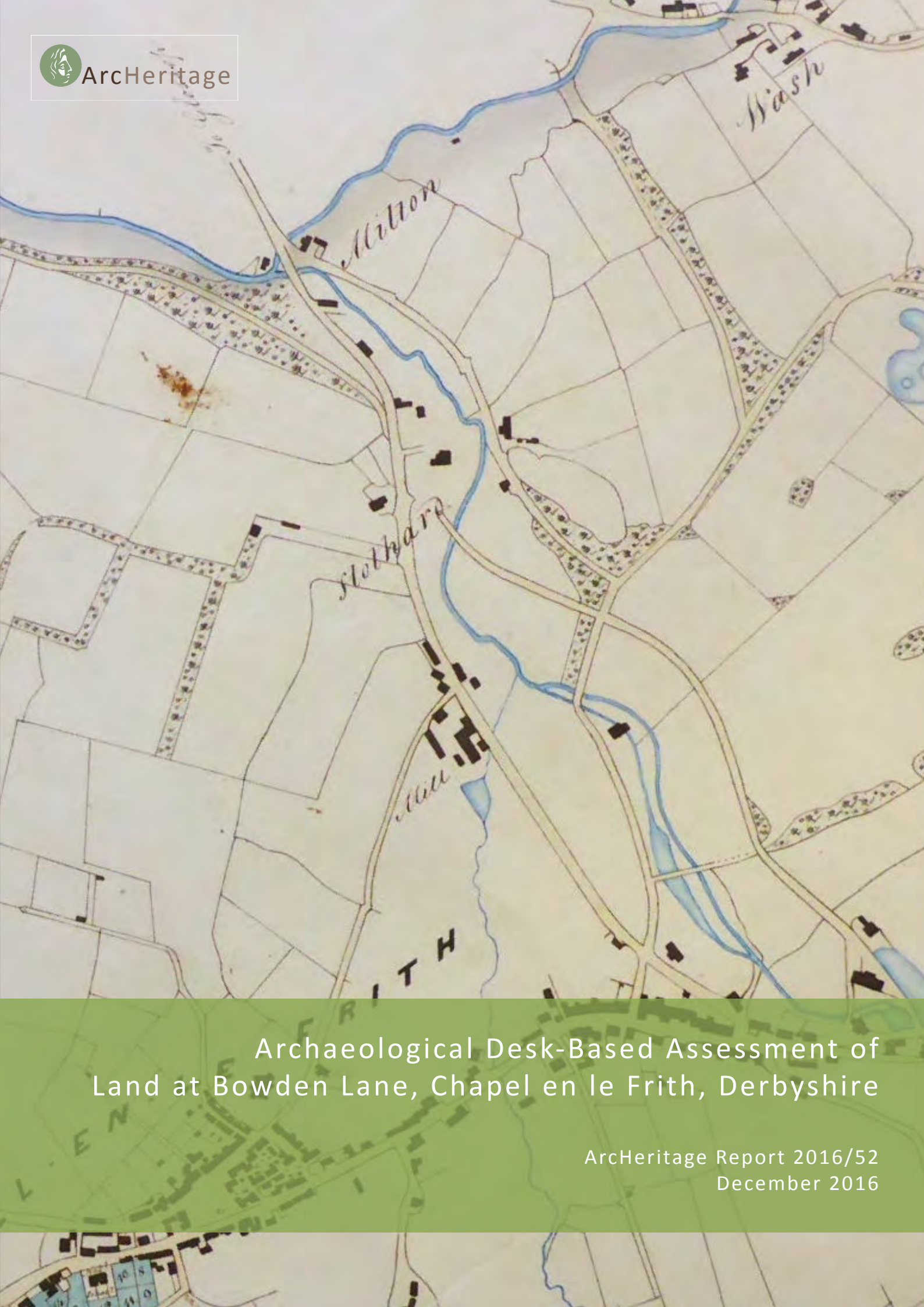




ArchHeritage



Archaeological Desk-Based Assessment of Land at Bowden Lane, Chapel en le Frith, Derbyshire

ArchHeritage Report 2016/52
December 2016

**Land at Bowden Lane, Chapel en le Frith, Derbyshire:
Heritage Impact Assessment**

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Key Project Information

Project Name	Bowden Lane, Chapel-en-le-Frith
Report Title	Land at Bowden Lane, Chapel-en-le-Frith, Derbyshire
Report status	Final
ArcHeritage Project No.	861
Type of Project	Heritage Impact Assessment
Client	Paper Escape
NGR	SK 06149 81381
Author	Mark Stenton
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Editor	Glyn Davies
Report Number and Date	2016/52 16.12.2016
Version and filename	V1 Bowden Lane, Chapel-en-le-Frith

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NON-TECHNICAL SUMMARY

This report presents the results of a heritage impact assessment of a proposed warehousing development on land at Bowden lane, Chapel en le Frith, Derbyshire. The report assesses the potential impact of the proposed development on known heritage assets within the Site and designated assets immediately adjacent to the Site. The report was commissioned from ArcHeritage by Paper Escape.

Research for the assessment indicates that the proposed development has the potential to impact on two heritage assets: the course of the Roman road from Buxton to Melandra fort, Glossop, and ridge and furrow visible on lidar.

The Roman road's course through the Chapel en le Frith area is unclear and there is no archaeological evidence to support either a proposed route to the west of Bowden Lane or the road's conjectured course through the Site. Should this heritage asset be present within the Site, potential effects from the development would vary, with a major impact within the footprint of the new building and a moderate impact beneath the new car park.

The ridge and furrow is present in the majority of the Site, but terminates at the top of the slope along the western side of the Site. During the medieval and early post-medieval periods, the Site formed part of the commons or open field system of Bowden Chapel. These were privately enclosed in 1712. The ridge and furrow can therefore be associated with a particular settlement and a likely period in which the land was last ploughed. While the surface of the field is uneven throughout, no obvious upstanding ridge and furrow is visible at ground level. The ridge and furrow is clearly visible on lidar, however, and the proposed development would have a major impact on this heritage asset. As the ridge and furrow is of low heritage significance, however, the overall effect of the development on this asset would be minor.

Appropriate mitigation measures have been proposed. These could lead to an increase in knowledge, with at least a minor beneficial effect, depending upon the results.

1 INTRODUCTION

This report is a heritage impact assessment of land at Bowden Lane, Chapel-en-le-Frith, Derbyshire ('the 'Site'). The report assesses the potential impact of the proposed development on known heritage assets within the Site and designated assets adjacent to the Site.

The Site (centred on NGR SK 06149 81381) is located on the north side of Chapel-en-le-Frith, Derbyshire, approximately 7.8km to the north of Buxton (Figure 1).

The assessment was undertaken in line with guidance from the Chartered Institute for Archaeologists (CIfA 2014) and follows the methodology set out in the Historic England guidance document *The Setting of Heritage Assets* (HE 2015) and industry good practice. The report was commissioned from ArchHeritage by High Peak Architects.

2 PROPOSED DEVELOPEMENT

The proposed development envisages the construction of a 980m² B8 warehouse, with associated car parking and landscaping (High Peak Architects 2016, Ref. 1332.Db.01). The Site is located on part of a field off Bowden Lane, to the south of the A624 and the A6 bypass, in an allocated and accessible employment zone. The overall building footprint is 40m x 20m, with eaves at 8m. The building will be two-storey, with a first floor or mezzanine providing ancillary and office accommodation at the eastern end of Unit 1. The design intention is for a modern warehouse built from different profiles and colours of cladding, with profiled cladding up to 5m height and smooth cladding above. Access to the development will be from Bowden Lane to the west.

It is proposed that the building will sit at a level similar to that close to the road, with the building dug into the land. This will reduce the building's visibility from Bowden Hey Farm. The boundary between the Site and the farm will be curved, with trees planted along it (High Peak Architects 2016, Ref. 1332.Db.01)

3 POLICY FRAMEWORK

Heritage policies contained within the National Planning Policy Framework 2012 (NPPF) urge local planning authorities to set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, to recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. It is therefore important that, in considering site allocations, attention is given to the potential impact on heritage assets.

3.1 National

3.1.1 *The National Planning Policy Framework (2012)*

The NPPF sets out the Government's planning policies on the conservation of the historic environment.

Section 12, Paragraph 128 of the NPPF states that:

‘In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.’

The policies in Section 12 of the NPPF refer to the concept of a heritage asset, which is defined as:

‘a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).’

Section 12, Paragraph 135 of the NPPF states that:

‘The effect of an application on the significance of a non-designated heritage asset should be taken into account’ and that ‘a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.’

Section 12, Paragraph 137 of the NPPF states that:

‘Local planning authorities should look for opportunities for new development within...the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to, or better reveal the significance of, the asset should be treated favourably.’

Section 12, Paragraph 139 of the NPPF states that:

‘Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.’

3.2 Local

The High Peak Local Plan was adopted in April 2016.

Policy EQ 7: Built and Historic Environment states that:

‘The Council will conserve heritage assets in a manner appropriate to their significance. This will take into account the desirability of sustaining and enhancing their significance and will ensure that development proposals contribute positively to the character of the built and historic environment...

This will be achieved by:

Requiring all works that could impact on a heritage asset or its setting or sites with the potential to include assets, to be informed by a level of historical, architectural and archaeological evidence proportionate to their significance and sufficient to understand the potential impact of a proposal. Where appropriate, the Council may also require historical research and archaeological recording to be undertaken before works to a heritage asset commence.’

The Chapel en le Frith Neighbourhood Plan (2013-2018) was adopted in 2013.

Employment Policy EP1: Design of Employment Sites states that:

‘Development must not cause detriment to valuable areas or features of nature conservation or man-made heritage.’

4 METHODOLOGY

4.1 Aims

The general aim of the heritage impact assessment was to determine the nature and significance of heritage assets with the potential to be impacted by the proposed development. Based on the assessment methods set out in Historic England’s ‘Conservation Principles, Policies and Guidance’ (HE 2008), the following categories of historical significance were considered:

- Evidential value (the potential of a place to yield evidence about past human activity);
- Historical value (the ways in which past people, events and aspects of life can be connected to a place to the present; this can be illustrative or associative);
- Communal value (the meaning of a place for people who relate to it; this can be commemorative, symbolic or social);
- Aesthetic value (ways in which people draw sensory and intellectual stimulation from a place).

The impact of the proposed development on each of the identified heritage assets is then assessed using the methodology advocated in Historic England’s ‘The Setting of Heritage Assets’ (HE 2015). This considers:

- The extent of the setting of each of the heritage assets;
- The role of the Site within those settings;
- The impact of the proposed development on the significance of the heritage assets;
- Opportunities for minimising harm/maximising enhancement.

4.2 Methodology

The report will identify the designated and non-designated heritage assets that have the potential to be impacted by the proposed development. The contribution of the Site to the significance of these assets will then be considered, followed by an assessment of the potential impact of the development on this significance. Mitigation measures will then be recommended to maximise enhancement and avoid or minimise harm.

4.3 Assessment criteria

The term ‘heritage assets’ covers a wide variety of features including: buildings; standing, buried and submerged archaeological remains, sites and landscapes; and parks and gardens, whether designated or not. Heritage assets hold meaning for society over and above functional utility. The significance of a heritage asset relates to its archaeological, architectural, artistic and historic interest. It is possible to ascertain archaeological significance based on period, rarity, documentation, group value, vulnerability and diversity (see Table 1).

Table 1: Criteria for assessing significance of heritage assets

Significance	Heritage Asset (examples)	Note
Very High	World Heritage Sites (including nominated sites). Assets of acknowledged international importance. Assets that can contribute significantly to acknowledged international research objectives. Scheduled Monuments (including proposed). Undesignated assets of schedulable quality and importance. Grade I and II* Listed Buildings, Parks & Gardens Other substantial or very legible historic landscapes of note	Substantial harm to, or loss of, these assets should be <u>wholly exceptional</u> Any harm or loss to a heritage assets requires clear and convincing justification (NPPF para 132 & 152)
High	Assets that can contribute significantly to acknowledged national research objectives. Conservation Areas Undesignated assets of clear regional or national importance Locally Listed buildings Grade II Listed Buildings, Parks & Gardens Other legible historic landscapes	Substantial harm to, or loss of, these assets should be <u>exceptional</u> (NPPF para 132) Any harm or loss to a heritage assets requires clear and convincing justification (NPPF para 132 & 152)
Medium	Undesignated assets that contribute to regional research objectives Locally Listed buildings Legible historic landscapes	Any harm or loss to a heritage assets requires clear and convincing justification (NPPF para 132 & 152)
Low	Undesignated Assets of limited value, but with potential to contribute to local research objectives. Assets compromised by poor preservation and/or poor survival of contextual associations. Historic (unlisted) buildings of modest quality in their fabric or historical association. Fragmented historic landscapes	Any harm or loss to a heritage assets requires clear and convincing justification (NPPF para 132 & 152)

Significance	Heritage Asset (examples)	Note
Negligible	Assets with very little or no surviving archaeological/heritage interest Buildings of no architectural or historical note Buildings of an intrusive character Areas of known ground disturbance	
Unknown	The importance of the resource (below ground deposits, landscape, setting or historic building) has not been ascertained.	Field evaluation may be required to evaluate potential buried assets (NPPF para 128)

4.4 Assessing archaeological potential

The assessment of the potential for buried archaeological remains to be present is a professional judgement based on known cultural heritage assets in the vicinity, the nature of current and historic land-use, and available information on the nature and condition of sub-surface deposits. The assessment is not a definitive statement, but a consideration of *potential* based on the currently available evidence. The assessment of potential could be modified if additional information was to become available.

A **low** potential reflects a below-average likelihood for the preservation of remains based on known parameters; **moderate** represents an average potential; and **high** would reflect an above-average potential for the survival of archaeology. If there is insufficient evidence on which to make a judgement the potential is deemed to be **unknown**. A **negligible** potential means that no significant archaeological remains are present; this is only used where evaluation has indicated an absence of archaeological remains, or where it is known that substantial sub-surface disturbance has occurred in the past (such as excavation for deep basements or quarrying) which will have removed any earlier remains.

5 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

This section presents a summary of the archaeological and historical background of the Site and its surrounding area. A gazetteer of known heritage assets within 1km of the Site has been collated from local and national databases and is presented in Appendix 1. Heritage asset numbers mentioned in the text refer to the gazetteer. The locations of the assets are shown on Figure 2.

5.1 Designated assets

All cultural heritage designations were checked for the 500m search area, including Scheduled Monuments (SMs), Listed Buildings, Registered Parks and Gardens, Registered Battlefields and Conservation Areas.

5.1.1 Site

No nationally-designated heritage assets are recorded within the Site.

5.1.2 Search Area

No World Heritage Sites, Scheduled Monuments or Grade I listed buildings are recorded within the 500m search area.

One Grade II* and two Grade II listed buildings are recorded within the 500m search area: Stodhart Tunnel, Stodhart Lodge and the gateway to Stodhart Lodge (1298848; 1088053; 1334843). The locations of these heritage assets are shown in Figure 2. The proposed development will not result in any visual or setting impacts on these designated assets.

The Site is not located within a Conservation Area. However, the Town Head Conservation Area is situated approximately 25m to the south. Potential impacts on this locally-designated heritage asset are discussed in Section 9.3, below.

No Registered Battlefields or Registered Parks and Gardens are recorded within the Site or the search area.

5.2 Prehistoric

No prehistoric heritage assets are recorded within the Site or the 500m search area. A prehistoric route across the Pennines may have passed through the Chapel en le Frith area, although this is not supported by archaeological evidence and remains speculative (Hey 1980).

5.3 Roman

The HER record one Roman heritage asset within the Site: the projected route of the Roman road (3531) from Buxton to Melandra Roman fort, Glossop. The Roman road's course through the Chapel en le Frith area is unclear, having been projected along a route to the west of Bowden Lane by P. Wroe and P. Mellor in 1971 and to the east of the lane by Wroe alone in 1999 (Wroe and Mellor 1971, 44, Fig.3 E; HER Doc no.981, 15). There is currently no archaeological evidence to support either of the proposed routes.

5.4 Medieval

The HER does not record any medieval heritage assets within the Site or the 500m search area. Lidar, however, shows ridge and furrow running north-east/south-west across the majority of the Site, before it terminates at the top of the slope along the Bowden Lane boundary (Figure 3). During the medieval period, the Site formed part of Bowden Chapel's commons or open field system.

Chapel en le Frith itself was established by foresters employed within the Peak Forest, a royal hunting area, between 1224 and 1238 and was first recorded, as '*capellum de Frith*', the chapel in the forest, in 1241 (Cameron 1959; Stroud 1999).

5.5 Sixteenth to eighteenth centuries

The HER does not record any early post-medieval heritage assets within the Site or the 500m search area.

A 1587-1590 map of the Earl of Shrewsbury's lands in Longdendale showed buildings at Chapel en le Frith only in the area around the Church of St. Thomas Becket and did not give any indication of development or land use in the vicinity of the Site.

The Site remained part of Bowden Chapel's commons or open field system until these were enclosed in 1712 (Figure 4). Eighteenth-century enclosure of medieval fields was often followed by cross-ploughing to level ridge and furrow and create level surfaces in the new fields. The ridge and furrow visible on lidar demonstrates that this did not occur within the Site and suggests that the land may have been taken out of cultivation and turned over to pasture shortly after its enclosure. Peter Berez Burdett's 1791 map of Derbyshire did not show any buildings or indicate land use within the Site.

One 18th-century heritage asset is recorded within the 500m search area: the Peak Forest Tramway (29906, 29912, 29917), which was constructed to the south of the Site in 1795.

5.6 Nineteenth century

No 19th-century heritage assets are recorded within the Site.

The Site remained part of a field in this period. No changes were shown within the Site on the 1847 Chapel en le Frith tithe map (Figure 4) or the 1880 and 1898 Ordnance Survey maps (Figure 5).

Two heritage assets are recorded in the 500m search area: additions to the Peak Forest Tramway (99017, 29907, 29908, 29913, 29914, 29915, 29916, 29994, 29995); and Bowdenhay Wadding Mill (3567).

5.7 Modern

No modern heritage assets are recorded within the Site.

No changes were shown within the Site on the 1921 or 1938 Ordnance Survey maps (Figure 5). Bowden Hey Farm had been constructed to the north-east of the Site by the latter date. The ridge and furrow was not visible within the Site on an aerial photograph taken in 1945 (Google Earth).

No changes were shown within the Site on the 1950, 1969, 1977 or 1992 Ordnance Survey maps (Figure 6). Easter Cottage had been built to the north-east of the Site by the latter date, while a field boundary, orientated south-west/north-east, had been established along the Site's eastern perimeter.

The ridge and furrow within the Site is not visible on aerial photographs taken in 1999 and 2005 (Google Earth). Bowden Hey Road, light industrial buildings and the High Peak Delivery Office had been constructed to the south and east of the Site by the latter date. Foresters' Way, the Fickle Mermaid restaurant, the premises of Doric Crimped and an Aldi had been constructed in the vicinity of the Site by 2014 (Figure 6).

One modern heritage asset is recorded in the 500m search area: the Ferodo Works (3656).

6 SITE VISIT

A site visit was undertaken by Mark Stenton of ArchHeritage on 13th December 2016. Visibility was good, weather conditions were dry. The Site comprises a sub-triangular area in the south-west part of a field on the east side of Bowden Lane (Plates 1 and 2). Bounded at the west by a dry stone wall and by fences, trees and hedges at the south (Plates 3 and 4), the north and east

site boundaries are not demarcated from the remainder of the field. Ground cover throughout is rough pasture and scrub.

Access into the Site is via a modern wooden gate at the south-west corner of the plot. A metre box indicates the presence of utility services in this area (Plate 5). This is the lowest point of the Site and much of the ground was waterlogged in this area. From the south-west corner, ground level slopes gradually up to the north and steeply up to the east (Plates 6 and 7). An informal track is present along the uneven ground that runs to the north (Plate 8). The 1999 Wroe survey (HER Doc no.981) suggests that the Roman road from Buxton to Melandra Roman fort, Glossop, follows this alignment through the Site. No obvious evidence for the Roman road was observed in this area during the Site visit. As the track runs along the base of the substantial slope to the east, the path is likely to have been formed simply through being the most convenient way to cross the Site from Bowden Lane to Bowden Hey Farm.

Immediately to the east of the lower ground, the slope rises steeply at the south-east, with the gradient becoming substantially shallower to the north (Plates 9 and 10). On top of the slope, ground level is uneven, but is generally flat, with a slight rise to the east (Plates 11 and 12). While lidar shows ridge and furrow throughout this part of the Site, these features are not legible on the ground. No obvious evidence for the Roman road was observed in this part of the Site during the walkover survey.

7 ASSESSMENT OF ARCHAEOLOGICAL POTENTIAL AND HERITAGE VALUE

There is no evidence of prehistoric activity within the Site or its immediate vicinity. The archaeological potential for this period is considered to be **low**, with the significance of any heritage assets that may survive from this period also likely to be **low**.

As noted in Section 5.3, above, in the Chapel en le Frith area, the course of the Roman road from Buxton to Melandra fort, Glossop, is unclear. There is currently no archaeological evidence to support either the proposed route to the west of Bowden Lane or the conjectured course through the Site. However, the presence of ridge and furrow across most of the Site suggests that the condition of the road will have been compromised if it runs through the area that was subject to medieval ploughing. The archaeological potential for the Roman period is therefore **unknown**. Should the road be present within the Site, it would form part of a wider regional route and its heritage significance would therefore be **medium**. Potential impacts on this heritage asset are discussed in Section 9.1, below.

Medieval agricultural activity within the Site is demonstrated by ridge and furrow visible on lidar. Potential impacts on this heritage asset are discussed in Section 9.2, below. Any further archaeological remains from the medieval period are likely to be low-level features relating to land division or drainage. Small items deposited through casual loss may also be present. Due to the presence of the ridge and furrow, the archaeological potential for the medieval period is considered to be **high**, with the significance of heritage assets from this period being **low**.

The Site was enclosed in 1712 and appears to have been taken out of arable use at that date or shortly thereafter. The Site has been in use as pasture from this period onwards. As the remains of the ridge and furrow technically date from the last ploughing, the archaeological potential

for the early post-medieval period up to the early 18th century is considered to be **high**, with the significance of heritage assets from this period being **low**.

After 1712, any archaeological remains from the early post-medieval period are likely to be low-level features relating to land division or drainage, perhaps with small items deposited through casual loss. Post-1712, the archaeological potential for the 18th-century is considered to be **low**, with the significance of any heritage assets that may survive from this period also likely to be **low**.

The Site remained in use as pasture throughout the 19th and 20th centuries. No features or buildings are known to have been present within the Site during this period. The archaeological potential for the 19th century and modern periods is considered to be **low**, with the significance of any heritage assets that may survive from this period also likely to be **low**.

8 ASSESSMENT OF HERITAGE SIGNIFICANCE

Table 3.1, below, assesses the significance of the heritage assets that have been identified within the Site.

As noted above, there are conflicting projections of the course of the Roman road. Table 3.1 therefore assesses the heritage significance of this asset *should* it be present within the Site.

Table 3.1: Significance of heritage assets with the potential to be impacted by the proposed development

Heritage Asset	Evidential Value	Historical Value	Communal Value	Aesthetic Value	Significance
Roman road from Buxton to Melandra Roman fort, Glossop (if present)	High: Would demonstrate Roman activity in Chapel-en-le-Frith area and direct contact between Roman Buxton and Glossop; would identify course of road and characterise extent and condition of any remains	Medium: No remains visible above ground, so direct associative value possibly reduced; would potentially provide illustrative link with the past and enhance known Roman activity in area	Low - Medium: Repeated attempts to identify course of the Roman road demonstrate local and regional interest; would have a beneficial effect on knowledge, understanding and appreciation; would provide a symbolic link to the past	Low: No remains visible above ground, so potential to provide intellectual stimulation or create a sense of the past is reduced	Medium: Road was part of a wider regional network that connected Buxton and Glossop

Heritage Asset	Evidential Value	Historical Value	Communal Value	Aesthetic Value	Significance
Ridge and furrow	Medium - High: Demonstrates medieval and early post-medieval agricultural activity within the Site; can be associated directly with Bowden Chapel commons due to enclosure of Site in 1712; may contain buried soil profiles and residual material, but no obvious evidence for related activity, eg. enclosures;	Low: Enhances known medieval and early post-medieval activity in area, but remains not legible as ridge and furrow when observed from ground level, so illustrative and associative links to the past reduced	Low: Enhances known medieval and early post-medieval activity in area, but remains not legible as ridge and furrow when observed from ground level, so asset unlikely to be readily understood or appreciated by a casual observer	Low: Not legible as ridge and furrow when observed from ground level	Low: Formerly part of local Bowden Chapel open field system, enclosed in 1712

9 THE SITE'S ROLE IN THE SETTING OF HERITAGE ASSETS

The setting of a heritage asset is defined in the Glossary of the NPPF as:

'The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance, or may be neutral' (NPPF 2012, 56)

9.1 Roman road

The Roman road from Buxton to Melandra Roman fort, Glossop,

Should the Roman road have crossed the Site, the decision to construct the road along this alignment will have been made in relation to the practicalities of crossing an undeveloped landscape, rather than for any aesthetic qualities of the Site itself. The Site therefore cannot be said to play a material role in the setting of this heritage asset. Similarly, the Site itself does not contribute to the evidential and historical value of the Roman road and does not enable an understanding and appreciation of the relationship between the road and the wider landscape context in which it was created.

The wider landscape context has been impacted substantially in the past, through the construction of agricultural buildings, roads, housing developments, a restaurant, retail and light industrial units. The present-day townscape, its road network and the remaining agricultural system cannot be said to resemble the landscape in which this heritage asset was created (HE 2015, 4). The asset therefore cannot be said to sit within a legible historic landscape.

Views onto and out of the Site are restricted due to boundaries and topography and the projected course of the Roman road is largely visible only from the Bowden Lane/A624 junction. While the Roman road is not visible above ground, Historic England consider that buried

features also have a setting (HE 2015, 4). Any subsurface remains, however, will not be readily evident to, or understood and fully appreciated by, a casual observer.

The Site is not considered to contribute any significance to the setting of this heritage asset.

9.2 Ridge and furrow

The ridge and furrow provides evidence that the Site formed part of a medieval and early post-medieval open field system. Cartographic evidence demonstrates that this was Bowden Chapel commons, which were enclosed in 1712. The field can therefore be associated with a particular settlement and a likely period in which the land was last ploughed. The Site formed only a small part of the Bowden Chapel open field system, however, and is likely to have been included simply as an area that was suitable for arable cultivation, rather than for any aesthetic qualities of the Site itself. Nonetheless, the ridge and furrow makes some contribution to an understanding of past agricultural activity in the area and could be said to enable an understanding and appreciation of the relationship between the Site and its wider historic landscape context.

During the past two decades, however, both the immediate and wider landscape contexts of the ridge and furrow have been impacted by the construction of housing, roads, buildings relating to retail, leisure and employment, and the corresponding fragmentation of the field system to which the Site belonged. The ridge and furrow can no longer be said to form part of a legible historic landscape.

Views onto and out of the Site are restricted due to boundaries and topography and the area occupied by the ridge and furrow is largely visible only from the Bowden Lane/A624 junction. While the ridge and furrow is not legible as a surface feature, Historic England consider that buried features also have a setting (HE 2015, 4). Any subsurface remains, however, will not be readily evident to, or understood and fully appreciated by, a casual observer.

9.3 Conservation area

The Site is not located within a conservation area. However, the Site is situated approximately 16.5m to the north of the Town Head Conservation Area and a small part of the western site boundary will be visible from a small area in the north-west part of the conservation area.

Due to the topography, the existing townscape and treelines, views into and out of the this part of the conservation area are limited and partial. The proposed new building will be set back from the site boundary, thereby reducing its visibility from the conservation area. Landscape planting and the retention of existing trees along the Site's western boundary will screen this part of the proposed development, while the existing lorry park already effectively screens the southern part of the Site. With sympathetic planting and design, existing views into and out of the conservation area will not be affected adversely.

10 POTENTIAL IMPACTS ON HERITAGE ASSETS

The proposed development was identified as having the potential to impact two heritage assets. These are shown in Table 2, below.

Table 2: Heritage assets with the potential to be impacted by the proposed development

Source ID	Name	Summary	Designation	NGR
HER 3531	Roman road	Roman road from Buxton to Melandra Roman fort, Glossop	-	SK 0952 90317 (centred)
Lidar	Ridge and furrow	Ridge and furrow running north-east/south-west across Site	-	SK 06149 81381 (point)

10.1 Roman road

HER id. no.3531

The Derbyshire HER entry states:

'Roman road between Buxton and 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 limeash 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.

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.'

As noted in section 5.3, above, the Roman road's course through the Chapel en le Frith area is unclear. The route was projected along a course to the west of Bowden Lane by P. Wroe and P. Mellor in 1971 and to the east of the lane by Wroe in 1999 (Wroe and Mellor 1971, 44, Fig.3 E; HER Doc no.981, 15). There is currently no archaeological evidence to support either of the proposed routes.

10.2 Ridge and furrow

As noted in section 5.4, above, lidar shows ridge and furrow running north-east/south-west across the field, until the remains terminate at the top of the slope along the western side of the Site. The land within the Site formed part of the medieval and early post-medieval open field system of Bowden Chapel until its enclosure in 1712. The ridge and furrow can therefore be associated with a particular settlement and a likely period in which the land was last ploughed. Ground cover within the Site is rough pasture and, while the surface of the field is uneven throughout, no obvious upstanding ridge and furrow is visible at ground level.

11 ASSESSMENT OF IMPACTS ON HERITAGE ASSETSS

As noted above, the Roman road's course through the Chapel en le Frith area is unclear, having been projected along a route to the west of Bowden Lane by P. Wroe and P. Mellor in 1971 and to the east of the lane by Wroe in 1999.

The assessment takes into account the significance of a heritage asset and the likely effect of the proposed development upon it, in order to arrive at a judgement of the effects of the development. The significance of an effect is determined by the interaction of magnitude and sensitivity. These have been assessed with reference to Tables 4.1 and 4.2, below. Taking this into account, the significance of effects has then been assessed with reference to the 'Effect Significance Matrix' shown in Table 4.3, below. Magnitudes of impact are determined along a sliding scale. For example, an impact shown in Table 4.3 as 'moderate-major' may be moderate, major or moderate-major, depending on the individual asset, its extent of survival, the quality of preservation or the extent of the likely impact, etc.

Table 4.1: Criteria for determining sensitivity

Sensitivity	Examples of receptor
Very High	The receptor/resource has no ability to absorb change without fundamentally altering its present character or is of very high heritage value.
High	The receptor/resource has little ability to absorb change without fundamentally altering its present character or is of high heritage value.
Moderate	The receptor/resource has moderate capacity to absorb change without significantly altering its present character or is of medium heritage value.
Low	The receptor/resource is tolerant of change without detriment to its character or is of low heritage value.
Negligible	The receptor/resource will not be impacted or is of negligible heritage value.

Table 4.2: Criteria for determining impact magnitude

Magnitude of impact	Criteria for assessing impact
Major	Total loss or major/substantial alteration to key elements/features of the baseline (pre-development) conditions, such that the post-development character/composition/attributes will be fundamentally changed.
Moderate	Loss or alteration to one or more key elements/features of the baseline conditions, such that post-development character/composition/attributes of the baseline will be materially changed.
Minor	A minor shift away from the baseline conditions. Change arising from the loss/alteration will be discernible/detectable, but not material. The underlying character/composition/attributes of the baseline condition will be similar to the pre-development circumstances/situation.
Negligible	Very little change from baseline conditions. Change barely distinguishable, approximating to a 'no change' situation.
Neutral	No impact.

Unknown	The effect of the impact cannot be determined.
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Table 4.3: Effect significance matrix

	Magnitude of impact				
Sensitivity of receptor	Neutral impact	Negligible impact	Minor impact	Moderate impact	Major impact
Very High	Neutral	Neutral-Minor	Moderate	Moderate-Minor	Major
High	Neutral	Neutral-Minor	Minor-Moderate	Minor-Moderate	Moderate-Major
Moderate	Neutral	Neutral-Negligible	Neutral-Minor	Minor	Moderate
Low	Neutral	Neutral-Negligible	Neutral-Minor	Neutral-Minor	Minor
Negligible	Neutral	Neutral	Neutral	Neutral	Neutral

11.1 Roman road

Table 5.1, below, summarises the likely effects of the development on the Roman road from Buxton to Melandra Roman fort, Glossop (HER 3531). The significance of the effects have been assessed for both of the projected routes. Should the Roman road be present within the Site, potential impacts from the development would vary, with impacts being higher within the footprint of the new building and lower beneath the car park.

Table 5.1: Significance of effects on the Roman road (based on HER Doc no.981/HER 3531)

Asset ID	Description	Sensitivity of receptor	Magnitude of potential impact	Significance of effect
HER 3531	Roman road from Buxton to Melandra Roman fort, Glossop			
	Impacts on asset within footprint of new building	High	Major	Major
	Impacts on asset beneath car park	High	Moderate	Minor-Moderate

Table 5.2, below, summarises the likely effects of the development on the Roman road, based on the results of a 1971 walkover survey by P. Wroe and P. Mellor. This suggested that the Roman road ran to the west of Bowden Lane and is therefore not present within the Site (Wroe and Mellor 1971, 44, Fig.3 E).

Table 5.2: Significance of effects on the Roman road (based on Wroe & Mellor 1971)

Asset ID	Description	Sensitivity of receptor	Magnitude of potential impact	Significance of effect
HER 3531	Roman road from Buxton to Melandra Roman fort, Glossop.	Negligible	Neutral	Neutral

11.2 Ridge and furrow

Table 5.3, below, summarises the likely effects of the development on the ridge and furrow that is visible within the Site on lidar.

Table 5.3: Significance of effects on the Roman road (based on HER 3531)

Asset ID	Description	Sensitivity of receptor	Magnitude of potential impact	Significance of effect
-	Ridge and furrow visible on lidar	Low	Major	Minor

12 MITIGATION MEASURES

These are measures to avoid, offset or reduce the impacts of the proposed development on identified heritage assets. Mitigation measures involve the investigation of heritage assets and can lead to an increase in knowledge about them. This is a beneficial impact. However, the physical and visual adverse impacts to heritage assets are usually permanent and cannot be reversed. These impacts must be considered to endure alongside any positive impact gained from mitigation.

Within the footprint of the new building, the proposed development will have a major effect on the remains of the Roman road, should this asset be present within the Site. Within the footprint of the car park, the development will have a minor-moderate effect on the Roman road. In order to assess the archaeological potential of this heritage asset, a programme of archaeological investigation may be appropriate to accurately locate and evaluate this feature. Depending on the results, this could lead to an increase in knowledge and could have a beneficial effect. Such works could comprise pre-determination evaluation and/or post determination mitigation.

The proposed development will have a major effect on the ridge and furrow within the Site. Mitigation measures could address these effects through a programme of works to identify and record the extent of the remains. This would lead to an increase in knowledge and could have a beneficial effect, depending on the results. However, it could be argued that as the ridge and furrow is small in extent, is poorly-preserved and is not visible from ground level, it has limited significance as a landscape feature and heritage asset. Additionally, the ridge and furrow continues within the field to the north-east of the Site and these remains will not be impacted physically by the proposed development. In that case, the lidar data showing the ridge and furrow could be considered to form an existing record of this heritage asset and no further mitigation measures may be required.

13 CONCLUSIONS

Research for the assessment indicates that the proposed development has the potential to impact on two heritage assets: the course of the Roman road from Buxton to Melandra fort, Glossop, and ridge and furrow visible on lidar.

The Roman road's course through the Chapel en le Frith area is unclear and there is no archaeological evidence to support either a proposed route to the west of Bowden Lane or the

road's conjectured course through the Site. Should this heritage asset be present within the Site, potential effects from the development would vary, with a major impact within the footprint of the new building and a minor-moderate impact beneath the new car park.

The ridge and furrow is present in the majority of the Site, but terminates at the top of the slope along the western side of the Site. During the medieval and early post-medieval periods, the Site formed part of the commons or open field system of Bowden Chapel. These were privately enclosed in 1712. The ridge and furrow can therefore be associated with a particular settlement and a likely period in which the land was last ploughed. While the surface of the field is uneven throughout, no obvious upstanding ridge and furrow is visible at ground level. The ridge and furrow is clearly visible on lidar, however, and the proposed development would have a major impact on this heritage asset. As the ridge and furrow is of low heritage significance, however, the overall effect of the development on this asset would be minor.

Appropriate mitigation measures have been proposed. These could lead to an increase in knowledge, with at least a minor beneficial effect, depending upon the results.

14 ACKNOWLEDGEMENTS

The author would like to thank Nikki Manning of the Derbyshire HER, Mr. Booth of Bowden Hey Farm and the staff of Derbyshire Record Office.

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Documents

1847 Chapel en le Frith tithe apportionment (DRO 2360/3/1836b)

Historic maps

1675 map of the commons of Chapel en le Frith (DRO D239/E 5466)

1712 Bowden Chapel Commons enclosure map (DRO D743/Z/PI)

1791 Peter Perez Burdett map of Derbyshire

1847 Chapel en le Frith tithe map (DRO D 2360/3/183a)

1875 Ordnance Survey map

1898 Ordnance Survey map

1921 Ordnance Survey map

1938 Ordnance Survey map

1955 Ordnance Survey map

1969 Ordnance Survey map

1977 Ordnance Survey map

1980 Ordnance Survey map

1992 Ordnance Survey map

2014 OS map

Aerial photographs

Bing Maps (2011)

www.britainfromabove.org

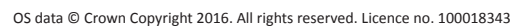
Google Earth (1945, 2003, 2010)

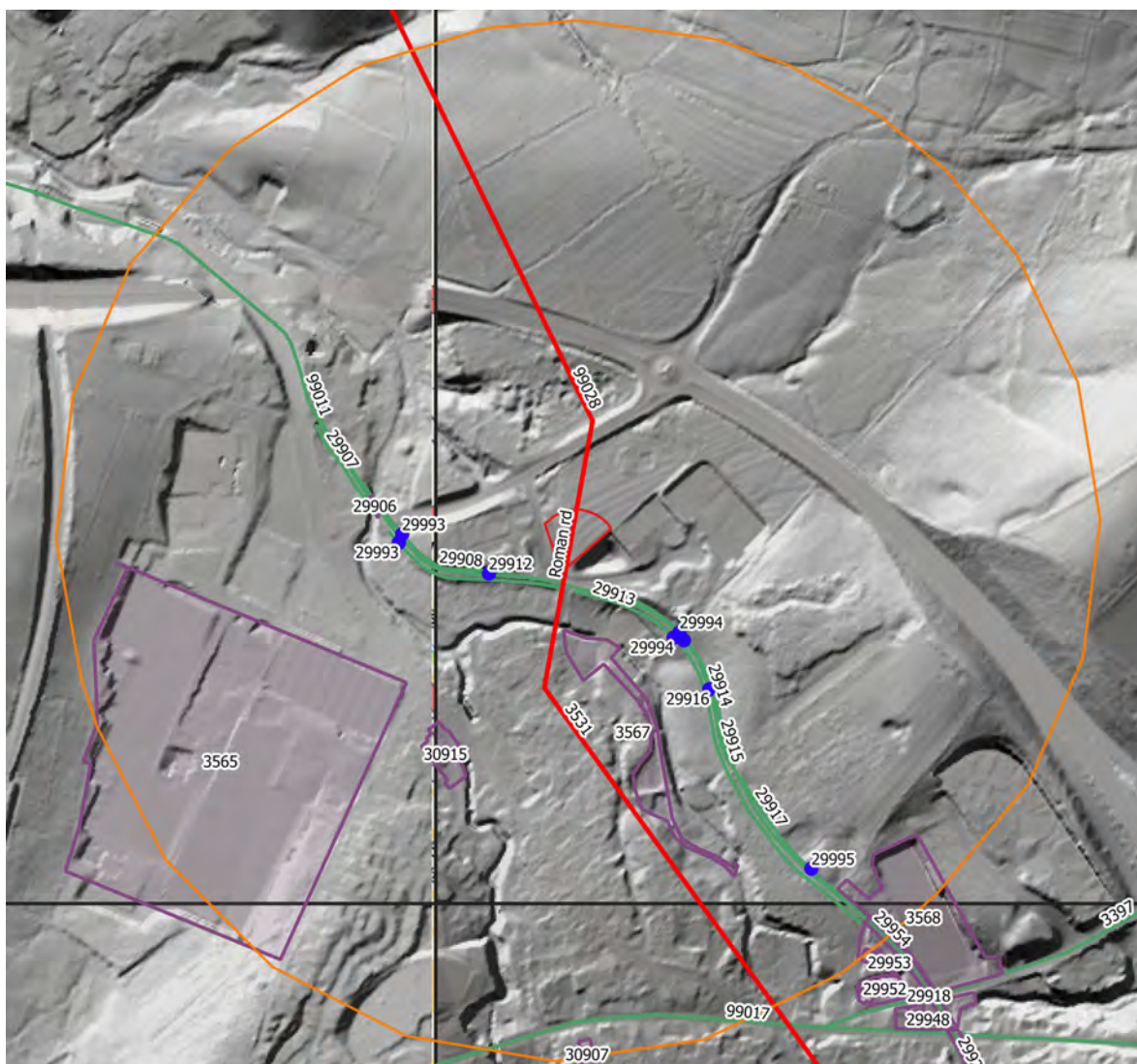
FIGURES



Site centred on NGR SK 06149 81381

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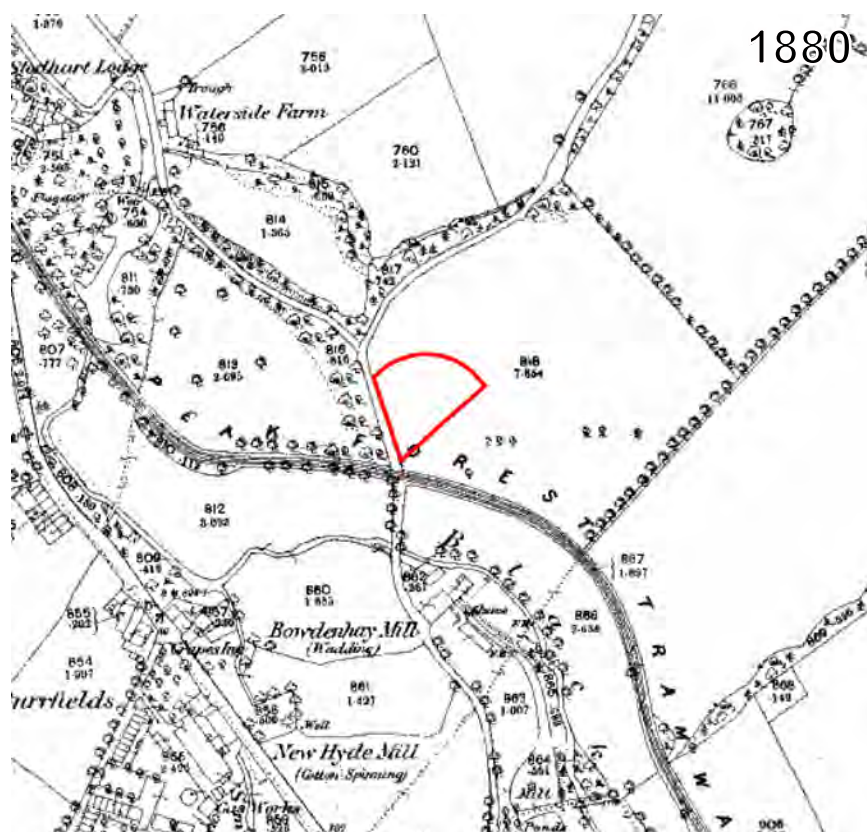
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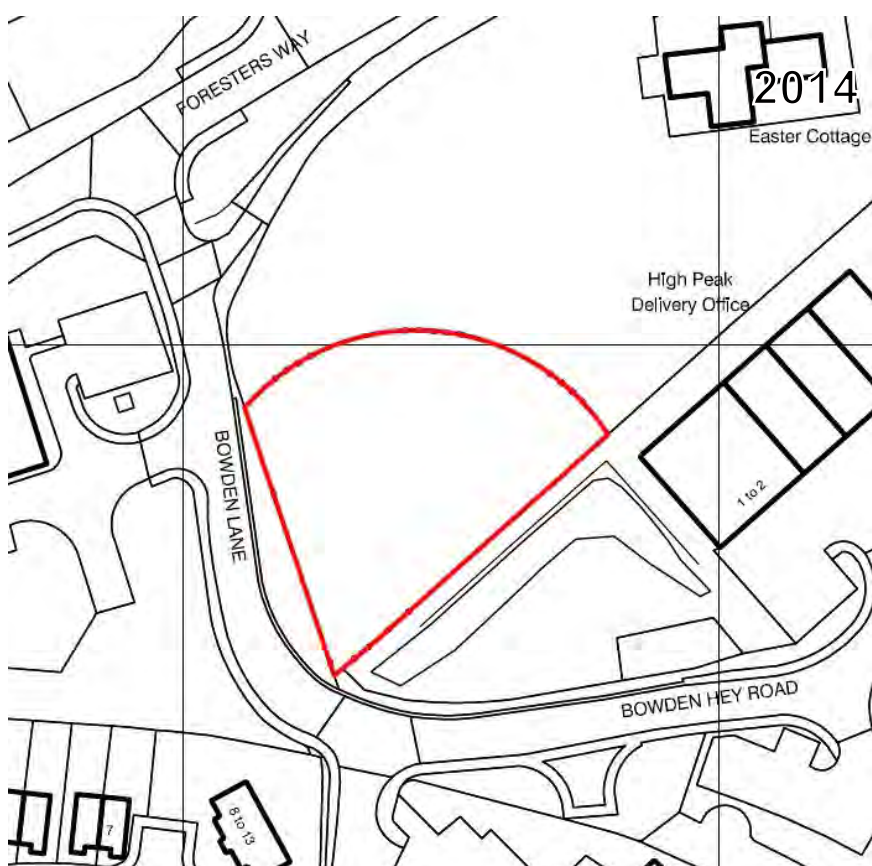
Lidar available from the Environment Agency



site locations are approximate







PLATES



Plate 1: Site, looking north-east from Bowden Lane



Plate 2: Site, looking south-east from Bowden Lane



Plate 3: Looking north-west towards Bowden Lane/A624 junction



Plate 4: Looking towards Bowden Hey Lane business park



Plate 5: Low ground, south-west corner of Site



Plate 6: Gently rising ground along western site boundary



Plate 7: Steeply sloping ground in south-west corner of Site



Plate 8: Informal track along base of slope



Plate 9: Looking north-east towards Easter Cottage



Plate 10: Looking north-east towards Easter Cottage and Bowden Hey Farm



Plate 11: Looking south-east towards Site



Plate 12: Looking south towards Site

APPENDIX 1 – GAZETTEER OF KNOWN CULTURAL HERITAGE ASSETS

Site locations shown on Figure 2

HER: Historic Environment Record

NHLFE: National Heritage List For England

Site no	Description	NGR	Reference
1	North Boundary and Retaining Wall, Stodhart Tunnel to Old Chinley Road Crossing, Peak Forest Tramway. Constructed during widening of 1803. Sections missing. Truncated further c.1985 during construction of A6.	SK 05980 81362	HER 29908
2	Black Brook Bridge (site of), south of Stodhart Lodge, Peak Forest Tramway. Former substantial gritstone masonry bridge, with low arch, carrying the tramway embankment between retaining walls. Now removed entirely. Built 1795, widened when line doubled in 1803, demolished c.1985 during A6 construction.	SK 05941 81404	HER 29906
	South Boundary and Retaining Wall, Stodhart Tunnel to Old Chinley Road Crossing, Peak Forest Tramway. Constructed 1795; widened 1803. Some rebuilding c.1985 during construction of A6.	SK 06002 81406	HER 29907
	North Boundary and Retaining Wall, Stodhart Tunnel to Old Chinley Road Crossing. Constructed during widening of 1803. Sections missing, an further truncated c.1985 during construction of A6.	SK 05980 81362	HER 29908
3	Sleeper blocks, near Bowden Park, Peak Forest Tramway.	SK 06054 81338	HER 29912
4	Northern Boundary Wall, Bowdenhay Mill, Peak Forest Tramway. Probably constructed at time of 1803 widening; some parts now missing.	SK 06272 81246	HER 29914
5	Bowdenhay Wadding Mill, Bowden Lane. Appears on the 1880 OS map. Smaller building on site on 1847 tithe map, with leets and holding ponds. Still in use as a wadding mill in 1938. In 1984 it was producing tinfoil plate.	SK 062 812	HER 3567
	Pair of Squeeze Stiles, Bowdenhay Mill, Peak Forest Tramway. Southern probably a 1795 original, northern probably dating to 1803 widening.	SK 06246 81275	HER 29994
6	Stone sleeper blocks, 25m east of Bowdenhay Mill, Peak Forest Tramway.	SK 06253 81269	HER 29915
7	Stone sleeper blocks, 70m south-east of Bowdenhay Mill, Peak Forest Tramway. Double row of <i>in situ</i> sleeper blocks.	SK 06279 81219	HER 29916
8	Southern Boundary Wall, Old Chinley Crossing to DCC Depot at Sheffield Road. Most dates originally from about 1795, though some is now missing and some rebuilt.	SK 06280 81193	HER 29913
9	Ferodo Works and Sovereign Mills, Hayfield Road, Chapel en le Frith. Ferodo Works is a huge modern works that started as a small garden shed at Combs in 1897. It moved to Sovereign Mill (1777) in 1903, on the site of a works car park. Built from 1902 onwards.	SK 057 811	HER 3565
10	North Boundary Wall, Allotment Gardens to DCC Depot, Peak Forest Tramway. Originally from 1803 widening, but with multiple rebuilds.	SK 06377 81057	HER 29917

Site no	Description	NGR	Reference
11	Peak Forest Tramway. 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. The tramway had a self-acting incline at Town Bend, Chapel-en-le-Frith. At Stodhart tunnel the line was single track. 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. In 1803 the tramway was doubled except for the tunnels and some plates. In 1865 the whole tramway was relaid. Dismantled and sold for scrap in 1928.	SK 05138 79898	HER 99017
12	Squeeze Stile, DCC Works Depot North of Sheffield Road, Peak Forest Tramway. Probably constructed at 1803 widening. North side massively keyed; south side crudely rebuilt.	SK 06384 81036	HER 29995
13	Roman road between Buxton and 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 limeash 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. 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.	SK 02952 90317	HER 99028
14	Ridge and furrow visible on lidar. Formerly part of Bowden Chapel commons or open field system, enclosed in 1712.	SK 06143 81378	Lidar
15	Stodhart Lodge. House. Early 19 th -century with 1869 additions. Grade II listed building.	SK 05909 81547	NHLFE 1298848
16	Gateway to Stodhart Lodge. C.1898. Grade II listed building.	SK 05876 81494	NHLFE 1088053
17	Stodhart Tunnel. Tramway tunnel entrance. 1796 designed by Benjamin Outram, the engineer to the Peak Forest Tramway. Grade II* listed building.	SK 05880 81490	NHLFE 1334843

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