

SOME LOST STREETS OF CHESTERFIELD.

By W. E. GODFREY.

IT is not likely of course that every lost street can be indicated or placed in a town so old as Chesterfield, but it is thought that the majority can be said with safety to have now been discovered. These will fall into four categories; those located with certainty, those whose locations are probably correct, those which are only tentatively suggested, and a few which have so far defied location altogether, though it is known that they have existed. It is not intended, or necessary, to give a string of references to a street: one will usually be given at least and where possible dated. A subject such as this is always rather controversial, so endeavours may be made to disprove the identifications offered. Let it be said in haste there is no desire to be dogmatic! It may not be quite correct to say that one guess in these matters is as good as another, but when it comes to theory only — who can judge?

One thing that occurs is that it is a great pity some of these names have been superseded, if only for reasons of their past historical associations. Amongst these we can surely mention for instance Bishop's Mill Lane, Kent Lane, and the names of the streets in the Shambles. It seems in the case of the latter group at all events, that where they have no names at present, the Corporation might very usefully restore to such as they can the ancient titles.

Starting with those of the first category:—

ALDEWYNE'S LANE. Jeayes' charter no. 1746 proves this to have lain in Newbold, and that land there in "le Holmes" was near Aldewynlane. This reference is

A.D. 1339. The land called "le Holmes" was the meadows beside the Holme Brook, then called the river Smale, and as there used to be a bridge in Newbold called Aldewyne's Bridge, it is likely that Aldewyne's Lane may have led over a bridge over the present Holme Brook.

BLIND LANE. There are numerous references to this, all more or less about the time of the Civil War. In most of them it is specifically stated that it lay by Spital Bridge. One reference is for the year A.D. 1653 and is from the catalogue of the Jackson Collection at Sheffield Central Library: "a back lane, called Blinde Lane." Spital Bridge is the bridge down the present Hollis Lane.

BISHOP'S MILL LANE. This is shown on Peter Potter's map of 1803, but the name vanished before the new (present) railway station replaced the former one at the foot of Corporation Street. It is a great pity that the advent of the railway caused the name Bishop's Mill Lane to be replaced by that of Station Lane. The mill was as a matter of fact, the Dean of Lincoln's Mill, and as such is mentioned in numerous charters, but being for a time leased to a Bishop it took the name of Bishop's Mill Lane. The mill was on the river Rother, and the site is not now obvious owing to changes in the river channel about the station. The lower end of Bishop's Mill Lane appears to be the present Crow Lane, while the remains of its middle lie behind Corporation Street on the south side.

CHURCH ALLEY. Until the last twenty years or so this tiny street joining Church Lane to the south side of the churchyard existed, and it only vanished with the widening at the east end of Church Lane. It was particularly interesting because in it used to stand the pre-reformation Chantry House of the priests of the guilds.

CLERIMONT LANE. Mentioned in Jeayes' charter no. 740 (A.D. 1350) this has now vanished completely. The clues to its situation are not given in Jeayes' transcripts, and we are indebted to T. Walter Hall of Sheffield for the fuller translation (*Vills and Burghs of North Derbyshire*, p. 40) which shows where it was formerly

sited. A comparison of the two shows what can be missed when a charter is "telescoped", and it is evident what a lot of hidden information we miss in any short *précis*. The actual charter is no. 83.E.12 of the Harley MSS. at the British Museum.

The site is given thus: "a messuage, with all buildings etc. lying in the town of Chastrefeld in the new market, between a lane which *was* called Clerimont Lane on one side, and the messuage of John le Goldsmyth on the other, and it abutted at one end upon a messuage then formerly of Robert de Daltone towards the north, and at the other end upon the new market of Chastrefeld towards the south." This description is so admirably exact that identification is quite easy. A messuage lying in between the new (present) market place and another house which lay north of it, Clerimont Lane's relation to the messuage must have been that it passed it, running north and south. The only thing we cannot decide is upon which side the lane ran in relation to the house. But as the house was in the new market it must have lain between Glumangate and the upper end of Packers' Row, and have been parallel with them. There is now no sign whatever that such a lane ever existed. With regard to the word italicised (*was*) this suggests Clerimont Lane by 1350 had changed its name. If this be correct then it may solve the site of a second lost street to be noted later.

DRAPER ROW. There are about half a dozen references to this in medieval charters, and it was evidently one of the old trade rows of the town at an early date. Jeayes mentions it in his charter no. 714 dated 1309 — "a shop (*celda*) in Cestrefeld in le Draperrowe." And as late as 1803 in Peter Potter's map it is still shown as Drapers Row. It is now the south side of High Street, and an interesting point is that what was traditionally the oldest draper's shop in the town stood at its west end till the present century.

EAST BARS. A.D. 1490. There are two references to this logical corollary of West Bars. One is direct and the other is in Yeatman's *History of the Borough of Chesterfield*, p. 230, "tenements at the east end of the new market of Chesterfield, outside the Bars." This

must have been East Bars. There are also several other scattered references, equally applicable to either East or West Bars.

FISHER ROW. This is the central east-west passage in the Shambles joining Church Lane to the market place. It would be pleasant to see the name restored. The proof of its identity and site are shown in Jeayes' charter no. 835 of A.D. 1427. This is discussed in an article on Soutergate in *D.A.J.* for 1936.

GOLDWELLFLATTE. This name is now lost, only Goldwell Hill now surviving, but it obviously means the lands by the Holme Brook at the foot of Goldwell Hill. Jeayes' no. 812 of A.D. 1406 mentions it, and his no. 817 of A.D. 1414 refers to Goldwell.

KALEHALEGATE. There are very numerous mentions in old charters of this "Calow Road", now Hollis Lane. The earliest is perhaps one in Jeayes' no. 686 of about 1260-70. It is rather uncertain now as to whether Kalehalegate did not actually terminate till its junction on the west with Soutergate was made, which means that Vicar Lane may once have been part of it.

KENT LANE. This is first mentioned in 1502 in the will of Rafe Hethcot, brazier, of Chesterfield in Swift's MSS. in the Jackson Collection at Sheffield (no. 1275?).

The reference reads: "also two closes at Kent Lane . . . with another acre of Land at Kent Lane, and next my Lord Shrewsbury the which he bought of Thomas Durand." In a deed of Dronfield School about 1580 it is called La Kent Lane. This must now be represented in a much wider form by Highfield Road, this change being quite modern and consequent upon the great extension of building in Newbold.

LITTLE BEDLAM. *Alias* Bedlam Yard, this street-cum-yard is now Dobbs' Terrace. It lies off Saltergate a few yards west of the almshouses and on the same side. Till after 1880 the old name remained and is so shown on the 1878 ordnance map.

LONG SHAMBLES. It is of course quite wrong to call the whole of the old medieval shop area of Chesterfield the Shambles. The butchers had only one street in the block, and it is plainly shown on Potter's 1803 map to be

the central long north-south passage. It is mentioned as early as A.D. 1365 in Jeayes' no. 750.¹

MERCER ROW. Jeayes is the only historian to mention the name of this street, which he gives in his no. 739 of A.D. 1349. Presumably this is identical with Draper Row, mentioned earlier.

NARROW LANE. This is now a quiet backwater, but three or four hundred years ago it was built up with houses and shops as Senior's map shows, and must have been more than a short cut through from Knifsmithgate to Saltergate. Its modern name is Broad Pavement.

NEW STREET. This is Burlington Street, but old Cestrefeldians used the old name of New Street more frequently than its official one. It is called "the New Street" in Jonas & Chapman's map of 1837, made some couple of years after it had been opened.

NEWEMARKETSTED LANE. This is Beetwell Street. There are several references to it, one by Yeatman in *Chesterfield Borough Records*, p. 131, though he has mixed his punctuation in a puzzling way. Other sources confirm it however, and on p. 142 of his same work he gives a charter of 17 Hen. VII, again somewhat confusedly, in which it is referred to as "Steyde Lane, otherwise Betwil Lane".

OLD MARKET. This used to stand north of the church on land now presumably partly churchyard and partly Holywell Street. The appearance of this part of Chesterfield is quite different on Senior's map. It is mentioned in numerous deeds of medieval days, and as late as Jeayes' no. 809 of A.D. 1405, when it must have been 200 years superseded. The earliest mention of the Chesterfield market is in the Pipe Rolls for 1164-5. This must of course have been the original one. There were two others, Weekday Market, and later New (present) Market.

POTTER ROW. There are several references to this lost street, one as early as 1286. Hall's *North Derbyshire Land Charters*, p. 39, gives "two stalls built together in the new market of Cestrefeld in le Porter (*sic*) Rowe, at the corner of the south side." For stalls to be in this

¹"flescheharnes" as printed is an obvious misreading for "fleschehambles".

particular position they would have to be on or about the site of Dutton's chemist's shop, for the other angle of the Shambles can hardly be called in the market. This was A.D. 1343, and Jeayes gives it in no. 849, year A.D. 1460. It is curious to notice that two of the town's principal pot shops still stand in "Potter Row", now Central Pavement, as though intent on preserving the old tradition.

POTTERS LANE. *Alias* Pothouse Lane and now Foljambe Road, this path originally led from Newbold manor to Boythorpe manor across the natural ford of the Hipper just north of Queens Park. It is called "pothouse Lane" in 1769 by S. Brailsford in a document at the Hardwick Estate Offices, Chesterfield. This lane used to be the boundary between the borough of Chesterfield and the parish of Brampton. At its south end lay the barriers of West Bars, probably then on what is now Wheatbridge Road, and here began Brampton Moor, the scene of the first recorded cricket match in Derbyshire, in the year 1757. (Brian Hilditch in his Wirksworth cricket history.)

ROTTEN ROW. This seems to have been generally regarded as Beetwell Street, but nevertheless it was undoubtedly South Street, and formerly the southern end of Soutergate. It is definitely called Rotten Row in 1803 by Potter.

SOUTERGATE. This was formerly the main street of Chesterfield and by Mr. G. R. Micklewright's theory is the original Derby Road, i.e., Rykniel Street. It entered Chesterfield by a bridge only demolished in recent years, when the course of the Hipper was diverted out of a northerly extending hairpin loop at the site of the Silk Mill. The Silk Mill bridge was actually in fact the "bridge at the end of the Sowtergate" mentioned in Jeayes' no. 829, A.D. 1424, this being the latest mention of it as a street. It consisted of South Place, South Street, Packers' Row and the extension of Packers' Row now lying north of High Street/Burlington Street. The bridge referred to was set on the cant over the Hipper at a point where the former natural ford was situated. It is imagined that soon after 1400 Soutergate declined in

importance, and its lower part nowadays gives no indication of its former importance. It was up Soutergate that the Battle of Chesterfield was fought in 1266, as the invaders crossed this bridge into the town. Normally this tiny river would have been waded at any point of its length, but at that time it was a swollen torrent dangerous to men in armour, owing to rain and subsequent heavy flooding, so that the bridge had to be crossed, this being effected by a ruse according to one account.

SOUTER ROW. Having no connection with the preceding street except by similarity of name, this was the most westerly of the north-south passages now in the Shambles. It is marked, quite correctly, on a map of the Duke of Devonshire's in 1836 as "Shoemakers' Row", which is of course the same name modernised. It was one of the old trade rows of medieval Chesterfield, and is now called Irongate. It appears as Irongate on Ward & Burman's map of 1858. The name however goes farther back and a note on a document of the Hardwick Estate Office dated 1769 by S. Brailsford says: "An Encroachment, being a building erected across a certain public way *formerly* called Ironmongers' Lane in the Shambles, communicating with Drapers' Row and Toll Nook." Beneath in another hand is later added "Note — The building above mentioned has been removed some time ago, and so far the way has been again opened, but it has long since ceased being used as a public way, being built over and stopt up by several other persons." Irongate is, of course, now open again along all its length, and is considerably used. The only sensible construction one can place upon Souter Row and Ironmongers' Lane being two names for one street is that the name was really and in fact Ironmongers' Lane (or Irongate) and that Souter Row (Cobblers' Row) was *in* that lane. In other words Souter Row was a portion of Ironmongers' Lane; possibly the cobblers' stalls were on one side of it, and the ironmongers' on the other. (Also in Jeayes' no. 835 of A.D. 1427 and no. 712 of A.D. 1304).

STEAD LANE. Beetwell Street at an early date. See Newmarketsted Lane.

STOCKINGERS' ALLEY. This is now lost. It was

a short street of the age of the Industrial Revolution, lying off Lordsmill Street, and still extant in 1857. (White's *Derbyshire Directory*, p. 719.)

SWINE'S GREEN. This is now New Square. Formerly it was grassed over, had a pool in the middle, and came up to the railings of the garden of the Soresby family mansion, High House. It was called Swines Green in 1769 by Brailsford, but he must presumably have used the name he was familiar with, as by 1750 another writer was already naming it New Square.

TOLL NOOK. This name is shown to be still in use in 1803 on Potter. It was the point where the cattle tolls were taken at the east end of the market, and is practically synonymous with East Bars, being at the intersection of crossroads, and formerly the right-angled junction formed by Soutergate and (possibly) Kalehalegate-Cowgate.

WEEK DAY MARKET. Mentioned by Jeayes' charter no. 712 in A.D. 1304, also in a good many others, including nos. 780 and 809. No. 780 gives its approximate site, and no. 809 of A.D. 1405 says "a messuage in Halywelgate in the Wekedaymarketh abutting on the old markethstede." Evidently the two markets referred to lay side by side in a position between Holywell Street and the north side of the church.

WELL LANE. This connected Holywell Street with Tipton Lane, and is shown on Potter's 1803 map. The Holywell Street end is now the same end of Durrant Road, which appears to be Well Lane widened. Well Lane may possibly be an abbreviation of Holywell Lane.

STEPPESTONE LANE. This is given by Jeayes' charter no. 741 of A.D. 1350 and is subsequently mentioned by Yeatman in the Court Rolls of Chesterfield Manor, formerly at Shipton Hallewell's, but not now there. I think there is little doubt that this is the present Wheeldon Lane, the former name being superseded *temp.* Elizabeth. It led to a ford crossed by stepping stones, which must have lain near the present Park Road bridge over the Hipper. This is the first of the streets where probability only can be adduced.

PEDLAR'S ROW. This is mentioned in the Sheffield Central Library Derbyshire Deeds catalogue, A.D. 1664.

If the description be correct then the only logical site for it must have been at one end of Holywell Street. The deed says it was "abutting on a street called Holywell Street on the West", but it is not clear whether this means Holywell Street's west end or its own. This is only a partial identification therefore.

COMON GATE. From the same source as Pedlar's Row, the wording is "the house in Comon Gate in Chesterfield." (A.D. 1682). One would naturally suspect it to indicate Sheffield Road crossing Whittington Moor, or Common, as it used then to be sometimes called. The possibility of its leading over Brampton Moor instead cannot altogether be excluded, though this is much less likely. This can only be classed as a "probability".

COWGATE. There is only one single mention of this and unfortunately I have misplaced it, with date. This again is conjectural. It is curious, however, that the street now called Low Pavement, which connected Soutergate with the New Market is never mentioned in any charter. It is known that the cattle tolls used to be paid at Toll Nook, which is the beginning of this street, and that other Cowgates elsewhere are so called because they were the entrances along which cattle came into market towns. (There is a Cowgate, for instance, in Peterborough.) It is suggested therefore that it is not at all impossible for Central Pavement to have been the medieval Cowgate. The tolls on cattle in the case of Chesterfield were abolished in 1842 by the Duke of Devonshire, as lord of the manor.

GLEMUS LANE. This is mentioned once, in A.D. 1301 in *Chesterfield Borough Records*, p. 127. It is apparently a slip for *Glemen*, exhibiting Glumangate while it was in its initial state as a lane, before becoming a town street.

"A NEW STREET". This is an extract from the Wolley MSS. at the British Museum . . . "a shop with its appurtenances lying in *a new street* in Cestrefeld in the Draper Row, between his (Adam le Mazonn's) shop in the north side and the shop of William Dabee on the south side. (Date 1308-9.) That this lay in the area of the present High Street is plain, but exactly where is not

so plain. It looks a puzzle how the data can be reconciled, but it must of course be taken as correct nevertheless. We can hardly dismiss it as an error because its siting is not plainly evident.

NORTHGATE. This has one single mention, on p. 243 of *Chesterfield Borough History* (Yeatman) A.D. 1464-5. There is now no street which can represent this Northgate. Soresby Street is modern, Glumangate and Packers Row antedate this name considerably. Foljambe Road is too far west, and its parallel streets, Clarence Road and Rutland Road are modern. Therefore it is a likely conclusion that this is the Clerimont Lane of 1350, then become a proper road and called Northgate. No other likely explanation suggests itself, and this is at least a possible suggestion which would account for two streets both due north-south in the middle of the town having vanished completely.

PADDOCK LANE. Mentioned in Rafe Hethcot's will of 1502, this lay between Chesterfield and Tapton. It was evidently merely a farm lane to a horse-croft and probably vanished in the industrial changes occasioned by the making of the West Stockwith canal and, later, the North Midland railway.

FEATHER STREET. In 1750 it contained eight houses, and the fact that it is mentioned between the names of Narrow Lane and Packers Row is apparently no clue to its situation. There is no proof at all of where it lay, and the only suggestion that occurs — absolute wild guessing! — is that it might just possibly have had some connection with the inn called "The Feathers" in Lordsmill Street. Seems to be irrecoverable.

PRIMROSE LANE. In 1750 it contained six houses. There is no clue whatever as to where it lay, and like Feather Street's the name has vanished.

NAMELESS LANES, etc. All these are extracted from Jeayes' Charters, and where an indication as to the site can be ventured it has been given.

(1) No. 696, 13th century, "the high street from Chestrefeld up to Buckebrihe." Buckbridge is at Sutton Scarsdale, so this must mean the Chesterfield-Sutton road.

(2) No. 697, late 13th century, "the great road leading towards Cesterfeld." This is Rykniel Street. It has vanished only too completely between Tupton and Chesterfield, unfortunately.

(3) No. 705, *temp.* Ed. I, "the road leading from Cestrefeld towards Bayequelle, abutting on Le Bredinbrigge." This looks like the old road from Chesterfield to Baslow, and thence to Bakewell.

(4) No. 750, A.D. 1365, "the street called Flescheharneles." This is Long Shambles, the central north-south passage in the present Shambles.

(5) No. 769, A.D. 1374-5, "the lane from Soutergate to the Dean of Lincoln's Mill." Must mean Vicar Lane or Church Lane, one imagines — probably the latter, as it runs into Spa Lane after crossing St. Mary's Gate and then into Back Lane and Station Lane, formerly Bishop's Mill Lane.

(6) No. 780, A.D. 1385, "a tenement lying in Wykdaymarketh, abutting on the road to Knyfsmithgate." Lost. Near the church.

(7) No. 802, A.D. 1401, "the lane from Knyfsmythgatte to the church." This can hardly be placed now. It must have been short, but old Knifesmith Gate used to include all the present Stephenson Place down to Eyre's corner.

(8) No. 817, "land at Goldwell on the road from Chesterfield to Barley" (Barlow). Presumably Ashgate Road.

(9) No. 713, A.D. 1306, "a toft lying 'retro manum' in Cestrefeld, abutting on the lane leading from Le Wykeday-marketh towards the mill of the Dean of Lincoln." It is almost certain that "Behind Hand" means the area served by Back Lane and Station Road. Thus the lane must (though much curtailed in length at the St. Mary's Gate end) be the present Station Back Lane, running into Station Road, formerly Bishop's Mill Lane. Now behind the Public Library, leading to the *Derbyshire Times* office.

(10) No. 724, A.D. 1323, "the lane leading from Soutergate to St. Leonard's Hospital." This must almost certainly be Vicar Lane/Hollis Lane.

(II) No. 726, A.D. 1335, "the road from Soutergate to the new market." Can hardly be anything else than Low Pavement. (Cowgate?)

The remainder of these remarks scarcely refer to *lost* names at all, but it is extremely puzzling to find no single mention of the name St. Mary's Gate in documents before 1591, and then only obliquely by the use of the description "St. Mary's Bridge". As for Lordsmill Street, the first so far encountered is as late as 1711, which seems almost incredibly late for the present main Derby Road. It would appear that the Lordsmill Street-St. Mary's Gate artery is relatively modern and supplanted Soutergate when the latter became inadequate for increasing wheeled traffic. When this occurred it would be difficult to assess, but there is a sidelight that may help.

The Lordsmill (Hornsbridge or St. Mary's or St. Marie's Bridge) Chapel was founded in 1446. This was no doubt to see to the repairs of the bridge. But had Soutergate not been then in a declining state it would, one would think, have been the place for a bridge chapel, as it had undoubtedly been the main street of the town for centuries. It appears therefore that by about the mid-15th century it had been decided that Soutergate was to be superseded by the new route through the town, and that this being the case it was preferable to have the chapel on St. Marie's Bridge where the traffic was going to increase, rather than on Soutergate bridge which was to decline, and become relatively unimportant. This is offered merely as a theory, of course, and the route may have been then up Lordsmill Street and then into Beetwell Street, and so into Upper Soutergate for some time — prior to the emergence of St. Mary's Gate, as the main traffic road.

Packer's Row has been variously derived as a name. It was a length of Soutergate, and one of the medieval trade rows. It is suggested that only *one* side of Packers' Row was used by the packers, viz.: the side which is also the side of the present Shambles, and that the name is an abbreviation of Woolpackers' Row. This too, is merely an idea: it seems at least as likely as all the other explanations. Formerly here stood a tavern, "The

Waggoners", but whether it referred to wool wains, who can now say?

The late George Lee in his "New Figaro", about forty years ago, referred in a serial story to a lane called "New Cut Lane". Whether this ever really existed, except as a figment of his imagination, is not known, but as all his other roads are correct it is quite possible that he had in fact encountered this name in some document. However, whether this is a real or an imaginary lane, it must have been the present Vicar Lane.

There is one last curiosity. On a map of 1869 a long straight road is shown striking roughly due north out of Tapton Lane. This is the "ghost street" called Clifford Street. It never seems really to have existed like this except on the map, and subsequent railway works and sidings in this area led to the abandonment of this route. The only substitute for it is the present Infirmary Road some little distance away and not quite in the same direction, being somewhat diverted.