Appendix 2 – Catalogue of HER Data. ARCUS 2006 SURVEY SITES NOTED IN BOLD.

Key to DHER UID Legend: **MDR10625** = Polygon, MDR10625 = Point, MDR10625 = Polyline.

DHER UID	MON TYPE	PERIOD	NAME	SUMMARY
MDR10625	RAILWAY VIADUCT	Post Medieval to Modern	Railway Viaduct (East), Chapel Milton	Late 19th century railway viaduct. The later of two great curving stone railway viaducts at Chapel Milton, carrying two sides of the triangular railway junction between the Midland Railway lines to Manchester, Sheffield and Buxton. The viaducts span the Chapel-Glossop road, the Black Brook and the course of the Peak Forest Tramway. The second viaduct was completed in 1902 and carried the Buxton - Sheffield line. Gritstone viaduct with stone arches, built in 1892 to 1893. Engineered by J A McDonald. Built by former Midland Railway to link with its new trans-Pennine route via the Hope Valley and Cowburn Tunnel, opened in 1894. Passenger services withdrawn in 1968, but still used for heavy mineral traffic from Buxton area to South Yorkshire and East Midlands. The south boundary of the Peak Forest Tramway is locally formed by a viaduct pier. **ARCUS 2006 Feature No. 18c3**
MDR10946	AIR RAID SHELTER	Modern	Air Raid Shelter, Forge Mill, Chapel-en-le-Frith	World War II air raid shelter. Air raid shelter built c. 1939 for Forge Mill workers during World War II. The shelter is visible as a flat-topped earth bank with a plantation of coppiced woodland to give camouflage from aerial observation. **ARCUS 2006 Feature No. 9h1a**
MDR10959	STONE QUARRY	Post Medieval	Stone Quarry, Milton, Chapel-en-le-frith (site of)	Site of stone quarry. Former quarry site built over by Ferodo water works. **ARCUS 2006, Feature No: 19h1**
MDR483	BARN, FARMHOUSE	Post Medieval	Lower Courses farmhouse and barn, Crossings Road, Chapel-en-le-Frith	17th century farmhouse and barn with later additions and alterations

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MDR484	INN	Post Medieval to Modern	Old Hall Inn, Whitehough, Chapel-en-le-Frith	Inn/Public house, partly 17th century with later additions and partly early 19th century
MDR485	BLEACH WORKS, MILL POND, PAPER MILL, WEIR, RAILWAY SIDING	Post Medieval	Forge Mill, Chinley	19th century paper mill/bleach mill linked with the Peak Forest Tramway via sidings. The extent depicted on the map is that of the 19th century works and mill pond.. **ARCUS2006 feature 14.**
MDR490	RAILWAY SIDING, TRAMWAY	Post Medieval	Tramway Sidings, New Road Kilns to Brookside Road, Buxworth, Peak Forest Tramway	Mid 19th century tramway sidings. Tramway opened soon after the completion of the Peak Forest canal branch to Buxworth in 1800. The Peak Forest Tramway was opened soon after the completion of the Peak Forest Canal to Buxworth Basin in 1800. The tramway network was built to bring in limestone and gritstone from the local quarries to the canal at Buxworth, where it would be burnt for agricultural use or transferred to the canal. Just to the east of the basin, the tramroad splayed into a whole network of spurs and sidings serving the kilns and various wharves. The most conspicuous visible remains of the tramway at the wharf is the 10-15 ft millstone grit embankment and bridge over Black Brook, and an adjoining path which took the most northerly branch of the tramway to the kilns on the north side of Black Brook. Just to the east of the raised section is a line of 10 gritstone sleepers. Siding running east from the New Road kiln mouths platform, past the weighbridge house, to join the elevated tramway branch. Built in the late 1860s as a solution to the New Road kilns bottleneck, and to avoid gritstone traffic between Crist/Barren Clough quarries and the basin. Raised trackbed above gritstone retaining wall. **ARCUS 2006 Feature Nos 5a, 5a1, 5a1a, 5a3, 5a3a-b, 5a4, 5e1**
MDR497	PAPER MILL, RESERVOIR	Post Medieval	Reservoirs, Stephanie Works (Whitehall Paper Mills), Chapel-en-le-Frith	19th century reservoirs for processes at paper mills. Reservoirs associated with Whitehall Paper Mills (SMR 3599) on the opposite side of the Peak Forest Tramway. They were presumably for process water rather than for powering machines, as water for the latter was provided by the millpond to the north-east.

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				Walled reservoir compound. Mortared gritstone rubble wall in two sections, with concrete step flight between. The embayment houses water storage reservoirs for processes at Stephanie Works, with additional space at west end. Present on 1879 OS map. Reservoirs presumably for process water, rather than for powering machines, as this was provided by the millpond. **ARCUS 2006 Feature No. 9b2**
MDR543		CORN MILL	Post Medieval	Milton, Corn Mill	Post medieval corn mill in use until the mid 19th century. Corn-mill on the bank of Huckholme Brook. It was pond fed, although the pond has now gone. The mill has a stone roof. It was used for grinding corn until the mid 19th century. The wheelhouse survives as a lean-to at the rear of the building [in 1970]. It is unclear whether this building is still in existence. The record's polygon has been plotted using the OS maps and overlies a later 'works' building.
MDR551		RAILWAY VIADUCT	Post Medieval to Modern	Railway Viaduct (West), Chapel Milton	Mid 19th century railway viaduct. The earlier of two great curving stone railway viaducts at Chapel Milton, carrying two sides of the triangular railway junction between the Midland Railway lines to Manchester, Sheffield and Buxton. The viaducts span the Chapel-Glossop road, the Black Brook and the course of the Peak Forest Tramway. The first viaduct was completed in 1866 and carried the Buxton - Manchester line. **ARCUS 2006 Feature No. 18c1**
MDR562		CHIMNEY, MILL POND, PAPER MILL, WATERMILL	Post Medieval	Bridgeholm Mill, Bridgeholm Green, Chinley	19th century paper mill, chimney and mill pond. Now used for storage. The 1st ed. 25" OS map of c. 1880 names the building as a 'Paper Staining Mill', with a chimney to the north On the 2nd edition it is described as a 'Wadding Mill'.
MDR562		CHIMNEY, MILL POND, PAPER MILL, WATERMILL	Post Medieval	Bridgeholm Mill, Bridgeholm Green, Chinley	19th century paper mill, chimney and mill pond.
MDR562		CHIMNEY, MILL POND, PAPER MILL, WATERMILL	Post Medieval	Bridgeholm Mill, Bridgeholm Green, Chinley	19th century paper mill, chimney and mill pond
MDR562		CHIMNEY,	Post Medieval	Bridgeholm Mill,	19th century paper mill, chimney and mill pond

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		MILL POND, PAPER MILL, WATERMILL		Bridgeholm Green, Chinley	
					Site of paper mill erected in 1781 but out of use by 1896. Dam, weirs and chimney still survived in 1984. The Whitehall Paper Mill was established by John Ibbotson in c. 1800 and was served by the Peak Forest Tramway. Dams, weirs and an octagonal brick chimney on a stone base still survive [in 1984]. Other buildings are mainly modern. The mill is said to have been erected in 1781. Local directories record John Ibbotson there from 1825, to be succeeded by members of the Hughes family from 1842. The mill was enlarged in 1821 and again in 1836. It had about 100 employees in 1840 and in 1848 must have been sufficiently active for there to be a Paper Mill Tavern in Chapel-en-le-Frith. The mill was again extended in 1866 and in 1879. However, by 1896 the mill is described as 'not in working order, to let, sell, etc.' The paper for the first issue of the 'London Illustrated News' is said to have been made here, and also the largest sheet of paper ever made up until that time (1830). In the early 1800s John Booth purchased some land and in 1806 erected a paper mill. The mill continued as a paper mill through several owners, but was later purchased by John Welch who converted it into a bleach and dying mill. It continued with the Welch family until 1945 when the firm became a public company (Bernard Wardle and Company Limited). On April 28 1947 a fire destroyed the finishing end of the factory together with the making-up and finished goods warehouse. The company finally closed down completely and land and buildings were sold for other uses. Only the works reservoir remains of the earliest works site, while the only remains of the sidings are sleeper stones.
MDR9537		RAILWAY SIDING, PAPER MILL, CHIMNEY, DAM, WEIR	Post Medieval to Modern	Whitehall Paper Mill & Peak Forest Tramway sidings (site of), Whitehall, Chapel-en-le-Frith	Site of the Whitehall Paper Mill, now the Stephanie Works. The 1st edition OS map appears to show buildings on both sides of the track, but substantially more on the present day location of the works, by the side of Black Brook. There is no evidence of any of the small sidings which are indicated on the OS map. It is possible that two of the buildings, by the side of the track, could be older as they are constructed of gritstone and do not look new in style. *ARCUS 2003. Feature number: 13, Digital*

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				photograph. 22-25
MDR9540	RAILWAY WORKERS COTTAGE, TRAMWAY	Post Medieval	Former Lengthsman's House, East of Forge Mill Reservoir, Peak Forest Tramway	Late 18th/early 19th century Lengthsman's house. The remains of a structure contemporary with the Peak Forest Tramway (shown on the 1st edition OS) situated just south of the tracks. Three tumbled walls survive, of roughly dressed gritstone blocks, held together with a lime mortar. The last remains of plaster on the interior walls can still be seen. The structure is approximately twelve metres long, four metres wide and 1.6m at its highest point. The function of the building is unclear, but was possibly a plate layer's cabin. Ruins of two small rubble gritstone structures, with brick outshot, set against a quarried face in a rectangular enclosure to the south of the trackbed. The surviving remains suggest a dwelling to the west end, having the remnants of a chimney flue against the south wall, built into the bank, and an attached earth closet. A smaller structure to the east appears to have been a cart shed or store. It is probably a former lengthsman's house, built 1794 to 1796, but rebuilt 1803 as it was in the way of track widening. **ARCUS 2006 feature 16**
MDR9542	REVETMENT, TRAMWAY, LIME KILN, SPOIL HEAP	Post Medieval	North Boundary Wall,Waste Bank, Limekilns and Loading Bay, Charley Lane to Stodhart Tunnel, Peak Forest Tramway	Late 18th century drystone retaining and boundary wall, waste bank, limekilns and loading bay
MDR9542	REVETMENT, TRAMWAY, LIME KILN, SPOIL HEAP	Post Medieval	North Boundary Wall,Waste Bank, Limekilns and Loading Bay, Charley Lane to Stodhart Tunnel, Peak Forest Tramway	Late 18th century drystone retaining and boundary wall, waste bank, limekilns and loading bay
MDR11899	PRIMITIVE METHODIST	Post Medieval	Primitive Methodist Chapel,	A former 19th century Primitive Methodist Chapel, Whitehoughhead Lane, Whitehough that is now a private residence. The 1st ed. 25" OS map c. 1880 shows a

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	CHAPEL		Whitehoughhead Lane, Whitehough	Primitive Methodist Chapel on Whitehoughhead Lane, Whitehough.
MDR 12779	WALL BOX	Post Medieval to Modern	Victorian Post Box, Ne Smithy, Chinley	A Victorian post box mounted in the wall of Toll Bar View, New Smithy.
MDR 12780	SCHOOL	Post Medieval to Modern	School Houses, New Smithy, Chinley	Former boys and girls school, re-built in 1834 and enlarged in 1872. Out of use as a school by the end of the 19th century. The 1st ed. 25" OS map of c. 1880 shows the buildings as 'School (Boys & Girls)'. (2) It is not named on the 2nd edition, and had presumably gone out of use as a school by that time. There are two carved stone plaques on a row of houses in New Smithy. One reads 'CHINLEY / BRITISH SCHOOL / RE-BUILT 1834 ' ENLARGED 1878', the other is difficult to decipher from the photograph attached to the County Treasure record, but appears to be as follows: 'This School built by / Subscription of the / Land Owners and Leypayers / of Chinley and Brownside / and the School House at / the / expence of John Lingard of / Astley in the County of / Lancaster son of John Lingard / formerly of Dakins in Chinley / Parish of Glossop / County of Derby 1846
MDR 12781	BOUNDARY STONE	Post Medieval	Boundary stone, Leaden Knowle, Chinley	Stone indicating the boundary between the former townships of Bugsworth and Chinley. Stone divided vertically by a shallow incised line, each half having an arched top. The stone is inscribed 'Townships of Bugsworth and Chinley' 1700-1900.
MDR10942	STILE	Post Medieval	Stile, West of Sewage Works, Peak Forest Tramway, Chapel-en-le-Frith	Late 18th/early 19th century stone squeeze stile. Narrow stone squeeze stile, with a well-worn through-stone base projecting on both sides, possibly original or from the 1803 widening. Access from a footpath across fields from the south-west onto the Peak Forest Tramway trackbed. No evidence of continuation north, so the assumed continuation must be via the trackbed. **ARCUS 2006 Feature No.**
MDR10945	CULVERT	Post Medieval	Culvert, South of Forge Mill, Peak Forest Tramway	Early 19th century culvert. Culvert carrying surface run-off under the Peak Forest Tramway trackbed. The culvert is thought to have been constructed as part of the 1803 widening, and superseded by a diversionary ditch carrying run-off westward to a new culvert 100m further west. **ARCUS 2006 Feature No. 9g2b**
MDR10955	CULVERT	Post Medieval	Culvert, Whitehough, Peak Forest Tramway	Late 18th century stone slab culvert.. Original culvert of stone slab construction, issuing at the sharp westerly bend. Constructed 1794 to 1796. **ARCUS 2006 Feature No. 11b1**
MDR10956	MILEPOST, TRAMWAY	Post Medieval	Milepost 16, West of Forge Mill, Peak	Late 19th century gritstone milepost. Smooth-dressed gritstone milepost, rectangular section with rounded top, and no inscription as the numbers would have been

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			Forest Tramway	painted on when in use. Milepost 16, installed in the 1880s, one of the canal/tramway mileage indicators. **ARCUS 2006, Feature 11f2b**
MDR538	CHAPEL	Post Medieval	Chinley Chapel-(independent)	
MDR563	MILL, DAM	Medieval	Hill End Mill (site of)	Site of a mill (not now visible) & a dam (partly visible). No known date or other information. Dressed stone occasionally found in the field.
MDR9534	TRAMWAY	Post Medieval	Stone sleeper blocks, nr. Whitehough : Peak Forest Tramway	Nine exposed stone sleeper blocks, presumably in situ. Where visible, the blocks have three holes in them. This area is still used as a road and this has caused the sleepers to become exposed. *ARCUS 2003. Feature number: 10, Digital photograph. 19*
MDR 9535	REVETMENT	Post Medieval	Retaining Wall, near Whitehough Sewage Works, Peak Forest Tramway	Boundary wall retaining the Peak Forest Tramway track alongside Black Brook. Constructed of drystone irregular gritstone blocks, approximately one metre high. The wall is repaired in places and is overgrown with moss, vegetation and has large trees growing out of it. In the section after Whitehough Head Lane, the wall is very tumbled. From Forge Mill to the sewage works the wall has been completely rebuilt. *ARCUS 738b. Feature number: 11 Digital photograph. p 20*
MDR9536	TRAMWAY	Post Medieval	Stone sleeper block, nr. Whitehough Head Lane: Peak Forest Tramway	Stone sleeper block, possibly in situ. There are three holes in its upper surface, not in alignment. The general line of the holes is in line with the track, whereas in other locations the line of the holes is perpendicular to the direction of the track. *ARCUS 738b. Feature number: 12 Digital photograph. p 21*
MDR9539	TRAMWAY	Post Medieval	Stone sleeper blocks, Forge Mill; Peak Forest Tramway	Fifteen stone sleeper blocks are exposed. Where visible, the blocks have three holes in them which are perpendicular to the direction of the Peak Forest Tramway track. The middle hole of the three is set slightly out of line to the other two and is slightly above. Some of the blocks show an indent for the saddle. The blocks are probably in situ. *ARCUS 2003. Feature number: 15, Digital photograph. 30*
MDR10947	CULVERT	Post Medieval	Culvert, East of Forge Mill, Peak Forest Tramway	Late 18th century stone culvert. Buried southern mouth of a stone-built culvert beneath the Peak Forest Tramway trackbed, immediately west of a ruined lengthsman's house. The culvert carries a small stream flowing along a field boundary across into a leat where it enters the Forge Mill reservoir; it may have been cut deliberately to bring water into the pond. Built in 1794, then lengthened for the 1803 widening of the track. A galvanized tube section on the north side suggests recent repair.

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				ARCUS 2006 Feature No's 9h2c, 11h1a
MDR10954		CULVERT	Post Medieval	Culvert, Sewage Works east of Forge Mill, Peak Forest Tramway	Late 18th/early 19th century slab culvert of box section. Slab culvert of box section running under the trackbed towards the west end of the sewage works; fed by a drain from the south,and apparently exiting via a piped culvert under the sewage works to a visible exit in Black Brook. Constructed between 1795 and 1803, and originally flowing into an open channel before construction of the sewage works in the 20th century. Presumed to have been drystone originally. **ARCUS 2006 Feature No's 9i2, 11j3a**
MDR10958		FIELD BOUNDARY, TRAMWAY	Post Medieval	Field Boundaries, Chinley South Junction, Peak Forest Tramway	Late 18th century drystone field walls. Drystone field walls, some with vernacular and some with formal castellated copestones, possibly enclosing land owned by Peak Forest Tramway. Perhaps built 1795-1796 as part of original construction. Modern squeeze stile in eastern section, and further east a tumble of large gritstone blocks. **ARCUS 2006. Feature Nos 19d, 19e, 19e1, 19g, 19g1-2**
MDR10960		REVETMENT, STEPS, TRAMWAY	Post Medieval to Modern	Retaining Wall, Hayfield Road, Chapel Milton, Peak Forest Tramway	Early 19th century boundary and retaining wall, with one original set of steps for a footpath crossing. Low drystone boundary and retaining wall of gritstone blocks, for steep slope of Peak Forest Tramway. Wall presumed to belong to the 1803 widening. Two sets of steps set into the bank for footpath crossings, the easterly one presumed to date from 1803, the westerly one probably dates from the 1949 road widening. Both sets of steps now redundant as footpath diverted south of new A6 flyover. **ARCUS2006. Feature Nos 19j, 19j1-2**
MDR11199		ROAD	Roman	The Roman road between Buxton and Melandra	Possible route of a road running between the Roman settlement (and fort?) at Buxton and the fort at Melandra. The existence of a Roman road running between Buxton and the fort at Melandra had been noted in 1886, with the comment that 'from time to time fragments have been observed', while a length of agger was mentioned in 1903 as being part of this road, which was 'further discernible to the left of the turnpike leading to Dove Holes, but … lost to the north of the great lime-ash heap there'. From 1970 the course of the road was more systematically traced from just north of Buxton to within three miles of Melandra Roman fort. Seven sections along its line were excavated.

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				In 1982 a brief summary of further work was published, with some slight adjustments to the final course at the northern end approaching Melandra Castle. Evidence from the sections that had been excavated across the road in the past indicated that it had a usable width of between 17ft (5.2m) and 22ft (6.7m) and was surfaced with river gravel over a sand foundation. This reflects the proximity of the river to seven out of eight of the sections. In 1999 a full account of the possible course of the road was produced, together with a series of photographs. In some places the road is still visible as an earthwork and its course can be traced with some confidence, although it is increasingly being destroyed. Elsewhere, the line of the road is conjectural.
MDR9531		REVETMENT, BOUNDARY WALL	Post Medieval	Retaining/boundary wall, Lower Crest Cottages to Stephanie Works: Peak Forest Tramway	Low drystone retaining wall, constructed of irregular gritstone blocks & roughly dressed gritstone blocks. The wall stands approximately one to two metres at its highest point, and is built at the bottom of a steep slope into which the trackbed is cut. **ARCUS 2006 738b. Feature number: 7**
MDR9532		REVETMENT	Post Medieval	Retaining wall, Lower Crest Cottages to Stephanie Works: Peak Forest Tramway	Drystone retaining wall holding up the Peak Forest Tramway track at the edge of a slope down to Black Brook. Constructed of irregular gritstone blocks, approximately one metre high. The wall is covered in moss, vegetation and trees and has been repaired in parts. **ARCUS 2006. Feature number: 8**
MDR9533		REVETMENT, BOUNDARY WALL	Post Medieval	Retaining /boundary wall, Stephanie Works to Sewage Works: Peak Forest Tramway	Low drystone retaining wall, in the vicinity of the Whitehall Paper Works. Constructed of irregular gritstone blocks, the wall stands approximately 1.2m at its start. The wall also becomes a boundary wall. *ARCUS, 2003. Cromford & High Peak Railway and Peak Forest Tramway Survey. Digital photograph. 18*
MDR9541		TRAMWAY	Post Medieval	Stone sleeper blocks, nr. Forge Mill; Peak Forest Tramway	Two groups of stone sleeper blocks. The first set of four have impressions of saddles and two holes, the third one appears to be under mud at the edge of the track. The hole that is off-line is toward the opposite direction to the stone sleeper blocks recorded under SMR 3601, suggesting that the position of the sleeper block/saddle was not important to orientation as long as the track could run the correct way. The

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					second set of six blocks are exposed. Further along from the two sets of blocks, alongside the sewage works, are a high number of blocks with both rows exposed; they display saddle impressions and three holes perpendicular to the direction of the track. *ARCUS 2003. Feature number: 17, Digital Photograph: 33-38.*
MDR9542		REVETMENT, TRAMWAY, LIME KILN, SPOIL HEAP	Post Medieval	North Boundary Wall,Waste Bank, Limekilns and Loading Bay, Charley Lane to Stodhart Tunnel, Peak Forest Tramway	Late 18th century drystone retaining and boundary wall, waste bank, limekilns and loading bay. Drystone retaining wall, constructed of irregular gritstone blocks, approximately 1.5m high. Badly tumbled with sections fallen out at the beginning. Section of Peak Forest Tramway track owned by Federal Mogul. The first part of the track has been tarmaced as a road used for brake testing. The second part, to the east of two viaducts, has a series of buildings constructed on it that are used as a water treatment works. The area is inaccessible, but could be viewed from a footpath. The only original features remaining are a retaining wall on the north side of the tracks and another on the south side, which could not be recorded. Former north boundary wall and retaining wall, running east from Charley Lane to Stodhart Tunnel. Much was probably part of original, 1794 to 1796, revetment, although some sections are late 19th century replacements. The western end became the north boundary of the west part of the Ferodo test track, which was probably tarmac over in situ stone blocks. Western section of retaining wall and embankment, now buried under A6 embankment. Waste bank between Peak Forest Tramway and Hayfield. Road possibly contains excavation waste from Stodhart Tunnel. The exact site of limekilns and a loading bay by Hayfield Road is uncertain. **ARCUS 2006 Feature No. 18a, 18b, 18c2, 18d, 18d1-3, 18e**
MDR9543		TRAMWAY, REVETMENT, VIADUCT	Post Medieval to Modern	South Boundary Wall and Viaduct Piers, Charley Lane to Stodhart Tunnel, Peak Forest Tramway, Chapel-en-le-Frith	19th century drystone retaining wall, boundary wall and viaduct piers. Section of Peak Forest Tramway track owned by Federal Mogul. The first part of the track has been tarmaced as a road used for brake testing. The second part, to the east of two viaducts, has a series of buildings constructed on it that are used as a water treatment works. The area is inaccessible, but could be viewed from a footpath. The only original features remaining are a retaining wall on the north side of the tracks and another on the south side, which could not be recorded.

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					Removed section of south boundary wall running east from Charley Lane, and surviving south boundary wall, now incorporated into Ferodo test track boundary, running eastwards to Chapel Milton. Drystone retaining wall, with free-standing sections, probably part of 1803 track widening. Also Chapel Milton railway viaduct piers and wall sections between and immediately to the east. Earlier viaduct piers constructed 1863 to 1866; later viaduct piers and retaining wall constructed 1893 to 1894. Also southern boundary wall running eastwards to Stodhart Tunnel, probably part of 1803 track widening; some parts of wall missing and some rebuilt in 1980s. **ARCUS 2006 Feature Nos 19a, 19b, 19b1, 19c, 19f1-4, 19h, 19k, 19k1**
MDR9592		TRAMWAY	Post Medieval to Modern	Peak Forest Tramway - general record	Tramway opened in 1796 and in use until the mid 1920s. The Peak Forest Tramway was built to connect limestone quarries at Dove Holes with the Peak Forest Canal Basin at Buxworth. The tramway was double track with L-angle rails laid on stone sleepers. The line was pitched at a constant gradient, enabling loaded wagons to travel down by gravity. Horses were used to return the empty wagons, which were similar to Tyne Chaldrons. The tramway had a self-acting incline at Town Bend, Chapel-en-le-Frith. At Stodhart tunnel the line was single track, with cut and cover bore under the gardens of a house in Chapel-en-le Frith (owned by Ferodo Ltd in 1965). The southern portal of the tunnel is now filled in. There were several bridges, limekilns etc at Buxworth and branches to several quarries. Remains at Dove Holes have mostly been disturbed by quarrying. The tramway was used until WWI, and the track was lifted in the early 1920s. The original tramway, laid in 1795, was of 36" cast-iron plates of 56 pound per yard of weight; in 1803 the tramway was doubled except for the tunnels and some plates. In 1865 the whole tramway was relaid with 9" steel plate-rails rolled at the GCR Foundry at Gorton, Manchester. Some of the original 36" rail was used on the sidings and branches. All dismantled and sold for scrap in 1928. A Conservation Management Plan has been prepared for the route of the Peak Forest Tramway. The tramway, extending from a complex of limestone quarries at Dove Holes Dale to the terminal basin of the Peak Forest Canal at Bugsworth, west of Chinley, was opened in 1796. It is an important early example of a form of horse-drawn railed-way built according to the model specified by Benjamin Outram, widely

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				copied elsewhere in England and Wales. Part of the route near Bugsworth canal basin is a Scheduled Monument, while surviving warehouses at Chapel en le Frith are under consideration for inclusion in a Conservation Area. The Management Plan forms the final stage of a three stage programme to examine in greater detail the surviving features of the tramway, assess their historical significance and vulnerability and propose a series of management policies for their conservation and interpretation.

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				plinth either side and full height casement windows with moulded architraves. Above porch, wrought iron balcony and full height casement window with wooden blind box over. To either side shallow casement windows with similar architrave. East facade - central two storey canted bay window with windows on three sides. Two full height small pane casement windows either side with similarly moulded architraves. Above, similar, but shallower, windows. To north external curved staircase to later embattled service wing with Gothick detailing. Plasterwork ceiling in hall. Ornate marble fireplaces to ground floor rooms.
82049	THE ALDERS	ALDERS LANE	II	Farmhouse. CI8. Coursed squared gritstone. Flush gritstone dressings. Stone slate roof. Stone gable end stacks. Two storeys, two bays. South elevation - central doorcase pbscured by C20 glazed porch. To either side three-light flush mullion windows with casements. Two similar windows over.
81992	DOVE DALE	CROSSINGS ROAD	II	Two cottages, now three. C18. Coursed gritstone rubble with quoins. Gritstone dressings. Stone gable end and ridge stacks, one plastered. Two storeys, single bay cottages. Northern cottage (Weston) has bracketed pedimented doorcase with moulded architrave to south. C20 plank door, part glazed. To north, 3-light flush mullion window with casements. Similar window over and blank niche above door. Central cottage (Dove Dale) has inserted doorcase to north with C20, part glazed door. 3-light flush mullion to side with small pane casements. Similar window over. Beyond to south, remains of quoins. Southern cottage (Lilac) similar. Plank door to north with 3-light flush mullion window above and below.
82078	**WHITE HALL GATES, GATE PIERS AND RAILINGS**	WHITEHALL TERRACE	II	Gates and railings. Early CI9. Gritstone and cast iron. Eight feet high octogonal stone piers, with moulded, shallow pitched cone tops. Similar, but lower, piers to further side of each. Low stone wall for railings. Double gates, curving downwards towards centre. Dagger head and scroll finials in central band and on top. Similar gates sloping the other way towards the outer piers. Railings in similar style. Included for group value.
82064	HIGH NIGHTAM	MAYNESTONE ROAD	II	House. Late CI8, restored 1983. Coursed gritstone with gritstone dressings. Stone slate roof. Stone gable end stacks. East elevation, garden facade - door covered by C20 stone porch, wooden roof. To north side three-light flush mullion window. To south C20 window in CI8 opening. Above to north similar window to that below. Above to south another C20 window. To eaves two three-light flush mullion windows. Rear elevation to road has three-light flush mullion window near base of wall to north. All windows have C20 casements.
82056	**DEACONS FARMHOUSE**	BUXTON ROAD	II	Farmhouse. Mid CI8. Coursed gritstone rubble with quoins. Gritstone dressings. Stone slate roof. Four stone stacks, each rising from mid way up the gable, either side of each gable wall. Two storeys, double fronted, three bays. Central doorcase with bead moulding to edge of flush lintel, jambs and imposts. Plank door. To either side three-light flush mullion windows with C20 casements. Above two similar windows and single light window over door. To rear similar windows in same arrangement, except for central stairwell window. Interior has ovolo moulded

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				beams. Stone flagged hall with panelling to east side.
82047 (MDR484)	**OLD HALL INN**	WHITEHOUGH HEAD LANE	II	Inn/Public house, partly 17th century with later additions and partly early 19th century. Coursed gritstone rubble with quoins, gritstone dressings and a stone slate roof.
82062 (MDR12352)	WHITE KNOWLE METHODIST CHAPEL	HAYFIELD ROAD	II	A grade II listed Wesleyan Methodist Chapel that was built in 1809. There is a Wesleyan Methodist Chapel situated here on the 1st edition OS map of c. 1880. This chapel was built in 1809 from rendered stone. It has gritstone dressings, a slate roof, and a side wall stack. It is of three bays. The south elevation has a central doorway with plank double doors. There is a further door to the west. Above are three semi-circular headed small pane sashes. Inside, there are raised and fielded panelled galleries supported by fluted iron columns to east, west and south. There is also a panelled octagonal pulpit with stairs to the north. Over, is a semi-circular long window with stained glass. There are box pews on the ground floor.
82054	CHINLEY INDEPENDENT CHAPEL	BUXTON ROAD	II*	A grade II* listed building that was built in 1711 as a Non-Conformist meeting house, and was later used as an Independent Chapel. The Independent Chapel at Chapel Milton is an interesting example of an early Non-Conformist meeting house. It is probably a 18th century stone building with stone slates, stone mullioned windows with leaded lights, coped gables and a stone bellcote on the west gable. The doorway has a key blocked segmental head and the interior has good contemporary fittings. An Independent Chapel, which was formerly a Non-Conformist meeting house. It was built in 1711 from coursed gritstone rubble with flush gritstone dressings and quoins. It has a stone slate roof, and stone coped gables with moulded kneelers. There is a stone gable end bellcote to the west, and a weathervane to the east gable. The building is of six bays. The south elevation has an arched doorcase, with a keystone and chamfered quoined surround, and an original studded wooden door. All the windows have original leaded lights. To the rear, there is an eastern chimney, which is square at the base, and rises to an octagonal shape with an embattled top. Inside, the galleries to the south and west are supported by plain iron columns. The wooden galleries have raised and fielded panels with dentilled moulding below. To the east there is an organ. On the north wall is a centrally placed early wooden pulpit with stairs to the east side. There are flat balustered

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				stairs to galleries at the east and west. Under the southern gallery is incised decoration in plasterwork that is inscribed 'John Mellor, George Mellor 1711'. There are three charity plaques of 1751, 1765 and 1782.
81996	ECCLES HOUSE	ECCLES FOLD LANE	II	House. Early C19. Rendered stone with raised quoins. Mostly slate roofs, some stone slates. Plastered gable end and ridge stacks. Triple ridge roof to rear, cross roof to front. Two storeys, five bays. West elevation - off-centre doric column porch with simple entablature. Semi-circular headed doorcase below with fan-like tracery in fanlight. To either side of glazed and panelled door inset doric columns. To north a single full length plain sash with flush plaster surround. Three similar windows beyond porch to south. Four similar, but shallower, windows over southern three windows and porch. Similar windows to other elevations. Interior - panelled shutters and doors. Stone flagged hall. Some elaborate fireplaces.
82046	**BRIDGE SOUTH OF WHITE HALL GATES**	WHITEHALL TERRACE	II	Bridge. Early C19. Ashlar gritstone. Approximately 12 feet wide segmental arch with radiating voussoirs. To either side, curved spandrels. At either end of bridge on both sides, full height pilasters. Above arch, flat stringcourse. Low parapet wall over, slightly arched. Rectangular section copings. Included for group value.

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Appendix 2 – Catalogue of HER Data. ARCUS 2006 SURVEY SITES NOTED IN BOLD.

Key to DHER UID Legend: **MDR10625** = Polygon, MDR10625 = Point, MDR10625 = Polyline.

DHER UID	MON TYPE	PERIOD	NAME	SUMMARY
MDR10625	RAILWAY VIADUCT	Post Medieval to Modern	Railway Viaduct (East), Chapel Milton	Late 19th century railway viaduct. The later of two great curving stone railway viaducts at Chapel Milton, carrying two sides of the triangular railway junction between the Midland Railway lines to Manchester, Sheffield and Buxton. The viaducts span the Chapel-Glossop road, the Black Brook and the course of the Peak Forest Tramway. The second viaduct was completed in 1902 and carried the Buxton - Sheffield line. Gritstone viaduct with stone arches, built in 1892 to 1893. Engineered by J A McDonald. Built by former Midland Railway to link with its new trans-Pennine route via the Hope Valley and Cowburn Tunnel, opened in 1894. Passenger services withdrawn in 1968, but still used for heavy mineral traffic from Buxton area to South Yorkshire and East Midlands. The south boundary of the Peak Forest Tramway is locally formed by a viaduct pier. **ARCUS 2006 Feature No. 18c3**
MDR10946	AIR RAID SHELTER	Modern	Air Raid Shelter, Forge Mill, Chapel-en-le-Frith	World War II air raid shelter. Air raid shelter built c. 1939 for Forge Mill workers during World War II. The shelter is visible as a flat-topped earth bank with a plantation of coppiced woodland to give camouflage from aerial observation. **ARCUS 2006 Feature No. 9h1a**
MDR10959	STONE QUARRY	Post Medieval	Stone Quarry, Milton, Chapel-en-le-frith (site of)	Site of stone quarry. Former quarry site built over by Ferodo water works. **ARCUS 2006, Feature No: 19h1**
MDR483	BARN, FARMHOUSE	Post Medieval	Lower Courses farmhouse and barn, Crossings Road, Chapel-en-le-Frith	17th century farmhouse and barn with later additions and alterations

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MDR484	INN	Post Medieval to Modern	Old Hall Inn, Whitehough, Chapel-en-le-Frith	Inn/Public house, partly 17th century with later additions and partly early 19th century
MDR485	BLEACH WORKS, MILL POND, PAPER MILL, WEIR, RAILWAY SIDING	Post Medieval	Forge Mill, Chinley	19th century paper mill/bleach mill linked with the Peak Forest Tramway via sidings. The extent depicted on the map is that of the 19th century works and mill pond.. **ARCUS2006 feature 14.**
MDR490	RAILWAY SIDING, TRAMWAY	Post Medieval	Tramway Sidings, New Road Kilns to Brookside Road, Buxworth, Peak Forest Tramway	Mid 19th century tramway sidings. Tramway opened soon after the completion of the Peak Forest canal branch to Buxworth in 1800. The Peak Forest Tramway was opened soon after the completion of the Peak Forest Canal to Buxworth Basin in 1800. The tramway network was built to bring in limestone and gritstone from the local quarries to the canal at Buxworth, where it would be burnt for agricultural use or transferred to the canal. Just to the east of the basin, the tramroad splayed into a whole network of spurs and sidings serving the kilns and various wharves. The most conspicuous visible remains of the tramway at the wharf is the 10-15 ft millstone grit embankment and bridge over Black Brook, and an adjoining path which took the most northerly branch of the tramway to the kilns on the north side of Black Brook. Just to the east of the raised section is a line of 10 gritstone sleepers. Siding running east from the New Road kiln mouths platform, past the weighbridge house, to join the elevated tramway branch. Built in the late 1860s as a solution to the New Road kilns bottleneck, and to avoid gritstone traffic between Crist/Barren Clough quarries and the basin. Raised trackbed above gritstone retaining wall. **ARCUS 2006 Feature Nos 5a, 5a1, 5a1a, 5a3, 5a3a-b, 5a4, 5e1**
MDR497	PAPER MILL, RESERVOIR	Post Medieval	Reservoirs, Stephanie Works (Whitehall Paper Mills), Chapel-en-le-Frith	19th century reservoirs for processes at paper mills. Reservoirs associated with Whitehall Paper Mills (SMR 3599) on the opposite side of the Peak Forest Tramway. They were presumably for process water rather than for powering machines, as water for the latter was provided by the millpond to the north-east.

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				Walled reservoir compound. Mortared gritstone rubble wall in two sections, with concrete step flight between. The embayment houses water storage reservoirs for processes at Stephanie Works, with additional space at west end. Present on 1879 OS map. Reservoirs presumably for process water, rather than for powering machines, as this was provided by the millpond. **ARCUS 2006 Feature No. 9b2**
MDR543		CORN MILL	Post Medieval	Milton, Corn Mill	Post medieval corn mill in use until the mid 19th century. Corn-mill on the bank of Huckholme Brook. It was pond fed, although the pond has now gone. The mill has a stone roof. It was used for grinding corn until the mid 19th century. The wheelhouse survives as a lean-to at the rear of the building [in 1970]. It is unclear whether this building is still in existence. The record's polygon has been plotted using the OS maps and overlies a later 'works' building.
MDR551		RAILWAY VIADUCT	Post Medieval to Modern	Railway Viaduct (West), Chapel Milton	Mid 19th century railway viaduct. The earlier of two great curving stone railway viaducts at Chapel Milton, carrying two sides of the triangular railway junction between the Midland Railway lines to Manchester, Sheffield and Buxton. The viaducts span the Chapel-Glossop road, the Black Brook and the course of the Peak Forest Tramway. The first viaduct was completed in 1866 and carried the Buxton - Manchester line. **ARCUS 2006 Feature No. 18c1**
MDR562		CHIMNEY, MILL POND, PAPER MILL, WATERMILL	Post Medieval	Bridgeholm Mill, Bridgeholm Green, Chinley	19th century paper mill, chimney and mill pond. Now used for storage. The 1st ed. 25" OS map of c. 1880 names the building as a 'Paper Staining Mill', with a chimney to the north On the 2nd edition it is described as a 'Wadding Mill'.
MDR562		CHIMNEY, MILL POND, PAPER MILL, WATERMILL	Post Medieval	Bridgeholm Mill, Bridgeholm Green, Chinley	19th century paper mill, chimney and mill pond.
MDR562		CHIMNEY, MILL POND, PAPER MILL, WATERMILL	Post Medieval	Bridgeholm Mill, Bridgeholm Green, Chinley	19th century paper mill, chimney and mill pond
MDR562		CHIMNEY,	Post Medieval	Bridgeholm Mill,	19th century paper mill, chimney and mill pond

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		MILL POND, PAPER MILL, WATERMILL		Bridgeholm Green, Chinley	
					Site of paper mill erected in 1781 but out of use by 1896. Dam, weirs and chimney still survived in 1984. The Whitehall Paper Mill was established by John Ibbotson in c. 1800 and was served by the Peak Forest Tramway. Dams, weirs and an octagonal brick chimney on a stone base still survive [in 1984]. Other buildings are mainly modern. The mill is said to have been erected in 1781. Local directories record John Ibbotson there from 1825, to be succeeded by members of the Hughes family from 1842. The mill was enlarged in 1821 and again in 1836. It had about 100 employees in 1840 and in 1848 must have been sufficiently active for there to be a Paper Mill Tavern in Chapel-en-le-Frith. The mill was again extended in 1866 and in 1879. However, by 1896 the mill is described as 'not in working order, to let, sell, etc.' The paper for the first issue of the 'London Illustrated News' is said to have been made here, and also the largest sheet of paper ever made up until that time (1830). In the early 1800s John Booth purchased some land and in 1806 erected a paper mill. The mill continued as a paper mill through several owners, but was later purchased by John Welch who converted it into a bleach and dying mill. It continued with the Welch family until 1945 when the firm became a public company (Bernard Wardle and Company Limited). On April 28 1947 a fire destroyed the finishing end of the factory together with the making-up and finished goods warehouse. The company finally closed down completely and land and buildings were sold for other uses. Only the works reservoir remains of the earliest works site, while the only remains of the sidings are sleeper stones.
MDR9537		RAILWAY SIDING, PAPER MILL, CHIMNEY, DAM, WEIR	Post Medieval to Modern	Whitehall Paper Mill & Peak Forest Tramway sidings (site of), Whitehall, Chapel-en-le-Frith	Site of the Whitehall Paper Mill, now the Stephanie Works. The 1st edition OS map appears to show buildings on both sides of the track, but substantially more on the present day location of the works, by the side of Black Brook. There is no evidence of any of the small sidings which are indicated on the OS map. It is possible that two of the buildings, by the side of the track, could be older as they are constructed of gritstone and do not look new in style. *ARCUS 2003. Feature number: 13, Digital*

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					photograph. 22-25
MDR9540		RAILWAY WORKERS COTTAGE, TRAMWAY	Post Medieval	Former Lengthsman's House, East of Forge Mill Reservoir, Peak Forest Tramway	Late 18th/early 19th century Lengthsman's house. The remains of a structure contemporary with the Peak Forest Tramway (shown on the 1st edition OS) situated just south of the tracks. Three tumbled walls survive, of roughly dressed gritstone blocks, held together with a lime mortar. The last remains of plaster on the interior walls can still be seen. The structure is approximately twelve metres long, four metres wide and 1.6m at its highest point. The function of the building is unclear, but was possibly a plate layer's cabin. Ruins of two small rubble gritstone structures, with brick outshot, set against a quarried face in a rectangular enclosure to the south of the trackbed. The surviving remains suggest a dwelling to the west end, having the remnants of a chimney flue against the south wall, built into the bank, and an attached earth closet. A smaller structure to the east appears to have been a cart shed or store. It is probably a former lengthsman's house, built 1794 to 1796, but rebuilt 1803 as it was in the way of track widening. **ARCUS 2006 feature 16**
MDR9542		REVETMENT, TRAMWAY, LIME KILN, SPOIL HEAP	Post Medieval	North Boundary Wall,Waste Bank, Limekilns and Loading Bay, Charley Lane to Stodhart Tunnel, Peak Forest Tramway	Late 18th century drystone retaining and boundary wall, waste bank, limekilns and loading bay
MDR9542		REVETMENT, TRAMWAY, LIME KILN, SPOIL HEAP	Post Medieval	North Boundary Wall,Waste Bank, Limekilns and Loading Bay, Charley Lane to Stodhart Tunnel, Peak Forest Tramway	Late 18th century drystone retaining and boundary wall, waste bank, limekilns and loading bay
MDR11899		PRIMITIVE METHODIST	Post Medieval	Primitive Methodist Chapel,	A former 19th century Primitive Methodist Chapel, Whitehoughhead Lane, Whitehough that is now a private residence. The 1st ed. 25" OS map c. 1880 shows a

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	CHAPEL		Whitehoughhead Lane, Whitehough	Primitive Methodist Chapel on Whitehoughhead Lane, Whitehough.
MDR 12779	WALL BOX	Post Medieval to Modern	Victorian Post Box, Ne Smithy, Chinley	A Victorian post box mounted in the wall of Toll Bar View, New Smithy.
MDR 12780	SCHOOL	Post Medieval to Modern	School Houses, New Smithy, Chinley	Former boys and girls school, re-built in 1834 and enlarged in 1872. Out of use as a school by the end of the 19th century. The 1st ed. 25" OS map of c. 1880 shows the buildings as 'School (Boys & Girls)'. (2) It is not named on the 2nd edition, and had presumably gone out of use as a school by that time. There are two carved stone plaques on a row of houses in New Smithy. One reads 'CHINLEY / BRITISH SCHOOL / RE-BUILT 1834 ' ENLARGED 1878', the other is difficult to decipher from the photograph attached to the County Treasure record, but appears to be as follows: 'This School built by / Subscription of the / Land Owners and Leypayers / of Chinley and Brownside / and the School House at the / expence of John Lingard of / Astley in the County of / Lancaster son of John Lingard / formerly of Dakins in Chinley / Parish of Glossop / County of Derby 1846
MDR 12781	BOUNDARY STONE	Post Medieval	Boundary stone, Leaden Knowle, Chinley	Stone indicating the boundary between the former townships of Bugsworth and Chinley. Stone divided vertically by a shallow incised line, each half having an arched top. The stone is inscribed 'Townships of Bugsworth and Chinley' 1700-1900.
MDR10942	STILE	Post Medieval	Stile, West of Sewage Works, Peak Forest Tramway, Chapel-en-le-Frith	Late 18th/early 19th century stone squeeze stile. Narrow stone squeeze stile, with a well-worn through-stone base projecting on both sides, possibly original or from the 1803 widening. Access from a footpath across fields from the south-west onto the Peak Forest Tramway trackbed. No evidence of continuation north, so the assumed continuation must be via the trackbed. **ARCUS 2006 Feature No.**
MDR10945	CULVERT	Post Medieval	Culvert, South of Forge Mill, Peak Forest Tramway	Early 19th century culvert. Culvert carrying surface run-off under the Peak Forest Tramway trackbed. The culvert is thought to have been constructed as part of the 1803 widening, and superseded by a diversionary ditch carrying run-off westward to a new culvert 100m further west. **ARCUS 2006 Feature No. 9g2b**
MDR10955	CULVERT	Post Medieval	Culvert, Whitehough, Peak Forest Tramway	Late 18th century stone slab culvert.. Original culvert of stone slab construction, issuing at the sharp westerly bend. Constructed 1794 to 1796. **ARCUS 2006 Feature No. 11b1**
MDR10956	MILEPOST, TRAMWAY	Post Medieval	Milepost 16, West of Forge Mill, Peak	Late 19th century gritstone milepost. Smooth-dressed gritstone milepost, rectangular section with rounded top, and no inscription as the numbers would have been

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			Forest Tramway	painted on when in use. Milepost 16, installed in the 1880s, one of the canal/tramway mileage indicators. **ARCUS 2006, Feature 11f2b**
MDR538	CHAPEL	Post Medieval	Chinley Chapel-(independent)	
MDR563	MILL, DAM	Medieval	Hill End Mill (site of)	Site of a mill (not now visible) & a dam (partly visible). No known date or other information. Dressed stone occasionally found in the field.
MDR9534	TRAMWAY	Post Medieval	Stone sleeper blocks, nr. Whitehough : Peak Forest Tramway	Nine exposed stone sleeper blocks, presumably in situ. Where visible, the blocks have three holes in them. This area is still used as a road and this has caused the sleepers to become exposed. *ARCUS 2003. Feature number: 10, Digital photograph. 19*
MDR 9535	REVETMENT	Post Medieval	Retaining Wall, near Whitehough Sewage Works, Peak Forest Tramway	Boundary wall retaining the Peak Forest Tramway track alongside Black Brook. Constructed of drystone irregular gritstone blocks, approximately one metre high. The wall is repaired in places and is overgrown with moss, vegetation and has large trees growing out of it. In the section after Whitehough Head Lane, the wall is very tumbled. From Forge Mill to the sewage works the wall has been completely rebuilt. *ARCUS 738b. Feature number: 11 Digital photograph. p 20*
MDR9536	TRAMWAY	Post Medieval	Stone sleeper block, nr. Whitehough Head Lane: Peak Forest Tramway	Stone sleeper block, possibly in situ. There are three holes in its upper surface, not in alignment. The general line of the holes is in line with the track, whereas in other locations the line of the holes is perpendicular to the direction of the track. *ARCUS 738b. Feature number: 12 Digital photograph. p 21*
MDR9539	TRAMWAY	Post Medieval	Stone sleeper blocks, Forge Mill; Peak Forest Tramway	Fifteen stone sleeper blocks are exposed. Where visible, the blocks have three holes in them which are perpendicular to the direction of the Peak Forest Tramway track. The middle hole of the three is set slightly out of line to the other two and is slightly above. Some of the blocks show an indent for the saddle. The blocks are probably in situ. *ARCUS 2003. Feature number: 15, Digital photograph. 30*
MDR10947	CULVERT	Post Medieval	Culvert, East of Forge Mill, Peak Forest Tramway	Late 18th century stone culvert. Buried southern mouth of a stone-built culvert beneath the Peak Forest Tramway trackbed, immediately west of a ruined lengthsman's house. The culvert carries a small stream flowing along a field boundary across into a leat where it enters the Forge Mill reservoir; it may have been cut deliberately to bring water into the pond. Built in 1794, then lengthened for the 1803 widening of the track. A galvanized tube section on the north side suggests recent repair.

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				ARCUS 2006 Feature No's 9h2c, 11h1a
MDR10954	CULVERT	Post Medieval	Culvert, Sewage Works east of Forge Mill, Peak Forest Tramway	Late 18th/early 19th century slab culvert of box section. Slab culvert of box section running under the trackbed towards the west end of the sewage works; fed by a drain from the south,and apparently exiting via a piped culvert under the sewage works to a visible exit in Black Brook. Constructed between 1795 and 1803, and originally flowing into an open channel before construction of the sewage works in the 20th century. Presumed to have been drystone originally. **ARCUS 2006 Feature No's 9i2, 11j3a**
MDR10958	FIELD BOUNDARY, TRAMWAY	Post Medieval	Field Boundaries, Chinley South Junction, Peak Forest Tramway	Late 18th century drystone field walls. Drystone field walls, some with vernacular and some with formal castellated copestones, possibly enclosing land owned by Peak Forest Tramway. Perhaps built 1795-1796 as part of original construction. Modern squeeze stile in eastern section, and further east a tumble of large gritstone blocks. **ARCUS 2006. Feature Nos 19d, 19e, 19e1, 19g, 19g1-2**
MDR10960	REVETMENT, STEPS, TRAMWAY	Post Medieval to Modern	Retaining Wall, Hayfield Road, Chapel Milton, Peak Forest Tramway	Early 19th century boundary and retaining wall, with one original set of steps for a footpath crossing. Low drystone boundary and retaining wall of gritstone blocks, for steep slope of Peak Forest Tramway. Wall presumed to belong to the 1803 widening. Two sets of steps set into the bank for footpath crossings, the easterly one presumed to date from 1803, the westerly one probably dates from the 1949 road widening. Both sets of steps now redundant as footpath diverted south of new A6 flyover. **ARCUS2006. Feature Nos 19j, 19j1-2**
MDR11199	ROAD	Roman	The Roman road between Buxton and Melandra	Possible route of a road running between the Roman settlement (and fort?) at Buxton and the fort at Melandra. The existence of a Roman road running between Buxton and the fort at Melandra had been noted in 1886, with the comment that 'from time to time fragments have been observed', while a length of agger was mentioned in 1903 as being part of this road, which was 'further discernible to the left of the turnpike leading to Dove Holes, but ... lost to the north of the great lime-ash heap there'. From 1970 the course of the road was more systematically traced from just north of Buxton to within three miles of Melandra Roman fort. Seven sections along its line were excavated.

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					In 1982 a brief summary of further work was published, with some slight adjustments to the final course at the northern end approaching Melandra Castle. Evidence from the sections that had been excavated across the road in the past indicated that it had a usable width of between 17ft (5.2m) and 22ft (6.7m) and was surfaced with river gravel over a sand foundation. This reflects the proximity of the river to seven out of eight of the sections. In 1999 a full account of the possible course of the road was produced, together with a series of photographs. In some places the road is still visible as an earthwork and its course can be traced with some confidence, although it is increasingly being destroyed. Elsewhere, the line of the road is conjectural.
MDR9531		REVETMENT, BOUNDARY WALL	Post Medieval	Retaining/boundary wall, Lower Crest Cottages to Stephanie Works: Peak Forest Tramway	Low drystone retaining wall, constructed of irregular gritstone blocks & roughly dressed gritstone blocks. The wall stands approximately one to two metres at its highest point, and is built at the bottom of a steep slope into which the trackbed is cut. **ARCUS 2006 738b. Feature number: 7**
MDR9532		REVETMENT	Post Medieval	Retaining wall, Lower Crest Cottages to Stephanie Works: Peak Forest Tramway	Drystone retaining wall holding up the Peak Forest Tramway track at the edge of a slope down to Black Brook. Constructed of irregular gritstone blocks, approximately one metre high. The wall is covered in moss, vegetation and trees and has been repaired in parts. **ARCUS 2006. Feature number: 8**
MDR9533		REVETMENT, BOUNDARY WALL	Post Medieval	Retaining /boundary wall, Stephanie Works to Sewage Works: Peak Forest Tramway	Low drystone retaining wall, in the vicinity of the Whitehall Paper Works. Constructed of irregular gritstone blocks, the wall stands approximately 1.2m at its start. The wall also becomes a boundary wall. *ARCUS, 2003. Cromford & High Peak Railway and Peak Forest Tramway Survey. Digital photograph. 18*
MDR9541		TRAMWAY	Post Medieval	Stone sleeper blocks, nr. Forge Mill; Peak Forest Tramway	Two groups of stone sleeper blocks. The first set of four have impressions of saddles and two holes, the third one appears to be under mud at the edge of the track. The hole that is off-line is toward the opposite direction to the stone sleeper blocks recorded under SMR 3601, suggesting that the position of the sleeper block/saddle was not important to orientation as long as the track could run the correct way. The

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					second set of six blocks are exposed. Further along from the two sets of blocks, alongside the sewage works, are a high number of blocks with both rows exposed; they display saddle impressions and three holes perpendicular to the direction of the track. *ARCUS 2003. Feature number: 17, Digital Photograph: 33-38.*
MDR9542		REVETMENT, TRAMWAY, LIME KILN, SPOIL HEAP	Post Medieval	North Boundary Wall,Waste Bank, Limekilns and Loading Bay, Charley Lane to Stodhart Tunnel, Peak Forest Tramway	Late 18th century drystone retaining and boundary wall, waste bank, limekilns and loading bay. Drystone retaining wall, constructed of irregular gritstone blocks, approximately 1.5m high. Badly tumbled with sections fallen out at the beginning. Section of Peak Forest Tramway track owned by Federal Mogul. The first part of the track has been tarmaced as a road used for brake testing. The second part, to the east of two viaducts, has a series of buildings constructed on it that are used as a water treatment works. The area is inaccessible, but could be viewed from a footpath. The only original features remaining are a retaining wall on the north side of the tracks and another on the south side, which could not be recorded. Former north boundary wall and retaining wall, running east from Charley Lane to Stodhart Tunnel. Much was probably part of original, 1794 to 1796, revetment, although some sections are late 19th century replacements. The western end became the north boundary of the west part of the Ferodo test track, which was probably tarmac over in situ stone blocks. Western section of retaining wall and embankment, now buried under A6 embankment. Waste bank between Peak Forest Tramway and Hayfield. Road possibly contains excavation waste from Stodhart Tunnel. The exact site of limekilns and a loading bay by Hayfield Road is uncertain. **ARCUS 2006 Feature No. 18a, 18b, 18c2, 18d, 18d1-3, 18e**
MDR9543		TRAMWAY, REVETMENT, VIADUCT	Post Medieval to Modern	South Boundary Wall and Viaduct Piers, Charley Lane to Stodhart Tunnel, Peak Forest Tramway, Chapel-en-le-Frith	19th century drystone retaining wall, boundary wall and viaduct piers. Section of Peak Forest Tramway track owned by Federal Mogul. The first part of the track has been tarmaced as a road used for brake testing. The second part, to the east of two viaducts, has a series of buildings constructed on it that are used as a water treatment works. The area is inaccessible, but could be viewed from a footpath. The only original features remaining are a retaining wall on the north side of the tracks and another on the south side, which could not be recorded.

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					Removed section of south boundary wall running east from Charley Lane, and surviving south boundary wall, now incorporated into Ferodo test track boundary, running eastwards to Chapel Milton. Drystone retaining wall, with free-standing sections, probably part of 1803 track widening. Also Chapel Milton railway viaduct piers and wall sections between and immediately to the east. Earlier viaduct piers constructed 1863 to 1866; later viaduct piers and retaining wall constructed 1893 to 1894. Also southern boundary wall running eastwards to Stodhart Tunnel, probably part of 1803 track widening; some parts of wall missing and some rebuilt in 1980s. **ARCUS 2006 Feature Nos 19a, 19b, 19b1, 19c, 19f1-4, 19h, 19k, 19k1**
MDR9592		TRAMWAY	Post Medieval to Modern	Peak Forest Tramway - general record	Tramway opened in 1796 and in use until the mid 1920s. The Peak Forest Tramway was built to connect limestone quarries at Dove Holes with the Peak Forest Canal Basin at Buxworth. The tramway was double track with L-angle rails laid on stone sleepers. The line was pitched at a constant gradient, enabling loaded wagons to travel down by gravity. Horses were used to return the empty wagons, which were similar to Tyne Chaldrons. The tramway had a self-acting incline at Town Bend, Chapel-en-le-Frith. At Stodhart tunnel the line was single track, with cut and cover bore under the gardens of a house in Chapel-en-le Frith (owned by Ferodo Ltd in 1965). The southern portal of the tunnel is now filled in. There were several bridges, limekilns etc at Buxworth and branches to several quarries. Remains at Dove Holes have mostly been disturbed by quarrying. The tramway was used until WWI, and the track was lifted in the early 1920s. The original tramway, laid in 1795, was of 36" cast-iron plates of 56 pound per yard of weight; in 1803 the tramway was doubled except for the tunnels and some plates. In 1865 the whole tramway was relaid with 9" steel plate-rails rolled at the GCR Foundry at Gorton, Manchester. Some of the original 36" rail was used on the sidings and branches. All dismantled and sold for scrap in 1928. A Conservation Management Plan has been prepared for the route of the Peak Forest Tramway. The tramway, extending from a complex of limestone quarries at Dove Holes Dale to the terminal basin of the Peak Forest Canal at Bugsworth, west of Chinley, was opened in 1796. It is an important early example of a form of horse-drawn railed-way built according to the model specified by Benjamin Outram, widely

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				copied elsewhere in England and Wales. Part of the route near Bugsworth canal basin is a Scheduled Monument, while surviving warehouses at Chapel en le Frith are under consideration for inclusion in a Conservation Area. The Management Plan forms the final stage of a three stage programme to examine in greater detail the surviving features of the tramway, assess their historical significance and vulnerability and propose a series of management policies for their conservation and interpretation.

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APPENDIX 3 – LISTED BUILDINGS BEYOND THE DEVELOPMENT AREA (SITES DUPLICATED BY DHER SHOWN IN UID COLUMN, SITES WITHIN 500M IN BOLD)

UID	NAME	STREET	GRADE	DESCRIPTION
81990 (MDR551)	RAILWAY VIADUCT AT CHAPEL MILTON	BUXTON ROAD	II	Mid 19th century railway viaduct on the Buxton to Manchester line. Gritstone viaducts with brick arches. Two great curving stone railway viaducts at Chapel Milton, carrying two sides of the triangular railway junction between the Midland Railway lines to Manchester, Sheffield and Buxton. The viaducts span the Chapel-Glossop road, the Black Brook and the course of the Peak Forest Tramway. The first viaduct was completed in 1866 and carried the Buxton - Manchester line. Immediately west of Chapel Milton village is the westerly of two viaducts forming the south west and south side of the 'Chinley Triangle'. The viaduct, designed by Joseph Crossley, carries the Midland Railway's Rowsley to Chinley extension of 1863-1866 over the Black Brook valley. Passenger services were withdrawn in 1968, and the line singled, since when heavy limestone traffic from ICI Tunstead and other quarries at Dove Holes have been carried. The southern boundary of the Peak Forest Tramway is here formed by the viaduct pier.
81993 (MDR483)	LOWER COURSES FARMHOUSE AND BARN	CROSSINGS ROAD	II	17th century farmhouse and attached barn, with later additions and alterations.
81995	LIDGATE FARMHOUSE	ECCLES ROAD	II	Farmhouse; C17, considerably altered in C19. Coursed gritstone with quoins. Slate roof. Stone gable end stacks. Two storeys, three bays. Central chamfered, quoined doorcase with massive lintel. C20 plank door. To west, 3-light recessed and chamfered mullion window with C20 casements. To east, C20 window in C18 flush surround. Over door C20 window in recessed and chamfered opening, formerly 2-light. Above, to west, similar but larger opening with C20 window. To east, modern window in C18 flush surround as below.
82079	**WHITE HALL**	WHITEHALL TERRACE	II	House. Early CI9. Gritstone ashlar. Gritstone dressings. Hipped slate roof with leaded ridges. Stone ridge stacks with top fillets. Moulded eaves cornice. Two storeys. South facade - three bays, east facade - five bays. South facade - central porch with Ionic columns, now glazed. Semi-circular headed doorcase with moulded architrave. Glazed and panelled double doors. Shallow

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				plinth either side and full height casement windows with moulded architraves. Above porch, wrought iron balcony and full height casement window with wooden blind box over. To either side shallow casement windows with similar architrave. East facade - central two storey canted bay window with windows on three sides. Two full height small pane casement windows either side with similarly moulded architraves. Above, similar, but shallower, windows. To north external curved staircase to later embattled service wing with Gothick detailing. Plasterwork ceiling in hall. Ornate marble fireplaces to ground floor rooms.
82049	THE ALDERS	ALDERS LANE	II	Farmhouse. CI8. Coursed squared gritstone. Flush gritstone dressings. Stone slate roof. Stone gable end stacks. Two storeys, two bays. South elevation - central doorcase pbscured by C20 glazed porch. To either side three-light flush mullion windows with casements. Two similar windows over.
81992	DOVE DALE	CROSSINGS ROAD	II	Two cottages, now three. C18. Coursed gritstone rubble with quoins. Gritstone dressings. Stone gable end and ridge stacks, one plastered. Two storeys, single bay cottages. Northern cottage (Weston) has bracketed pedimented doorcase with moulded architrave to south. C20 plank door, part glazed. To north, 3-light flush mullion window with casements. Similar window over and blank niche above door. Central cottage (Dove Dale) has inserted doorcase to north with C20, part glazed door. 3-light flush mullion to side with small pane casements. Similar window over. Beyond to south, remains of quoins. Southern cottage (Lilac) similar. Plank door to north with 3-light flush mullion window above and below.
82078	**WHITE HALL GATES, GATE PIERS AND RAILINGS**	WHITEHALL TERRACE	II	Gates and railings. Early CI9. Gritstone and cast iron. Eight feet high octogonal stone piers, with moulded, shallow pitched cone tops. Similar, but lower, piers to further side of each. Low stone wall for railings. Double gates, curving downwards towards centre. Dagger head and scroll finials in central band and on top. Similar gates sloping the other way towards the outer piers. Railings in similar style. Included for group value.
82064	HIGH NIGHTAM	MAYNESTONE ROAD	II	House. Late CI8, restored I983. Coursed gritstone with gritstone dressings. Stone slate roof. Stone gable end stacks. East elevation, garden facade - door covered by C20 stone porch, wooden roof. To north side three-light flush mullion window. To south C20 window in CI8 opening. Above to north similar window to that below. Above to south another C20 window. To eaves two three-light flush mullion windows. Rear elevation to road has three-light flush mullion window near base of wall to north. All windows have C20 casements.
82056	**DEACONS FARMHOUSE**	BUXTON ROAD	II	Farmhouse. Mid CI8. Coursed gritstone rubble with quoins. Gritstone dressings. Stone slate roof. Four stone stacks, each rising from mid way up the gable, either side of each gable wall. Two storeys, double fronted, three bays. Central doorcase with bead moulding to edge of flush lintel, jambs and imposts. Plank door. To either side three-light flush mullion windows with C20 casements. Above two similar windows and single light window over door. To rear similar windows in same arrangement, except for central stairwell window. Interior has ovolo moulded

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				beams. Stone flagged hall with panelling to east side.
82047 (MDR484)	**OLD HALL INN**	WHITEHOUGH HEAD LANE	II	Inn/Public house, partly 17th century with later additions and partly early 19th century. Coursed gritstone rubble with quoins, gritstone dressings and a stone slate roof.
82062 (MDR12352)	WHITE KNOWLE METHODIST CHAPEL	HAYFIELD ROAD	II	A grade II listed Wesleyan Methodist Chapel that was built in 1809. There is a Wesleyan Methodist Chapel situated here on the 1st edition OS map of c. 1880. This chapel was built in 1809 from rendered stone. It has gritstone dressings, a slate roof, and a side wall stack. It is of three bays. The south elevation has a central doorway with plank double doors. There is a further door to the west. Above are three semi-circular headed small pane sashes. Inside, there are raised and fielded panelled galleries supported by fluted iron columns to east, west and south. There is also a panelled octagonal pulpit with stairs to the north. Over, is a semi-circular long window with stained glass. There are box pews on the ground floor.
82054	CHINLEY INDEPENDENT CHAPEL	BUXTON ROAD	II*	A grade II* listed building that was built in 1711 as a Non-Conformist meeting house, and was later used as an Independent Chapel. The Independent Chapel at Chapel Milton is an interesting example of an early Non-Conformist meeting house. It is probably a 18th century stone building with stone slates, stone mullioned windows with leaded lights, coped gables and a stone bellcote on the west gable. The doorway has a key blocked segmental head and the interior has good contemporary fittings. An Independent Chapel, which was formerly a Non-Conformist meeting house. It was built in 1711 from coursed gritstone rubble with flush gritstone dressings and quoins. It has a stone slate roof, and stone coped gables with moulded kneelers. There is a stone gable end bellcote to the west, and a weathervane to the east gable. The building is of six bays. The south elevation has an arched doorcase, with a keystone and chamfered quoined surround, and an original studded wooden door. All the windows have original leaded lights. To the rear, there is an eastern chimney, which is square at the base, and rises to an octagonal shape with an embattled top. Inside, the galleries to the south and west are supported by plain iron columns. The wooden galleries have raised and fielded panels with dentilled moulding below. To the east there is an organ. On the north wall is a centrally placed early wooden pulpit with stairs to the east side. There are flat balustered

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				stairs to galleries at the east and west. Under the southern gallery is incised decoration in plasterwork that is inscribed 'John Mellor, George Mellor 1711'. There are three charity plaques of 1751, 1765 and 1782.
81996	ECCLES HOUSE	ECCLES FOLD LANE	II	House. Early C19. Rendered stone with raised quoins. Mostly slate roofs, some stone slates. Plastered gable end and ridge stacks. Triple ridge roof to rear, cross roof to front. Two storeys, five bays. West elevation - off-centre doric column porch with simple entablature. Semi-circular headed doorcase below with fan-like tracery in fanlight. To either side of glazed and panelled door inset doric columns. To north a single full length plain sash with flush plaster surround. Three similar windows beyond porch to south. Four similar, but shallower, windows over southern three windows and porch. Similar windows to other elevations. Interior - panelled shutters and doors. Stone flagged hall. Some elaborate fireplaces.
82046	**BRIDGE SOUTH OF WHITE HALL GATES**	WHITEHALL TERRACE	II	Bridge. Early C19. Ashlar gritstone. Approximately 12 feet wide segmental arch with radiating voussoirs. To either side, curved spandrels. At either end of bridge on both sides, full height pilasters. Above arch, flat stringcourse. Low parapet wall over, slightly arched. Rectangular section copings. Included for group value.

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