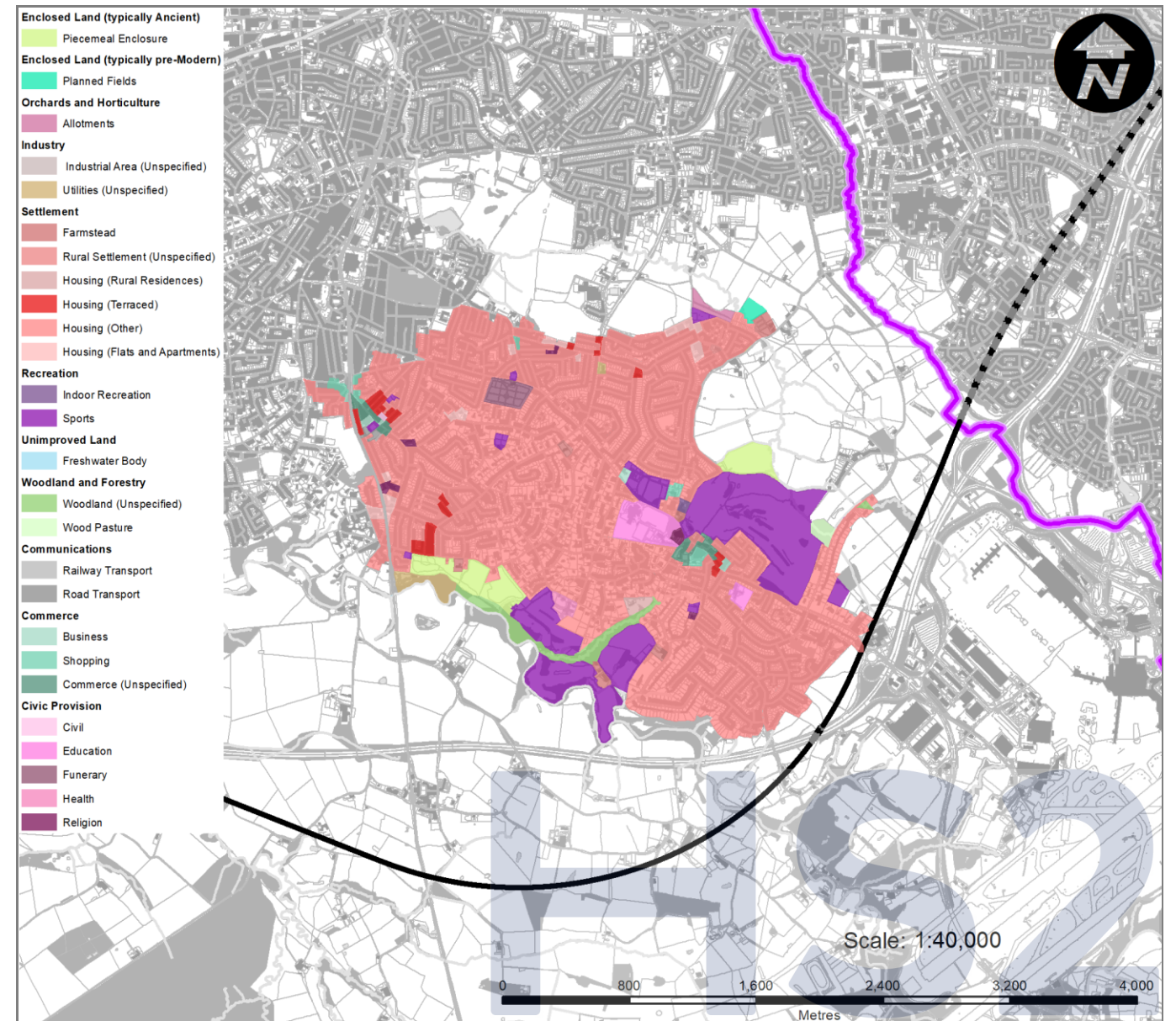
## Description

The HLCA covers the suburban village of Hale and Hale Barns which is characterised by mixed settlement types of varied dates. Hale Barns originated as a rural settlement in the medieval period. It became a focus of suburban development due to the construction of a railway with a station at nearby Hale in the mid 19th century. Whilst much of the HLCA is now defined by suburban housing of 19th to 21st century date. There remain some properties relating to the preceding rural settlement, mainly former cottages and farmhouses of at least 17th century date including the Grade II listed Springvale and Barrow cottage, Hawley Lane.

Hale is named in the Domesday Survey as halh and records indicate a manor was established as early as the 11th century. Hale Barns an outlying hamlet were contained within the manor of Hale. Hale expanded during the early post-medieval period and its growth resulted in the establishment of Hale Barns as a separate village to the east. The first reference to the village is from the early 17th century. During the 20th century urbanisation affected Hale and Hale Barns resulting in the former agricultural village turning into a commuter settlement as it is today.

The Ringway Golf Course and Hale Golf Course are located on the edge of the HLCA and were created from former farmland along the course of the River Bollin during the late 20th century. These areas preserve early features associated with their former use as farmland including boundary features.

The Cheshire Midland Railway runs south to north through the HLCA with a station at Hale. The railway was opened in the 19th century and continues to operate between Hale, Ashley and Mobberley towards Chester. Hale Station includes several associated features including the Grade II listed East and West Platform Waiting Rooms, Footbridge and Station Master's House.



HLCA detail

**Asset value** Low

## Magnitude of impact

<b>Construction temporary</b>	No change
<b>Construction permanent</b>	No change
<b>Operation permanent</b>	No change

## Effect

<b>Construction permanent</b>	Neutral
<b>Operation</b>	Neutral

## Commentary

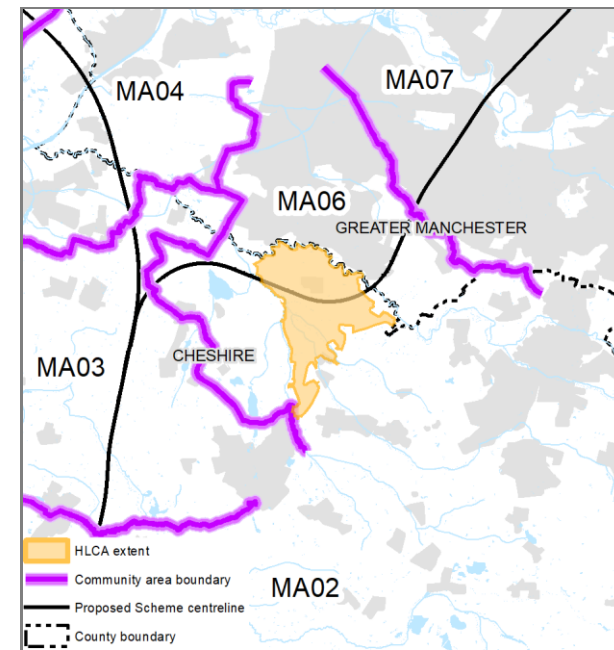
The interest of the HLCA arises from its capacity to illustrate the suburban development of Hale and Hale Barns from the mid 19th century to 21st century. Evidence of the earlier former rural settlement is preserved in golf courses and 17th century farmhouses and cottages. The value of the landscape is limited with much of the former rural character being lost through residential development. The Proposed Scheme passes to the east of the HLCA. This will not alter the legibility of the suburban development of Hale and Hale Barns or impact on the ability to appreciate the HLCA's value.



# MA06\_HLCA05: Ashley

## Key Characteristics

- Regularly shaped fields with straight boundaries dating to late post-medieval enclosure and 19th and 20th century rationalisation of field boundaries.
- Mix of settlement including Ashley village and isolated farmsteads, farmhouses and cottages.
- Mix of hedgerow boundaries and fencing.
- Mobberley and Sugar Brook.
- Mature woodland and post-medieval plantations.
- Transport infrastructure including the Cheshire Midland Railway (now known as the Mid-Cheshire Line) and M56.



HLCA location © Crown copyright and database rights 2018 OS 100049190

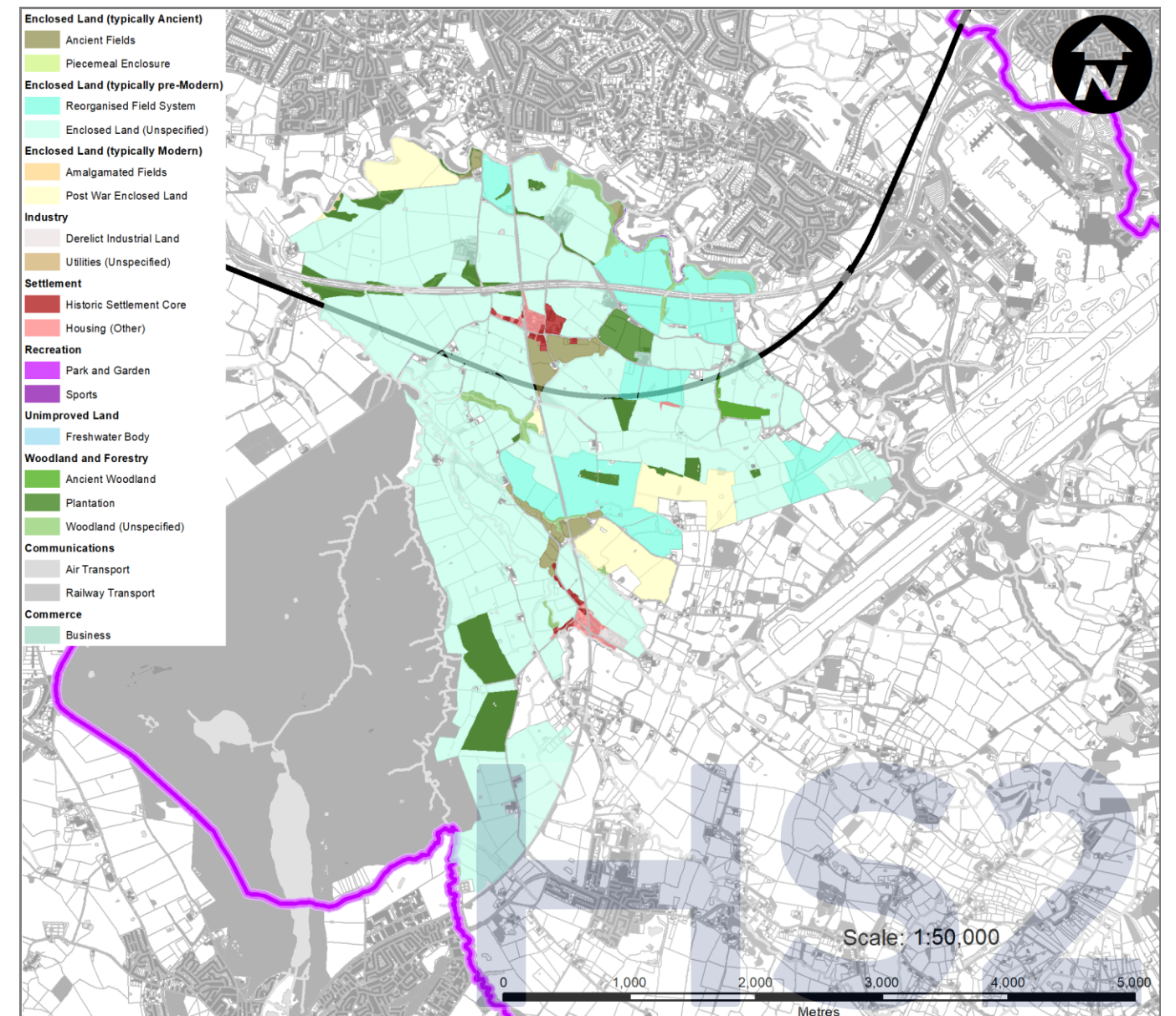
## Description

The HLCA covers a level, low lying rural landscape surrounding the village of Ashley. It is positioned to the south of the River Bollin in an area known as the Cheshire Plains. It is characterised by regularly shaped fields with straight boundaries dating to late post-medieval enclosure and 19th and 20th century rationalisation of field boundaries. Boundaries are a mix of hawthorn hedges, patchy hedgerow trees and fencing.

Mobberley Brook and Sugar Brook flow through the eastern side of the HLCA on north-west to south-east alignments and are bounded by areas of post-medieval plantations. These were likely planted on marginal land as part of a wider trend of increasing woodland plantation in Cheshire from the 18th century onwards. Ancient Woodland survives on some of these small tributaries including at Ryecroft Covert, Ecclesfield Wood and Arden House Wood.

Ashley is the only village within the HLCA, with isolated farmsteads, farmhouses and cottages scattered throughout the rest of the landscape. Ashley is a small rural village and has medieval origins, first mentioned in the Domesday Survey. The Grade II listed Church of St Elizabeth, an important landmark on the edge of the village across the open farmland. The village is concentrated along Ashley and Mobberley Road where there are predominantly 19th and 20th century residential properties, a station and a pub. Throughout the rest of the HLCA there are a number of isolated brick built 17th and 18th century farmsteads, farmhouses and cottages. Important examples are the Grade II listed Hough Green Farmhouse, Lower House Farmhouse and Sycamore Cottage. The pattern of hamlets and isolated farmsteads is characteristic of the increase in dairy farming which occurred in Cheshire in the 17th century.

Post-medieval and modern transport infrastructure including the Cheshire Midland Railway and M56 cross the HLCA on north-south and east-west alignments respectively. Both of these transport routes are substantial landscape features and have severed field boundaries. The M56 is heavily screened by gantries and the railway runs on a low embankment with no wires or catenary.



HLCA detail © Crown copyright and database rights 2018 OS 100049190

**Asset value** Low

## Magnitude of impact

<b>Construction temporary</b>	Low adverse
<b>Construction permanent</b>	Low adverse
<b>Operation permanent</b>	No change

## Effect

<b>Construction permanent</b>	Minor/Negligible adverse
<b>Operation</b>	Neutral

## Commentary

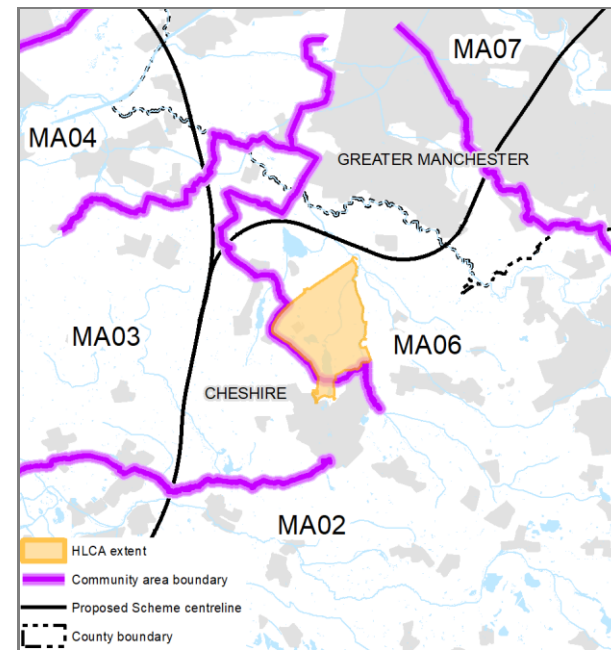
The interest of the HLCA arises from its capacity to illustrate the development of local agriculture patterns. Although Ashley has medieval origins, it is now surrounded by late 19th and 20th century alterations to its field systems. Despite the presence of two existing, linear infrastructure routes, the local rural landscape character still remains legible. There will be an adverse impact on the value of the HLCA from the Proposed Scheme. The legibility of elements of historic landscape character to the south of Ashley will be lost through removal of field boundaries. However, this will be localised and the overall rural character will remain appreciable as demonstrated by existing infrastructure routes.



# MA06\_HLCA06: Tatton Park

## Key Characteristics

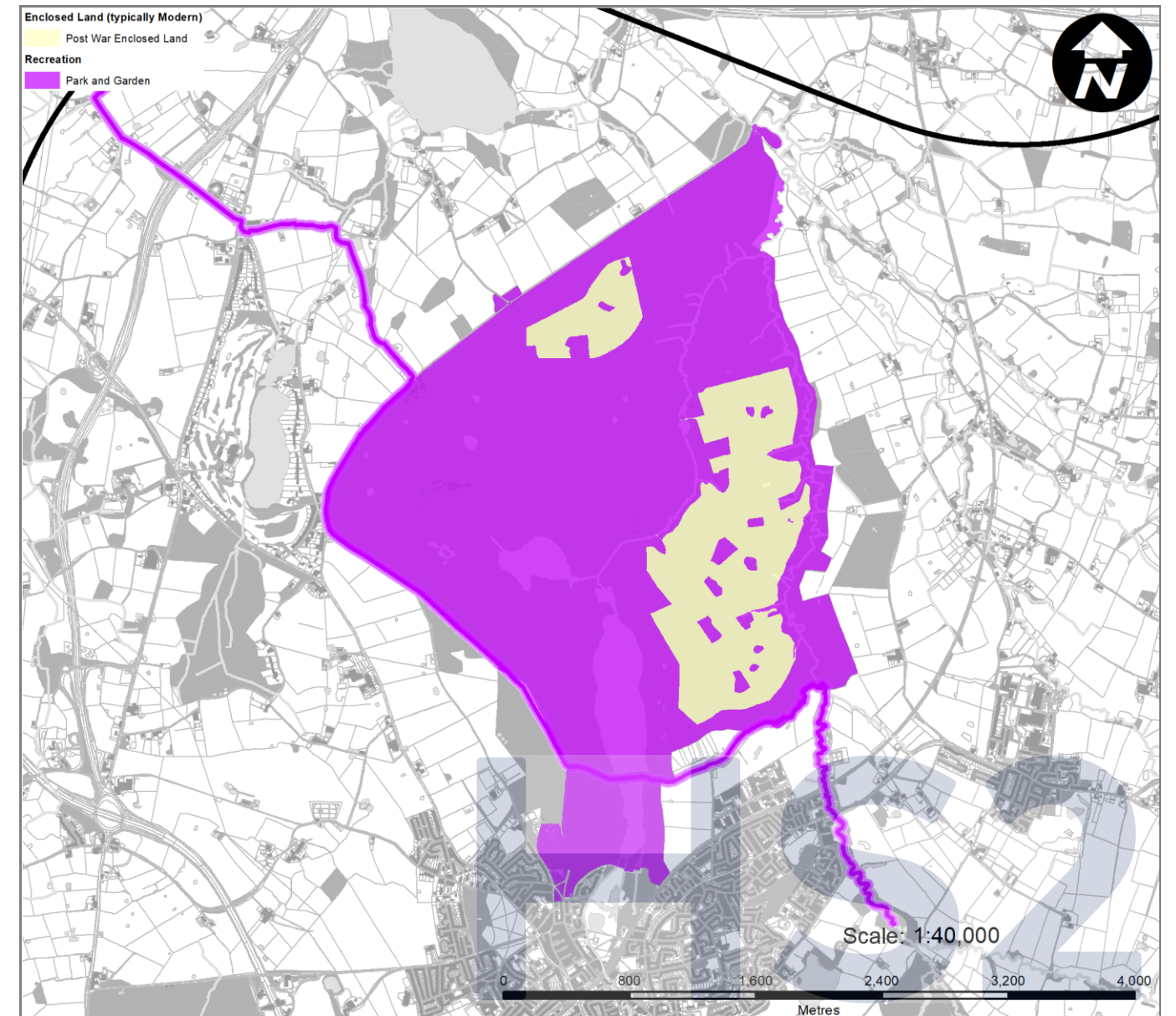
- Extensive landscaped park.
- Park drives from the north, south and west with lodges.
- Grade I listed Tatton Hall.
- Grade II\* Tatton Old Hall.
- Tatton and Melchett Meres.
- Gardens and pleasure grounds.
- Earthworks of Tatton Green village.
- Post-war enclosed land.



**HLCA location** © Crown copyright and database rights 2018 OS 100049190

## Description

The HLCA covers the extent of the Grade II\* Registered Park and Garden. It includes 18th century and later gardens and pleasure grounds and an extensive landscaped park with a country house. A license to establish a deer park at Tatton was granted in 1290. The hall (known as the Old Hall) was constructed by Sir Richard Massey within his park. This became the manorial focus throughout the 14th and 15th centuries at Tatton and lay adjacent to the deserted village of Tatton Green which survive as earthworks today. Around 1716 a new house was built on a separate site for the Egerton family. This was replaced from the 1770s to 1816 by a neoclassical mansion designed by Samuel and Lewis Wyatt. The gardens and pleasure grounds extend from the hall and include; Lady Mary's Walk and a croquet lawn to the north-west; a formal terraced Italianate garden to the south and a formal enclosed courtyard Rose garden to the south-west. Most of the park remains as permanent pasture with many specimen trees and much of its perimeter planted with woodland. Some Ancient Woodland is located adjacent to Birkin Lodges in the north-east corner. The earliest feature of the park's designed landscape is the Broad Walk or Beech Avenue which runs up the west side of the southern half of the park. To the north-east of this is the fenced deer sanctuary. The main features of the southern half of the park are the two meres: Melchett Mere and Tatton Mere. There is a 500m strip down its eastern side divided into fields in the 19th and 20th century which retain ornamental plantations. The park was also used as a drop zone by the Parachute Training School during the Second World War for those based at RAF Ringway. Following the Second World War the park was returned to a managed estate once more. The earthwork remains of Tatton with the associated Old Hall and well-preserved ridge and furrow in an original context is an important source of information about medieval agrarian life. The HLCA comprises parkland with buildings, avenues, plantations, informal lawns and formal gardens. It constitutes the important survival of a historic landscape with traces of its preceding land-use fossilised in the landscape of later parkland.



**HLCA detail** © Crown copyright and database rights 2018 OS 100049190

**Asset value** High

## Magnitude of impact

<b>Construction temporary</b>	Minimal adverse
<b>Construction permanent</b>	No change
<b>Operation permanent</b>	No change

## Effect

<b>Construction permanent</b>	Neutral
<b>Operation</b>	Neutral

## Commentary

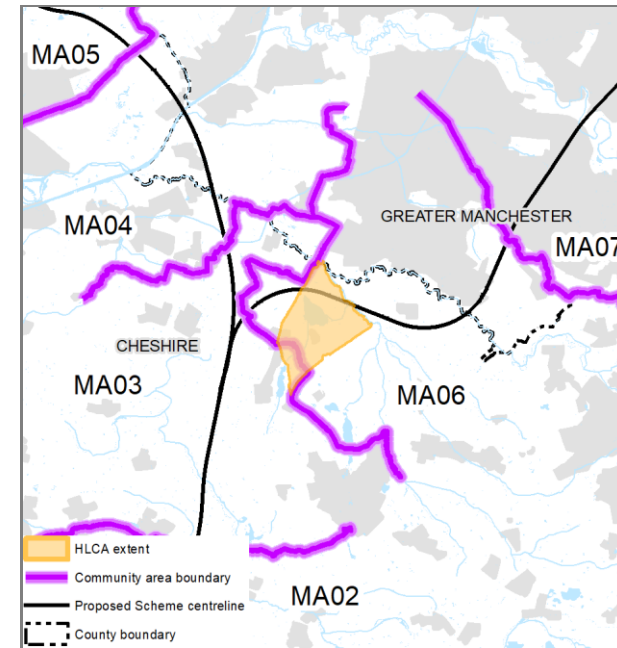
Together the HLCA has historic interest due to the concentration of listed buildings including Tatton Hall and its lodges, and the surviving designed landscape of the park. The Proposed Scheme will have no direct impact upon the HLCA as it passes to the north on a similar alignment to the nearby M56. Land cover at the HLCA's northern edge consists of woodland plantations associated with the fringe of the parkland. Overhead line utility works will remove a small section of Birkin Lodge Wood. Despite this, the Proposed Scheme will not be perceptible from within the HLCA. As such, the Proposed Scheme will not alter the integrity or characteristics of the HLCA nor the ability to perceive them.



# MA06\_HLCA07: Rostherne Mere

## Key Characteristics

- Central focal of Rostherne Mere.
- Mature woodland and post-medieval plantations around the mere.
- Regularly shaped fields with straight boundaries dating to late post-medieval enclosure and 19th and 20th century rationalisation of field boundaries.
- Areas of Ancient Fields around Rostherne.
- Mix of settlement including Rostherne village and isolated farmsteads, farmhouses, cottages and an industrial mill.
- Rostherne and Blackburn Brook.
- Watling Street (Roman Road).
- M56 junctions 7 and 8 joining the A556.



HLCA location © Crown copyright and database rights 2018 OS 100049190

## Description

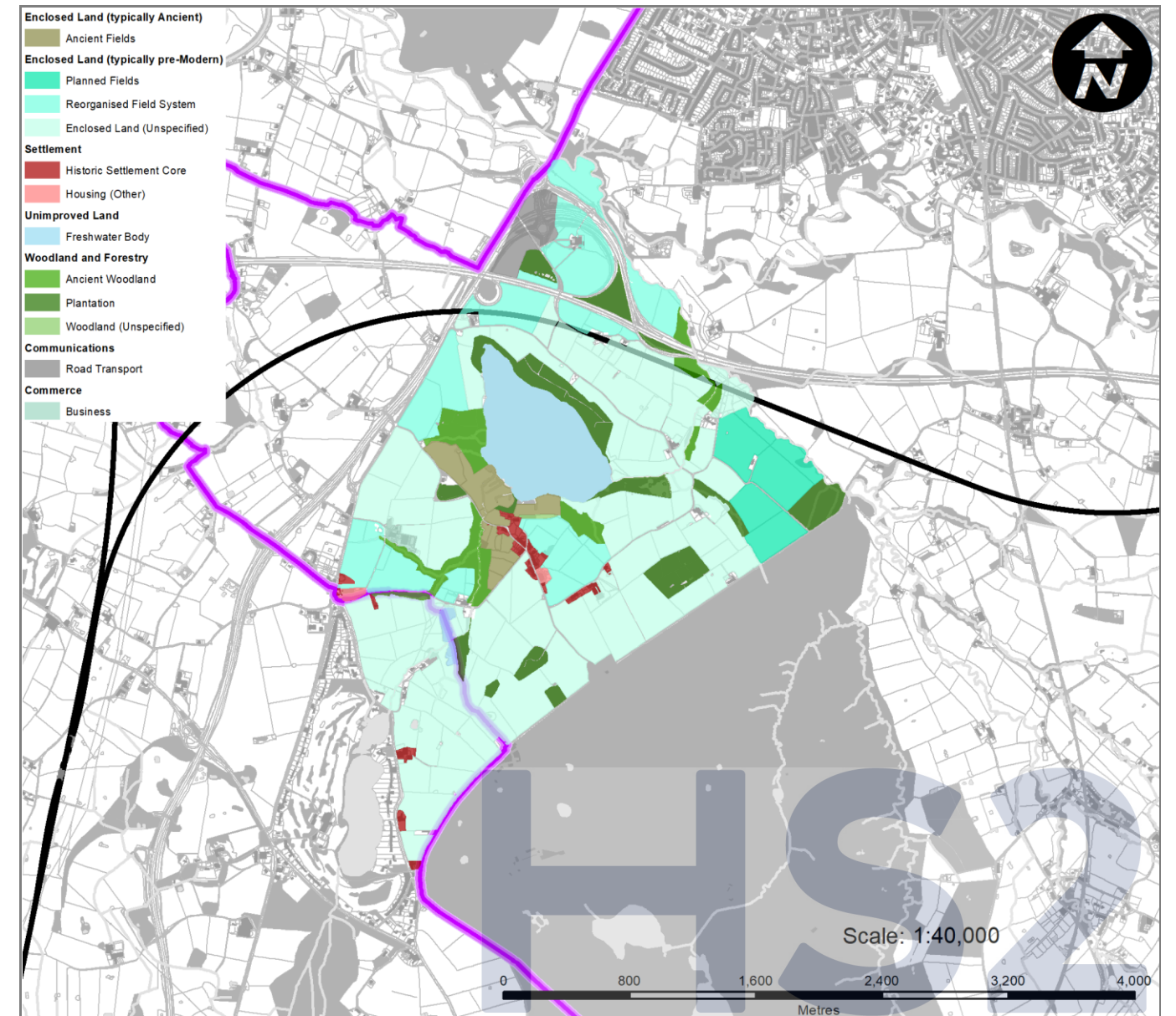
The HLCA surrounds the area of Rostherne Mere National Nature Reserve between the A55 Watling Street and western boundary of Tatton Park. The mere is a natural water body and is the largest within Cheshire. It was formed during retreating glaciers which created kettle holes and subsidence caused by the underlying rock dissolving away in the Palaeolithic period. Meres elsewhere within the Cheshire plains including at Tatton have been exploited for natural resources since the Mesolithic period. The mere is surrounded by mature woodland including Ancient Woodland and post-medieval plantations. The surrounding landscape is characterised by regularly shaped fields with straight boundaries dating to late post-medieval enclosure and 19th and 20th century rationalisation of field boundaries. There is an area of ancient fields around Rostherne that reflect patterns of farming close to the village in the medieval or post-medieval period.

Tributaries of the River Bollin including Rostherne Brook and Blackburn's Brook meander through part of the HLCA. These appear altered and managed to feed mills. A small-scale former mill now house, known as Cicely, is located along Rostherne Brook. Some Ancient Woodland survives along these tributaries including Banks Wood, Harpers Bank Wood and Wood Bongs.

Rostherne is the only village within the HLCA, with isolated farmsteads, farmhouses and cottages scattered throughout the rest of the landscape. Rostherne has medieval origins. The village is concentrated along Rostherne Lane between the Grade I listed Church of St Mary and the Grade II listed laundry building. The village includes the Grade II listed Ivy Cottages and Hill Farmhouse with other 19th and 20th century residential properties.

Throughout the rest of the HLCA there are a number of isolated brick-built 17th and 18th century farmsteads and timber-framed cottages. The pattern of hamlets and isolated farmsteads is characteristic of the increase in dairy farming which occurred in Cheshire in the 17th century.

The M56 junctions 7 and 8 with the A556 extends across the northern end of the HLCA. This is a substantial landscape feature and has severed field boundaries from motorway junction landscaping impacting on the legibility of historic field patterns.



HLCA detail © Crown copyright and database rights 2018 OS 100049190

**Asset value** Low

## Magnitude of impact

<b>Construction temporary</b>	Minimal adverse
<b>Construction permanent</b>	Minimal adverse
<b>Operation permanent</b>	No change

## Effect

<b>Construction permanent</b>	Negligible adverse
<b>Operation</b>	Neutral

## Commentary

The interest of the HLCA arises from its capacity to illustrate the development of patterns of local agriculture. Rostherne Mere demonstrates characteristics within the landscape from the Palaeolithic period. However, this has not shaped the medieval to post-medieval rural landscape. The legibility of elements of the historic landscape will be adversely impacted through removal of field boundaries by utilities crossing the HLCA's western side. The impact from the Proposed Scheme will be localised and the overall character will remain appreciable in a similar way to which character remains appreciable despite the presence of M56 junctions 7 and 8.

**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](mailto:HS2enquiries@hs2.org.uk)