

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement

Volume 5: Appendix HE-002-00000

Historic environment

Summary gazetteer, impact assessment table and
historic landscape character areas

MA01: Hough to Walley's Green

MA02: Wimboldsley to Lostock Gralam

MA03: Pickmere to Agden and Hulseheath

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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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1 Introduction

1.1 Purpose of this report

- 1.1.1 This report is an appendix to the historic environment assessment which forms part of Volume 5 of the Supplementary Environmental Statement (SES1) and Additional Provision 1 Environmental Statement (AP1 ES).
- 1.1.2 This document should be read alongside the High Speed Two (HS2) High Speed Rail (Crewe – Manchester) Environmental Statement published in 2022¹ (the main ES) and the Background Information and Data (main BID) reports² that accompanied it.
- 1.1.3 This report covers the following community areas (CA):
- Hough to Walley's Green (MA01);
 - Wimboldsley to Lostock Gralam (MA02); and
 - Pickmere to Agden and Hulseheath (MA03).
- 1.1.4 The historic environment assessment is detailed in the SES1 and AP1 ES:
- Volume 2, Community Area reports;
 - Volume 3, Route-wide effects; and
 - Volume 5, Appendix.
- 1.1.5 The historic environment appendices in the main ES comprise: a summary gazetteer, impact assessment table (IAT) and historic landscape character areas (HLCA).
- 1.1.6 This appendix provides descriptive information for:
- heritage assets that have been identified as the result of surveys carried out since the publication of the main ES and the main BID reports; and
 - heritage assets within the SES1 scheme and AP1 revised scheme areas.
- 1.1.7 All identified heritage assets discussed in this report are shown in the main ES, Volume 5 Historic environment Map Books: Map Series HE-01 and HE-02.

¹ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Environmental Statement*. Available online at: <https://www.gov.uk/government/collections/hs2-phase2b-crewe-manchester-environmental-statement>.

² High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Background Information and Data*. Available online at: <https://www.gov.uk/government/collections/hs2-phase2b-crewe-manchester-environmental-statement>.

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- 1.1.8 In order to differentiate between the original scheme and subsequent changes, the following terms are used:
- ‘the original scheme’ – the Bill scheme submitted to Parliament in January 2022, which was assessed in the main ES;
 - ‘the SES1 scheme’ – the original scheme with the changes described in SES1 that are within the existing powers of the Bill; and
 - ‘the AP1 revised scheme’ – the original scheme as amended by the SES1 changes and AP1 amendments.
- 1.1.9 As a result of the removal of the HS2 West Coast Mainline (WCML) connection (SES1-004-001), the effects reported in the main ES from construction and operation activities in the Broomedge to Glazebrook area (MA04) and the Risley to Bamfurlong area (MA05) will be removed.
- 1.1.10 Exceptions to this are at Dunham Woodhouses Conservation Area (Unique gazetteer identifier (UID) MA04_0062), Dunham Town Conservation Area (UID MA04_0215) and Woolden Moor (Little) (UID MA04_0224) where less than significant effects still occur. These effects remain as reported in the main ES.

1.2 Description of summary gazetteer

- 1.2.1 Table 1 below sets out the information provided in the summary gazetteer. This is located within the main ES, Volume 5, Appendix: HE-002-0MA01, HE-002-0MA02 and HE-002-0MA03¹. The summary gazetteer provides a synopsis of all known heritage assets within the study area for MA01, MA02 and MA03. A detailed gazetteer and further background information are provided in the main BID report BID HE-001-0MA01, BID HE-001-0MA02 and BID HE-001-0MA03².

Table 1: Information provided for each heritage asset in the summary gazetteer

Gazetteer heading	Information provided
UID	UID – every asset has been allocated a project specific reference, that identifies it by area and links to the baseline report, detailed gazetteer and map books.
Map reference	Map book reference – reference to the map book sheet on which the asset can be found.
NGR	National Grid Reference (NGR) – eight figure grid reference locating asset, no spaces.
Other reference	The Historic Environment Record (HER) reference number, where applicable.
Monument type	Classification of monument type using the definitions provided by the Forum on Information Standards in Heritage (FISH) Thesaurus of Monument Types.
Name	Asset name used on designation records or another clearly identifiable name.
Description	Summary asset description, including the contribution made by setting to value.
Period	Primary period from which the asset originates (period classifications are defined by FISH and presented in the Glossary and Definitions).
Designation and grade	Type and grade of historic environment designation where relevant.

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Gazetteer heading	Information provided
Heritage value	Value as set out in the Environmental Impact Assessment Scope and Methodology Report (SMR) ³ .

1.3 Description of impact assessment table

- 1.3.1 Table 2 sets out the information provided on the impacts on identified heritage assets relevant to the SES1 and AP1 ES assessment and the likely resulting environmental effects, taking into account agreed mitigation measures as set out in the IAT (Table 4, Table 5, Table 9, Table 10, Table 11 and Table 12).
- 1.3.2 Details on the assignment of values and the assessment of the scale of impacts are set out in the Environmental Impact Assessment SMR (see Volume 5, Appendix: CT-001-00001 in the main ES).

Table 2: Information provided in the impact assessment table

IAT heading	Information provided
UID	UID – every asset has been allocated a project specific reference, that identifies it by area and links to the baseline information report, detailed gazetteer and map books.
Map reference	Map book reference – reference to the map book sheet on which the asset can be found.
Name	Asset name used on designation records or another clearly identifiable name.
Designation and grade	Type and grade of historic environment designation where relevant.
Heritage value	Value as set out in the SMR.
Impact	Description and explanation of the magnitude of impact as set out in the SMR and described in relation to the construction phase (which may be temporary or permanent) and operation phase (which are permanent), as set out in the temporal scope of assessment in the SMR.
Effect	This is the overall significance of effect resulting from the permanent effects of the SES1 scheme/AP1 revised scheme that arise either during the construction or operation phases of the project, or both (as set out in the SMR). Effects can be adverse or beneficial, as stated in the IAT.

1.4 Historic landscape character areas

Introduction

- 1.4.1 The approach used for this assessment was a character-based method. It used historic landscape character (HLC) mapping derived from the national historic landscape character (NHLC) data. This was used in conjunction with data from the local and regional HLC

³ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Environmental Statement, Environmental Impact Assessment Scope and Methodology Report*, Volume 5, Appendix CT-001-00001. Available online at: <https://www.gov.uk/government/collections/hs2-phase2b-crewe-manchester-environmental-statement>.

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projects, to determine broad HLCA. HLCA are areas of coherent or distinctive historic landscape characteristics.

- 1.4.2 HLCA are described, including their key characteristics, description, and value, in Volume 5, Appendix: HE-003-0MA01 to HE-003-0MA03 of the main ES¹.
- 1.4.3 HLCA relevant to the SES1 and AP1 ES assessment are described below (Table 6, Table 7, and Table 8) in terms of their attributed value and assessment of impact, to determine the significance of effect of the SES1 scheme/AP1 revised scheme on the HLCA in accordance with the SMR in the main ES. Where details have not changed these are not repeated in the text below.

Magnitude of impact

- 1.4.4 The magnitude of impact includes consideration of the elements of the SES1 scheme/AP1 revised 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 SES1 scheme/AP1 revised scheme has also been considered. For example, an 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.

Significance of effect

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

2 List of acronyms

2.1.1 The following acronyms have been used in this report:

Table 3: List of acronyms

Acronym	Meaning
AP	Additional Provision
BID	Background Information and Data
ES	Environmental Statement
FISH	Forum on Information Standards in Archaeology
HER	Historic environment record
HLC	Historic landscape character
HLCA	Historic landscape character areas
IAT	Impact assessment table
NGR	National Grid Reference
NHLC	National historic landscape character
SES	Supplementary Environmental Statement
SMR	Scope and Methodology Report
UID	Unique gazetteer Identifier
WCML	West Coast Main Line

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3 Impact assessment tables

Table 4: Impact assessment table for MA02: Removal of MA02 Borrow Pit D, north of Moss Lane (SES1-002-002)

UID	Map reference ⁴	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
MA02_0214	HE-01-307-R2	Royal Air Force (RAF) Cranage Airfield	Non-designated	Low	No change No change is predicted because MA02 Borrow Pit D is no longer required and the character of the airfield will be unaltered.	No change No change is predicted because MA02 Borrow Pit D is no longer required and the character of the airfield will be unaltered.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral
MA02_0218	HE-01-307-R2	World War II defences of the former airfield of RAF Cranage	Scheduled monument	High	No change No change is predicted because MA02 Borrow Pit D is no longer required and the setting of the asset will be unaltered.	No change No change is predicted because MA02 Borrow Pit D is no longer required and the setting of the asset will be unaltered.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral
MA02_0226	HE-01-307-R2	Rosebank House	Listed building Grade II	Moderate	No change No change is predicted because MA02 Borrow Pit D	No change No change is predicted because MA02 Borrow	No change No change is predicted because	Temporary: Neutral Construction

⁴ Map reference refers to the main ES Map Books: Map Series HE-01 and HE-02, available at: High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Environmental Statement*. Available online at: <https://www.gov.uk/government/collections/hs2-phase2b-crewe-manchester-environmental-statement>.

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UID	Map reference ⁴	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
					is no longer required and the setting of the asset will be unaltered.	Pit D is no longer required and the setting of the asset will be unaltered.	there are no adverse impacts on the asset's value from increased noise and movement.	permanent: Neutral Operation: Neutral
MA02_0325	HE-01-307-R2	Command Centre at RAF Cranage	Non-designated	High	No change No change is predicted because MA02 Borrow Pit D is no longer required and the setting of the asset will be unaltered.	No change No change is predicted because MA02 Borrow Pit D is no longer required and the setting of the asset will be unaltered.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral

Table 5: Impact assessment table for MA03: Removal of the HS2 West Coast Main Line connection (SES1-004-001)

UID	Map reference ⁴	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
MA03_0058	HE-01-312a	Ovenback Cottage	Listed building Grade II	Moderate	Minimal adverse Minimal adverse is predicted because construction work associated with the SES1 scheme will occur in this location. The main ES reported that machinery associated with the construction of High Legh cutting and High Legh cutting	No change No change is predicted as a result of the removal of the HS2 WCML connection because the setting of the asset will be unaltered.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Minor adverse Construction permanent: Neutral Operation: Neutral

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UID	Map reference ⁴	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
					<p>retaining wall would result in a moderate adverse effect. The removal of the HS2 WCML connection means machinery related to these scheme elements will now not be present.</p> <p>However, the SES1 scheme will still include utilities diversions along Moss Lane and Agden Lane and in adjacent fields. Despite existing noise from the M56, additional noise and construction activity associated with this work will alter the experience of the asset and disrupt the legibility of the association between the former bakery and the rural hamlet it once served. This will reduce the contribution made by setting to the value of the asset.</p>			
MA03_0106	HE-01-312a	Agden Hall Farm	Non-designated	Low	<p>No change</p> <p>No change is predicted because the removal of the HS2 WCML connection</p>	<p>No change</p> <p>No change is predicted because the removal of the HS2 WCML connection means the</p>	<p>No change</p> <p>No change is predicted because there are no adverse impacts on the</p>	<p>Temporary: Neutral</p> <p>Construction permanent: Neutral</p>

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UID	Map reference ⁴	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
					means the setting of the asset will be unaltered.	setting of the asset will be unaltered.	asset's value from increased noise and movement.	Operation: Neutral
MA03_0144	HE-01-312a	Group of levelled rectilinear banks and ditches representing the former gardens of Agden Hall	Non-designated	Low	No change No change is predicted because the removal of the HS2 WCML connection means there will be no effect on the asset.	No change No change is predicted because the removal of the HS2 WCML connection means the asset will not be physically impacted.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral
MA03_0168	HE-01-312a	Bridgewater Canal - Leigh Branch [from Worsley to Leigh]	Non-designated	Moderate	No change No change is predicted because the removal of the HS2 WCML connection means the setting of the asset is unaltered. The SES1 design change also applies to elements of the Bridgewater Canal located in MA04 (MA04_0082).	No change No change is predicted because the removal of the HS2 WCML connection means the setting of the asset is unaltered. The SES1 design change also applies to elements of the Bridgewater Canal located in MA04 (MA04_0082).	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral

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Table 6: Historic landscape character MA01: Additional commentary due to the presence of committed development MA01/453S

HLCA	Value	Commentary	Construction permanent - impact	Operation permanent - impact	Effect
MA01_HLCA03 Crewe Mosslands	Moderate	The HLCA has interest due to the landscape's capacity to illustrate and provide evidence for historic rural land use north of Crewe, particularly former mosslands. The WCML has led to some localised reorientation of earlier fields, which has affected how the landscape can be experienced. A solar farm on land adjacent to Drury Lane, Warmingham (MA01/453S) will be located on the eastern side of the HLCA. The HS2 route will follow the eastern side of the WCML, adding another element of modern railway infrastructure into the landscape. This will result in some physical loss of boundary features and affect the way in which the historic landscape is experienced and can be understood.	Medium adverse	Low adverse	Construction permanent: Moderate adverse Operation: Minor adverse

Table 7: Historic landscape character MA02: Removal of MA02 Borrow Pit D, north of Moss Lane (SES1-002-002)

HLCA	Value	Commentary	Construction permanent - impact	Operation permanent - impact	Effect
MA02_HLCA03 Stublach Plain	Low	The interest of the HLCA arises from its capacity to illustrate heathland clearance and historic settlement patterns. The HLCA also illustrates the limited impact of a Second World War airfield on the rural Cheshire landscape. The SES1 scheme will follow the line of existing transport routes, the A533 King Street and A556 Shurlach Road through the western portion of the HLCA. This will alter parts of the HLCA, including the removal of field boundaries causing a minimal adverse impact to the overall character and legibility of the HLCA. The SES1 scheme design change will remove MA02 Borrow Pit D, north of Moss Lane. There will be no change to surviving parts of the RAF Cranage airfield in the east of the HLCA.	Minimal adverse	Minimal adverse	Construction permanent: Negligible adverse Operation: Negligible adverse

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Table 8: Historic landscape character MA03: Removal of the HS2 West Coast Main Line connection (SES1-004-001)

HLCA	Value	Commentary	Construction permanent - impact	Operation permanent - impact	Effect
MA03_HLCA04 Hulseheath	Low	The HLCA is of limited interest, which arises from the landscape's capacity to illustrate the development of local agricultural patterns. The historic landscape value is limited by the scale of late 19th - 20th century alterations to its field systems. The introduction of major transport infrastructure reduces the coherency of the landscape. Historic field boundaries, woodland and marl pits located within the land required for the construction of the SES1 scheme's footprint will be removed. This will adversely impact the legibility of the agricultural landscape within the HLCA. The removal of the HS2 WCML connection results in reduced change in the north of the HLCA in comparison with the original scheme.	Medium adverse	No change	Construction permanent: Minor adverse Operation: Neutral
MA03_HLCA06 Agden	Low	The HLCA is of interest as it illustrates how the Bridgewater Canal has shaped land use and field boundaries within the HLCA. It includes later post-medieval and modern fields and the Bridgewater Canal, which are broadly aligned east-west. The HLCA will not be altered due to the removal of the HS2 WCML connection. The canal will continue to be navigable and the influence of the construction of the canal within the historic landscape will continue to be legible.	No change	No change	Construction permanent: Neutral Operation: Neutral

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5 Impact assessment tables

Table 9: Impact assessment table for MA01: Additional land permanently required for the realignment and extension of Crewe tunnel (AP1-001-001)

UID	Map reference ⁴	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
MA01_0157	HE-01-302	Bridge Farm and former farmstead, Parkers Road	Non-designated	Low	No change No change is predicted because the asset's setting makes minimal contribution to its value.	Minimal adverse The asset would have been located in the land required for the construction of the original scheme. The main ES reported it would have been demolished and the archaeological remains associated with the former farmstead removed. The AP1 amendment will result in the extension of the Crewe tunnel and a change to the land required for the construction of the AP1 revised scheme. The asset will now be retained. However, the asset will be within the 10mm settlement contour associated with the Crewe tunnel.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Negligible adverse Operation: Neutral

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Table 10: Impact assessment table for MA01: Additional land permanently required for the provision of landscape earthworks adjacent to Copenhall Moss north embankment (AP1-001-007)

UID	Map reference ⁴	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
MA01_0168	HE-01-303	Roman Road – Nantwich to Middlewich (Margary No. 700)	Non-designated	Low	No change No change is predicted because the asset's setting makes minimal contribution to its value.	Low adverse The asset will be located partially within the land required for the AP1 amendment. The main ES reported that archaeological remains associated with the asset would be removed by two construction traffic routes which cross the asset between the A530 Middlewich Road and the route of the AP1 revised scheme. The AP1 amendment will introduce an additional impact due to landscape mitigation earthworks which will remove further archaeological remains. The asset will also be impacted in MA02 (MA02_0001). The impacted area represents only a small element of the entire preserved length of the archaeological remains of the Roman road.	No change No change is predicted because there are no further adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Minor/Negligible adverse Operation: Neutral

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Table 11: Impact assessment table for MA02: Additional land temporarily required for the provision of surface water drainage at A530 Nantwich Road satellite compound (AP1-002-001)

UID	Map reference ⁴	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
MA02_0001	HE-01-304b	Roman Road – Nantwich to Middlewich (Margary No.700)	Non-designated	Low	No change No change is predicted because the asset's setting makes minimal contribution to its value.	Low adverse The asset will be located partially within to the land required for the AP1 amendment. The AP1 amendment will introduce an impact due to a drainage channel, which will remove archaeological remains. The asset will also be impacted in MA01 (MA01_0168). The impacted area represents only a small element of the entire preserved length of the archaeological remains of the Roman road.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Minor/ Negligible adverse Operation: Neutral

Table 12: Impact assessment table for MA02: Additional land required for modifications to the A54 Chester Road/A530 Croxton Lane junction (AP1-002-007)

UID	Map reference ⁴	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
MA02_0073	HE-01-305-R1	Gates and railings to Middlewich Cemetery	Listed building Grade II	Moderate	Low adverse The AP1 amendment will result in local road network alterations. This will be	No change The AP1 amendment will result in local road network alterations. This will result in	No change No change is predicted because there	Temporary: Minor adverse Construction

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UID	Map reference ⁴	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
					undertaken immediately south of the asset within the A54 St Michael's Way, pavement and verge. The ability to understand and appreciate the solemnity of the formal entrance to the cemetery, which is a place of reflection, will be temporarily altered by the presence of construction machinery immediately south of the asset.	the A54 St Michael's Way removing some of the verge between the asset and carriageway. However, this will not change how the asset can be appreciated as the formal entrance to the cemetery which is a place of reflection.	are no adverse impacts on the asset's value from increased noise and movement.	permanent: Minor adverse Operation: Neutral
MA02_0292	HE-01-305-R1	Middlewich Area of Archaeological Potential	Non-designated	Moderate	No change No change is predicted because the asset's setting makes minimal contribution to its value.	Low adverse The asset will be partially located within the land required for the AP1 amendment. The main ES reported that archaeological remains would be removed by diversion of utilities along the A54 St Michael's Way and A54 Kinderton Street. The AP1 amendment will introduce further impacts along the road and pavement to archaeological remains from the Roman, early medieval, medieval and post-medieval periods. The	No change No change is predicted because there are no further adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Minor adverse Operation: Neutral

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MA01, MA02 and MA03

Summary gazetteer, impact assessment table and historic landscape character areas

UID	Map reference ⁴	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
						road has already been subject to construction likely to have removed most archaeological remains.		

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