

7. STATEMENT OF POTENTIAL

The desk-based assessment has demonstrated that the main areas of concentrated activity within the Forge Works site comprise the former factory zone (Zone A), with some continuation of these works and built water management towards the eastern extent of the site (Zone C). The historic mapping shows that an area to the south of the now canalised Black Brook (immediately south of the currently extant chimney) was the original site of the earliest paper mill in the early 1800's. Later, structures including the chimney and settling tanks were built on the north side of the brook.

However, although Zone A and Zone C are the areas with the best potential for survival of sub-surface remains relating to the earliest factory, the potential for recovering information may have been reduced by the erection of later factory buildings on the site (now demolished) and the construction of a large concrete pad and terracing in many areas of Zone A, all of which may have truncated earlier deposits.

Within Zone A and Zone C there are some extant elements of built water management in the form of retaining walls, the reservoir and sluices, believed to date to the time of the original works, which are of archaeological interest. However, some of these features, including finely constructed buttressed walls, have been partially demolished in places, reducing the potential for recovering information associated with water management associated with the earliest mill. Other built features are overgrown, which prevents accurate rapid assessment of their survival or interest. In addition a smaller northern pond/reservoir is presently infilled and buried beneath demolition rubble.

The eastern part of Zone C contains a modern infilled landfill tip, which is an area of low archaeological potential.

The southern extent of the site (including Zone B3) is bounded by the Peak Forest Tramway, a monument that has been surveyed in detail (ARCUS 2006). A number of elements of interest survive, such as crenellated walls, stone sleeper blocks, a milestone, and the remains of a lengthsmen's house. An air raid shelter associated with the tramway is said to be located in Zone B3, but has not been identified in detail. The Forge Mill Works brick loading shed is located abutting to the central portion of the Peak Forest Tramway at the southern extent of the site, and is identified as a site of interest by ARCUS (2006 Site 14). This structure has now been partially demolished, reducing its archaeological potential and significance.

Three parts of the site, Zone B1 to the west, Zone B2 to the north and zone B3 to the south are presently fields which appear to have been free from development in the past. Zone B1 to the west comprises an area of marshy land with possible spoil tips or natural hummocks and is considered an area of low archaeological potential. Zone B3 contains the site of an air raid shelter but nothing more can be confidently stated concerning its archaeological potential. Similarly, there are no known indicators of the archaeological potential of Zone B2. However, the topographical position of Zone B2, containing valley top and slope, is often a topographic focus for past settlement and landuse.

8. STATEMENT OF SIGNIFICANCE

The demolition of the Forge Works site, although largely a demolition of later factory structures, has significantly reduced the significance of this site as relates to extant remains, such as standing structures, and only small areas of significant heritage assets remain above ground. These remaining areas of significance include some small sections of early walling, mostly concentrated around the canalised section of the Black Brook, and structures associated with water management to the east (Zone A/C). The overgrown nature of the built features around the brook, and the infilling of other features with demolition rubble, makes the exact significance of these remaining features difficult to assess at present.

Zone A around the canalised Black Brook (south and east of the extant chimney) comprises the area where sub-surface remains relating to the earliest factory may potentially be preserved. However, it is also likely that the erection of later factory buildings on the site (now demolished) and the construction of a large concrete pad and terracing has truncated earlier deposits to a degree. Because of this, it is presently not possible to ascertain the full potential significance of this small area of buried deposit at the site.

The Peak Forest Tramway at the southern extent of the site is a non-designated heritage asset and its significance is elevated by the fact that it is presented as a monument to the public (interpretation board) and that it also serves as a public footpath.

One remaining range of buildings The Forge Mill Works brick loading shed has had its significance reduced because of its partial demolition.

9. POTENTIAL IMPACTS ON SIGNIFICANCE

Further demolition of the last remaining built elements of the factory (chimney, buttressed walls, loading shed and water management features) will impact upon the significance of these remains.

If sub-surface archaeological deposits relating to the early works survive beneath the existing concrete pads and later foundations within Zone A, then the proposed housing development will impact upon the significance of these remains.

Any works that impact upon the Peak Forest Tramway and its associated monuments will reduce its significance, this includes the Air Raid Shelter in Zone B3.

There are no sites that are likely to or may have their setting altered by the proposed development (as outlined in Section 6.3).

The archaeological significance of Zones B3, B2 and B1 is largely unknown, although it is felt that B1 is of low archaeological potential. PS5 Policy HE 6.1 states that 'where desk-based assessment is insufficient to properly assess the interest, a field evaluation' is required (CLG 2010, 6). However, the present redevelopment proposals depict no built structures in Zones B2 and B3 there is therefore likely to be little impact upon the significance of the potential buried resource within these areas.

10. RECOMMENDATIONS

A number of the surviving remains relating to the factory (chimney, buttressed walls, loading shed) and, most frequently, built water management features associated with the works, remain unrecorded although their significance has been reduced by extensive demolition and infilling. These features would benefit from low-level archaeological recording such as photographic recording during an archaeological watching brief. This work could be dealt with by a condition attached to the planning permission.

The present plan for the re-development appears to incorporate the remaining aspects of built-water management around the Black Brook into its design. It is recommended that this is ensured, and that an archaeological watching brief is undertaken in any areas where there is a chance for remains to be impacted upon during construction.

The present plan for the re-development appears to incorporate the numerous non-designated heritage assets associated with the Peak Forest Tramway into its design. It is recommended that this is ensured, and that an archaeological watching brief is undertaken in any areas where there is a chance for remains to be impacted upon during construction.

If redevelopment was to occur in Zones B2 and B3 then under PPS Policy HE 6.1 a field evaluation might be required. However, the present redevelopment proposals depict no built structures in Zones B2 and B3 and no further work may be required. It is considered that B1 is of low archaeological potential.

The sole area where sub-surface archaeological deposits relating to the early mill works might survive is beneath the existing concrete pads and later foundations within Zone A. At present the level of truncation of earlier deposits by later interventions is unknown. The central portion of Zone A is the sole area where Derbyshire County Council may decide that highly targeted pre-determination archaeological evaluation in the form of evaluation trenching is required (perhaps after removal of the concrete pad).

11. STATEMENTS AND ACKNOWLEDGEMENTS

11.1 Publicity, Confidentiality and Copyright

Any publicity will be handled by the client.

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11.3 Acknowledgements

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