



Planning, Transport
and Environment

INDEX DATA	RPS INFORMATION
Scheme Title A41 Milton Green Bypass.	Details Environmental Statement Cultural Heritage
Road Number A41	Date March 1995
Contractor Northern Archaeological Associates	
County Cheshire	
OS Reference SJ45	
Single sided <input checked="" type="checkbox"/>	
Double sided	
A3 <input type="checkbox"/>	
Colour <input type="checkbox"/>	

Northern Archaeological Associates

A41 MILTON GREEN BYPASS

ENVIRONMENTAL STATEMENT

CULTURAL HERITAGE

undertaken for

COBHAM RESOURCE CONSULTANTS

NAA 95/11

March 1995

15 Redwell Court, Harmire Road, Barnard Castle, Co. Durham DL12 8BN

A41 MILTON GREEN BYPASS

NON-TECHNICAL SUMMARY

Cultural Heritage

Archaeology

A desktop study of the A41 Milton Green Bypass identified no scheduled ancient monuments or other archaeological sites of national or regional importance within the road corridor. Aerial photographs of the area show evidence of extensive pre-enclosure arable field systems preserved in many of the present day pasture fields. A walkover survey confirmed that substantial upstanding ridge and furrow survived in four fields affected by the road corridor together with the remains of four marl pits.

The low proportion of arable land means, however, that the opportunities for identifying archaeological sites either through cropmark evidence or fieldwalking surveys is much reduced. As a consequence, there is a possibility of hitherto unknown remains occurring within the road corridor, although this is considered to be low.

Listed Buildings

Milton Green appears to be a relatively modern settlement, containing 19th and 20th century buildings, which appears to have grown up alongside the Chester to Whitchurch 18th century turnpike road. Two late 17th century halls lie in the vicinity of the village. Five listed buildings lie within 200m of the proposed road corridor, and of these, four will have their settings materially improved by the scheme while the fifth will not be materially affected.

CULTURAL HERITAGE

ARCHAEOLOGICAL SITES

INTRODUCTION

A desk-top assessment of the proposed road corridor for a bypass of the A41 around Milton Green was undertaken by Northern Archaeological Associates on behalf of Cobham Resource Consultants in April 1993. A rapid walkover survey was subsequently undertaken in March 1995. The aim of the assessment was to identify the potential effects of the proposed route on archaeological sites and to recommend measures which should be taken to avoid, reduce or remedy adverse effects.

The principal sources of information used to assess the impact of the proposed road corridor on archaeological sites were the Sites and Monuments Records held by the Environmental Planning Service of Cheshire County Council, vertical aerial photographs, published and unpublished documentary information (including cartographic sources) and the Ordnance Survey record.

GENERAL BACKGROUND *(may be deleted)*

Milton Green lies approximately 9km to the south of Chester on the A41 road to Whitechurch. The proposed bypass measures approximately 1.5km in length and passes to the east of the existing settlement. The road corridor commences in Golborne David parish, to the south west of Golborne Old Hall and on crossing Golborne Brook the road enters Handley parish. The road passes to the east of Milton Green and rejoins the existing A41 at the northern end of the Handley bypass. The junction with Frog Lane (C825) will be re-aligned to the north of the village.

The settlement of Milton Green lies in gently undulating land 5km to the east of the River Dee, some 52-63m above sea level. The road corridor crosses two small streams, Golborne Brook and Stonyford Brook, which flow through the area from east to west. With the exception of one field south of Golborne Old Hall, the majority of the route is under pasture. The soils along the road corridor consist of argillic stagnogleys, ie. fine loam on reddish tills, although along the margins of the brooks these become pelo-alluvial gley soils.

PLANNING POLICIES

National guidance in PPG16, "Archaeology and Planning" stresses the importance of preserving archaeological remains, including their settings, whether sites are scheduled ancient monuments or not (paragraph 8). Positive planning and management is encouraged to reduce potential conflict between development and preservation and to find sensible solutions to the treatment of sites where archaeological remains exist (paragraph 14). Where there is good reason to suspect that archaeological remains may exist within a development area, the planning authority may reasonably require the developer to arrange for and undertake an archaeological field evaluation. The aim of the field evaluation would be to define the character, extent and importance of archaeological remains and to provide information useful for identifying potential options for minimising or avoiding damage (paragraph 21).

Where remains do not warrant physical preservation and/or it is not feasible to retain archaeological deposits in situ, an archaeological investigation for the purposes of preservation by record may be a less favourable option (paragraph 13). In such circumstances, the planning authority may reasonably ensure that the developer has made satisfactory provision for the excavation and recording of remains prior to granting planning permission. Such permission should also provide for the subsequent publication of the results of the excavation (paragraph 25).

The Department of Transport's *Design Manual for Roads and Bridges* Volume 11, Part 2 acknowledges the advice given in PPG 16 in considering the potential impact of road schemes on archaeological remains (Chapter 6) and recommends a combination of possible mitigation measures which reflects this advice (Chapter 7).

Both the Cheshire Replacement Structure Plan (ENV 7) and the Chester Rural Areas Local Plan (Policies A1-A3) contain policy statements which seek to protect sites of archaeological importance from development. Both recognise that certain sites may be of lesser importance and that in appropriate circumstances such remains can be preserved by record as a result of excavation.

ARCHAEOLOGICAL BACKGROUND

There have been relatively few archaeological finds from south-west Cheshire between the mid-Cheshire Ridge and the Dee. What is known is largely derived from

chance finds of artefacts or from published references to field monuments which have now vanished or are barely recognisable. Large parts of the area are under pasture and this, together with the clay subsoil, has meant that it is not conducive to cropmark formation. The low proportion of arable land has also meant that there has been little opportunity for fieldwalking surveys.

The Roman road between Chester and Whitchurch, known as Watling Street, ran some distance to the west of Milton Green via Aldford. A number of Roman finds have been recorded from Tattenhall to the east, including some pottery and a number of coins dating from the 2nd to 4th centuries AD.

Many of the pasture fields along the road corridor contain traces of ridge and furrow cultivation and one or more marl pits. Ridge and furrow is evidence of earlier arable cultivation, and depending on the size and shape of the rigs can be either medieval or post-medieval in date. The practice of marling to improve soils may have begun as early as the 12th century and its widespread use in south-west Cheshire by the early 19th century is reflected in the fact that the area is pockmarked with old marl pits.

In 1989, during construction of the Handley Bypass immediately to the south of Milton Green, traces of a post-medieval paved trackway were uncovered and recorded by the Cheshire County Archaeological Officer. The trackway appeared to have linked Handley village and Clayley Hall to the north-east and was the sole discovery of archaeological significance.

HISTORICAL BACKGROUND

Both Golborne David and Handley parishes were part of the Broxton Hundred. Both formed part of the estates of Osborne Fitz Tezzon after the Norman conquest. These lands were subsequently vested in the Boydells and thereafter became separate. Handley passed to Hugh Reddish and then to the Calveley family in the 16th century who in turn sold them to Peter Legh in 1707. Golborne David passed to David de Malpas, after whom ownership appears to have become fragmented. Milton Green was anciently called Milneton or Mylton and first reference to it was made in 1539/40 when the Calveley estate at Handley was described as Handley and Mylton.

The A41 through Milton Green was formerly the turnpike road between Chester and Whitchurch. Turnpike trusts were granted parliamentary powers in the 18th and 19th centuries to erect toll bars and to charge fees in return for making and maintaining a

particular stretch of highway. This turnpike road was certainly in existence before 1830, when the toll bar at Golborne David was sold for £1000. The present Golborne Bridge appears to date to c.1807 when George Bramwell was contracted to take down and rebuild it. There is no record of the date of the earlier bridge which Bramwell replaced.

ASSESSMENT

The assessment identified only features of local archaeological significance within the road corridor. The route will bisect substantial remains of ridge and furrow cultivation in four fields and very degraded remains in a further five fields. The remains of four marl pits, which survive as grass-sided, occasionally waterfilled, hollows, will also be affected. No scheduled ancient monuments or other archaeological sites of national or regional importance will be affected by the proposed scheme. Aerial photographs recorded a trackway leading south-west from Golborne Old Hall towards the A41. This trackway appears to have been contemporary with ridge and furrow in the field to the south of the hall. Field inspection showed that these features have been largely destroyed by modern ploughing and that within the road corridor evidence of the trackway has probably been removed by a drainage ditch.

Evidence of ridge and furrow cultivation is well-preserved in four pasture fields to the east of Milton Green Farm and Milton Villa. The ridges vary in width between 5-6m and in height from 0.2-0.4m. Slight traces of ridge and furrow are visible in all the other fields bisected by the route, with the exception of the field south of Stoneyford Brook.

The remains of marl pits are recorded on both 1st Edition Ordnance Survey and later maps and on aerial photographs in almost every field in the area. One to the east of Milton Green Farm, two to the south-east of Milton Villa and one to the south of Stoneyford Brook will be affected by the road corridor.

MITIGATION

None of the features identified warrant in-situ preservation or extensive excavation in advance of construction. It is recommended that a measured survey of the ridge and furrow is undertaken where it is well-preserved and sample sections recorded. Monitoring could also be undertaken of any test pits excavated during geotechnical

work. If no other remains are encountered in the course of this prospective work, no further archaeological work is recommended. The marl pits are deemed to be sufficiently mapped on existing plans and aerial photographs and to survive in sufficient numbers elsewhere and do not to require further recording

LISTED BUILDINGS

Cheshire County Council was the principal source of information concerning Listed Buildings in the vicinity of the road corridor. The information consulted consisted of extracts from the citations of designation and plans indicating the location of individual listed buildings. This was supplemented by a visit to the study area in order to assess the character and setting of the Listed Buildings.

PLANNING POLICIES

National guidance in PPG 15 'Planning and the Historic Environment' stresses that planning authorities should have:

special regard to the desirability of preserving the (listed) building or its setting or any features of architectural or historic interest which it possesses.

The Cheshire Replacement Structure Plan policy (ENV 4) states that:

buildings and structures of special architectural or historic interest and their settings will be conserved wherever possible from decay, destruction or damage and from harm caused by unsympathetic development on neighbouring land.

ASSESSMENT

The earliest standing buildings in the area are Golborne Old Hall and Calveley Hall, which are listed grade II and grade II* respectively, and which date to 1682 and 1684. On the A41 itself, Golbornebridge Farmhouse (c. mid 18th century), Golborne Bridge and the Parish boundary stone towards its north end are listed grade II. Milton Green Farmhouse (east of Whitchurch Road) is thought to be early 19th century and is listed

grade II. The latter building is probably the earliest structure in Milton Green, the majority of buildings in the village belonging to the later 19th and 20th centuries.

None of the above listed buildings will be adversely affected by the scheme. Goldborne Old Hall lies some 170m from the northern end of the road corridor and its setting will not be materially affected. The new road corridor lies 60m to the east of Golborne Bridge, the Parish Boundary stone and Goldbornebridge Farm and the removal of the existing road traffic away from these structures should materially improve their setting. Similarly the road corridor will pass to the east of Milton Green Farmhouse, and will be screened from the building by a planted embankment.

Northern Archaeological Associates

March 1995

Report: 95/11

Text: Richard Fraser

SOURCES

Published sources

Cheshire Archaeological Bulletin 1974-85

Cheshire 2001, Cheshire Replacement County Structure Plan (23-1-92)

Chester Rural Areas Local Plan (7-4-83)

Department of the Environment, City of Chester. List of buildings of special architectural or historic interest (1984)

Department of the Environment, Planning Policy Guidance Notes 16: Planning and Archaeology (1990)

Furness PR, Soils of Cheshire. Soil Survey Bulletin No. 6 (1978)

Hanshall JH, History of Cheshire (1817)

Omerod G, History of Cheshire, Volume II Broxton

Sylvester & Nulty, The Historical Atlas of Cheshire (1958)

RCHME, Aerial Photographic Assessment, Cheshire (1993)

The Victoria History of the County of Cheshire, Volume 1 (1987)

Maps & documents

Golborne David Enclosure Plan 1811 (QDE 1/17)

Golborne David Tithe Map 1854 (EDT 167/2)

Golborne Bridge, Contract estimate 1807 (QAR 14)

Handley Tithe Map 1839 (EDT 185/2)

Ordnance Survey 1st Edition (1872) 1:2500 Map, Sheet 47/9

Ordnance Survey 1st Edition (1872) 1:2500 Map, Sheet 47/13

Ordnance Survey 2nd Edition (1910) 1:2500 Map, Sheet 47/9

Ordnance Survey 2nd Edition (1910) 1:2500 Map, Sheet 47/13

Vertical aerial photographs

RAF 1-11-47 CPE UK 1935 1200

Hunting Surveys Ltd 8-7-71 HSL UK 71 111 Run 17 0090

JA Story & Ptnrs 30-5-85 Run 10 2685/165

Table 1

Archaeological remains

Site no.	SMR No.	NGR	Description	Importance
Site 1		SJ46255900	Ridge and furrow	local
Site 2		SJ46405905	Ridge and furrow	local
Site 3		SJ46405890	Ridge and furrow	local
Site 4		SJ46355880	Ridge and furrow	local
Site 5		SJ46305895	Marl pit	local
Site 6		SJ46385870	Marl pit	local
Site 7		SJ46405872	Marl pit	local
Site 8		SJ46475848	Marl pit	local
Site 9		SJ46105955	Trackway	local

Table 2

Listed Buildings

Site no.	SMR No	NGR	Description	Grade
Site 1	1813/1/1	SJ46245979	Golborne Old Hall	II
Site 2	1813/1/2	SJ46235983	Corn Barn	II
Site 3		SJ46105922	Golborne Bridge Farmhouse	II
Site 4		SJ46145918	Boundary stone	II
Site 5		SJ46145915	Golborne Bridge	II
Site 6	1819	SJ45445857	Calveley Hall	II*
Site 7		SJ46175892	Milton Green Farmhouse	II