

H.E.R. STATEMENT : SECTION OF CROMFORD and HIGH PEAK CANAL RAILWAY

Proposed Residential Development
on land at Gisborne Yard, Old Road
Whaley Bridge, High Peak
[Outline Planning Application with
all matters reserved]

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The Application and the Historic Route of the Canal Railway

A section of the route of the former Whaley Bridge canal basin to Cromford canal railway (referred to as the Cromford and High Peak railway) runs north south through the application site close to the eastern boundary. The features which have been identified as important to protect are :- a) the (buried) track bed which forms the access road along Caldene Terrace and continues through the Yard close to the eastern boundary b) the retaining wall along the eastern boundary and c) the buried tunnel/bridge beneath the Buxton to Manchester railway line (*see Appendix 1 : Extract from the Monument Report compiled and supplied by Derbyshire County Council, Conservation Officer*).

The speculative scheme illustrated in the design and access statement demonstrates that a scheme for the residential development of the land at Gisbourne Yard could be achieved without compromising the route of the original canal railway or any of the features in the Monument Report (see Appendix 1). Recommendations in regard to the treatment of these features are made in the Statement.

The Policy Framework

The Saved Local Plan Policy relevant to the application is:-

Policy 25

BC10 - ARCHAEOLOGICAL AND OTHER HERITAGE FEATURES

Planning Permission will not be granted for development which is likely to result in harm to a Scheduled Ancient Monument or other nationally important site, its setting or amenity value.

Elsewhere, Planning Permission will be granted for development, provided that: there will not be a significant adverse effect upon other known archaeological or heritage features, including Buxton's area of archaeological interest as defined on the proposals map

Where proposals will affect a feature or an area of archaeological interest, they will, where appropriate, include an archaeological evaluation of the site and a statement demonstrating how it is intended to satisfactorily accommodate or preserve the archaeological or heritage features.

Where Planning Permission is granted, conditions will be imposed, and/or planning obligations sought, to ensure that: archaeological or heritage features are recorded and retained intact in situ; or where this is impractical, archaeological or heritage features are appropriately excavated and recorded, prior to destruction by development.

However, the route of the Cromford and High Peak canal railway is not identified on the relevant Proposals Maps of the Adopted Local Plan, although two disconnected sections of it are identified as wildlife sites where it passes through the Harpur Hill industrial estate on the edge of Buxton. High Peak BC and Derbyshire Dales DC have agreed a strategic greenways

policy objective and several sections of the route of the former railway have been restored and designated as such. An example of this strategy is the reclamation of the Shallcross Incline at Horwich End as a Greenway.

The Existing Condition of the Features identified in the 2003¹ survey

The only feature still visible above ground is the **drystone retaining wall** along the eastern boundary. The section through the application site has been concealed behind a visually unappealing concrete block wall but remains intact along much of its length. However, it is obvious that both the original retaining wall and the recently constructed concrete block wall are being pushed over by the lateral thrust of the mass of the soil above. Whatever the outcome of the application, remedial measures will need to be taken to stabilise the situation.



Figure 1

The existing drystone boundary wall has been mostly concealed behind a concrete block wall in a vain attempt to prevent further collapse of the land behind.



Figure 2

Further into the Yard the concrete block wall terminates and a section of the original drystone retaining wall covered in brambles and ivy is visible. However, beyond this section the drystone retaining wall has collapsed altogether. It is not altogether certain how the exposed earth embankment is prevented from collapsing into Gisbourne Yard.

¹ The reference is to the 2003 Sites & Monuments Record compiled in the Monuments Report produced by Derbyshire C.C.

The **track bed** is now buried beneath the tarmac of the access road and the concrete apron covering the application site. The depth of the covering material varies from about 500mm up to 3metres at the southern end of the site. The **former tunnel** is buried beneath about 2.5metres of fill material topped with a concrete slab which is anything up to 500mm thick. It is believed that the form of the tunnel remains intact. However, as recent photographs show, it is not visible at either the north or south end.



Figure 3

A basic shelter of concrete blocks with a corrugated metal roof has been constructed on top of the concrete slab which overlays the buried northern end of the bridge/tunnel lying within the boundary of the application site



Figure 4

The southern end of the tunnel on the opposite side of the Buxton to Manchester line has been backfilled with soil. Trees have become established. The height and girth of some of the trees suggest that this has been the state of affairs for at least 40 years

Proposed Treatment of the Historic Features

The stone retaining boundary wall : SMR Number 14959 - MDR9296 (see appendix 1)

The concrete block wall obscuring the historic stone retaining wall along the eastern boundary will be removed along with all other concrete block walls and structures on the application site. However, the concrete wall was clearly constructed in an (unsuccessful) attempt to shore up the stone retaining wall and its removal will expose the weakness and progressive collapse of the old retaining wall. There is no doubt that substantial remedial works including the reconstruction of collapsed sections will be required and this work will be coordinated with the Conservation Departments of Derbyshire County Council and High Peak Borough.

The Track Bed : SMR No.14958 - MDR9295 (see appendix 1)

It has been demonstrated in the speculative plan included in the Design and Access statement that the line of the former railway including the buried features of the track bed can be preserved. However, it is unlikely, given its continued use as an access road, that the historic features of the track bed will ever be uncovered.

The (buried)Tunnel/Bridge under the Buxton to Manchester Railway Line SMR No. 14955 – MDR9292 (see addendum to Appendix 1)

The uncovering of the historic railway bridge/tunnel is more speculative. A specific detailed scheme has not, by definition, been proposed. The compaction characteristics of the ground fill towards the southern end of the site are not known. It may be that these characteristics are satisfactory in terms of the ability of the ground to carry housing structures. Nevertheless, the temporary concrete block structure shown in Figure 3 would be removed. Moreover, in the event that a substantial amount of the ground fill needed to be excavated for reasons of structural stability, then some parts of the original tunnel could be exposed and preserved as a feature. It is in the nature of development, since ground works are expensive relative to the total cost of a building, to avoid unnecessary work which is not dictated by ground conditions. The most that can be said at this point is that a future scheme, as demonstrated by the speculative scheme illustrated in the design brief, would not of itself preclude the future excavation of parts of or the whole of the tunnel.

Appendix 1 (extract)

Monument Full Report : compiled and supplied by Derbyshire C.C. Conservation Officer

18/02/2013

Number of
records: 4

SMR Number	Site Name	Record Type
99001 - MDR7889	The Cromford & High Peak Railway - general	Monument

The Cromford & High Peak Railway was built 1826-31 with later deviations to improve the route. Some 17 miles of the track can now be followed as a footpath.

Monument Types and Dates

RAILWAY (Post Medieval - 1826 AD to 1831 AD)
Evidence EARTHWORK

Description and Sources

Description

Gotham Curve [SMR 11556] located at SK 188585 is stone embanked and is the sharpest curve on the Cromford and High Peak Railway, and one of the sharpest on any British Railway. (1)The route of the railway can be followed as a footpath for most of the distance between the canal basin and SK 013 804 at the south end of Whaley Bridge. The route of an inclined plane is at SK 013 813, but no trace is left of its capstans or chains. At SK 013 805 is a stone plaque that has been erected on the site of the railway track. It is carved with a Cromford and High Peak Railway badge and below is a short section of cast iron rail. (2)The Cromford & High Peak Railway Company was incorporated by Act of Parliament on May 2nd 1825 with powers to construct a railway or tramroad from the Cromford Canal near Cromford to the Peak Forest Canal at Whaley Bridge. Construction was underway by 1826. The railway was opened in two sections. The first, from Cromford Canal to Hurdlow Incline foot, was opened on May 29 1830 and the second, from there to Whaley Bridge, was opened on July 6 1831. A passenger coach was in operation by June 15 1833. However, limestone soon became the predominating traffic and remained so until the end. The line crossed large expanses of rough upland country and involved considerable engineering works. The route followed contours as far as possible and so had some sharp curves, although many of these were later straightened. A total of seven inclines and three tunnels were necessary over the full length of the railway. Spurs and valleys had to be crossed by cuttings and embankments. At first the line was worked entirely by stationary engines and by horses although it is clear that the use of steam locomotives was considered from the beginning. The earliest reference to the use of a locomotive on the line is in 1834, when one was tried between Sheep Pasture top and Middleton foot. By 1856 a locomotive was running from the top of Buxton Incline to the Hurdlow Incline, a distance of about 12 miles. Abandonment of some sections of the CHPR had already taken place by the end of the 19th century. However, the main period of abandonment was in the 1960s, in particular in 1967. Following closure, some 17 miles of the line was developed into what is now the High Peak Trail for walkers and cyclists.

Sources

- (1) Bibliographic reference: 1975. Council of British Archaeology Panel on Industrial Monuments. 6.
- (2) Bibliographic reference: Fowkes, D. 1984. Derbyshire Industrial Archaeology - A Gazetteer of Sites. Part I. Borough of High Peak. p 30
- (3) Bibliographic reference: Marshall, J. 1996. The Cromford & High Peak Railway.

Associated resources - None recorded

Location

National Grid Reference

Centred SK 0126 8133 (31048m by 27094m) SK08SW Area

Administrative Areas

Civil Parish	BALLIDON, DERBYSHIRE DALES, DERBYSHIRE
Civil Parish	BRASSINGTON, DERBYSHIRE DALES, DERBYSHIRE
Civil Parish	BUXTON, HIGH PEAK, DERBYSHIRE
Civil Parish	CARSINGTON, DERBYSHIRE DALES, DERBYSHIRE

Civil Parish CROMFORD, DERBYSHIRE DALES, DERBYSHIRE
 Civil Parish HARTINGTON MIDDLE QUARTER, DERBYSHIRE DALES,
 DERBYSHIRE
 Civil Parish HARTINGTON NETHER QUARTER, DERBYSHIRE DALES,
 DERBYSHIRE
 Civil Parish HARTINGTON TOWN QUARTER, DERBYSHIRE DALES,
 DERBYSHIRE

SMR Number 99001 - MDR7889 **Site** The Cromford & High Peak Railway - general record
 (3) Civil Parish HARTINGTON UPPER QUARTER, HIGH PEAK, DERBYSHIRE
 Civil Parish HOPTON, DERBYSHIRE DALES, DERBYSHIRE
 Civil Parish MIDDLETON, DERBYSHIRE DALES, DERBYSHIRE
 Civil Parish PARWICH, DERBYSHIRE DALES, DERBYSHIRE
 Civil Parish WHALEY BRIDGE, HIGH PEAK, DERBYSHIRE
 Civil Parish WIRKSWORTH, DERBYSHIRE DALES, DERBYSHIRE

Address/Historic Names - None recorded

Designations, Statuses and Scorings

Associated Designations - None recorded

Other Statuses and Cross-References

SHINE Candidate (No)	Active
National Monuments Record - SK 16 SW 49	Active
Sites & Monuments Record - 99001	Active
NAR PRN Number - 421630049	Active

Ratings and Scorings - None recorded

Land Use

Associated Historic Landscape Character Records

HDR3953 Woodland - Replanted Ancient Woodland (Type Code: WDL-WDL03)
 Birch Wood and Soggs Wood, Derby Road, Cromford/Wirksworth

HDR3954 Woodland - Broadleaved Woodland with Sinuous Boundaries (Type Code: WDL-WDL04)
 Woodland south of Lea Wood, Holloway/Wirksworth/Cromford

HDR3971 Woodland - Coniferous Plantation (Type Code: WDL-WDL10)
 Big Plantation, Cromford Moor

HDR4076 Settlement - Post-1880s Settlement (Type Code: SET-SET02)
 Wirksworth and Bolehill

HDR4078 Settlement - Pre-1880s Settlement (Type Code: SET-SET01)
 Bolehill, Wirksworth

HDR4079 Fields and Enclosed Land - Small Regular Fields (Type Code: FIE-FIE08)
 Fields at Wigwellnook Farm, Sough Lane, Wirksworth/Cromford

HDR4082 Fields and Enclosed Land - Small Regular Fields (Type Code: FIE-FIE08)
 Fields east of Bolehill, Wirksworth/Cromford

HDR4083 Woodland - Broadleaved Woodland with Sinuous Boundaries (Type Code: WDL-WDL04)
 Dimons Dale, Cromford Hill, Cromford

HDR4084 Woodland - Mixed Woodland with Sinuous Boundaries (Type Code: WDL-WDL05)
 Woodland at Gratton's Parlour and Botanybay, Cromford

HDR4085 Woodland - Other Plantation (Type Code: WDL-WDL11)
 Woodland north of Big Plantation, Cromford

HDR4087 Fields and Enclosed Land - Small Regular Fields (Type Code: FIE-FIE08)

Fields south of Cromford

HDR4090 Woodland - Coniferous Woodland with Sinuous Boundaries (Type Code: WDL-WDL06)
Birch Wood, Cromford

SMR Number 99001 - MDR7889 **Site** The Cromford & High Peak Railway - general record

HDR4091 Settlement - Post-1880s Settlement (Type Code: SET-SET02)
Settlement along Derby Road, Cromford

HDR4098 Fields and Enclosed Land - Small Regular Fields (Type Code: FIE-FIE08)
Fields along Derby Road, Cromford

HDR4105 Fields and Enclosed Land - Small Regular Fields (Type Code: FIE-FIE08)
Fields east of Cromford Hill, Cromford

HDR4156 Fields and Enclosed Land - Small Irregular Fields (Type Code: FIE-FIE10)
Fields east of Marston Lodge, Marston Montgomery

Other Land Classes - None recorded

Related Monuments - None Recorded

Finds - None recorded

Associated Events/Activities

EDR1790 Cromford & High Peak Railway and Peak Forest Tramway Survey by ARCUS, 2003 (Event -

Associated Individuals/Organisations - None recorded

SMR Number 14955 - MDR9292 **Site** Railway bridge over the former Cromford and High
Peak Railway, Whaley Bridge

SMR Number	Site Name	Record Type
14955 - MDR9292	Railway bridge over the former Cromford and High Peak Railway, Whaley Bridge	Monument

A grade II listed railway bridge that was built c. 1863 to carry the Whaley Bridge to Buxton line of the Stockport, Disley and Whaley Bridge Railway over the Cromford and High Peak Railway. It became part of the London and North Western Railway in 1866.

Monument Types and Dates

RAILWAY BRIDGE (Post Medieval - 1863 AD)
Evidence STRUCTURE

Description and Sources

Description

Railway bridge constructed of dressed gritstone blocks. The bridge allows the Cromford & High Peak Railway to pass beneath the London & North Western Railway. The bridge has now been filled in and only a small section remains visible. (1) This bridge carries the Whaley Bridge to Buxton line of the Stockport, Disley and Whaley Bridge (SD & WB) railway, which was opened in 16/06/1863. It was an extension of the line from Stockport to Whaley Bridge, which was opened in 1857. It became part of the London and North Western Railway in 1866. This Buxton extension had to pass over the Cromford and High Peak Railway (CHPR) in too short a distance from Whaley Bridge for it to have gained sufficient height to offer adequate headroom. The CHPR had to build a deviation to the south and to lower the line. Even this could give a maximum headroom of only 10ft 6in. On 25 February 1859 the SD & WB offered the CHPR compensation of £1500. A further £3100 was to be paid to the CHPR to enable it to make the diversion and to complete the works. (6) A grade II listed railway bridge that was built c. 1863, possibly by William Baker, Chief engineer of the London and North Western railway. It is built of cast iron with stone abutments, and has quarry-faced gritstone abutments with dressed stone caps. It has a double track bed carried on four cast iron arched ribs cast in two parts and joined in the

Sources

- (1) Archive: Jessop, O. 2003. Cromford & High Peak Railway and Peak Forest Tramway Survey. ARCUS 738b. Feature number: 371
- (2) Photograph: ARCUS, Project 738b. 2003. Cromford & High Peak Railway and Peak Forest Tramway Survey. Digital photograph. 495
- (3) Map: Ordnance Survey. 2003. OS Landline (2003) from EDINA Digimap. C&HPR: 183
- (4) Bibliographic reference: Coleford, I C. 1996. The Cromford and High Peak Railway. p 16
- (5) Bibliographic reference: Jones, N & Bentley, M. 2000. Scenes from the Past: 37 (Part One) Railways of the High Peak. 'Whaley Bridge to Friden'. p 4
- (6) Bibliographic reference: Marshall, J. 1996. The Cromford & High Peak Railway. pp 30-32, inc. photograph
- (7) Bibliographic reference: Rimmer, A. 1998. The Cromford and High Peak Railway. p 65
- (8) Listed Building File: DOE / DCMS. Listed Building Notification. Original UID: 469325

Associated resources - None recorded

Location

National Grid Reference

Centred SK 01156 80984 (13m by 50m) SK08SW Area

Administrative Areas

Civil Parish WHALEY BRIDGE, HIGH PEAK, DERBYSHIRE

Address/Historic Names - None recorded

Designations, Statuses and Scorings

Associated Designations

Listed Building (II) - 469325 RAILWAY BRIDGE Active
DDR6514

SMR Number 14955 - MDR9292 **Site** Railway bridge over the former Cromford and High Peak Railway, Whaley Bridge centre. The spandrels each have five rectangular-headed openings diminishing towards the centre. There is a cornice and solid parapet above, also in iron. (8)

Other Statuses and Cross-References

SHINE Candidate (No) Active
Sites & Monuments Record - 14955 Active
National Park Active

Ratings and Scorings

Condition	Moderate	11/11/2003	Cromford & High Peak Railway and Peak Forest
Visibility	Limited	11/11/2003	Tramway Survey by ARCUS, 2003 Cromford & High Peak Railway and Peak Forest Tramway Survey by ARCUS, 2003

Land Use

Associated Historic Landscape Character Records - None recorded

Other Land Classes - None recorded

Related Monuments - None Recorded

Finds - None recorded

Associated Events/Activities

EDR1790 Cromford & High Peak Railway and Peak Forest Tramway Survey by ARCUS, 2003 (Event -

Associated Individuals/Organisations - None recorded

SMR Number 14958 - MDR9295 **Site** Trackbed, Whaley Bridge; Cromford & High Peak Railway

SMR Number	Site Name	Record Type
14958 - MDR9295	Trackbed, Whaley Bridge; Cromford & High Peak Railway	Monument

The original trackbed of the Cromford & High Peak Railway. The northeast face of the bridge (SMR 14955) is completely buried, as is the original trackbed.

Monument Types and Dates

RAILWAY TRACKBED (Post Medieval - 1826 AD to 1900 AD)

Evidence	DOCUMENTARY EVIDENCE
Evidence	SUB SURFACE DEPOSIT

Description and Sources

Description

The original trackbed of the Cromford & High Peak Railway, which ran along the northeast side of the L&NW Railway to the old road, via Caldene Terrace. The northeast face of the bridge is completely buried as is the original trackbed. The owner of the site stated that during construction works, wooden sleepers, a cobbled surface and rails were found in situ. NGR: SK 01162 80994 - SK 01240 81186. (1)

Sources

- (1) Archive: Jessop, O. 2003. Cromford & High Peak Railway and Peak Forest Tramway Survey . ARCUS 738b. Feature number: 374
- (2) Photograph: ARCUS, Project 738b. 2003. Cromford & High Peak Railway and Peak Forest Tramway Survey. Digital photograph. 499-502
- (3) Map: Ordnance Survey. 2003. OS Landline (2003) from EDINA Digimap. C&HPR: 183-185
- (4) Map: Ordnance Survey. OS County Series, 1st edition, scale 1:2500 (c. 25" to one mile). VIII.11
- (5) Bibliographic reference: Coleford, I C. 1996. The Cromford and High Peak Railway. p 16
- (6) Bibliographic reference: Jones, N & Bentley, M. 2000. Scenes from the Past: 37 (Part One) Railways of the High Peak. 'Whaley Bridge to Friden'. p 4
- (7) Bibliographic reference: Marshall, J. 1996. The Cromford & High Peak Railway. p 31
- (8) Bibliographic reference: Rimmer, A. 1998. The Cromford and High Peak Railway. p. 62, 65

Associated resources - None recorded

Location

National Grid Reference

SK 01186 81090 (point) SK08SW Line

Administrative Areas

Civil Parish WHALEY BRIDGE, HIGH PEAK, DERBYSHIRE

Address/Historic Names - None recorded

Designations, Statuses and Scorings

Associated Designations - None recorded

Other Statuses and Cross-References

SHINE Candidate (No)	Active
Sites & Monuments Record - 14958	Active
National Park	Active

Ratings and Scorings

Condition	Moderate	11/11/2003	Cromford & High Peak Railway and Peak Forest Tramway Survey by ARCUS, 2003
Visibility	Not Visible	11/11/2003	Cromford & High Peak Railway and Peak Forest Tramway Survey by ARCUS, 2003
SMR Number	14958 - MDR9295	Site	Trackbed, Whaley Bridge; Cromford & High Peak Railway

Land Use

Associated Historic Landscape Character Records - None recorded

Other Land Classes - None recorded

Related Monuments - None Recorded

Finds - None recorded

Associated Events/Activities

EDR1790 Cromford & High Peak Railway and Peak Forest Tramway Survey by ARCUS, 2003 (Event -

Associated Individuals/Organisations - None recorded

SMR Number	14959 - MDR9296	Site	Boundary wall, Whaley Bridge; Cromford & High Peak Railway
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SMR Number	Site Name	Record Type
14959 - MDR9296	Boundary wall, Whaley Bridge; Cromford & High Peak Railway	Monument

A boundary wall along the former Cromford and High Peak Railway.

Monument Types and Dates

BOUNDARY WALL (Post Medieval - 1826 AD to 1900 AD)
 Evidence STRUCTURE

Description and Sources

Description

Drystone wall constructed from irregular gritstone blocks, stands approximately 1m high at the start, rising to approximately 2m. NGR: SK 01180 81079 - SK 01257 81442. (1)

Sources

- (1) Archive: Jessop, O. 2003. Cromford & High Peak Railway and Peak Forest Tramway Survey. ARCUS 738b. Feature number: 375
- (2) Photograph: ARCUS, Project 738b. 2003. Cromford & High Peak Railway and Peak Forest Tramway Survey. Digital photograph. 503
- (3) Map: Ordnance Survey. 2003. OS Landline (2003) from EDINA Digimap. C&HPR: 184-185
- (4) Map: Ordnance Survey. OS County Series, 1st edition, scale 1:2500 (c. 25" to one mile). VIII.11
- (5) Map: OS. 2002. OS Explorer OL1 (2002).
- (6) Bibliographic reference: Jones, N & Bentley, M. 2000. Scenes from the Past: 37 (Part One) Railways of the High Peak. 'Whaley Bridge to Friden'. p. 10
- (7) Bibliographic reference: Marshall, J. 1996. The Cromford & High Peak Railway. p. 42

Associated resources - None recorded

Location

National Grid Reference

SK 01274 81346 (point)	SK08SW	Line
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Administrative Areas

Civil Parish WHALEY BRIDGE, HIGH PEAK, DERBYSHIRE

Address/Historic Names - None recorded

Designations, Statuses and Scorings

Associated Designations - None recorded

Other Statuses and Cross-References

SHINE Candidate (No) Active

Sites & Monuments Record - 14959 Active

National Park Active

Ratings and Scorings

Condition	Moderate	11/11/2003	Cromford & High Peak Railway and Peak Forest Tramway Survey by ARCUS, 2003
Visibility	Substantial	11/11/2003	Cromford & High Peak Railway and Peak Forest Tramway Survey by ARCUS, 2003

Land Use

Associated Historic Landscape Character Records - None recorded

Other Land Classes - None recorded

SMR Number 14959 - MDR9296 **Site** Boundary wall, Whaley Bridge; Cromford & High Peak Railway

Related Monuments - None Recorded

Finds - None recorded

Associated Events/Activities

EDR1790 Cromford & High Peak Railway and Peak Forest Tramway Survey by ARCUS, 2003 (Event -

Associated Individuals/Organisations

Glossop, J. Owner

SMR Number 14959 - MDR9296 **Site** Boundary wall, Whaley Bridge; Cromford & High Peak Railway