1. INTRODUCTION

1.1 The assessment report

This assessment report forms part of the Extensive Urban Survey Programme, an English Heritage funded initiative to assist local planning authorities with the conservation of their urban archaeological resource. Chapel-en-le-Frith is one of a series of small towns and large villages in Derbyshire selected for such assessment.

The report is a desk-based survey, the scope of which includes both above and below ground archaeological remains of all periods, using information from the County Sites and Monuments Record, local histories, early maps and plan form analysis, with the results presented as a series of maps generated by GIS. It forms the foundation for an archaeological management strategy which can be adopted by the local planning authority as supplementary planning guidance.

1.2 Overview of the town

The small town and borough of Chapel-en-le-Frith, in the north-west of Derbyshire, was first established in the early to mid-13th century on a major routeway across the Pennines. It became an important administrative and market centre within the Royal Forest of the Peak. By the 18th century, trade in livestock and wool had become so significant that as many as eleven fairs were being held annually in addition to the weekly markets. This trade gradually declined during the 19th century, particularly with the increasing use of railways for the movement of cattle. At the beginning of the 20th century, Chapel-en-le-Frith became the home of the Ferodo Company, manufacturing brake linings, which has been an important source of employment in the town.

2. GEOLOGY AND TOPOGRAPHY

Chapel-en-le-Frith lies in an area where the sandstones and shales of the Millstone Grit Series give rise to areas of moorland separated by stretches of largely pastoral farmland along the valleys, which have an abundant water supply. An extensive spread of boulder clay is present in the broad valley at Chapel (Stevenson & Gaunt 1971). The core of the town is located on a spur of land which rises from a broad upland valley. Townend, at the eastern end of Chapel, lies at 216m AOD, with the road rising towards the market place and church, which stand at 236m AOD. The main valley is surrounded by some of the higher ground of the High Peak, such as Brown Knoll, at 569m, to the north and Combs Moss, at 507m, to the south, while a particular feature of the area is the concentration of old halls which lie on the cultivable land below the moors.

3. ADMINISTRATIVE UNIT

Chapel-en-le-Frith lay in High Peak Wapentake, although this is not mentioned as an administrative unit until 1208 (Roffe 1986). The parish was made up of three townships, namely Bowden Edge, Bradshaw Edge and Combs Edge, most of the town of Chapel being situated in the first of these. It now lies in High Peak District.

4. SOURCES
4.1 Primary sources

The County Record Office holds the parish records of the Church of St Thomas à Becket from 1614 onwards. Information on Crown estates, and particularly on the Peak Forest, is kept at the Public Record Office in London. However, the large number of freeholders in the parish means that other useful documents relating to Chapel’s history may be scattered, as suggested by Bunting’s publications (see below). A source of information about life in the area in the first half of the 18th century is provided by the diary of a non-conformist minister, James Clegg, although it contains little which is specific to the town (Doe 1978).

4.2 Secondary sources

The only relatively thorough history of Chapel-en-le-Frith is by Bunting (1925 and 1940). He obtained much of his information regarding the medieval town from Duchy Rent Rolls and the Court Rolls preserved in the Public Record Office. He also had access to archives kept in the various halls surrounding Chapel, although some of these may since have made their way into the County Record Office at Matlock or into the Bagshaw Collection at Sheffield Archives.

4.3 Cartographic evidence

Although there are several early plans of the commons and wastes belonging to Chapel-en-le-Frith, none show the town itself, with the exception of a plan believed to have been made sometime between 1587 and 1590 (Cox 1907). This shows the three divisions of the Peak Forest, and has outline drawings of the main settlements, including Chapel. The church is depicted, together with a row of houses and a number of scattered buildings but is probably schematic only, and consequently of little help in determining the layout and extent of the town at that time. A small plan of Chapel also occurs on a map of the Ridge Hall estate in 1713 (DRO 239M/E 5468), with buildings shown in block diagram with the exception of a church and a building on the north side of the market place. The accuracy of this map is not known. There is a Tithe Map of 1847, but it too is at quite a small scale and does not show property boundaries within the town, nor even all those of the surrounding fields. The first complete map of the settlement is therefore the 1st edition Ordnance Survey 25” map of 1879.

4.4 Archaeological evidence

Fourteen entries are recorded in the County Sites and Monuments Record for the settled area. No archaeological work has been carried out within the town.

5. HISTORICAL AND ARCHAEOLOGICAL SUMMARY

5.1 Prehistoric (see Figure 1)

Although no evidence of the prehistoric period has been recovered from the settled area of Chapel-en-le-Frith, the countryside to the south-east and south-west is rich in prehistoric monuments, several of which are scheduled. To the south-east lie Cow Low bowl barrow (SMR 3513, SM 13344), Lady Low bowl barrow (SMR 3541, SM 13345), and the Bull Ring henge monument at Dove Holes (SMR 3505, SM 23282) with an oval barrow and bowl barrow nearby (SMR 3506), while the place-name Sitting Low may indicate the site of a further barrow, now lost (SMR 3543). Three Neolithic axes, two of polished stone and one of flint, have been found in the Dove Holes area (SMR 3503, 3504, 3532), although their exact find-spots are not known and they are therefore not shown on Figure 1.

To the south of Chapel lies the Iron Age promontory hill fort of Castle Naze (SMR 3510, SM 23365), within which a Neolithic or Bronze Age flint arrowhead is said to have been found (SMR 3511). To the south-west, a Bronze Age flint knife was recovered near Thorney Lee Farm (SMR 3533), while further west, Ladder Hill is believed to have been the site of a stone circle, already vestigial in 1910 and unidentifiable by 1966 (SMR 3501), as well as the site of a ruined Bronze Age cairn (SMR 14902). Also to the south-west, but quite close to the town, aerial photographs of Chapel-en-le-Frith golf course
have revealed cropmarks indicating the presence of various enclosures within a large and ‘unusual’ circular enclosure (SMR 3556). These cropmarks, together with others in a field near the eastern end of the town (SMR 3555), are of unknown date, but are shown as ‘prehistoric’ on Figure 1.

To the north-east is the site of Mag Low (SMR 3525), a circular turf-covered mound which may be a barrow, although there are a number of natural outcrops of similar appearance in this area. Mag Low was a scheduled monument, but has now been descheduled.

It has also been suggested that Chapel-en-le-Frith lies on a prehistoric route across the Pennines (Hey 1980).

5.2 Roman (see Figure 1)

The only evidence from the Roman period in Chapel-en-le-Frith is a Roman road running between Buxton and Melandra which passes to the east of the historic core, but within the modern settled area (SMR 3531; Wroe and Mellor 1971). A couple of kilometres to the south of the village, a coin of Constantine (306-337) and some Roman potsherds were found within the Castle Naze hillfort in 1873 (SMR 3512). To the north-east, Maglow was suggested in the 19th century to be the site of a Roman camp; however, the area is pockmarked with quarry pits and drainage channels, and such an identification is now thought to be dubious (SMR 3524).

5.3 Early Medieval (see Figure 1)

The pre-Anglian place-name Eccles, meaning church, is found near Chapel-en-le-Frith, at Eccles Pike. The presence of this place name may indicate a well-established late Roman and post-Roman community in this part of the Peak (Barnatt & Smith 1997), although the location of the church indicated by the name is not known.

An Anglo-Scandinavian high cross of late 9th or 10th century date (SMR 3521, SM 23355) stands in the churchyard at Chapel-en-le-Frith; however, this is not its original location, as it had been moved here from beside the Eccles Road between Chapel-en-le-Frith and Whaley Bridge. Its decoration is so similar in all respects to the Anglo-Scandinavian cross in Bakewell churchyard that it is believed to have been carved by the same mason or workshop. In its original location, it probably acted as a wayside or boundary cross, and indicates the antiquity of this east-west route across the Pennines.

5.4 Medieval

5.4.1 The manor

The area that became Chapel-en-le-Frith was situated in the Royal Forest of the Peak. Although the Forest was formally created in the Norman period, it probably had earlier origins, a large portion of it having formed part of the royal manor of Hope in the Early Medieval period. In 1068 Hope and adjacent lands were granted to William Peverel. At the beginning of the 12th century Longdendale, to the north-west and described in Domesday as ‘waste; woodland, unpastured, fit for hunting’ (Domesday Book, Phillimore edition), was added to the honour of Peverel. In 1155 a younger Peverel was disinherited for poisoning the Earl of Chester, and all his estates were forfeited to the Crown. The estates, including the Peak Forest, continued in the possession of the King until 1372, when they were conferred on John of Gaunt and became part of the estates of the Duchy of Lancaster. On the accession of Henry IV the estates reverted to the Crown by absorption, and have continued Crown property ever since (Bunting 1940).

5.4.2 Place-name evidence

The earliest mention of Chapel comes from 1241, when it is called capellam de Frith, the chapel in the forest (Cameron 1959).

5.4.3 Communications
Chapel-en-le-Frith lies on or near several early routes. Probably the most important ran east-west, and formed one of the old saltways from Cheshire. It crossed the Goyt just to the south of Whaley Bridge and continued over Eccles Pike, via Chapel, to Castleton and from there to Sheffield (Crump 1940). A medieval wayside cross once stood at Peaslows, between Chapel and Sparrow Pit, on the way to Castleton. As noted above, this route may have early medieval, or even prehistoric, origins. At Sparrow Pit, another route branched off to the south-east, towards Tideswell and beyond.

At the eastern end of the town, this east-west route was crossed by a north-south route, running from Glossop and Hayfield to the north, towards Dove Holes and ultimately, as indicated by its name, to Ashbourne which, before the development of Buxton, would have been the next important market to the south. This route went via Martinside, where there is a medieval wayside cross (SMR 3542) and a cross base which may possibly be pre-Norman (SMR 3548).

Another early route ran from Chapel north-eastwards past Slack Hall and Breck Edge, then into Edale via Chapel Gate, which now exists as a footpath only (Dodd & Dodd 1980). Edale was the site of several royal vacaries.

At western end of town, the name ‘Crossings’ indicates the crossing of the east-west route by another road running from the north-west towards Martinside and the south and south-east.

5.4.4 The settlement and its environs

Chapel-en-le-Frith seems to have come into existence in the early 13th century in an area called Bowden. According to Cox (1877), the foresters and keepers of the deer became so numerous that 'about 1225' they purchased some of the Crown lands and built themselves a chapel. Later researchers do not appear to have been able to verify this date, although it seems to have been generally accepted. Certainly it was built before 1238, as a document of 1317 states that the right of baptism and burial were given to Chapel by Bishop Stavenby, who was consecrated in 1224 and died in 1238 (Bunting 1925).

The settlement appears not only to have been a new creation, but also to have had borough status. Blanchard (1967) records it as first appearing in the rolls of the Forest Justices in 1249-54, when he states that fourteen burgages and three tenements were established on a virgin site, while between 1254 and 1281 ten shops, nine burgages and fourteen stalls were created. It was just a tiny borough, its annual rental in 1281 being only 3s 4½d and for the period from April 16 to October 3 1298 a rental of 5s 10½d. Slightly different figures are given by Bunting (1940), who states that in 1249-51 twenty persons are named as holding burgages or half burgages, and in 1280 twenty-three names are given for burgage tenures. The land lying to the north and east of the church known as Burrfields is said by him to be a corruption of 'Boroughfields', denoting the common fields of the Burgesses.

Despite its small size, however, its importance no doubt lay in its siting on long-distance routes and in its markets and fairs (see below). Much of the Peak was being brought into cultivation in the 13th century with tenants, predominantly freeholders, paying fines for assarting and then fixed annual rents. The rolls of the Forest Justices recorded all clearings made and these show land being continually added during the first half of the 13th century, just at the time when Chapel-en-le-Frith was coming into being. For example, at Bowden 133 acres were assarted between 1216 and 1222, and 91½ acres between 1229 and 1234 (Blanchard 1967). Similarly lists of purprestures record those building houses without a warrant as well as others raising houses with the licence of the Bailiff; several of these are described as being 'de Bowden'. The general increase in settlement and cultivation at this time is confirmed by a roll of 1251, regarding tithe disputes, which mentions numerous hamlets adjacent to the villula del Frith, and adds that these lands were never cultivated in William Peverel's time (Bunting 1940). One of the features of the area today is the concentration of old halls whose origins lie in the 13th century.

The Peak Forest, with its own Forest Laws and officers of the Crown, had been divided into three districts, Longendale, Hopedale and Campana. During the 13th and 14th centuries the local courts for the Longendale district, the Swainmote and Attachment Courts, were held at Chapel-en-le-Frith.

There was at least one vacant burgage in 1474-5, which Blanchard (1967) argues fits in with the picture
of general decay seen at other Derbyshire market towns around this time.

5.4.5 Markets and fairs

Although Coates (1965) does not include Chapel in his list of medieval markets, it is quite clear that he should have done so. Certainly the creation between 1254 and 1281 of the ten shops and fourteen stalls referred to above indicates the presence of a market, while there are records of tolls from markets and fairs dating to the 14th century. However, information as to the frequency comes from a later document. A record of 1525 refers to the fact that the King ‘from time immemorial’ had three fairs a year at Chapel - on Ascension Day, Corpus Christi (the Thursday after Trinity Sunday) and St Thomas’s Day, as well as a market every Thursday (Bunting 1940).

A market cross still stands in the market place (SMR 3589, SM 23356), the exact age of which is uncertain. In the 19th century it was claimed that the date 1634 could be made out inscribed upon it (Kellys Directory 1881), but this has been disputed.

5.4.6 The Church of St Thomas Becket

The present church dates from the early 14th century and is believed to occupy the site of the original 13th century Chapel of St Thomas of Canterbury. Its designation as a chapel, ‘Capella del Frith’, suggests that it was originally intended as a chapel of ease to a mother church, presumably that at Hope; however, as noted above, it was declared in 1317 to have been given the rights of baptism and burial, thus giving it the attributes of a parish church, despite never having been constituted as such. The advowson was conferred on the freeholders, although there was some struggle between the inhabitants of Chapel-en-le-Frith and the Dean and Chapter of Lichfield as to the right of presentation of the living (Bunting 1940). It seems to have been a poor living, with little or no glebe land attached to the benefice and no reference to any official residence prior to the mid-18th century (Bunting 1925).

The Elizabethan map represents the church as cruciform in shape, with a central tower surmounted by a spire, and a large circular window in the south transept. Although the building was substantially altered in the 18th and 19th centuries, the early depiction is not believed to be an accurate representation of the medieval church (Bunting 1940).

During the restoration of the church in 1890-3 a so-called ‘foundation wall’ was supposedly discovered 9 feet west of and parallel to the present east wall. It was described as being built on stones arranged like old field drains. It is not known whether this wall was traced beyond the north and south confines of the present chancel. Bunting (1925, 19) speculated that it may represent the original east wall of the Chapel, and noted that ‘careful enquiry demonstrates that no sign of foundations outside the limits of the present building have been disclosed when opening graves or vaults’.

In the churchyard there is a red sandstone cross shaft set in a circular red sandstone socle or socket stone, representing the remains of a medieval standing cross of probable 11th century date (SM 23356). The original cross head is missing and has been replaced by an 18th or 19th century sundial.

5.4.7 Trade and industry

There does not appear to have been a medieval corn mill at Chapel-en-le-Frith, the closest having been at Chapel Milton to the north and at Tunstead to the west, both in existence by the 14th century (Bunting 1940).

The trade in livestock and wool, of some importance in later periods, may also have been of significance to Chapel at this time. The growing West Riding textile industry is known to have drawn on supplies from the High Peak to feed its looms while in the 15th century Derby graziers were getting cattle from the uplands to sell on for fattening further south (Blanchard 1967).

5.5 Post-Medieval (16th to 18th centuries)
5.5.1 Communications

5.5.1.1 Roads and bridges

The importance of Chapel-en-le-Frith on the pack-horse routes of the post-medieval period, and its continued status as a market town, is indicated by the number of 18th century guide stoops pointing to the town. Many of these were erected in 1709, the usual date of Derbyshire stoops (Hey 1980).

The Smithy Brook at Townend was bridged in the early 18th century, as a petition was presented at the Quarter Sessions in 1714 requesting ‘the makinge of a Bridge over a rapid Brook called Smithy Brook near the towne of Chappell in le Fryth’ (Bunting 1940, 322), the bridge itself being built in 1715. There was presumably a ford prior to that, and there are references in the parish register to ‘the Causeway’ (Bunting 1940).

Several roads were turnpiked in the area during the course of the 18th century, so considerably improving access. These included the Derby to Manchester road in 1724, Chapel to Hernstone Lane Head in 1749, Chapel to Whaley Bridge through Tunstead Milton in 1764 and the road north to Hayfield and Glossop in 1792. Despite the turnpiking of these roads, no coaches served the town at this time, although there was a regular post to Buxton three times a week, as well as various carriers to Manchester, Sheffield, Macclesfield, Stockport and Sheffield (Universal British Directory 1793-1798). In fact, in the first half of the 18th century carriers from London were able to deliver in Chapel-en-le-Frith even in winter, as evidenced by the delivery of legal papers to James Clegg, as reported in his diary (Doe 1978).

5.5.1.2 Peak Forest Tramway

In the early 1790's plans were made for a canal and tramway to enable limestone, in particular, to be carried to Ashton under Lyne to supply the expanding chemical industries in the region. The subsequent Peak Forest Canal Act was approved in 1794, with work starting on the canal in April and construction of the tramway commencing the following year, with the latter connecting the lime kilns at Dove Holes with the canal basin at Bugsworth (later Buxworth). It passed through Chapel at Town End. Here there were marshalling yards and a wharf with warehouses and a branch to adjoining mills. Besides the warehouses, buildings accommodated blacksmiths, masons, carpenters, nailmakers and various other trades who helped to maintain the tramway (Ripley 1989). Before the opening of the two main line railways, the canal and tramway enabled a large range of goods to be brought in from the Manchester region to Chapel-en-le-Frith for distribution by carrier to other parts of the Peak District. However, the railways increasingly took over the limestone traffic, with the result that the tramway between Dove Holes and Chapel Milton finally closed in 1924 (Ripley 1989).

5.5.2 The settlement and its environs

In the 1630's freeholders in the Peak Forest petitioned to improve the wastes ‘wishing to be freed from the severity of the Forest Laws and the incomodiousness of Deers lying and feeding in their Corn and Grass’ (Bowles 1902, 40). Consequently in 1640 an agreement was made which divided the wastes, including those around Chapel-en-le-Frith, into King’s and tenants’ parts. The Forest was taken to have been disafforested and the deer were destroyed. However, with the Civil War, nothing further happened and the commons remained unenclosed. Several more attempts were made later in the century, with final agreement and enclosure in the Chapel area taking place in 1714 (Somerville 1977).

As with most settlements in the High Peak, the main building material from the Elizabethan period onwards became the locally quarried gritstone which was used for walls, as a roofing material, for dressing around openings and for paving. Unfortunately the Elizabethan map is of little help in providing a picture of the town at that time. Several of the buildings around the market place have since been refronted, some in the 18th and others in the 19th century.

Deeds of 1747 and 1766 relating to premises adjoining the open space at the foot of Terrace Road opposite Burbage House say they are ‘at or near to the old bear stake within the Burrough’ of Chapel (Bunting 1940).
5.5.3 Population

The diocesan census of 1563 provided a figure of some 200 households in the parish of Chapel-en-le-Frith at that time, with a population of perhaps between 800 and 1000. Making the assumption that the proportion of the population living in the town was the same as it was in 1801, Riden (1978) estimated that the population of the town would have been between 480 and 530 individuals. Edwards (1982) analysed the Hearth Tax assessments of 1664 and the Compton census of 1676 in an attempt to calculate population in the second half of the 17th century. On the assumption that the Compton census for Chapel represented potential communicants, he estimated a total population figure for the parish of around 840 individuals. This implies either that the population estimate based on the diocesan census is too high, or that there was stagnation or even decline over the course of the intervening 100 years. Riden (1978, 65) draws attention to the suspiciously round figure provided by the minister of Chapel-en-le-Frith, and speculates that he may have settled for this as an alternative to ‘the unattractive task of individually counting the scattered farms and small hamlets of his large and hilly cure’.

By the end of this period, population appears to have more than doubled, with 420 houses in the parish in 1789 (Pilkington 1789) and a population of around two and a half thousand at the turn of the century, as indicated by the 1801 census figures.

5.5.4 Markets and fairs

The three medieval fairs recorded had increased to four by 1650, the additional one taking place on the Thursday after Michaelmas Day. By the end of the 18th century, the number of fairs had almost tripled. In 1792 they took place on the Thursday before February 13, March 24, March 29, the Thursday before Easter, April 30, Holy Thursday, three weeks after Holy Thursday, July 7, the Thursday before August 24, the Thursday after September 29 and the Thursday before November 11 (Royal Commission on Market Rights and Tolls, 1889). The majority of these fairs were for cattle, with the exception of July 7, which was for wool, and the August and September fairs, which were for cheese and sheep (Universal British Directory 1793-98). The choice of Thursday for the fairs, wherever possible, allowed them to combine with the weekly Thursday market.

The fairs were clearly of more than just local significance even before the arrival of the Peak Forest Tramway. Sixteenth century stewards’ accounts from Haddon Hall include expenses incurred in going to buy beasts at Chapel-en-le-Frith (Carrington 1894), while in the 18th century a gentleman from Norfolk regularly purchased his sheep there (Hey 1980). They would have been held on various sites within the town. For example, a survey of the Lichfield Chapter Estates taken in 1650 mentions a little piece of land called Deans Yard and half an acre near to the churchyard ‘where some part of the faire hath used to be kept having on it an old stone house..’. During the 19th century wool was still pitched in a croft to the south-east of the church, called in old documents the Dock Yard or Wool Croft. There was also a Wool Croft behind the Roebuck Inn and the Old Town Hall in the Market Place, presumably once used for the same purpose (Bunting 1925). Similarly at the eastern end of the town, ‘Cromwell Croft’ was described in 1716 as being ‘between 2 highways and useful only on the fairdays in the summer’.

There was said to have been a bull ring let into a flag in the market place before this was paved in the 19th century. Tradition stated that the stone was taken to the back of the house adjoining the Swan Inn; this was apparently verified in 1938 when ‘during some repairs to a wall in the garden of this house the stone was found with a ring attached’ (Bunting 1940).

5.5.5 Education

In 1716 ‘Cromwell Croft’, mentioned above, was taken for the building of a schoolroom. This is said to be the site of the present Cromwell House and garden (Bunting 1940).

5.5.6 Trade and Industry

Where the Peak Forest Tramway crossed Bowden Lane to the north of the town there was once a siding
to serve the tanning pits nearby, tanning having apparently been carried out in the area for almost two centuries (Ripley 1989).

By the end of the 18th century, a 'small cotton-manufacture' was being carried on at Chapel-en-le-Frith. In addition to 4 weavers and 3 cotton factors, the Universal British Directory for 1793-1798 lists a range of trades being followed in the town, including currier, chandler, brewer, wheelwright, carpenter, baker, Slater, gluemaker and mantua-maker. Ten inns and taverns are named. Eight had already been recorded in Chapel in 1577 (Hart 1879). The number of inns indicates the importance of the town as a market and its location on a well-used packhorse route. There was apparently a field called Carriers Meadow where, presumably, carriers could graze their horses overnight for a small fee (Dodd & Dodd 1980).

5.6 19th century

5.6.1 Communications

5.6.1.1 Roads

The road from Chapel-en-le-Frith to Castleton via Rushup Edge was turnpiked in 1812 and by 1821 the town was being served by coaches on the Manchester to Nottingham and the Manchester to Sheffield routes. These stopped at the Royal Oak on the southern side of Market Street.

5.6.1.2 Railways

Chapel-en-le-Frith lies on the Stockport to Buxton branch of what was originally the London & North Western Railway (LNWR). The first part of this, from Stockport to Whaley Bridge, was opened for passengers in 1857, with a coach operating from there to and from Chapel, this coach being described in 1862 as 'a very unpretending vehicle, certainly a rickety tumble down sort of affair'. By 1863 the line had been completed to Buxton, with a station to the south-east of Chapel (Sutherland & Skillern 1963). Although considered for closure by Beeching, this station is still in service.

The Midland Railway followed the LNWR soon afterwards, opening for goods traffic on October 1 1866 and for passengers on February 1 1867. It passed across the western end of the town from north to south (Radford 1988).

5.6.2 The settlement and its environs

In 1821/2 the town is described as being 'neat, pleasantly situated in an extensive fertile vale, surrounded by an amphitheatre of lofty hills ... The uplands are good pasturage and border on the moors, which abound with game' (Pigot's Derbyshire) while a description at the end of the 19th century notes that 'The houses are built of gritstone and though somewhat antiquated present a clean and comfortable appearance' (Bulmer’s Directory of 1895).

Public buildings at this time included the Town Hall, erected in Market Street in 1851 and the Workhouse, situated at the west end of the town, erected in 1840 and which could house 100 paupers. A lock-up prison was built in 1845. By the mid 19th century the town was being supplied with gas from the New Hyde cotton factory (White 1857).

5.6.3 Population

The 10-yearly census, which commenced in 1801, provides the following figures for the township:

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
</tr>
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<tbody>
<tr>
<td>1801</td>
<td>2507</td>
</tr>
<tr>
<td>1811</td>
<td>3042</td>
</tr>
<tr>
<td>1821</td>
<td>3234</td>
</tr>
<tr>
<td>1831</td>
<td>3220</td>
</tr>
</tbody>
</table>
1841  3199
1851  3214
1861  4264
1871  3718
1881  4170
1891  4647

The large increase in population in 1861 almost certainly reflects the temporary presence of a number of labourers employed on the construction of the railway.

5.6.4 Markets and fairs

Although the markets and fairs were still continuing throughout most of the 19th century, there was a gradual decline. In 1833 the July fair is recorded as being ‘formerly noted for the sale of wool’ and the fair on the Thursday before August 24 for sheep and cheese had lapsed (Glover 1833) while two years later the market is described as being of ‘very little importance’ and the fairs ‘by no means extensive’ (Pigot 1835). By 1846 the Thursday market was nearly obsolete and it was no longer being held by 1895, although ten fairs are still listed in 1888 (Royal Commission on Market Rights and Tolls, 1889), reducing to eight by 1895, although at this time it appears there was an additional cattle market held on the first Thursday in each month (Bulmer 1895).

5.6.5 Religious buildings

In addition to the parish church, the population of Chapel-en-le-Frith was provided with the following additional places of worship in the 19th century.

5.6.5.1 Wesleyan Methodist Chapel and burial ground

A Methodist chapel was erected in 1780 on the same site as the present chapel, with a remnant of this original building surviving in the form of an old doorway inscribed '1780' at the back of the present building (Bunting 1940). The present chapel was opened in 1874, within its own burial ground, and is now a Grade II listed building.

A Sunday School was also established before the end of the 18th century. A schoolroom was built in 1809 on the opposite side of the road, but was later converted into dwellings, having been used until 1853. Its successor was built next to the chapel, on the site of three cottages (Bunting 1940) and was enlarged in 1887 and 1929. It is now a Grade II listed building, although it has recently been converted into five dwellings.

5.6.5.1 Primitive Methodist Chapel

The Primitive Methodists were established in Market Street about 1830 (Bunting 1940). The building still stands, but is no longer in use as a chapel.

5.6.6 Education

In 1839 a National School, for boys, girls and infants, was erected by subscription towards the western end of the town, on the southern side of High Street. It was enlarged in 1853 (White 1857) and is now a Grade II listed building. In 1889 a second building was erected to the rear of the earlier school.

5.6.7 Trade and industry

The involvement in the cotton industry noted at the end of the 18th century continued into the 19th, the manufacture of cotton being described as the principal trade of the town in 1803 and 1821 (Britten & Brayley 1803; Pigot 1821). By the latter date the New Hyde cotton mill had been erected, while ‘many of the humbler class are employed in weaving for Manchester houses’ (Pigot 1821). By 1835, nails are recorded as being made in the town, and a ‘good brewery’ is mentioned. This may be the same as the Park Brewery shown on the 1879 OS map. There was also an ‘establishment for warehousing goods,
this place being a medium of communication between Manchester and Sheffield’ (Pigot 1835).

The manufactures listed by Farey (1813, 1817) at Chapel include a tanyard, basket and ‘whicket’ making, calico weaving, 2 cotton-spinning mills, a hammer mill and a brewery.

5.7 20th Century

The most important development in Chapel-en-le-Frith during the 20th century has been the establishment and growth of the Ferodo works on the northern side of the town. Brake linings were first devised by Herbert Frood for horse-drawn vehicles at the end of the 19th century and then adapted for motor vehicles. The New Hyde Mill was taken over at the beginning of the 20th century to become Sovereign Mill. Ferodo became extremely successful, with an increasing variety of industrial applications being found for their friction materials. A new factory was built in 1920, doubling in size in 1928 and being extended almost immediately afterwards. By c. 1952 the factory occupied 13 acres and employed nearly 3000 workers (Ferodo Promotional Leaflet c. 1952). In 1994 the works employed some 1250 people at Chapel, on a site which had expanded to occupy 45 acres (Peak Advertiser July 18, 1994).

Chapel was an important station as regards cattle traffic in the early 20th century. Cattle were brought in from Ireland by rail while cattle dealers bought cattle in the Scottish borders in the spring, summered them on the hills around Chapel and then transported them by rail to larger markets such as Northampton (Hudson 1989).

Fairs are no longer held at Chapel, with the Wool Fair having ceased in 1910. An open-air market is held on the market place, however, the weekly stall market having been revived in 1978 (Smith 1995).

While the Ferodo works have developed to the north of the town, extensive areas of housing have been built to the south, east and west, together with the necessary roads, schools and other amenities required to serve the population. A by-pass to the east of Chapel-en-le-Frith was opened in 1987.

6. THE DEVELOPMENT OF CHAPEL-EN-LE-FRITH

The town has been divided into plan elements, or components, based on the earliest surviving complete map, namely the 1st edition 25" OS map of 1879. The plan elements have been subdivided below according to the earliest date of their assumed occurrence, although these divisions are tentative only, and would need to be confirmed by further work. Subsequent changes are briefly summarised, together with the degree of survival of early features to the present day.

6.1 Medieval Components (Figure 2)

Seven components have been tentatively identified for the medieval period, as shown on Figure 2. Their identification is based on documentary evidence and on plan form analysis of historic maps.

Component 1  Church and churchyard

The church has undergone considerable change since the 14th century. The north aisle was rebuilt in 1712, and the old steeple was taken down in 1729, with the present tower, south porch and south front being built between 1731 and 1733. A 1709 plan of burials ‘within and without the church’ indicates that the old steeple was at the west end of the north aisle and not on the site of the present tower. The chancel was considerably altered in 1890-3, while the nave floor is some 9cm higher than it has been in the past. A side chapel or altar dedicated to the Virgin is believed to have existed on the south side of the church prior to the Reformation, and possibly later (Bunting 1940). The original churchyard would have been smaller than that shown on the earliest available map. The area shown on Figure 3 is based on lines of trees marked within the cemetery on the 1879 OS map.

Component 2  Tithe barn
According to Bunting (1940) ‘there can be no reasonable doubt that the present Barn still standing on the South of the Churchyard is the site of the Dean and Chapter’s Tithe Barn …’. It is not clear exactly where he means, but the most likely site is this, with a building being shown on early Ordnance Survey maps, since demolished.

Component 3  Market place

The market place is trapezoidal in shape, and slopes from north-west to south-east. It is separated from Market Street by railings and a change of level, although it supposedly once was a continuous slope from the north side of Market Place to the south side of Market Street. The line of demarcation has itself moved, Market Street having been widened in 1936. This reduced the market place and changed the relationship of the market cross with the open space of the market area. Although the full extent of the medieval market place is not known, it is clear that several later encroachments have occurred. The present market place contains the market cross, war memorial, stocks and a trough, while in the past there was a lamp, shown on old photographs (Smith 1995) and, apparently, a sun dial, referred to in the Parish Book in 1825 (Bunting 1940, 47) and which may be that now in the churchyard, although whether at that time it was already erected on its medieval cross shaft base is not known.

Component 4  Settlement along the north side of Market Place and along Church Lane

An area of dense settlement, with a fully occupied frontage, bisected at its easternmost end by Church Lane. By the time of the earliest map the land to the rear of the properties along the northern side of Market Place had been largely built over and it was impossible to identify a common back boundary which might have delimited the medieval tenements. This area included at least two inns, the Swan (now the Post Office) and the Roebuck, previously a dwelling known as ‘New Hall’. Between them is the site of the former Market House, built in 1700. An iron foundry stood to the rear of the Roebuck in 1938. Some buildings within the yards have been converted for modern use, others have been demolished.

Component 5  Settlement along the eastern side of Church Brow

A row of buildings fronting a steep north-south slope, with small early 18th century cottages to the north and later, larger, buildings to the south. Bunting (1940) suggests some of the land in this area corresponds to a half acre known as Danes Yard or Wool Croft, site of part of the early fairs.

Component 6  Settlement block bounded by Market Place north-west, Church Brow north-east and Terrace Road south.

A block of buildings with small rear yards. Three inns once stood along the Market Place frontage within this component, namely The Bull’s Head, the Ring o’ Bells and the Black Greyhound (Bunting 1940). It is possible that settlement in this area has its origins in encroachment onto a once much larger market place, although the slope is quite steep.

Component 7  Settlement along south side of Market Street

A row of possible burgage plots sharing a common rear boundary which undulates, as though once formed by a stream running north-eastwards towards Smithy Brook. A doorway to the rear of one of the easternmost properties has the year ‘1679’ carved in the stone lintel. The Thorn Inn once stood at the eastern end of this block with three other inns or pubs towards the western end, namely the Royal Oak, the Pack Horse and the Talbot. This component has been bisected in the 20th century by Rowton Grange Road.

6.2  Post-medieval Components  (Figure 3)

With no detailed maps of the late 18th century or early 19th century, it is difficult to know to what extent Chapel had expanded during this period. Ten post-medieval components have been tentatively
identified, based on the sketch map of 1713, Burdett’s map of Derbyshire in 1767, documentary evidence and an assessment of standing buildings carried out on a field visit to the town with the High Peak Conservation Officer, Richard Tuffrey.

Component 8  Peak Forest tramway

This was in operation by the end of the 18th century and closed in 1924.

Component 9  Townend wharf and works

The site of marshalling yards, a wharf and various industrial works, including an iron foundry and forge. According to Ripley (1989) the wharf had become the site of the County Council Depot. It is not known whether any part of the 19th century foundry survives within the buildings now shown on the map as ‘Works’.

Component 10  Wesleyan Methodist Chapel

A chapel was supposedly erected on this site in 1780, although it was rebuilt in 1874 and is now a Grade II listed building. It is clear from the late 19th century OS maps that it had its own burial ground to the rear, and possibly originally to the side also.

Component 11  Settlement, Townend area

This area would certainly have developed by the end of the 18th century, associated with the Peak Forest Tramway, although there may well have been earlier settlement here also as indicated by the Old Packhorse Inn, located near the junction of the east-west and north-south routes.

Component 12  Smithy Bridge

Smithy Brook, or Warm Brook, was not bridged until the 18th century, although there would have been an earlier ford across the stream in this area, depending on the exact course of the road.

Component 13  Settlement, north side of Market Street, between Smith Brook to the east and the Market Place to the west

This includes the Primitive Methodist Chapel, erected in 1852, although no longer in use as a chapel and a number of cottages. At the western end of this block, buildings are terraced into the slope, while at the eastern end they lie well below the road level, by the stream. Some cottages have front doors reached by a flight of steps.

Component 14  Park Brewery

Park Brewery was present on this site by 1879, as it is named on an OS map of that date. However, some of the buildings on the site may have an earlier origin.

Component 15  Settlement, north-eastern end of Eccles Road

It is possible that settlement in this area had already taken place in the medieval period, given its close proximity to the market place. At present, however, it is assumed to have been developed by the post-medieval period. By the later 19th century the area included a house standing in landscaped gardens.

Component 16  Settlement between Eccles Road and High Street

A block of properties lying between two roads and extending from the King’s Arms to the east, previously two farmhouses known as Townhead, and Cromwell House to the west. A schoolroom is said to have been erected in c. 1716 on the site of the present Cromwell House and/or garden. A grade II listed building included in this area, no. 16 High Street, appears to be the Old Parsonage referred to and illustrated by Bunting (1940).
Component 17  *Settlement, south-western end of High Street*

Buildings in this area in the later 19th century included the Post Office and a house set in landscaped gardens.

6.3  **19th Century Components** (Figure 4)

Seventeen components are identified for the 19th century, based on a comparison of historic maps.

Component 18  *Bowdenhay Mill and nearby buildings*

Bowdenhay Mill does not appear on the Tithe Map of 1847, but was present by 1879, when it was producing wadding. It was still in use as a wadding mill in 1938. In 1984 it was producing tinfoil plate (Fowkes 1984).

Component 19  *New Hyde Mill*

This cotton spinning mill was present by 1821 and is shown on the Tithe Map of 1847. The mill was taken over by Ferodo at the beginning of the 20th century. It has recently been demolished to make way for a housing estate.

Component 20  *Gas Works*

Gas was being supplied to the town from this site by 1857. The site has recently been developed for housing.

Component 21  *Brick Works, Ashbourne Lane*

A brickworks is shown at this site on late 19th century maps but had gone by 1921.

Component 22  *Smithfield wadding mill and nearby buildings*

This was not present in 1847; however, by 1879 the Warm Brook had been modified, with a pond, weir and leat to supply the mill. The brook’s course had also been straightened so that it ran parallel to the mill building.

Component 23  *Smithfield - brick works and dye works*

In 1879 a brick works was present on this site which, by 1898, was in use as a dye works. By 1938 it had become Smithbrook Mill, manufacturing items such as blouses, while a cattle market was located at the western end of the component.

Component 24  *Extension to cemetery*

Papers in the Derbyshire Record Office refer to sales of land to increase the churchyard in 1828 and in 1867.

Component 25  *Railway and associated buildings, embankments etc.*

The Manchester branch of the Midland Railway opened for goods traffic in 1866 and for passengers in 1867. The station was built to the design used previously at Rowsley, Bakewell and Hassop, although with a slightly higher roof and slightly more ornate eaves brackets. A goods shed was built in 1866, and the cattle dock, constructed at the same time as the station, was extended in 1872 to accommodate four wagons. At about the same time a cart weighing machine and office was constructed near the goods yard entrance (Hudson 1989). The station was closed to passengers in 1967.

Component 26  *Workhouse*
This was built in 1840 with provision for 100 paupers. By 1898 a fever hospital had been erected to the rear, but has since been demolished. The workhouse building was converted into a sheltered housing scheme for the elderly in 1983 (Smith 1995).

**Component 27  Settlement along Burrfields Road and Hayfield Road near Sovereign Mills**

The construction of terraced housing had begun in this area by 1847, probably in association with the two nearby factories. Some of the 19th century housing survives.

**Component 28  Settlement at south-eastern end of Hayfield Road**

Development in this area mainly took place between c. 1880 and the end of the 19th century. Much of that housing survives.

**Component 29  Settlement at south-eastern end of Market Street and north-western end of Ashbourne Lane**

Development in this area had taken place by 1847. Some 19th century housing survives.

**Component 30  Settlement, southern side of Market Street**

The tithe map implies that this area was virtually undeveloped at that time, with the possible exception of the westernmost end. It had become more fully built up by the end of the 19th century, by which time buildings included the Town Hall.

**Component 31  Settlement, north side of Eccles Road**

A couple of buildings stood adjacent to the road in this area, apparently present by 1847.

**Component 32  Settlement, south-western end of High Street**

Buildings were present in this area by 1847. They included the primary school of 1839 and the vicarage of c. 1840, both now Grade II listed buildings. According to Bunting (1940) the remains of the local pound were visible until 1938 at the back of the New Inn.

**Component 33  Settlement, Workhouse area**

The construction of some terraced and detached housing had already been completed by 1847. Some 19th century housing survives.

**Component 34  Settlement, Lower Crossings**

The tithe map of 1847 shows a number of buildings at this junction and it is possible that settlement here has origins earlier than the 19th century.

**Component 35  Settlement, Sandyway Head**

As with component 34, it is possible that settlement at this junction has its origins in the later post-medieval period. In the 19th century, it included a toll house and the Jolly Carter Inn, both of which survive.

6.4 20th century development (Figure 5)

Twentieth century development is represented by a single un-numbered component. It includes the extensive Ferodo works on the northern side of the town.
6.5 Discussion

Chapel-en-le-Frith is believed to have been a deliberate foundation some time in the first half of the 13th century, with a church being erected at the eastern end of a small ridge, and a market place and burgage plots being laid out on the slope below, adjacent to a major east-west route which ran between South Yorkshire and North Derbyshire on the one hand and Cheshire and Lancashire on the other.

The current street plan has a trapezoidal market place entered at its north-western corner by Eccles Road, known as Back Lane in the 19th century, and at its north-eastern corner by a short road, Market Place, which leads to the church, continuing beyond it as a lane and then as Burrfields Road. High Street and its continuation towards Townend, Market Street, run along the southern side of the market place, although at a lower level, with access for cars only at the south-western corner. Church Brow runs steeply down from the church to Market Street, while Terrace Road, which connects the market place with Church Brow, runs parallel to Market Street, but at a higher level due to the slope.

The main route to the west between Chapel and Whaley Bridge was that now known as Eccles Road, which is assumed still to follow its medieval course. Certainly in 1606 this was considered to be ‘the usual way from Wayley Bridge to the Chappell in the Frythe’, as depicted on a plan of that date. According to Bunting, this then exited the market place eastwards along Terrace Road, possibly continuing towards Townend along a course to the north of the current line of Market Street:

‘there is some evidence that the front of some of the houses [on the north side of Market Street in the Townend area, Component 13] was to the north and that before them there was a paved way ... Probably at a very early period in the history of the town this road was to some extent superseded by a road or lane on the line of Market Street’ (Bunting 1940, 321).

Terrace Road in its current form would appear to be relatively recent, however. In the first place, the frontage of buildings at its north-westernmost end seems to have originally lain to the north, the Terrace Road elevations having only been refronted in the 19th century. In the second place, the present line of the road appears to be dictated by that of Market Street, since it provides access to the first floor of properties whose ground floor fronts Market Street. Terrace Road would presumably have got its name and narrow form once these intervening buildings, terraced into the slope, were built on the north side of Market Street.

Another alternative is that the original line of the road to the east lay further north, being a continuation of the northern side of Market Place and the south-eastern side of the churchyard, and following a line indicated by a footpath on late 19th century maps. This could help explain the siting of the church, which then would have stood next to the main road. In this case, one might expect the earliest settlement to have followed this line also, along the northern side of Market Place (Component 4), although according to Bunting (1940) this area did not include any of the original burgage plots (see below). His interpretation was that, from the foundation of the borough, there was a row of burgage plots along the southern side of Market Street (Component 7), with a lane running along the course of Market Street, a statement which appears to conflict with his view that Terrace Road was ‘the old track coming down from Mam Tor and crossing the Market Place to continue along Eccles Road’. Possibly, given the slope, there was simply a broad way originally which included the widths of the two later roads and the space between them. It is always possible that the northern boundary of Component 7 lay further north than the present street frontage.

This interpretation is given some support by the plan of 1713, which shows a block of buildings along the southern side of Market Place, the western side of Church Brow and the southern side of Market Street, but nothing between. The accuracy of this map in depicting the town is unknown, however, particularly since its purpose was to record the property of a single estate. According to Bunting (1940) one of the buildings ‘a little way down Terrace Road’ was called Topping House and was mentioned by that name in 1674; this appears to have been demolished, but if correctly identified by Bunting, would indicate that the 1713 map was incomplete.

The extent to which other pre-existing roads converged at the site that was chosen for the town is
unclear. It would appear that north-south routes passed either to the west of Chapel, at Higher and Lower Crossings, or to the east, at Town End. Bunting (1940) considered that High Street, which enters Chapel from the west running almost parallel to Eccles Road, was a later development. He states that in the 18th century it was called Town Lane, noting that

‘In early records the King’s Arms Hotel and its immediate neighbourhood is usually spoken of as the Town Head. Here, before High Street came into being, were two farmhouses called Old House Farm and the New House Farm ... the farm land ran to the south down to the Smithy Brook, the greater part being now occupied by Rowton Grange Road, the Memorial Park and the Cricket Ground’.

Unfortunately, he does not state how early these ‘early records’ are. He also quotes from the plan of 1606 which implies that the route at that date only went as far as Tunstead Milton before turning northwards towards Ollerenshaw Hall. It had certainly become a through route from Cheshire and Lancashire by the end of the 18th century, having been turnpiked in 1764, and its dominance over the earlier route in the 19th century is indicated by the latter being called ‘Back Lane’ on late 19th OS maps, before becoming Eccles Road by 1921. Whatever its date, its parallel course with Eccles Road provided quite an extensive funnel or green at the western margin of the town, which may have been important for stock management during the markets and fairs.

Bunting attempted to trace the extent of the borough, based on an early 18th century testimony by a certain Thomas Kirk and concluded that it extended from ‘School Croft adjoining Cromwell House to Ashbourne Lane and from Burrfields to the Brook below the present Cricket Ground’, although

‘According to Thomas Kirk’s evidence, the houses on the north side of the market place, if there were any in 1225, were not in the borough and when a line of houses was first erected is not known; probably early in the town’s history, for the site would soon become valuable. It may, of course, be that the Hall built by Thomas Yeaveley, now the Roebuck Inn which shows work that may well be of the date of that Hall, 1600, was one of the first of these houses’ (Bunting 1940).

However, it seems highly unlikely that this area was not developed until the 16th/17th century, and it has been included among the medieval components of the settlement (Component 4). Within this component, the buildings along the eastern side of Church Lane are suggested to be a later development, possibly having encroached onto the lane where it widened out as it approached the junction of Market Place and Church Brow. Bunting (1925) points out that at least one of these dwellings appears at one time to have had its frontage to the Churchyard, noting that:

‘One of these .. was in the early 18th century, the home of the incumbent. Either by burials or, more likely, by the deposit of debris from the old spire, the levels have been considerably altered and the doorways and windows partially blocked up’ (Bunting 1925).

The full extent of the original medieval market place is not known. Buildings such as the National Westminster Bank (which replaces an earlier bank) and no. 4-6 Market Place clearly represent relatively recent encroachments and in fact it is possible that all of Component 6 could be encroachment onto a once much larger market place, despite the steepness of the slope at the Church Brow end.

During the post-medieval period the increasing prosperity of the town is indicated by a phase of rebuilding or refronting accompanied by development to the rear of the properties, to form yards and small squares such as Pickford Place, still in existence today, and Steel Square, mentioned by Bunting (1940) as containing a house with a datestone of 1690 which faced west.

Also during this period, the town is assumed to have expanded in linear fashion to the west and, more particularly, to the east of the medieval core, although the extent of this expansion can only be estimated, based on small-scale maps such as Burdett’s map of 1767, and on surviving buildings. The development of Townend, to the east, would have been boosted by the arrival of the Peak Forest
Tramway at the very end of the 18th century, although the erection of a Methodist Chapel there in 1780 must point to the earlier presence of a number of dwellings, probably clustered around the junction of the east-west road with the north-south Glossop to Buxton routeway. However, it is suggested that continuous development from Chapel proper to Townend did not occur until the 19th century, at which time expansion to the west and the north began, the latter particularly associated with the cotton mills.

This expansion continued through the first half of the 20th century, a period when many small towns in Derbyshire do not generally show much growth. At Chapel, this is almost certainly in response to employment opportunities offered by the Ferodo works. More recent development of housing has taken place, together with the necessary access roads.

7. **ARCHAEOLOGICAL ISSUES**

7.1 **Research Questions**

1. Was the town actually created on a virgin site, or was there some settlement prior to the foundation of the church? What was its extent, and how did it relate to the main routeways in the area? A closer examination of the buildings standing along Terrace Road and the northern side of Market Place would be useful to establish whether the 1713 map has any validity.

2. There is a clear need for reassessment of the documentary evidence relating to the borough in order to update and build upon Bunting’s attempts to reconstruct its area. Although he described the area which he believed made up the borough, he does not appear to have mapped it. As his description was in relation to the town he knew in 1940, some of the places to which he refers are no longer present.

3. While some attempt can be made to estimate the extent of medieval settlement in the area of the church and market place, nothing is known as to whether there was contemporary settlement in the area of Townend, although it might be expected, lying at a cross-roads of two important routeways. Bunting (1940) noted that several names in the court rolls of 1228-33 were given as 'de Warnebroc' or 'Warmbroc' and suggested that this may have been the nucleus of what became Townend.

4. Is there any archaeological evidence for use of water power on the brook at Chapel prior to the early 19th century? Documentary evidence suggests at least one attempt was made, since in 1520 a certain Richard Bagshaw was summoned in the Duchy Court to 'shew cause why he had reared a new Horse-mill in the King’s Town of Chapel-en-le-Frith whereby the King’s Mill called Mainstonefield Mill [Chapel Milton] was hurted'.

5. What is the survival of post-medieval and early 19th century industrial buildings, in particular those relating to the Peak Forest Tramway and to the cotton industry? This is of particular relevance in view of the extremely recent loss under a housing estate of whatever may have remained of the earliest of the cotton mills, New Hyde Mill.

6. Plots along the northern side of Market Place appear to have been particularly intensively used, as indicated by the high density of buildings to the rear of street frontage properties in the 19th century. More needs to be discovered about the nature of this development.

7.2 **Archaeological potential**

7.2.1 **Existing protection**

*Scheduled Ancient Monuments*

Certain nationally important archaeological sites and monuments enjoy special protection as Scheduled Ancient Monuments under the *Ancient Monuments and Archaeological Areas Act 1979*. This
protection ensures that the case for preservation is fully considered should there be any proposals for
development or other work which might damage the monument. Any such proposals are subject to
Scheduled Ancient Monument Consent, administered directly by the Secretary of State. They include
not only demolition, damage or removal, but also restorative works. There would normally be a
presumption in favour of the physical preservation of the monument.

There are three scheduled monuments in the settled area of Chapel-en-le-Frith. All three are crosses or
the remains thereof, namely the cross-shafts of Anglo-Scandinavian and probable medieval date in the
chuchyard, and the market cross, all lying within the Conservation Area.

Conservation areas

The Planning (Listed Buildings and Conservation Areas) Act 1990 required all Local Planning
Authorities to determine which parts of their areas were of special architectural or historic interest and
to designate them as conservation areas, in order to preserve or enhance the character and appearance
of the area. It is also their duty to review them from time to time, and to determine whether any further
parts of their areas should also be designated as conservation areas.

Chapel-en-le-Frith Conservation Area was first designated in 1971 and encompasses the central historic
core around the market place, extending to the west to include the Vicarage and School on High Street,
to the east to include 19th century residential development intermingled with several earlier cottages,
and to the north to include the church, churchyard and an area of meadow land. A Character Appraisal
was produced in November 1998 which identifies and describes 8 sub-areas within the Conservation
Area.

Listed buildings

A listed building is one recognised by the government as being of special architectural or historic
interest, as specified by the Planning (Listed Buildings and Conservation Areas) Act 1990. Listing is
made at three levels of importance, Grade II, Grade II* and the most important, Grade I, and listed
building consent is required, in addition to normal planning consent, before any alterations, extensions
or demolitions can be made to a listed structure which might affect its character.

There are 19 listed buildings within the built-up area of Chapel-en-le-Frith, the majority of which are
Grade II, with the exception of the Church which is Grade II*. Not all are actual buildings, as they
include the war memorial, the stocks and several crosses. They can be broken down according to their
earliest structural phase as follows:

<table>
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<th>Earliest Structural Phase</th>
<th>C16 or earlier</th>
<th>C17</th>
<th>C18</th>
<th>C19</th>
<th>C20</th>
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<td>4</td>
<td>5</td>
<td>7</td>
<td>1</td>
</tr>
</tbody>
</table>

Planning Policy Guidance 15 allows the creation and maintenance of a list of buildings of local
historic/architectural interest, although this does not confer a statutory obligation. There is currently no
local list for Chapel-en-le-Frith.

7.2.2 Above ground remains

The character and importance of the above ground remains within the Conservation Area at Chapel-en-
le-Frith have been well documented in a recent Character Appraisal. It divides the town into a number
of sub-areas and outlines the main features of these areas, such as stone setted streets, gritstone terraced
cottages with rough and irregular shaped stone surrounds, and 17th century buildings on Market Place,
with later facades, as well as indicating the presence of unsympathetic alterations and problem areas
brought about as a result of the recent poor economic climate in the area. However, the Conservation
Area does not extend as far as Townend, which appears to have been the focus of a considerable
amount of late 18th century and early 19th century development, as indicated by the building of a
Methodist Chapel in 1780, the works associated with the Tramway in the 1790s and the cotton mills
and related housing in the 19th century. It is suggested that surviving buildings be reviewed with a view to designating a Conservation Area at Townend.

### 7.2.3 Below ground remains

With no archaeological work having been carried out in the town, it is difficult to assess the degree of survival of any below ground remains, particularly in view of the location of the site on a slope, with the concomitant lowering of some areas and raising of others in order to form level platforms for buildings and roads. For example, the exposure of wall footings in some of the buildings along the northern frontage of Market Place, and the existence of a blocked doorway, the threshold of which is markedly higher than the current surface, suggests the lowering of the ground level in this area at some time in the past. The level of Market Street, on the other hand, must have been raised considerably as it approaches Smithy Brook, in order to cross the stream via a bridge rather than by the earlier ford.

The majority of existing buildings in the historic core of the town lie directly on the street frontage, as presumably did their predecessors; consequently the survival of earlier features here may depend on the existence or otherwise of cellars. Plots along the northern side of Market Place appear to have been particularly intensively used, as indicated by the high density of buildings to the rear of street frontage properties shown on the 1st edition 25" OS map. Again, there is the possibility that this high level of use may have destroyed earlier features, although the construction of the buildings in these areas may have been less substantial, and consequently less destructive. Similarly, there was little open ground between Market Place and Terrace Road by the mid-19th century, although there has since been some demolition of property at the north-eastern end of Terrace Road.

The land to the rear of properties along the southern side of Market Street, in an area of probable burgage plots, appears to have remained relatively open, and has the potential for the survival of features such as rubbish pits below existing garden soil. Another area of interest would be component 2, where a building is shown on early OS maps, if it has been correctly identified as the site asserted by Bunting (1940) to have held the Dean and Chapter’s Tithe Barn.

Bunting’s comments regarding the evidence for a paved way on the northern side of the houses towards Townend offers the possibility that such a feature may still survive in places, while the evident building up of the road towards Smithy Bridge may have sealed earlier deposits beneath it.

The churchyard is an area of considerable archaeological potential in terms of information about the past population of Chapel-en-le-Frith. In addition, and depending on the degree of disturbance by burials, other deposits may also survive, such as the remains of the earlier church spire, suggested by Bunting to have contributed to the build-up of material in the western side of the cemetery, as well as possible evidence of the original chapel, supposed by tradition to have stood on approximately the site of the present chancel.

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**Maps**

1713 A survey of the demesne belonging to the Ridge Hall, property of Thomas Bagshaw, by Samuel Hutchinson. DRO 239M/E5468

1879 OS 1st ed. 25” map, sheets VIII.16, IX.9 and IX.13

1898 OS 2nd ed. 25” map, sheets VIII.16, IX.9 and IX.13

1921 OS 3rd ed. 25” map, sheets VIII.16, IX.9 and IX.13