



INDEX DATA	RPS INFORMATION
Scheme Title A6 Duxley & High Lane Bypass	Details Archaeological Resource Report Part 1
Road Number A6	Date April 1994
Greater Manchester Contractor Archaeological Unit	
County Derbyshire	
OS Reference SJ98	
Single sided <input checked="" type="checkbox"/> Double sided A3 43 Colour 0	

A6 DISLEY AND HIGH LANE BYPASS

CULTURAL HERITAGE

Part 1
Archaeological Resource Report

The Greater Manchester Archaeological Unit

April 1994

Contents

PART 1

1. Introduction	1
2. The Setting	3
3. Preferred Route Historical Background	5
4. Purple Route Historical Background	14
5. Modified Derbyshire Route Historical Background	20
6. Gazetteer of Sites	22
Sources	42
<i>Maps</i>	End pages

1. Introduction

1.1 The Greater Manchester Archaeological Unit was commissioned by Travers Morgan Engineering to carry out a Stage 2 assessment of the archaeological implications of the proposed A6 Disley and High Lane Bypass. The object was to identify sites of significance and, where necessary, make recommendations.

1.2 The survey comprised the examination of information held on the Sites and Monuments Records for Greater Manchester, Cheshire and Derbyshire, published and unpublished map series, aerial photographs, documentary material from a variety of published and manuscript sources, place-name and field-name evidence, listed building information and field survey of the area, in order to relate research findings to the existing landscape.

1.3 The scope of the study area includes two corridors together with a modified third corridor, with an easement of 100m either side of the centre line of each route.

1.4 The report has been divided into two parts. This first part presents the factual evidence produced as a result of the survey, and includes a general description of the geological and topographical setting for the various routes; a summary account of the historical background to the areas through which the routes pass; and a gazetteer of sites containing a detailed list of all sites identified during the survey. The list includes a site location and description, and also the method by which each site was identified. A list of sources used or consulted, together with a full set of maps for each route at 1:2500 scale, which locate all gazetteer sites, complete this part of the route. The second part of the report compares and contrasts the relative impact of each scheme on the cultural heritage, summarizes the relative importance of the sites within the study routes, considers measures for mitigation with regard to the cultural heritage of each route and finally makes proposals for further work.

1.5 This report has not made a distinction between the archaeological heritage and the built heritage, both of which are included and considered to be intrinsically linked.

1.6 Within this report sites have been referred to as having either a national, regional or local importance. These levels of importance should be viewed in the following terms:

National Importance. This is a site, regardless of statutory designation, which is considered to be an important archaeological site in relation to the corpus of archaeological sites contained in England. The reason for its importance can vary from site to site, but is based on the following unranked criteria: rarity, documentation, group value, survival/condition, fragility/vulnerability, diversity and potential.

Regional Importance. This is a site, regardless of statutory designation, which is considered to be an important archaeological site in relation to the corpus of archaeological sites contained in the North West. The reason for its importance can vary from site to site, but is based on the following unranked criteria: rarity, documentation, group value, survival/condition, fragility/vulnerability, diversity and potential.

Local Importance. This is a site, regardless of statutory designation, which is considered to be an important archaeological site in relation to the corpus of archaeological sites contained within the immediate environs of the road scheme. The reason for its importance can vary from site to site, but is based on the following unranked criteria: rarity, documentation, group value, survival/condition, fragility/vulnerability, diversity and potential.

1.7 This report has been prepared in accordance with the *Design Manual for Roads and Bridges, vol 11, Environmental Assessment.*

2. Geology and Topography

Preferred Route

2.1 The underlying solid geology of the study route is composed of Collyhurst Sandstone from Broadoak Moat (A, see Fig 1, p4) as far as the track leading from Springfield Farm (B) and to the west of this point is the Carboniferous Westphalian Coal Measures. The Arley Mine coal seam is crossed close to Torkington Road (C). To the east of Ridge Fold (D) there is a series of coal seams, sandstones and millstone gritstones.

2.2 The majority of the study route passes through a landscape which has a drift deposit of glacial boulder clay. A small area of millstone gritstone outcrops to the north of Ridge-End (E). Along the Goyt valley a number of alluvium deposits are crossed and a small area of outcropping sandstone occurs near Gow Hole Farm (F) and also possibly to the south of Lower Haguefold (G).

2.3 The western end of the route occupies a relatively flat landscape c 100m OD, which steadily rises to the east of Broadoak Moat to c 195m as it crosses Marple ridge. To the east of the ridge the route descends into the Goyt valley at c 120m. The route occupies the valley floor for c 1km before ascending the southern side of the valley, passing through Newtown. To the east of Newtown the route returns to occupy the valley floor, reaching c 152m OD at the eastern terminus.

Purple Route

2.4 The western end of the study route passes over a solid geology composed of coal seams and sandstones of the Westphalian series. To the east of Disley sandstones and millstone gritstones increasingly dominate the geological formation, although another area of coal measures occurs between Redmoor Lane (H) and Yeadsley Hall (I).

2.5 Much of the study area is overlain by glacially deposited boulder clay. The underlying coal measures outcrop along Norbury Brook (J). Sandstones, millstone gritstones and the coal measures outcrop in larger areas east of Disley.

2.6 The western end of the route is relatively flat, c 122m OD. To the south of Buxton Road the route steadily rises following the course of Norbury Brook for a short length, before heading eastwards. The route then passes the northern extent of Lyme Park on the lower slopes of the park c 170m OD. It then climbs towards Whaley Moor following the line of Buxton Old Road, reaching a height of c 300m near Redmoor Lane. The route then descends into the Goyt valley reaching c 152m OD at the eastern terminus.

Modified Derbyshire Route

2.7 Like the other two routes, the modified option crosses a solid geology composed of sandstones and coal measures, with the coal measures concentrating around Broadhey Hill (K). The overlying drift geology is again principally the glacially deposited boulder clay, but with the underlying solid geology outcropping in places, in particular the coal measures around Broadhey Hill.

2.8 The western half of the route follows the same course as the Preferred Route before sweeping southwards near Waterside Farm c 122m OD. It then ascends the southern slopes of the Goyt valley towards Whaley Moor, reaching a height of c 274m OD at Kiln Knoll. To the east of Kiln Knoll the route follows the same line as the eastern part of the Purple Route.

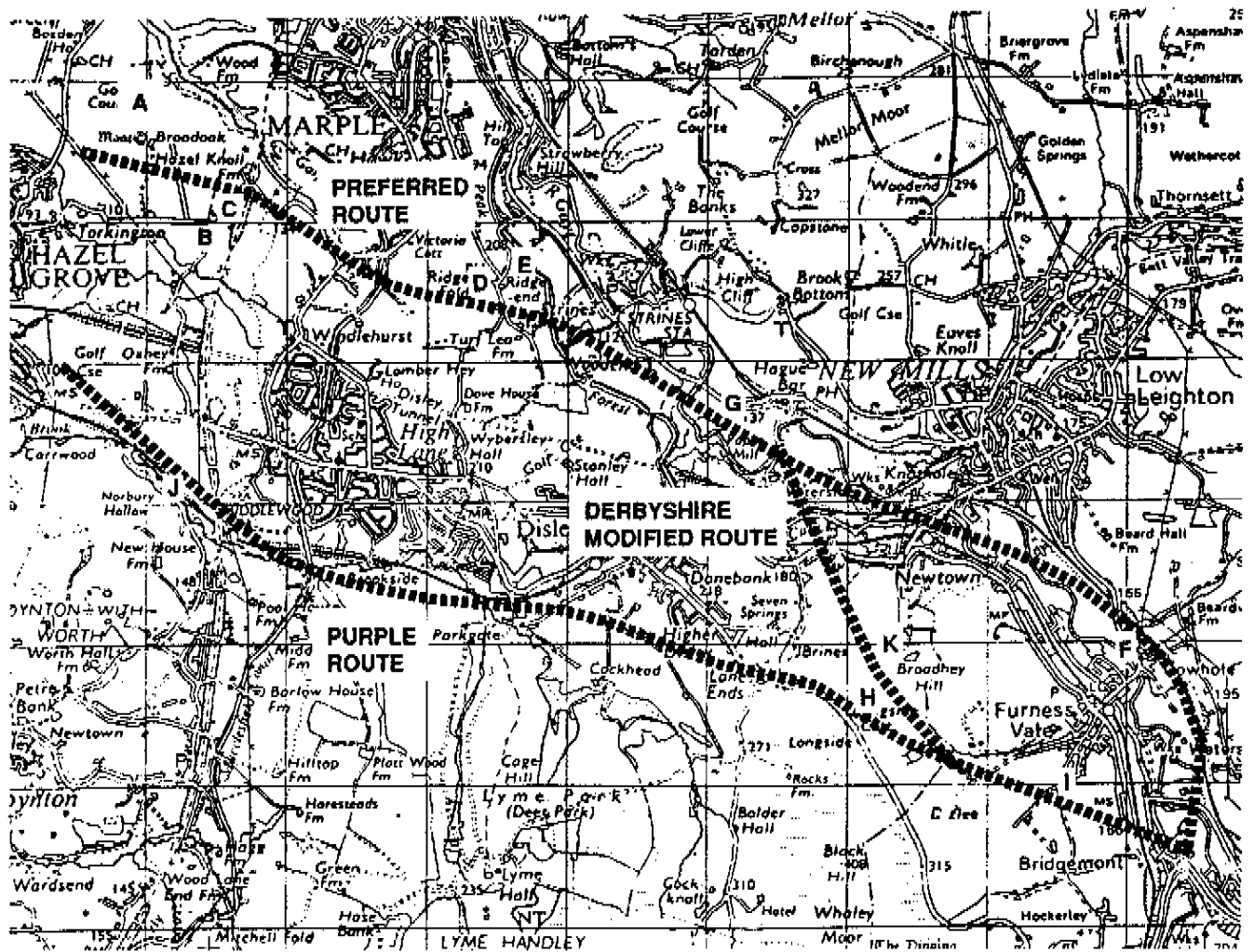


Fig 1 Map showing all three routes, with key letters which refer to locations mentioned in text of section 2, above. Based on Ordnance Survey Landranger Series, scale 1:50,000. Crown Copyright Reserved.

3. Preferred Route Historical Background

Summary

3.1 The Preferred Route passes through an area with little evidence for pre-Conquest activity, although this section of the report suggests that there is some potential for sites of this earlier period along the line of the study route. From the medieval period onwards there is documented evidence for human settlement and activity within the area. The strict controls over land usage exercised when much of the area was under the jurisdiction of the Forest of Macclesfield declined during the post-medieval period, when an increasing number of farms, fields and roads were established. This expansion of human activity continued into the industrial period in this area and a large number of sites from this period are located along the line of the Preferred Route.

Prehistoric and Roman

3.2 No sites from these periods have been identified within the study route. Indeed there would appear to be no recorded finds within 1km of the proposed line. However, this absence of sites does not necessarily imply an absence of prehistoric activity in the area. Prehistoric funerary monuments are situated to the north and south of the line on the moorland hills above the Goyt valley. These include at least four barrows at Knightslow Wood (SJ 96 81) in Lyme Park, a barrow site at Kiln Knoll (Site 150, map 32; see Section 4, *Gazetteer of Sites*) and a Bronze Age cairn on Mellor Moor (SJ 9867 8725). The valley itself during this period would probably have been a relatively dense wooded area and would have been used as a hunting and food gathering resource. Therefore hunting camps, particularly of the Mesolithic period, may be located on some of the better drained soils within the valley. Areas of sand and gravel such as that between Higgin Clough and Redhouse Lane, lying immediately to the south of the route, would have been particularly well suited for such activity as would the stone outcrops such as the area around Lower Haguefold (47, map 9) and Gow Hole.

3.3 The use of aerial photographs for the identification of any settlement sites in a pastoral landscape, through which most of the corridor passes, has been a relatively unproductive exercise. In general non-arable land does not produce good cropmarks.

3.4 It has been postulated that a Roman road existed between Gawsworth and Werneth Low (Richardson 1987). The line of this route is reported to pass to the west of the western terminus of the route, near Poise Brook (SJ 932 873).

Early Historic

3.5 There are no finds from the Anglo-Saxon period within the study route although two sculptured gravestones of 'early Norman or even more ancient date' (Cheshire Sites and Monuments Record Number 1635) and a socket stone for two crosses believed to be Saxon in date (CSMR 1636) have both been found close to the site of Disley church, which suggests that some activity was taking place in the area during this period.

3.6 In the absence of any finds or recorded sites, the only evidence for settlement or

activity in this period within the study route is provided by an examination of place-names. Many of the place-names located within the study route confirm the woodland character of this area: Disley, Yeadsley and Chinley all contain as their second element a derivation of the word *leah* which is defined as 'a clearing, a wood, a woodland glade' (Dodgson 1970, 270). The first elements of all three places have not been satisfactorily interpreted but the suggested definitions are that Disley means 'dairy-maid's wood or clearing' (*ibid*); Yeadsley means a 'herdsman's wood or clearing' (*ibid*, 177); and Chinley means 'the wood or clearing by a ravine' (Ekwall 1936, 100). There is no certain indication from these place-names that there was any settlement in these areas during this period. The same can be said for Marple which would appear to derive from a topographical description. Dodgson suggests that the name may derive from a combination of the Old English names *maere* and *pyll* meaning '(at) the stream at the boundary' or possibly the 'hill at a boundary-valley' (Dodgson 1970, 281-2). The two place-names along the study route which provide the best evidence for settlement are Torkington, interpreted as 'the farm or settlement of Tureg', the latter being a personal name (*ibid*, 299); and Buxworth, the second element of which means 'homestead', with the first element possibly being a personal name (Ekwall 1936, 69).

Medieval and Post-medieval

3.7 The study route passes through the post-1974 counties of Greater Manchester, Cheshire and Derbyshire. Originally all that area to the south and west of the River Goyt, through which the study route passes, lay within the county of Cheshire and the remainder of the route, on the other side of the river, within Derbyshire.

3.8 During the medieval period at least part of the Cheshire section of the study route, in terms of land jurisdiction, lay within the forest of Macclesfield. At the western end of the study route the forest's western boundary passed through the township of Torkington. The precise line of the boundary through Torkington is uncertain but recent work suggests that it lay near Poise Brook (Richardson 1987, 18-20), in which case all of the study route within the former county of Cheshire lay within Macclesfield forest. The term forest in this early period was not used to describe a wooded area but rather was a legal term for 'land outside the common law and subject to a special code of law based on the arbitrary legislation of the king' (Husain 1973, 54), or, as far as Cheshire was concerned, the earl of Chester. The aim of the forest law was to protect and maintain the earl's hunting lands. Macclesfield forest was one of three royal forests within the county of Cheshire, the others being Delamere and Wirral. Husain suggests that Macclesfield and Delamere may also have been hunting forests during the Anglo-Saxon period (*ibid*, 55).

3.9 During the Norman and early Plantagenet period land under forest law extended beyond woodland areas and included pasture, agricultural land and villages, with much of the territory itself, though not its jurisdiction, in private hands.

3.10 The imposition of forest law over an area had some implications on the development of the landscape. Although agricultural land was contained within royal forests, its extent was usually small and any attempts to improve or enlarge these agricultural areas was severely restricted: assarting – the enclosing and clearing of forest or waste land for agricultural purposes – was forbidden. The crime of perpestore is another example of the stringent rules of the forest; it was committed by encroaching

on the domain of the earl's deer or restricting their movements. This could be done, for example, by enlarging a field or making a fence or hedge.

3.11 Some leniency in the laws of the forest were gradually introduced and one of the main events in this process was a charter granted by Ranulf III, earl of Chester, in 1215-16. By this charter he granted his barons and freeholders the right to enclose land within the arable areas of the forest. However, this grant was in practice less straightforward. As far as Macclesfield forest was concerned land could only be enclosed and cultivated upon payment of an annually fixed sum; a licence was also required to assart land.

3.12 In the early medieval period there may not have been too much conflict between the desire to assart land and the restrictions placed on this by the forest law. The reason for this was that the borderland character of the county, the wasting of the county carried out during the early Norman period and the relatively sparse population meant that the premium placed on agricultural land was initially low. This situation gradually changed during the course of the period necessitating the changes in the law which ultimately came about.

3.13 Despite the limitations of forest law there is some evidence for assarting taking place either in or close to the study route in this period: in 1287 Richard de Vernon, lord of the manor of Marple, produced a charter by which his ancestors had been granted licence to assart lands where they wished in their woods at Marple and Wybersley (Hewitt 1967, 14).

3.14 The manor of Torkington, and more precisely Broadoak Moat (2, map 4), provides another example of assarting in this period. A record in the Chester Forestry Proceedings of 1363 states that in 1354 John de Legh cleared 24 hectares (60 acres) of royal woodland, known as 'the Graverslend' and, having assarted it, built a manor house there (Tindall & Walker 1985, 34). The manor of Torkington is not mentioned in the Domesday Survey of 1086, although Ormerod suggests that it may have been included with 'Nordberie' (Norbury) in the great fee of Aldford (Ormerod 1882, 835). During the early medieval period the manor, or a part of it, was held by a family bearing the local name: John, the heir of Richard de Torkinton, was witness to a charter of Sir Robert de Stockport c 1200 (*ibid*). By the mid-14th century most of the land held by the Torkington family had passed to the Legh family of Booths, near Knutsford. John de Legh who is recorded in 1354 was a member of this family.

3.15 The moated site at Broadoak (2) is one of only four moated sites in Stockport Metropolitan Borough. It was common practice in the medieval period for wealthier homesteads to be situated on a raised platform surrounded by a water-filled moat. More than 90 known or possible moated sites are recorded in the county of Greater Manchester alone of which nearly half are to be found in Wigan Metropolitan Borough. The relatively small number of moated sites in Stockport, in contrast to the concentration of moated sites in Wigan, may in part be explicable in terms of the local topography and geology; as noted by Tindall, the national distribution of moated sites shows a marked preference for low-lying areas on impermeable subsoils, and the flat boulder clays of the Wigan district fulfil both conditions (Tindall and Walker 1985, 59 & 62). The subsoil and perhaps more particularly the topography in the area of Broadoak also fulfil both conditions. However, the fact that impermeable soils can be found over

much of the Stockport area, perhaps indicates other reasons for the disproportion of sites.

3.16 The dating of moated sites in Greater Manchester remains imprecise, but the slight documentary and archaeological evidence suggests a broad date range of the late 13th century to the late 14th century for moat construction in the county (*ibid*, 69-70). It is also regarded that moated sites in Cheshire generally occur singly per township, and are therefore normally interpreted as manorial in status (*ibid*, 72).

3.17 Moats are thought to have performed one or more of a variety of functions, such as defence, drainage, a fishpond, a fire barrier, a ready supply of water and, more recently, as a status symbol. A number of other earthworks can be associated with moated sites: these include water management features such as dams, leats, sluices, fish-ponds, mill-races, and agriculture features such as orchards, paddocks, open fields, and settlement features such as tofts, hollow ways and deserted villages (*ibid*, 60). The theory that the construction of a moat could be regarded as a status symbol may be used to explain the low number of sites in the Stockport area. If moat construction was simply unfashionable then the absence of moats in what is otherwise a suitable landscape is perhaps more understandable. Indeed it has been observed that the Legh family of whom by 1580 there were at least nine branches, were enthusiastic moat dwellers with four of the branches living at proven moated sites at Adlington, Booths, The Ridge and Swineyard, with a possible fifth at Baguley (Coutie 1991, 24).

3.18 The vast majority of the moats in the county are basic in form, comprising a square or slightly rectangular platform, surrounded by a single moat. The most widely favoured location is on the lower slopes of a gentle hillock or spur. They are almost always spring fed and little obvious effort was made to manage the water supply, apart from an occasional overflow channel to a nearby stream. The widespread absence of water management features and ancillary earthworks in the area may be a result of intensive post-medieval land management rather than a real phenomenon (Walker & Tindall 1985). The moated site at Broadoak sits on the top of a very gentle hillock and has a square platform surrounded by a wide moat with a foot bridge across the south-east arm. Although it may be spring fed, the water source is not known.

3.19 Specific references to Broadoak moat are uncommon but those which are known throw some light on the site's development. The earliest reference which has been suggested for the site is a land transfer of 1350 whereby Thomas le Warde, son of Richard de Torkington, released to John de Legh all his rights in Torkington within certain boundaries. One such boundary described was 'the corner of the ditch at Le Legh House' (*ibid*, 34), the ditch being interpreted as the moat. The 1354 reference mentioned above is a far more reliable source because of its detail; the manor house is reported to consist of a hall with two chambers and a kitchen surrounded by a moat, outside of which was built a barn, stables and wards (*ibid*). Confirmation of this moated status is recorded in the Forest Proceedings of 1384 which refers to 'a certain manor house inclosed with great ditches and water, built by John de Legh' (Dodgson 1970, 299).

3.20 If the 1350 reference can be connected with an early hall on the site then it either contradicts the founding of the hall in 1354 as suggested in the second reference, or the latter records a second phase of hall site together with the introduction of a moat. A limited excavation carried out on the moated platform in 1976 in some respects confirms this latter hypothesis. At least three structural phases were identified on the platform,

all with wooden structures. The first phase does not appear to have been dated but predated a more substantial second phase with roof tiles dated to the 14th or 15th century. This second phase may be the hall documented in 1354. A possible scenario is that the Legh family upon assuming control of the manor decided to construct a higher status manorial hall with moat, on the site of an earlier hall.

3.21 It has been suggested that the moated manor house was possibly abandoned around the beginning of the 16th century, although the demesne farm, first recorded in the 1354 reference, continued in occupancy. It was known in 1808 as Cheethams Farm, but by 1819 was referred to as Hopwoods Farm and by the 1881 Ordnance Survey map was known by its present name of Broadoak (Walker & Tindall 1985, 34).

3.22 The moated site itself lies *c* 25m to the north of the study route, although at least three of the fields associated with the moated hall and mentioned in a reference to the hall of 1465 can be identified from an examination of the tithe award and are located within the study route. These include Orchard Field, *Orchard Flatt* (SJ 938 874), Big Long Lee and Little Long Lee, *Le Long Lee* (SJ 936 874 & 937 874) and Further and Greater Ridings, *Rydynges* (SJ 941 874 & 941 873) (Dodgson 1970, 301). Other field-names within the study route include the Green *Torkynton Green*, mentioned in 1466 (SJ 947 871) and the Common Field, Lower Common and Middle Common, *Torkynton Common*, mentioned in 1556 (SJ 948 870) (*ibid*). The reference to a 'common' field suggests the presence at one time of an arable common field system in Torkington. This form of farming, whereby a relatively large open field was farmed communally, typified farming practices of the medieval period, but its identification is rare within the county of Greater Manchester. These open fields were divided into strips and were individually worked. The possible traces of ridge and furrow observed in this area (8 and 12, map 5) may be associated with this field system, although they are of insufficient size to be certain.

3.23 Thus with regard to Torkington there is some evidence of woodland clearance and a field system in the 14th century with an increasing number of fields recorded in the township in the succeeding centuries. The 13th-century reference to assarting in Marple cannot similarly be supported by the identification of early field-names.

3.24 Evidence for medieval activity in the township of Disley is equally poor. This township which lies to the south-east of Marple and through which the study route passes was firmly located within the forest of Macclesfield. Earwaker identifies three chief families holding land in the township during the 13th century and all were foresters subordinate to the earl (Earwaker 1880, 84).

3.25 As with Disley, the township of Yeadsley cum Whaley also lay within the jurisdiction of Macclesfield forest, although Helsby suggests that a small manor may have existed within the township, held by the Jodrell family (Ormerod 1882, 784) and based at Yeadsley Hall, a site which is first recorded in 1403 (Earwaker 1880, 537).

3.26 Other than Broadoak Moat and the medieval field-names associated with it, there are no sites within the study route which can be firmly dated to the medieval period. However, the study route does contain a number of sites from the post-medieval period, several of which are farm sites. Some of these sites can be traced back as early as the 16th century. The small hamlet of Ridge Fold and Ridge End (27-33, map 7) is shown on Burdett's map of 1777 and may in fact be somewhat earlier in date. The earliest

standing buildings at the site are the farmhouse at Ridge End (30) which is thought to date from the early 17th century and the barn at Beeston Hall (28) which is late 17th-century.

3.27 There are, however documentary references to members of the Ridge family dating back as early as the 16th century. A Court Roll for the manor of Marple (within which Ridge Fold and Ridge End were situated) dated 17 October 1578 lists among those who owed suit and service, Ottiwell Ridge and Averie Ridge (Earwaker 1880, 61). There is no conclusive evidence to link these references to Ridge End or Ridge Fold, but the early buildings on the site allow the suggestion of a connection to be made.

3.28 Another early farm site within the study route is Bothomes Hall (96, map 16), which in the 17th century was the residence of a branch of the Legh family of Lyme (Earwaker 1880, 304 & 537).

3.29 Finally Goytside Farm (81, map 13), which was for a long period associated with the Pott family, may also date to the 16th century. A Reynold Pott of 'Goythousis' is reported to have been mentioned in connection with the foot-bridge crossing of the Goyt in 1559 (information supplied on board outside farm). A probate reference to John Pott of Goytside is recorded in 1626.

3.30 None of the farm sites mentioned above would appear to retain any structures which can be dated as far back as the associated documentary references and therefore these early structures were either replaced or partially consumed by the later buildings. Other buildings along the route which have been dated, on structural grounds, to the 17th century include Peeres cottage (39, map 8) and Lower Haguefold (48, map 9). Also from place-name evidence a 'Watersyde' is mentioned in 1660 in the township of Disley (Dodgson 1970, 274) and this may be connected with the present Waterside (168, map 48), also in Disley and just outside the study route, or possibly with Upper Waterside (52, map 10) further to the east.

3.31 There is definite evidence from the 16th century and increasingly so from the 17th century of farm sites within the study route. This would suggest that the strict rules of the forest law had been substantially broken down in this period allowing these new farming areas to be opened up. Indeed Husain citing Earwaker records that the forest gradually declined in area and had practically ceased to exist from the time of Charles II, when large-scale enclosures were made (Husain 1973, 66-7).

3.32 From an examination of the land use in the tithe apportionments and from the evidence supplied by the farm buildings themselves, pastoral farming would appear to have been the principal agricultural activity within the study route, particularly in the meadowlands along the Goyt valley. Much of the field pattern evident on 19th-century maps is seemingly still present.

Industrial

3.33 As late as the 1790s the landscape through which the study route passed was a very rural one, unaffected by the large-scale industrial developments taking place elsewhere, particularly in Manchester and its satellite towns. However, in this last decade of the 18th century the decision was taken to construct the Peak Forest Canal (38, map 8). This canal, which lies within the study route or close to it for much of its length, represented

the first significant industrial development through this area and also acted as a catalyst for further developments.

3.34 The Act was passed to construct the canal in 1794 and the purpose of its construction was the transportation of limestone, which was quarried from the area around Dove Holes to the south-east and transported by rail from there to the canal terminus at Buxworth. The canal extended for 23.75km (14¾ miles) from Buxworth to the junction with the Ashton-under-Lyne Canal at Dukinfield, with a branch line extending for 0.8km (½ mile) to Whaley Bridge. When the bill for the canal came before the House of Commons the route was described as a 'useful, short and easy communication from the towns of Manchester, Ashton-under-Lyne and Stockport and the adjacent country to the very extensive limestone rocks at or near Load Hill...and would also open a communication with many large and extensive mines of coal, flagstone and other minerals' (Hodgkins 1987, 74). The limestone was burnt in kilns and the resultant lime was used for agricultural purposes and also for industry, mainly mortar, but also for bleaching and calico printing (*ibid*, 81). The transportation of the limestone as well as coal and other minerals by canal was cheaper and more efficient than on the roads.

3.35 By June 1797 the southern or summit section of the canal, which is the stretch located within the study route, was in operation and by 1804 the canal had been completed, including the construction of the locks at Marple. In 1796 when the Peak Forest Canal was under construction a proposed Macclesfield canal was suggested, but financial difficulties meant that this canal (21, map 6), which would link the Peak Forest Canal with the Trent and Mersey Canal, was not authorized until 1826 and not opened until 1831 (Hadfield & Biddle 1970, 308 & 314).

3.36 Another significant communications route which passed through the study area was the Buxton New Road, the present A6. This road does not appear on the 1777 map of Cheshire and was in fact a turnpike road, the Act for which was passed in 1821 (Harrison 1892, 245). The original Manchester to Buxton roadway was Buxton Old Road (146, map 31) which lies within the Purple study route to the south.

3.37 With the construction of Buxton New Road and more significantly the Peak Forest Canal, the infrastructure had been established for the development of Newtown. The canal enabled several cotton mills to be built in the vicinity providing them with a transport network for the importation of raw materials and the exportation of finished products. The canal also provided water for the engines of these mills which were all steam-powered from the outset (Bowyer 1992, 46). The town only began to establish itself in the mid-19th century when Robert Hibbert built the first mill (Warksmoor Mill) on the canal in 1850 (*ibid*, 48). It was Robert Hibbert who provided the town with its name when he foretold that in time 'a new-town' would arise around the mills. The 'New-Town Buildings' (72, map 11) which were built in 1857 are located on Hibbert Street and, together with the terrace on Chapel Street (70, map 11), represent some of the homes of the workforce employed in the new mills.

3.38 The communications corridor through which the road and canal passed was to accommodate further developments with the extension of the railways. In 1857 the Stockport, Disley and Whaley Bridge Railway (65, map 11) was opened. This line, like the canal, was involved in the transportation of limestone, although passenger transport remained the chief source of income (Brumhead 1990). Initially there was no station or warehouse at Newtown, but by 1872 both had been built. A fire insurance plan of 1891

shows that the first, small warehouse had been demolished and a new, larger warehouse (74, map 11) had been built to the east. The land for this warehouse had been acquired in 1881 and this may be a pointer to the date of these improvements. The warehouse would have served both the mills and the railway (*ibid*). Other railways in the Newtown area and also located within the study route include the Marple to New Mills and Hayfield line (83, map 13) opened in 1867 and the New Mills and Heaton Mersey line opened in 1902. The latter involved the construction of the thirteen-arch stone viaduct (78, map 12) over the Goyt. Construction plans for the 1902 line also reveal that a large part of Knathole Wood (56, map 11) was removed and sidings occupied the area during this period. Much of the redeposited shales and mudstones presently located in the wood are probably attributable to railway construction activity and may possibly be dumped spoil excavated during the construction of the Disley tunnel, further to the west. The slight realignment of the Peak Forest Canal (57, map 11) has also been attributed to the construction of this railway in the past (P Selly, Travers Morgan, pers comm) although map evidence would tend to suggest that this work on the canal took place after the railway's construction and may in fact have been initiated by the unstable ground conditions in this area.

3.39 As well as these major industrial developments, a number of small scale industrial sites are also located within the study route. Many of the ponds, particularly in the western part of the study area, are likely to be water-filled marl pits. Marl was dug from the medieval period and used as a fertiliser. The marl was extracted by backing a cart into an excavated pit and loading the clayey marl into it. Hewitt observed that these pits would frequently become water-filled and when the marling season began new pits would be dug adjacent to the water-filled pits (Hewitt 1967, 16). Other extractive industries in the area include quarrying (44, map 9, 47, map 9, 59, map 11 & 85, map 13) and coal mining (10, map 5, 86, map 14 & 87, map 14).

3.40 One of the more interesting sites within the study route is indirectly associated with the mining industry. A sough carried water from Lady Pit, which lies just to the north of the study route, south-westwards towards Gow Hole and then north-westwards to a pump house near Goytside Farm. The water was then pumped up to the reservoir at Ballbeard from which most of the water supply for New Mills came (Bowyer 1992, 51). The weir (79, map 13) adjacent to the buildings at Goytside was probably associated with this pump house, possibly supplying water to an early steam-driven pump. The pump house, which is likely to be one of the buildings adjacent to Goytside Cottage (80, map 13), is thought to still contain a pump.

Relative Importance of the Archaeological Resource

3.41 There are identifiable sites from the medieval period onwards, contained within the study route and there is also some potential for pre-Conquest sites, although none have been specifically located. In terms of their relative importance with regard to the cultural heritage, these sites can be broadly broken down into sites of national, regional and local significance.

3.42 Broadoak Moat although not directly affected by the scheme, lies within 100m of the proposed route. As a Scheduled Ancient Monument, it is the only designated site of national importance affected by the scheme.

3.43 Below 'national importance' there are no archaeological sites which have any

statutory designation, other than listed buildings (see 3.49). Therefore the identification of sites as having a regional or local importance is a somewhat subjective practice. However if the eight unranked criteria applied to scheduling, (namely period, rarity, documentation, group value, survival/condition, fragility/vulnerability, diversity and potential) are considered on a regional and a local level, then some objectivity can be applied to these lower ranked sites.

3.44 The opinion is that there are no sites of regional importance thus far identified along the route. The qualification is made because should below ground sites be identified during the course of further work these may have a regional, if not a national importance.

3.45 In terms of local importance a number of sites along the line of the route would probably fall into this category. The majority of farm sites should be viewed as being of local importance, certainly in terms of period and group value. The farms represent structural elements of the rural landscape and agricultural industry which developed in the medieval period, expanded in the post-medieval period and are still continuing to the present day.

3.46 In terms of group value the buildings in Newtown affected by the proposed scheme also represent sites of local importance as these represent core elements of this mid-19th century town.

3.47 The weir site 79 and a second weir site 46 (map 9) can similarly be viewed as sites of local importance. The establishment of water-powered textile mills from the late 18th century onwards represented a major feature of the industrial revolution and the weir and sluices of site 46 which supplied water to Woodend Mill represent one element of this process. The weir site 79 has a local importance in a historic sense as it formed part of the feed system which supplied water to the local community at New Mills.

3.48 The numerous extractive sites identified along the study route could perhaps only be considered to be of local importance collectively rather than on an individual basis, because as a group they represent examples of man's exploitation of the landscape and local geology.

3.49 Other designated sites along the line of the route include twelve listed buildings, all of which are Grade II listed. Although this is the lowest grade of listed building, nevertheless every listed structure fulfils the basic criteria that it is a building of 'special architectural or historic interest'. There is therefore no proposal to subdivide these structures within their Grade II category. None of the listed buildings within the study route are at present directly affected by the scheme.

3.50 Knathole Wood has been identified as an ancient woodland, although this designation does not in itself afford any statutory protection for the wood, nor does the designation place levels of importance or significance on woodlands. Nevertheless criteria applied to areas of ancient woodland, namely sites 'which have borne woodland of one type or another since at least 1600' by definition places the woodland in an historic context in terms of the landscape's evolution and as such it has a local importance.

4. Purple Route Historical Background

Summary

4.1 The Purple Route passes through a landscape which contains archaeological sites from the prehistoric period through to the industrial period. Only during the Early Historic period (AD 410 to 1066) is there an absence of sites within the study route itself. Like the Preferred Route much of the area was contained within the Forest of Macclesfield and therefore a similar expansion of human activity from the post-medieval period onwards is evident. However, the moorland character of some of the landscape through which the Purple Route passes, coupled with the large reserves of coal in the area, has produced a slightly different exploitation of the land, compared to that along the Preferred Route.

Prehistoric

4.2 With the exception of the possible barrow site at Kiln Knoll (150, map 32) no sites from this period have been identified along the line of the study route. The chance find of a Late Neolithic/ Early Bronze Age stone hammer (Greater Manchester Sites and Monuments Record Number 791/1/0) in High Lane c 1km to the north of the route represents the closest recorded find-spot to the route.

4.3 Unlike the Preferred Route, the Purple Route runs along the higher ground to the south of the Goyt valley, skirting the moorland areas of Lyme Park and Whaley Moor. As with the Preferred Route, the absence of finds does not necessarily preclude the presence of prehistoric activity in the area. The funerary monuments of Lyme Park give some indication of such activity (see p 5 above), and this better drained upland corridor could certainly have provided a suitable environment for settlement during this period. The Goyt valley would probably have provided an excellent source for food, and therefore settlement in close proximity to this source is likely to have taken place. Again like the Preferred Route, the pastoral nature of land use through the Purple Route makes the identification of any settlement sites of this period, from the examination of aerial photographs, a relatively unproductive exercise.

4.4 The site of Kiln Knoll (150) has been interpreted as a barrow site and by analogy is of Neolithic or Bronze Age date. The mounded site, if it has been correctly identified as a barrow, is likely to contain the burial of a relatively high status individual. Such burials could be either cremations or inhumations and were often accompanied by a variety of grave goods. No evidence has been uncovered for an excavation at the site and the recent Peak District Barrow Survey suggests that the site may have been destroyed by ploughing (Barnatt 1989, pt 2 append 3, 15). This barrow survey carried out in the late 1980s involved a site visit to all recognised barrow sites within the Peak District. It would appear from the survey that the barrow site at Kiln Knoll could not be located and that it was therefore assumed to be destroyed.

Roman

4.5 The Roman road between Buxton and Manchester (GMSMR 28/1/0-2) for the most

part follows the line of Buxton Old Road, which lies within the study route or close to it for much of its length. Because of the continued use of the road, traces of the Roman road surviving beneath the present road have to be considered unlikely. However, where the modern road diverges from the line of its Roman predecessor the survival level is likely to be higher. One such diversion which lies within the study route is a length of terraceway (146, map 31) to the east of Lane Ends and north of the present line of the modern road. A section dug across this feature revealed 'a substantial road of at least two periods with an overall width of c 25 feet (7½ metres)' (Wroe 1983, 65).

4.6 Further to the west and c 250m beyond the study route, a small bronze Roman coin dating from the late 4th century AD was found in the 1960s in a garden plot adjacent to Buxton Old Road (CSMR 1637). The presence of any further finds or sites adjacent to the Roman road is possible but has to be considered unlikely, given the general absence of roadside activity within the region.

Early Historic

4.7 No finds from this period have been located within the study route, although the finds from near Disley church suggest activity within the vicinity (see p 5 above). An examination of place-name evidence does suggest settlement in Norbury which is at the western end of the study route. Norbury has been translated as meaning 'northern burg'. The second element *burg* can mean fortified place, fort, or sometimes denotes a fortified manor (Ekwall 1936, 71). It is unclear whether the 'northern' element refers to its relation to a particular place or to its position in the north part of the Macclesfield Hundred; Norbury was also at the north-west extremity of the forest of Macclesfield (Dodgson 1970, 288). In the Domesday Book 'Brun' is named as holding 'Nordberie' prior to the Conquest as a free man. It was described as being 'waste' in 1086 (see below). The location of an Anglo-Saxon settlement in Norbury is not known but it may have been on or close to the site of the later medieval hall at Norbury which lies to the west of the study route. Lyme Handley, like Disley and Yardsley which are common to the Preferred and Purple Routes, contains in the second element of the second word the word *leah*; the first element of Handley derives from *heah* meaning high, hence 'at the high clearing' (Dodgson 1970, 198). The word Lyme is given to the upland region as a whole and may derive from the British word *lemo* meaning elm (*ibid*, 5). Although there is some argument as to the correct derivation of Lyme, the connection with the elm tree appears to be generally accepted and thus 'at the high clearing where elms grow' is an acceptable interpretation of the place-name.

Medieval and Post-medieval

4.8 Like the Preferred Route, the Purple Route passes through the medieval Macclesfield forest. Only the township of Norbury, which was bisected by the forest boundary, was partly exempt from the forest jurisdiction. Recent work suggests that the forest boundary in Norbury is represented by the modern Macclesfield Road (Richardson 1987, 18-20), in which case the Purple Route lies entirely within the area of the medieval forest.

4.9 Norbury would appear to be the only township of all those through which the various routes pass which is mentioned in the Domesday record. In the Survey of 1086 Norbury is recorded as follows:

'The same Bigot holds Nordberie. Brun held it, and was a free man. There is 1 hide rateable to the gelt-tax. The land is 4 carucates. A radman there with 3 bordars has 1 carucate. There is one acre of meadow [and] a wood 7½ miles long and 4½ miles broad, and there are 3 hedge enclosures. In King Edward's time it was worth 10 shillings, now worth 3 shillings. He found it waste' (Earwaker 1880, 101).'

4.10 The remaining medieval history of the township is reasonably well documented and the sites of Norbury Hall, Norbury Chapel and Norbury corn mill can all be located within the township. However, the study route passes through the extreme south-eastern part of the township and there is little evidence of any medieval activity in this area.

4.11 To the east of Norbury the study route passes through the extreme northern edge of the township of Lyme Handley. This township lay entirely within Macclesfield forest and is first mentioned in the late 14th century (Earwaker 1880, 291). The study route actually passes through the northern part of Lyme Park, which is a Grade II* historic park. This park is first recorded in a Rental of 1466 when it is described as 'a fair Park surrounde by palings, and divers fields and hays [hedged inclosures] contained in the same park, with the woods, underwoods, meadows, feedings, and pastures thereto belonging' (*ibid*, 293). The palings would have been to stop the deer which roamed the park from escaping.

4.12 Much of the present drystone wall, which replaced the palings, is dated to 1665 (Historic Gardens Description) and its extent is clearly shown on Burdett's map. Map evidence would tend to suggest that the original northern boundary of the park (120, map 26) lay mainly to the south of the study route and was represented by Bollinhurst Brook and a trackway extending westward from Red Lane. The northern boundary of the park underwent a number of changes during the 19th century, with the construction of the railway and the present A6. The original access from the A6 road into the park prior to the construction of the railway is shown on the 1831 map as a track running along the west side of the wooded area in the extreme northern edge of the park. Before the construction of the A6 this track actually formed part of Light Alders Lane which is on the north side of the A6. The other principal road out of the park on this northern side was Red Lane which linked the park with the village of Disley. With the construction of the railway (opened 1857) the trackway south of the A6 was diverted onto its present alignment (121, map 27) and at about the same time the 17th-century gate-piers to the park, which were formerly at the end of the avenue from the hall, were relocated to the present entrance to the park (CSMR 1633/2/3).

4.13 As well as the park boundary Burdett's map also shows a water-mill site on the northern bank of the Bollinhurst Brook. It is unlikely that this mill is of medieval date, as no references to a mill near this site has been identified. The 1831 map shows a building called 'smithy' slightly further upstream of Burdett's site. This building (119, map 26) is likely to be the site of Burdett's mill and is probably of post-medieval date.

4.14 The remaining length of the study route, to the east of Lyme, is contained within the former townships of Disley and Yeadsley, mentioned above. The principal medieval site within these townships and in close proximity to the route is Yeadsley Hall (SK 0053 8301). This hall was the ancient seat of the Jodrell family who may have held a small manor within the township (Ormerod 1882, 784). The hall is first referred to as early as 1403, when a piece of land is described as 'lying opposite to the gate of the

mansion house of the manor of Roger Jodrell' (Earwaker 1880, 537). The greater part of the old hall was pulled down in about 1830 (*ibid*).

4.15 The significant difference between the Purple Route and the Preferred Route in terms of settlement is the locating influence of Buxton Old Road. This road, which in 1724 was one of the earliest roads to be improved by the formation of a turnpike trust (Harrison 1892, 237), approximately followed the line of the earlier Roman road. A number of the farm sites which are located within the study route are either adjacent or very close to this road. Spencer Hall (132, map 30) and the barn at Redmoor Farm (149, map 32) have been dated on structural grounds to the 17th century, and on place-name evidence Stoneridge (127, map 28) which is documented in 1611 (Dodgson 1970, 273), can be added to this list of 17th-century sites.

4.16 The part of the route through Disley and Yeadsley passes along the northern edge of Whaley Moor and the moorland character of the area is evident in the place-names Redmoor and, further to the north, Moorhey. The enclosure pattern in this area largely consists of drystone walls and is probably of 17th- or 18th-century date when many of these moorland areas were enclosed. The farming taking place in this area is likely to have been pastoral. In these more marginal farming areas the income of the farmer might often be supplemented by domestic weaving or other textile process. The row of weavers cottages at Muslin Row (131, map 30) and the tenter field (178, map 50) to the north of the study route provide some evidence for this domestic industry.

Industrial

4.17 Both the Peak Forest Canal and the Macclesfield Canal are crossed by the Purple Route but, unlike the Preferred Route which closely follows the line of the Peak Forest Canal, the Purple Route only crosses both canals, and as a result any of the industrial sites associated with these waterways are on the whole not within this route. The principal sites from this period within the route are connected with the extractive industries.

4.18 The underlying coal measures to the south-east of Stockport have resulted in the development of a coalmining industry in this area. The earliest local attempts at coal extraction may date back to the medieval period and the digging of bell pits. A bell pit consists of a quite shallow shaft, sunk to a seam near its outcrop, from which the coal is worked around the shaft bottom until the unsupported overhang was threatened with collapse. The pit would then be abandoned and another one sunk nearby on the seam and worked in the same manner. The extracted coal would at this stage have been used for domestic purposes. Sites 97, 98 and 101 (map 20) at the western end of the study route may be surviving examples of such pits.

4.19 During the early 18th century the area around Norbury Hollow was being mined on both sides of the brook (Shercliff *et al* 1983, 14) and in 1707-08 it is recorded that in Norbury there was one pit working and one pit being sunk (*ibid*). With the advent of steam power deeper seams of coal could be worked, with the water which would previously have made this impossible, being pumped out. The first such steam-powered water pump, or 'fire engine' as it was known, in the area, was at Norbury Engine Pit (106, map 20). This engine was advertised for sale in 1764 (*ibid*). Another 18th-century reference to coal working is recorded in the area of Hilltop, where Nathaniel Wright and Matthew Pickford leased the coal in the area of Barlows and

Hilltop farms at a rent of £2000 per annum (*ibid*, 15). This site could be associated with the shafts to the north-west of Hilltop (113, map 24), which are in fact associated with the Macclesfield Canal. The same Nathaniel Wright was associated with the coal pit at Middlewood (111, map 22) (*ibid*).

4.20 Robinhood Pool (100, map 20), which was situated on the opposite side of the A6 to Norbury Colliery, may have been associated with the colliery either for drainage purposes or as a water supply for the pumping engine. Certainly the pool was owned by Clayton and Brooke at the time of the the 1849 tithe apportionment and the same Clayton and Brooke are named as the colliery proprietors in an 1850 directory for Norbury (Bagshaw 1850, 332).

4.21 Elsewhere along the study route the evidence for coal working is not as abundant as it is for the Norbury area, but there are map references to coal pits at the eastern end of the route (152, map 34 & 157, map 36) in the vicinity of Yeadsley Hall and for pillar and stall workings near Redmoor Lane (180, map 51).

4.22 Another site indirectly associated with the coal industry is the brick kiln site 99 (map 20). Bricks were a common building material from the 18th century and were used extensively for colliery building, industrial housing and shaft linings; agricultural improvements during the 19th century also led to a heavy demand for clay products in the form of drainage pipes and tiles. The 'brick kiln field' site mentioned above was on the opposite side of the road to Norbury Colliery and this may have been the determining factor in the location of this brick works. The brick making industry continued in this area into the present century with the establishment of a brick works (112a, map 23) to the south of Middle Wood, during the mid-20th century.

4.23 On the moorland section of the route the outcropping stone led to the establishment of stone quarries, with at least one quarry (151, map 34) identified within the study route. The quarried stone was used for the construction of buildings and the drystone walls in the area. Also located in this moorland area is a 'smithy field' (130, map 30). The location of this site close to the old turnpike road would have provided a blacksmith with a ready source of trade and the antiquity of the road could potentially make the site of early date.

4.24 The only other industrial activity which has been identified in the area is the tanning industry which seems to have taken place at the western end of the route. The tannery (158, map 36) and 'tan yard' (167, map 36) which are in close proximity to one another provide the evidence for this leather working.

Relative Importance of the Archaeological Resource

4.25 Lyme Park (120), a Grade II* Historic Park, described by English Heritage as a park of 'outstanding historic interest', represents the only site considered to be of national importance along the study route.

4.26 The line of the Roman road (146) and the possible barrow site at Kiln Knoll (150) should be regarded as being of regional importance, particularly in terms of period. Both are representative monuments of their period.

4.27 A number of the remaining sites along the line of the study route may be considered

to have a local importance. These would include many of the farm sites and also some of the earlier coal working sites, particularly those in the vicinity of Norbury Hollow.

4.28 The remaining designated sites within the study route include five Grade II listed buildings, all of which by definition are regarded as buildings of 'special architectural or historic interest', and also Middlecale Wood, which lies to the east of the Macclesfield Canal identified as an area of ancient woodland.

5. Modified Derbyshire Route Historical Background

5.1 From its western terminus, the first c 4.5km of this route, as far as Waterside Road, follows the same alignment as the Preferred Route. The historical background of this section includes the prehistoric settlement potential along the Goyt valley, particularly to the south of Lower Haguefold (see 3.2, p5). The postulated Roman road between Gawsorth and Werneth Low also falls within this section (see 3.4, p5).

5.2 The potential for Anglo-Saxon settlement at Torkington (see 3.6, p6), the later restrictions placed on settlement as a result of its location within the forest of Macclesfield (see 3.8-3.13, p6 and 7) and finally the site of Broadoak Moat (see 3.14-3.22, p7-9) are all common features in the historical background of the Preferred Route and Modified Derbyshire Route.

5.3 With regard to the post-medieval period, the sites at Ridge End and Ridge Fold (27-33, map 45), lie along this route, as do Peeres cottage (39, map 46) and Lower Haguefold (48, map 47). The industrial sites which are included in this first c 4.75km of the route are the Peak Forest and Macclesfield canals, the weir site 46 (map 47) and several extractive sites, including marl pits, quarries (44 and 47, map 47) and coal mining (10, map 43).

5.4 The final c 1.75km of this route follows the same alignment as the Purple Route. The historical background of this section includes the prehistoric barrow site at Kiln Knoll (150, map 52; see 4.4, p14), as well as a handful of industrial sites including a coal mine (157, map 55), a boating yard (164, map 55) adjacent to the Peak Forest Canal, a wood yard (165, map 55) and two tanning sites (158 and 167, map 55).

5.5 Almost all of the other sites identified along the c 2.3km section of route unique to the Modified Derbyshire Route would appear to date from the industrial period with the possible exception of Waterside Farm (168, map 48), the site of two structures (182, map 51) and possible ridge and furrow (171, map 49). Place-name evidence may provide a 17th-century date for Waterside Farm, as 'Watersyde' is recorded in 1660 (Dodgson 1970, 274).

5.6 Of the industrial sites along the route the Peak Forest Canal (172, map 49), the 1857 and 1902 railways (174 & 170, map 49) and the A6 are all crossed by the proposed route. Two 'brick field' sites (173, map 49 & 177, map 50) are located within the study route providing further evidence of brick manufacture in the area and a 'stonepit field' (176, map 50) is suggestive of quarrying. The 'tenter field' site (178, map 50) indicates the presence of domestic textile production. A tenter field would be expected to have originally contained rows of stone posts between which finished woollen cloths would be hung to stretch and dry.

Relative Importance of the Archaeological Resource

5.7 Broadoak Moat although not directly affected by the scheme, lies within 100m of the

proposed route. As a Scheduled Ancient Monument, it is the only designated site of national importance affected by the scheme.

5.8 The possible barrow site at Kiln Knoll (150) should be regarded as being of regional importance, particularly in terms of period.

5.9 In terms of local importance a number of the remaining sites along the line of the route would probably fall into this category. The majority of farm sites should be viewed as being of local importance, certainly in terms of period and group value. The farms represent structural elements of the rural landscape and agricultural industry which developed in the medieval period, expanded in the post-medieval period and are still continuing to the present day.

5.10 The remaining designated sites within the study route include ten Grade II listed buildings, all of which by definition are regarded as buildings of 'special architectural or historic interest'.

6. Gazetteer of Sites

The following gazetteer lists those sites identified by the GMAU survey of the proposed A6 Disley and High Lane Bypass. The abbreviations FW, M and AP refer to the method of identification, ie field walking, map research or aerial photograph analysis. GSMR refers to the Greater Manchester Sites and Monuments Record held by the GMAU; CSMR refers to the Cheshire Sites and Monuments Record held by Cheshire County Council; and DSMR refers to the Derbyshire Sites and Monuments Record held by Derbyshire County Council.

PREFERRED ROUTE (See maps 1 to 16)

- 1) SJ 9383 8756
Pond M FW

A small sub-circular pond is shown on the 1881 map. Access not possible.

- 2) SJ 9395 8760
Broadoak Moat M FW
GMSMR No 47/1/0-1
Scheduled Ancient
Monument 13520

A moated site dating from the 14th century. The moat is shown on the 1881 map. There are no buildings on the platform, which has a causeway across the south-east arm.

Broadoak Farm which lies immediately to the south-east of the moat consists of 4 buildings on the 1840 map: 2 rectangular structures forming an L-shaped range which are described as 'Yard, outbuildings and roads', an L-shaped building and an attached square shaped structure which are described as 2 houses and gardens. The 1881 map shows a similar arrangement with another rectangular building on the east side of the site with a well also shown. The present farmhouse is that described in the tithe award as 2 separate houses. It is a 2-storey brick building, partly rendered with a slate and stone slate roof and ridge and gable chimneys. There are brick hood moulds to some of the windows and some evidence of rebuilding. Modern windows and rear extension. The detached brick outbuildings are of varying date and have several phases of rebuild.

- 3) SJ 9419 8739
Pond M FW

A small circular pond is shown on the 1881 map.

This pond would appear to be still present although difficult to view.

- 4) SJ 9421 8733
Tree lined avenue FW

This avenue does not appear on the 1881 map.

- 5) SJ 9437 8723
Pond M FW

A circular pond is shown on the 1881 map. Not accessible to view.

- 6) SJ 9455 8732
Linear ditch and sub-rectangular AP M
enclosure GSMR No 2864/1/0

A linear ditch, leading to a sub-rectangular enclosure with entrance to the west, previously identified on an AP. Nothing visible on the ground.

- 7) SJ 9467 8715
Torkington Lane M FW

Appears on the 1777 map. Now a tarmaced road.

- 8) SJ 9469 8714
Ridge and furrow FW

Narrow ridges c 2m wide is discernible running parallel to Torkington Lane and the railway. Probably post-medieval.

- 9) SJ 9470 8713 (linear)
Dismantled railway M FW

The Manchester Sheffield Lincolnshire Railway (Macclesfield, Bollington and Marple Branch) is shown on the 1881 map. The former railway is now used as a footpath.

- 10) SJ 9480 8715
Crop and soil mark sites AP M FW
GMSMR No 2865/1/0

Numerous crop and soil mark sites, possibly bell pits, and a linear feature with 2 ditches running north to south, previously identified on an AP. The linear feature is on the line of a field boundary on the 1881 map. A slight circular mound was visible on the ground but there was no central depression usually associated with a bell pit.

- 11) Possible pit or quarry SJ 9510 8690
AP FW
GMSMR No 2853/1/0
- A dense grouping of large circular cropmarks c 60m wide, previously identified on an AP. Some grassed over depressions were visible on the ground.
- 12) Ridge and furrow SJ 9510 8695
AP FW
GMSMR No 2853/2/0
- Ridge and furrow near Torkington Lane, previously identified on an AP. This feature was not seen during the AP analysis undertaken for the present survey, although more large circular cropmarks were visible and possibly represent bell pits or quarrying. There is very slight evidence for these features on the ground.
- 13) Pond SJ 9517 8680
FW
- Possibly a water filled marl pit.
- 14) Lynchet/field boundary SJ 9521 8679 (linear)
FW
- A linear bank running along the side of the footpath may be a surviving positive lynchet.
- 15) Pond SJ 9514 8670
M FW
- A circular shaped pond is shown on the 1850 map and the field on the eastern side of the pond is called 'Pit Field' on the same map. This field-name may indicate that the pond is a water-filled marl pit. Site not accessible.
- 16) Circular depression SJ 9530 8672
FW
- A very large sub-circular depression/hollow with very steep sides, occupying the angle between Windlehurst Road and Torkington Lane. The hollow is probably a natural feature, possibly associated with the stream which runs beneath the roads. Both the roads appear to have embankments at this point.
- 17) Structure SJ 9530 8666
M FW
- A building is shown on the west side of Windlehurst Road on the 1830 map. There is no evidence of a structure on the ground.
- 18) Windlehurst Road SJ 9535 8669 (linear)
M FW
- Appears on the 1777 map. Now a tarmaced road.
- 19) Structure SJ 9533 8660
M FW
- There appears to be a structure on this site on the 1830 map. Site access difficult but nothing was visible from roadside.
- 20) Structure SJ 9555 8666
M FW
- Appears on the 1830 map. An irregular shaped building is shown on the 1850 map. The accompanying apportionment describes the property as 'House and yard'. It may be associated with Doudfield, another irregular shaped building lying to the north, on Windlehurst Road; the latter lies outside the study route. The property is a 2-storey house with a rendered exterior and red tiled roof with gable stacks. All the windows appear to be modern replacements and the building may be of more than one phase although this is difficult to establish because of the rendering.
- 21) Macclesfield Canal SJ 9566 8657 (linear)
M
GMSMR No 2831/1/0
Listed Grade II
- This canal is shown on the 1830 map. The 1881 map shows a small footbridge over the canal, within the study route.
- Listed Building Description:*
- 'Accommodation bridge. Completed by 1831. William Crossley engineer. Dressed stone. Elliptical horseshoe keystone arch. Convex parapet walls with a stone band and rounded copings which are terminated in square piers. Mouth grooved for stop planks.'
- 22) Pond SJ 9579 8652
M FW
- A small circular shaped pond is shown on the 1881 map. No longer visible.
- 23) Possible bell pits SJ 9610 8655
AP FW
GMSMR No 2849/1/0
- Possible bell pits, previously identified on an AP. Further irregularities and a large oval shaped feature have been recently identified on an AP.

Area would now appear to be covered by a manure tip.

24) SJ 9620 8654
Pond M FW

A small circular pond is shown on the 1881 map. Not visible from trackway.

25) SJ 9625 8646
Trackway M FW

Trackway connecting several farm sites with Ridge Road is shown on the 1830 map. It is now a partially cobbled trackway c 3m wide.

26) SJ 962 864
Pits AP FW

A large number of small circular crop/soil marks c 2-3m in diameter. May be an extractive site. Nothing visible in the field which is heavily overgrown with tall grass.

27) SJ 9632 8654
Ridge Fold M FW

Possibly shown on the 1777 map. Site is shown on the 1830 map and named as Ridge Fold. This site has 6 structures on the 1850 map; an L-shaped building, with a small square structure to north, described as 'Rigby End Fold', 'House and garden' on the accompanying apportionment; a U-shaped structure, described as 'Outbuildings'; a T-shaped structure, described as 2 houses and gardens; a square shaped structure, described as a 'House'; and an irregular shaped building, described as 2 houses. There are at least 4 individual occupiers of property. The 1881 map also shows 2 wells on the site, which is named 'Ridge-endfold'. Of the buildings shown on these maps, the T-shaped structure is now called Beeston Hall and the U-shaped structure is the barn adjoining it (see 28). The L-shaped building is a 2-storey coursed rubble structure which originally contained 2 properties. It has a graduated stone slate roof and centrally placed ridge stack. The south-eastern property has a lean-to extension which also has a stone slate roof. The north-western property appears to have had 2 phases of extension added on its western side, the westernmost being quite recent. All windows to the property appear to be modern replacements. The square shaped structure described as 'house' is now called Ridge End Fold Farm. It is a 2-storey building with a rendered exterior, although a random rubble construction is revealed in the north gable. The north bay of the house may be a later addition. There is also a modern extension on the north side and a large 2-storey extension to the rear. The irregular

structure is now a row of cottages; 2-storey and constructed in coursed rubble and regular coursed stone, with a slate roof and ridge and pitch stacks. Mainly casement windows; some of the doors and windows have been partially filled in and replaced with smaller windows.

28) SJ 9635 8655
Barn adjoining Beeston Hall, M F
Ridge Fold Listed Grade II

Listed Building Description:

'Barn. Mid/late C17. Roughly coursed stone with graduated stone slate roof. Shippons with haylofts above. Gable to road with central door, owl hole in gable and coped gable with kneelers and a ball finial. First floor door inserted to left side which is also gabled and has a shippon door and 2 small window openings. Rear obscured by a C20 lean-to. Inclined queen post roof trusses.'

Beeston Hall is a 2-storey building of random coursed stone with quoins. A graduated stone slate roof with coped gables and ridge and gable chimneys. An extension on the south side is also of 2 storeys and of coursed rubble with a coped gable, although with a modern roof. Both parts of house have timber casement windows. A rear wing to the house is also of 2 storeys with a graduated stone slate roof and gable stack.

29) SJ 9647 8652
Structure M FW

A structure is shown on the west side of Ridge Road on the 1830 map. There is no evidence for a structure on this site on the ground.

30) SJ 9651 8655
Ridge-End M FW
Listed Grade II GV

Listed Building Description:

'Farmhouse, now house. Early/mid C17. Coursed rubble with graduated stone slate roof and brick stacks. H-shaped house with 2 storeys (plus attic) a 2-storey central rear wing and C20 additions to right. Gabled crosswings on either side of a central bay. Projecting plinth and coped gables with kneelers and ball finials. Each crosswing has a 4, a 3 and a 2-light window with double-chamfered stone mullions and drip moulds. The house-part windows were enlarged in the C19 and the door is to the right. The upper floor retains a 4-light window as above. Later porch to left elevation and 2 windows one with mullions removed the other of 3-lights as above. Similar 2 and 3 light windows to the rear of each crosswing. Right

obscured by C20 addition. 2 brick chimney stacks with stone oversailing courses. Many internal features including stair and some beams date from early C20 restoration.'

Possibly shown on the 1777 map. This site is shown on the 1830 map. 2 L-shaped structures are shown on the 1850 map, when the the property is described as 'Ridge End house, outbuildings, yard and garden'. On the 1881 map it is shown as consisting of 5 structures; an L-shaped building, a rectangular structure and 3 small square shaped buildings.

31) SJ 9653 8654
Sundial in garden of Ridge-End Listed Grade II GV

Listed Building Description:

'Sundial. C17. Stone with copper dial and gnomon. Cluster of 4 columns rise from a square base. The dial which has Roman numerals is on a shaped square base.'

32) SJ 9650 8651
Ridge-End Cottage and adjoining farmbuilding Listed Grade II GV

Listed Building Description:

'Cottage and farm building. Farmbuilding probably C17, cottage 'NRC 1778' (Robert Cosier and Francis Nicholson) on datestone. Coursed rubble with graduated stone slate and C20 tile roof and brick stacks. L-shaped plan one wing of C17, the cottage wing of 1778. Projecting plinth and coped gables with kneelers to C17 wing which has 4 doors (2 of which are blocked), casement windows on each floor of bay 1 which may have been labourers accommodation, a 2-light chamfered mullion window to bay 2 and loft hatches on the upper level. The cottage wing has a large cart entry and a 2-bay one-room deep cottage. Both front and rear have 4 window openings with stone heads and sills and C20 casements. The door is now in the gable. Interior: 3 C17 king post roof trusses carry original wind braced purlins, the bracing in some cases being formed out of the same timber as the purlin.'

33) SJ 9652 8452
Outbuilding to south-east of Ridge-End Listed Grade II GV

Listed Building Description:

'Probably granary. C17. Coursed rubble with graduated stone slate roof. 1x1 bay with 2 levels and external steps leading to the upper. Coped gables to 3 sides with kneelers and a ball finial.

First floor door opening and a blocked window with stone surround. 2 doors and various blocked openings to the other 3 sides.'

34) SJ 9651 8646 (linear)
Ridge Road M FW

This road is shown on the 1777 map. Now a tarmaced road.

35) SJ 9645 8646 (linear)
Field boundary FW

A linear bank running through field corresponds to the line of a field boundary on the 1881 map.

36) SJ 9647 8638
Leecot M FW

This site is shown on the 1830 map. An irregular shaped structure with a small attached square shaped building is shown on the 1850 map. The accompanying apportionment describes the property as 'House, outbuildings and lane'. 2 structures, completely different in plan are shown on the 1881 map: an L-shaped building and a rectangular building. The rectangular building is a pair of 2-storey cottages. Brick-built in an English Garden Wall bond with a slate roof, gable stacks and a stone coped gable. Sash windows to first floor and a bow window on the ground floor. The other structure is a 2-storey house built in coursed rubble with a modern roof and ridge stacks. There appear to be 2-storey extensions to south and west.

37) SJ 9685 8635
Pond M FW

A sub-circular shaped pond is shown on the 1881 map. The pond is still present although it is now quite densely overgrown.

38) SJ 9687 8641 (linear)
Peak Forest Canal M FW

The canal is shown on the 1830 map. On the 1881 map there is a swing bridge on the southern border of the study route. The iron bridge is still in place and is now hydraulically operated.

39) SJ 9706 8614
Peeres M FW
Listed Grade II

Listed Building Description:

'House. '1694' on datestone. Coursed rubble with graduated stone slate roof. Single-depth with 5 bays, 2 storeys and a baffle entry. Stone quoins. Bay 1 is of a later date. Door in bay 2 and in bay

3 which has a moulded stone lintel and an inscribed stone reading 'Peers Swindels purchest this land and built this house in the yeare 1694'. The house-part, bay 4, has 4-light chamfered mullion windows on each floor, the upper one being in a coped gable with kneelers. The other windows including those to the gable have flat-faced mullions but in most cases date from C20. 2 brick ridge chimney stacks. Timber-framed internal partitions and chamfered beams with stepped stops.'

A rectangular structure and 2 small attached square structures are shown on the 1850 map. The accompanying apportionment describes the property as '3 Houses and gardens'. A single L-shaped building is shown on the 1881 map, the site is then referred to as 'Peer-res'.

40) SJ 9715 8618 (linear)
Trackway M FW

This trackway appears on the 1830 map. It is c 4-5m wide and partially laid with stone setts.

41) SJ 9736 8584
Structure FW

A machine-made brick chimney stack is all that survives of a structure on this site.

42) SJ 9747 8580
Structure FW

The remains of a small stone structure were observed.

43) SJ 9760 8589
Woodend M FW

3 structures are shown on this site on the 1851 map: 2 L-shaped structures and a square shaped building. The accompanying apportionment describes the property as 'House, buildings, yard and garden'. A similar arrangement is shown on the 1881 map, although the square shaped structure appears to now be joined to one of the other buildings forming a slightly curved rectangular structure. The square shaped structure represents the farmhouse. This is a 2-storey building in coursed rubble with a graduated stone slate roof and ridge and gable chimneys. The modern windows have stone sills and lintels and the doorway has a modern porch. The northern bay of the house may have been a later addition. The elongated building to the north of the house is a single storey outbuilding which appears to have been partly rebuilt. The L-shaped structure on the west of the site is a single and 2-storey range of outbuildings, constructed in random sandstone with a

graduated stone slate roof. One arm appears to have been used as a shippon as there are a number of ventilation flues on the ridge. The remaining structures on the site are all of 20th-century date.

44) SJ 974 857 and SJ 975 856
Extractive sites M AP FW

The 1851 tithe map refers to this area as 'stone pit'. 3 extractive sites, possibly quarries, are shown on the 1881 map. A number of spoil tips and/or pits are visible on aerial photographs and on the ground also.

45) SJ 9776 8576
Woodend House M
Listed Grade II

Listed Building Description:

'House: Early C19 facade. White-washed and rendered buff sandstone rubble with Welsh slate roof and 2 stone chimneys. 2-storey, asymmetrical 3-bay front. Windows are 12-pane sashes below and 16-pane sashes above, both types under flat rusticated heads. Plain stone doorcase at the right end with semi-circular head with a projecting keystone above a fanlight with radial glazing bars. Lower 2-storey range to the right has been extensively adapted and modernised in C20 and is not included in the item.'

2 irregular shaped buildings are shown on this site on the 1851 map. The accompanying apportionment describes the western building as 'House, building, yard and garden', and the eastern building as 'House and garden'. The listed building 'Woodend House' is the building on the east side of the site. The western structure is a 2-storey house which has been whitewashed, with a slate roof and a ridge stack.

46) SJ 9785 8570
Weir M FW

A weir is shown across the River Goyt on the 1881 map. The weir appears to be diverting water into a head-race on the western bank of the river, which supplied water to the mill pond of Woodend Mill, lying outside the study route, c 400m to the north. The weir is still present as are sluice gates on the western bank. The gates are on brick piers, although these may have been rebuilt as most of the sluice structure is stone-built. The head-race remains in good condition although overgrown. It runs north under Strines Road into a pond on the north side of the road adjacent to the river.

47) SJ 980 855
Stone outcrop FW

A stone outcrop with some possible quarrying activity at the rivers edge. The grassed over ridge of land may have provided a suitable area of settlement activity during the prehistoric period although no visible features associated with such activity were observed.

48) SJ 9819 8561
Lower Haguefold M FW
DSMR 10711
Listed Grade II GV

Listed Building Description:

'Farmhouse, C17 with modern alterations. 2 storeys in coursed stone, recently repointed with stone slate roof with 3 stone stacks. 5 windows, the 3 to the left modern, the 4th of 2 lights with stone mullion, the 5th of 3 lights but retains only the stone surround without the stone mullions, above a similar window of 3 lights. Stone doorway with impost and plinth blocks and modern door to the left. Included for group value.'

A large square shaped structure is shown on this site on the 1882 map. The site lies on the border of the study route.

49) SJ 9852 8542
Hague Bridge M FW
Listed Grade II

Listed Building Description:

'Road bridge over River Goyt: Early C19 hammer-dressed sandstone. Low segmental arch with chamfered coping at road level, with a plain parapet with half round top above. Square pilasters at the corner of the bridge have angled wing walls attached, also ending in square pilasters.'

50) SJ 9850 8530 (linear)
Waterside Road M FW

This road is shown on the 1777 map and is now a tarmaced road.

51) SJ 987 850
Extractive site AP FW

Possible quarrying or mining activity to south of brook recently identified on an AP. This is in fact an area of land slip with grassed over mounds of redeposited earth at the bottom of the slope (P Selly, Travers Morgan, pers comm).

52) SJ 9882 8516
Upper Waterside M FW

3 rectangular buildings arranged around a courtyard are shown on the 1851 map. The accompanying apportionment describes the property as 'House, buildings, yard and garden'. On the 1881 map the site is named as 'Higher Waterside'. The western building in the courtyard is the farmhouse. This is a 2-storey building constructed in regular coursed, hammer-dressed watershot stone. It has a slate roof and gable stacks. The house has a symmetrical front with one casement window either side of a central doorway. The door has stone jambs and lintel, the windows have stone sills and lintels. There are 2 similar casement windows to the first floor, either side of a central semi-circular stone arched 24-pane window. The eastern building is a barn and shippon. Of a similar stone construction to the house, this building also has a slate roof. The barn has opposed doorways with stone segmental arches with raised keystones. The shippon has 2 doorways with stone lintels, 2 ground-floor windows with stone surrounds and hayloft opening also with stone surround. The roof of this building is supported by king post roof trusses with vertical struts. The timberwork all appears to be saw cut. The northern arm of the courtyard is a single storey stone cartshed with segmental arched cart doorway. All 3 buildings surround a cobbled yard. A 2-storey cottage and adjoining shippon to the north-east lies just outside the study route.

53) SJ 9895 8503
Extractive feature FW

A wide relatively shallow extractive feature c 15-20 in diameter now grassed over. A trackway running from the north of the feature leads westward and joins a grassed trackway which links the farm site at Upper Waterside (52) with the Peak Forest Canal. The trackway is built on a substantial embankment on the south side of the railway. The extractive feature may be related to coal workings but its size would tend to suggest marl extraction.

54) SJ 989 850
Ridge and furrow AP FW

Narrow and straight ridge and furrow respecting the line of early field boundaries. The ridges are visible on the ground running approximately north-south across the field on the west side of Knathole Wood.

- 55) SJ 990 848
Extractive site AP FW
- Possible pits on north side of the canal adjacent to some trees identified on an AP. No features identifiable as pits were visible on the ground.
- 56) SJ 990 850
Knathole Wood M FW
Ancient Woodland
- This wood is shown on the 1830 map. The c 1901 railway maps show that a large portion of the wood, including the central and eastern parts were removed during construction of the railway, with rail sidings occupying the site. The eastern part of the woodland from map evidence would appear to have remained untouched. However there are numerous earthworks and large areas of made ground, including brick and stone, but the precise significance of this activity is unclear at present. Also shown on the c 1901 rail maps is a very large deep depression within the wood which has subsequently been filled. Place-name evidence may provide an interpretation for this feature as the name 'knathole' is linked with Potterhey Clough by Dodgson and interpreted as 'the spring or stream at a deep hole' (Dodgson 1970, 273). It is therefore possibly that the depression within the wood was a gully associated with a water course.
- 57) SJ 9919 8486
Former course of canal M
- The 1881 map shows a more pronounced bend at this point in the canal which on later maps has been straightened out.
- 58) SJ 9932 8477 (linear)
Disused rail sidings AP FW
- A linear feature running on the north side of the railway towards the canal may be the line of railway sidings. Nothing visible from canal tow path.
- 59) SJ 9949 8484
Extractive site M FW
- An extractive site appears to be shown on the 1881 map, on the north side of the canal and beyond the eastern boundary of Knathole Wood. The field on the south side of the canal is called 'wood piece and quarry' on the 1851 tithe apportionment. Nothing visible from canal tow path.
- 60) SJ 9958 8482
Structures FW
- A pair of semi-detached properties. 2-storey, built in regular coursed rock-faced stone, with a slate roof and ridge and gable stacks. Segmental stone arches to windows and doors, all with raised keystone. Sash windows and bay windows on ground floor.
- 61) SJ 9955 8480
Albion House M FW
- A square shaped structure is shown on the 1881 map. This is a 2-storey house with a date stone of 'Albion House 1805'. This date should be queried as the house is not shown on the 1851 map. Constructed in regular coursed rock-faced stone, with a slate roof and gable stacks. The house originally had a symmetrical front, with a central doorway, the windows with stone sills and lintels. The first-floor window above the doorway has a semi-circular stone arch with keystone and springers. The symmetry of the buildings no longer exists as the building has been divided into 2 properties with the ground floor of the right-hand property converted for commercial use.
- 62) SJ 9954 8478
Sunnybank M FW
- A rectangular shaped structure is shown on the 1881 map. A terrace of 3 houses with a date stone of 'Sunnybank 1869'. The terrace is of 2 storeys, constructed in regular coursed rock-faced stone, with a slate roof and ridge and gable stone stacks. The windows have stone sills and lintels and the doors have pilaster jambs. The right-hand property has had bay windows added.
- 63) SJ 9951 8478
Cliff House FW
- A 2-storey house with a date of 1882 on the building. Constructed in regular coursed rock-faced stone, the building has a symmetrical front. The window have stone sills and chamfered stone lintels which have incised circular decoration. A slate roof with gable and western pitch stacks. Most of the windows appear to be modern casement windows.
- 64) SJ 9950 8476 (linear)
Albion Road M FW
- This road is shown on the 1851 map and is now a modern tarmaced roadway. The bridge which carries the road over the railway is constructed in a regular coursed rock-faced stone, with a gritstone coped convex-shaped parapet.

65) SJ 9953 8473
Railway and New Mills Station M FW

The Stockport, Disley and Whaley Bridge railway is shown on the 1881 map. The station is also shown on the map as a U-shaped structure on the north side of the railway. The station has been demolished and the site is now a car park. There are some single storey stone-built structures to the north-east of the station site which may also be shown on the 1881 map. These would now appear to be used as workshops or garages.

66) SJ 9954 8473
Footbridge at New Mills Station Listed Grade II

Listed Building Description:

'Mid C19 cast iron footbridge with ornamental balusters and steps up which are supported on iron columns with knob finials, trellis pattern sides to platform over the tracks. A similar footbridge at Furness Vale Station.'

67) SJ 9953 8468
Shadyoak M FW

An irregular shaped structure is shown on the 1881 map. The present building on the site is a terrace of 4 houses constructed in random stone with a slate roof and ridge and gable stacks. Stone sills and lintels to the windows, which are top opening casements.

68) SJ 9958 8477
Wesleyan Methodist Chapel M FW

A T-shaped building is shown on this site on the 1881 map. This church has a date stone of 1868. Constructed in regular coursed rock-faced sandstone. Several pointed 'lancet' style windows with modern window frames. A slate roof. The church has been converted for commercial use.

69) SJ 9960 8477
Wesleyan Methodist School FW

School adjacent to the church with a date stone of 'Wesleyan School AD 1903'. A 2-storey building in regular coursed rock-faced stone with a slate roof. Similar 'lancet' style windows to those of the church, with a hood mould over the larger central window on the first floor. A large circular window in the south gable has been filled in. There are several foundation stones set above the plinth.

70) SJ 9963 8476
Chapel Street FW

A terrace of 2-storey houses in regular coursed rock-faced stone. A slate roof with stone stacks located on north-facing roof pitch. Windows have stone sills and lintels and some of the original sash windows survive.

71) SJ 9960 8480
Waterloo House and North Western Public House M FW

A rectangular shaped structure is shown on the 1881 map. The left-hand property is a 2-storey house with the date stone 'Waterloo House AD 1870'. The house is constructed of regular coursed hammer-dressed stone with a slate roof and gable stacks. Sash windows with bay windows on the ground floor. The pub to the right is also of 2 storeys and regular coursed hammer-dressed stone, with a slate roof. The sash windows have stone sills and lintels.

72) SJ 9967 8483
New-Town Buildings M FW

An elongated rectangular structure is shown on the 1881 map. There are 2 very small rectangular structures to the rear. A 2-storey terrace with a date stone 'New-Town Buildings 1857'. The terrace is built in regular coursed hammer-dressed stone with stone sills and lintels, and stone jambs to the doorways. A slate roof with gable and ridge stacks. Most of the windows are modern casement windows. The house at the western end of the terrace is a taller 2-storey property built in regular coursed rock-faced stone with gable stacks. A stone string course runs around the building.

73) SJ 9969 8481
Structures M FW

A rectangular structure is shown on the 1881 map. This is a terrace of 4 properties of the same style and construction as New-Town Buildings and therefore probably of a similar date.

74) SJ 9969 8471
Warehouse FW

A 2-storey warehouse built in blue engineering brick in an English bond with a slate roof. Segmental brick arched windows, many of which have been blocked. Timber canopies on the north side above large entrance doors. A gablet on north elevation with a first-floor taking-in door below.

- 75) SJ 9980 8479
Structure M FW
- An elongated T-shaped structure is shown on the 1881 map. There is a small square shaped structure immediately to the east. A single storey stone structure presently occupies the site, and does not appear to be of the same size as the structure shown on the earlier map.
- 76) SJ 9984 8480
Structure M FW
- A rectangular shaped structure is shown on the south side of the canal on the 1881 map. This building has been demolished and the site has been subsequently landscaped.
- 77) SJ 9990 8468
Extractive site M FW
- An extractive site appears to be shown on this site on the 1881 map. The site lies adjacent to a point where the canal widens, which may suggest a loading site. There is a large depression in this area, now wooded and overgrown, which may be related to extractive workings.
- 78) SK 0020 8492
Railway viaduct FW
- A viaduct of 13 arches carrying the railway line over the River Goyt. The bridge is constructed of random rock-faced stone, with machine-made brick arches.
- 79) SK 0029 8455
Weir FW
- A stone weir with remains of timber sluice gate and a stone wall situated in the river, forming a stone lined channel on the west bank, are located immediately to the north of the footbridge. Modern 1:2500 map suggests that a small head-race may run off on the east bank of the river beneath the outbuildings associated with Goytside Cottage (80). It is possible that water was being used as a small power source in one of these buildings and may be associated with the pump house recorded at this site.
- 80) SK 0031 8458
Goytside Cottage FW
- A 2-storey brick-built house in a stretcher bond, with machine-made brick to the front. It has a slate roof and gable stacks with stone sills and lintels for the sash and casement windows. Probably of early 20th-century date. To the south-west of the house and adjacent to the river
- is a group of 3 single storey random coursed stone structures.
- 81) SK 0036 8466
Goytside Farm M FW
- The 1841 map shows 3 structures on the site: a large L-shaped structure described as 'House and garden'; a square shaped structure described as 2 cottages; and a second smaller L-shaped building described as 'House, yard and garden'. 2 very small square structures are also shown on the map. A similar arrangement is shown on the 1882 map, but with the addition of a large irregular structure on the north side of the site; also the smaller L-shaped building and square shaped structure appear to have been joined together forming a single elongated L-shaped building. A well is shown to the north of the site on this later map. The large L-shaped building on the west side of the site is the house, which is a 2-storey, double pile building built in regular coursed stone rubble, with quoins and with an M-shaped slate roof. There is a stone stack on each of the 4 gables. The front of the house has a symmetrical appearance with 2 windows on the first floor and 2 on the ground floor either side of a central doorway. The windows are modern replacements but are set in stone surrounds and recessed. The door is also modern with a timber porch. The second L-shaped structure, which appears from map evidence to have been formed from the joining together of 2 structures, does not appear to have been a house or a pair of cottages as referred to by the tithe map, but is a large barn and shippon/stable of random coursed rubble. There are lean-to extensions on east and west sides. There are 2 hayloft doors in the south elevation as well as a ground-floor casement window. The northern elevation contains a large barn door with segmental arch; there are 2 more hayloft doorways with stone sills and lintels and another casement window to the ground floor. The western end of the building would appear to be the shippon/stable end, with a doorway in the northern elevation which has stone jambs and lintel. The eastern end of the building is a stone cartshed. The irregular structure to the north of the barn, which appears on the 1882 map, is formed by a shippon on the west side, a large barn constructed of hammer-dressed stone with quoins in the centre and a small, regular thin coursed stone structure, possibly a loose box. The barn has a large barn doorway with a segmental arch in the south gable, and a circular window, probably a pitching eye, in the roof space of the gable. The small structure at the east end has a graduated stone slate roof. There are openings at ground- and first-floor level in the south elevation and in the same elevation there would appear to be an earlier ground-floor door which

has been blocked. In the east gable there are 2 low doorways with large stone lintels, and also a blocked hayloft opening. The outbuildings are arranged around an attractive cobbled yard.

82) SK 0030 8470
'Kiln Croft' M FW

This field-name is recorded in the 1841 tithe apportionment. The name indicates the presence of a kiln in the field or adjacent to it. The railway embankment now covers most of this field and there is no visible evidence for a kiln.

83) SK 0077 8441 (linear)
Railway M FW

The Sheffield and Midland Committee Railway, Marple to New Mills and Hayfield line is shown on the 1882 map. There are 5 signal boxes along this line within the study route on the 1882 map.

84) SK 0089 8431
Marsh Lane M FW

The lane is shown on the 1841 map. Now a tarmaced road.

85) SK 0095 8407
Quarry M FW

A quarry is recorded on this site on the 1841 map and is described as 'stone quarry'. It is also shown on the 1882 map. The quarry is now quite heavily overgrown, although the original entrance into it appears to have been from the south.

86) SK 0127 8395
Extractive site M FW

A small extractive site appears to be shown to the north of the railway on the 1882 map. Several spoil mounds, now grassed over, are located within this field and may be associated with the Lady Pit coal pit.

87) SK 0142 8380
Tramway M FW

A tramline running from the main line to Lady Pit coal pit is shown on the 1882 map. A grassed over embankment can still be traced to the west of Ladypit Road.

88) SK 0132 8351
Meadows Farm M FW

A U-shaped structure, an L-shaped structure and a small rectangular structure are shown on this site on the 1841 map. The 1881 map shows a similar arrangement of buildings, although the

small structure is not shown. The U-shaped structure on the north-west side of the site is a 2-storey stone outbuilding built in a thin random rubble coursing which has a hayloft opening in the east gable (the only elevation viewable). The L-shaped building to the east is a house and outbuilding under a continuous graduated stone slate roof. The house at the south end has gable and ridge stacks. There is a lower 2-storey extension on the east side of the house which also has a gable stack and graduated stone slate roof. Those windows visible appear to be timber replacements. To the north of the house an extension appears to have been added and the northern end of the range is formed by a random rubble outbuilding with quoins, which has a hayloft opening in the north gable. The yard-facing elevations of this site were not viewable.

89) SK 0139 8328
Peathill M FW
Listed Grade II

Listed Building Description:

'Farmhouse and barn under continuous roof. Late C18. Coursed gritstone rubble with gritstone dressings. Slate roof. Stone gable end and ridge stacks. 2 storeys, double fronted, two bay. Three-light flush mullion windows with plain sashes either side of doorcase with large flush jambs, imposts and lintel. Plank door. Above two similar windows. To west barn with hayloft opening at first floor.'

2 attached T-shaped structures are shown on the 1841 map. The accompanying apportionment describes the property as 'Homestead'. The same building arrangement is shown on the site on the 1882 map.

90) SK 0150 8310
Roadway M FW

This roadway appears on the 1841 map. This is a stone and pebbled trackway c 3-4m wide.

91) SK 015 829
Extractive site FW

A large number of grassed over spoil heaps were observed to the west of the railway embankment. They may be associated with an extractive industry or could be related to the railway itself.

92) SK 0139 8292
Green Bothom Hall M FW

4 structures are shown on this site on the 1882 map: 2 rectangular buildings and 2 small square shaped buildings; there is also a well on the site.

The site is referred to as 'Greenbottom' on this map. The 2 rectangular structures are the barn and house which are still present today. The southern building is the house which is a 2-storey structure built in thin, regular coursed stone with a graduated stone slate roof and gable stacks. It has a symmetrical front with 4 16-pane sash windows on the first floor and 2 16-pane sash windows on the ground floor either side of a central door with stone surround and arch. A stone extension has been added on the west side. The barn to the north is a regular coursed gritstone building with a graduated stone slate roof. The large barn doorway in the south elevation had been blocked. A modern stone house has been added to the site on the east side.

93) SK 0149 8285
Roadway M FW

This roadway appears on the 1841 map and is now a tarmaced road.

94) SK 0149 8276
Water channel M FW

There appears to be a water channel running parallel to the Goyt at this point. This may be a head-race for an earlier mill site. The site of the water channel itself was not accessible although an outlet into the river was observed further to the west which suggests that the channel does survive.

95) SK 013 825
'Saw Pit Field' M FW

This field-name is recorded on the 1845 map. Part of this field lies within the corridor route. The name suggests the presence of a saw pit in this field. Nothing was visible in the field although the entire area was not examined.

96) SK 0143 8251
Bothomes Hall M FW

This site is shown on the 1777 map. Six buildings are shown on this site on the 1845 map: 3 L-shaped buildings and 3 small square shaped buildings. The western L-shaped structure is described as 'House and garden'; the other 2 L-shaped structures are referred to as 'Homestead'. All 3 structures are still standing although in a ruinous condition. The western building is a 2-storey stone house with a rendered exterior. With ridge and gable stacks the roof had a graduated stone slate roof which has almost entirely been stripped. There are 2-storey extensions on each gable. All of the windows are later additions and part of the building appears to have been used as an outbuilding or garage as

there is a garage door in the rear elevation. The building on the east side of the site is a 2-phase building. The southern end is the earlier part and would appear to have originally been a domestic building which has been converted to a shippon with hayloft above. The building is a 2-bay structure constructed in random coursed stone, with quoins at the corners and around the doors; there is also a central stone wall, extending as a wall truss. The south-west elevation has a door at each corner, and 2 1x3-light chamfered stone mullion windows on the ground floor, now blocked, and 2 small lights to the first floor which both appear to have originally had a stone mullion, now removed. There is also a window in the south-east elevation which may have been a 1x4-light mullion window although it has been blocked up and some of the mullions have gone. The northern part of this structure is a later addition built in a regular coursed rubble, with an eaves stack on the north-west side. The south-west elevation has a cartshed doorway with a segmental arch and a door to the right, now blocked. There is also a first-floor window with stone sill and lintel. In the north-east elevation there are 2 first-floor windows and a centrally placed doorway which is opposed to the cartshed entrance. The building on the south side of the site is 2 elongated structures, one built on to the other. The southern building is the earlier and is a barn of regular coursed rubble, with a lean-to extension on the south-east end. The large barn door opening is now enclosed by the later structure, although a hayloft door and ventilation slots are still visible in the south-west gable. The roof of the barn is supported by 4 roof trusses comprising tie-beam, principal rafters, collar, struts and wind braces. The second structure is a shippon and hayloft built of random rubble with quoins. The north elevation has 3 hayloft openings and the ground floor has 5 blocked windows and 2 blocked doorways. The building has mainly wall trusses although there are 2 king post trusses.

PURPLE ROUTE (See maps 17 to 36)

97) SJ 9365 8581
Extractive feature AP FW

Scrub vegetation around possible pit visible from aerial photograph. Site access was not possible.

98) SJ 9379 8579
Spoil heaps AP FW

Scrub vegetation patches, possibly spoil heaps visible on aerial photographs. Site access was not possible.

- 99) SJ 9382 8569
'Brick Kiln Field' M AP FW
GMSMR No 7522/1/0
- This field is named as such in the 1849 title award. A large extractive area is visible in the field close to a reservoir. The field name would suggest that bricks were being made on this land and that a kiln might be located somewhere in the field. Site access was not possible.
- 100) SJ 9384 8567
'Robinhood Pool' M FW
- The pool is shown on the 1830 map. This pool was probably associated with Norbury Colliery to the south, as the 1849 title award names Clayton and Brooke as the owners of the pool, and the same Clayton and Brooke are named as the colliery proprietors in an 1850 directory for Norbury (Bagshaw 1850, 332). There is no surviving evidence of the pool on the ground.
- 101) SJ 9386 8580
Extractive features AP FW
GMSMR No 7523/1/0
- 2 circular depressions. These may be the surviving remains of bell pits. Some depressions were visible in the field although the grass was high making earthwork identification difficult.
- 102) SJ 9387 8564 (linear)
Buxton Road (Roman Road) M FW
GMSMR No 28/1/1
- This road is believed to follow the line of the Manchester to Buxton Roman road. The present road is a busy tarmaced road.
- 103) SJ 9385 8562
Structure M FW
- A structure may be shown on this site on the 1830 map. An L-shaped structure is shown on the south side of Buxton Road on the 1881 map. This building would appear to have been demolished and a disused petrol station now occupies the site.
- 104) SJ 9390 8562
Structure M FW
- A small square shaped structure with a well to the west is shown on the south side of Buxton Road on the 1881 map. This site appears to have been demolished, although a house platform is still visible adjacent to the road.
- 105) SJ 9397 8562
Structure M
- An L-shaped structure is shown on this site on the 1830 map. The 1881 map shows an elongated rectangular structure on the site.
- 106) SJ 938 855
Norbury Colliery M FW
- A building is shown on this site on the 1830 map. 8 structures and a gasometer are shown on this site on the 1881 map. 2 structures are also shown on the other side of Norbury Hollow Road on the same map and may be associated with the colliery. These buildings include 4 large irregular shaped buildings; the other structures are small in size.
- 107) SJ 9400 8533 (linear)
Railway M FW
- The London and North Western Railway, Stockport and Whaley Bridge branch is shown on the 1881 map.
- 108) SJ 9433 8489
Norbury Hollow M FW
- A structure is shown on this site on the 1830 map. A rectangular structure is shown on the 1881 map. Access difficult.
- 109) SJ 9446 8500
Well M FW
- A well is shown on this site on the 1881 map. Site not viewable.
- 110) SJ 9451 8487 (linear)
Railway M FW
- The Manchester, Sheffield and Lincolnshire Railway, Macclesfield, Bollington and Marple branch is shown on the 1881 map. Now dismantled, the railway is used as a footpath.
- 111) SJ 9454 8490
Spoil heaps M FW
- Spoil heaps associated with Middlewood Pit are shown to the east of the railway on the 1881 map. The pit itself lies to the north of the study route. Part of this area is also recorded as being subject to quarrying. A very large spoil heap is still present, now overgrown with young trees.
- 112) SJ 9456 8490
Tramway M FW
- A tramway connecting the main line with

Middlewood Pit is shown on the 1881 map. There appears to be some remains of a tramway cutting.

112a) SJ 9467 8460
Clay Pit M

A small clay pit is shown on this site on the 1899 map. By the 1909 map the site is referred to as 'Old Clay Pit'. The 1972 map shows a larger extractive area to the south and east of the clay pit and this is probably associated with a brick works, also shown on this later map to the south of the study area.

113) SJ 9503 8455
Coal shafts M FW

A number of coal shafts are shown on this site on the 1881 map. A tramway is shown running from the shafts towards the Macclesfield Canal. The site of the shaft, as shown on the 1881 map, is now marked by a change in vegetation. The site of the tramway is indicated by a straight footpath leading from the canal bridge and then leading north before turning at the entrance to the field in which the coal pit is found. No remnant pieces of tramway were visible.

114) SJ 9514 8446
Haletop Farm M FW

This site appears on the 1850 tithe map and is described as 'Hill Top House, yard, buildings, garden and road to canal'. 3 structures are shown on this site on the 1881 map: a T-shaped building, a rectangular building and a very small rectangular structure. The T-shaped building, partially visible from public access land, has irregular stone coursing on the eastern wing with stone quoins and boarded up windows, and is rendered on the west-wing western elevation.

115) SJ 9514 8440
Pond M FW

A circular shaped pond is shown on the 1881 map. A small pond is still present and is ornamental in appearance.

116) SJ 9518 8442
Macclesfield Canal M FW

The canal is shown on the 1830 map. A bridge over the canal at this point is of timber construction supported by stone pillars.

117) SJ 952 844
Middlecale Wood M FW
Ancient Woodland

This area of woodland would appear to be shown

on the 1777 map. The wood was not visited during field walking.

118) SJ 9620 8425
'Coal Wood' M FW

This field-name is recorded on the 1850 tithe apportionment and may indicate an area of coal extraction. Nothing visible in the field although it was heavily grassed over.

119) SJ 9641 8426
Water-mill M FW

A water-mill site is shown on the 1777 map at the confluence of the brook emerging from Elmerhurst Wood with Bollinghurst Brook, on the north bank. There is no evidence for a mill site in the area on the 1777 map. However, further upstream and outside the study route is a building, which is adjacent to the brook and may be associated with a stone weir and stone walling below building level, with what may be support steps for a water-wheel mount. This building has been renovated.

120) SJ 9645 8423 (linear)
Lyme Park M FW
Historic Park Grade II*

Summary of Historic Park Description:

A 16th century deer park of c 550 hectares, with late 17th century and 19th century formal garden developments of 6 hectares around a 16th, 18th and 19th century house. Other buildings within the park include a 19th century orangery and stables, the 16th century Tower or Lantern and the late 16th century Lyme Cage. The park was enclosed by the present drystone wall in 1665. The house has a valley approach from the north, through late 17th century gate piers, resited with additions c 1860.

The boundary of Lyme Park as shown on the 1881 map is crossed by the study route. The boundary is defined by Bollinghurst Brook and Elmerhurst Brook. The boundary changed when the rail line was built. At present, a boundary wall crosses the Bollinghurst Brook, rises to the railway embankment and is then interrupted by the rail line itself. The wall has many repairs.

121) SJ 9661 8427 (linear)
Trackway M FW

A trackway connecting Lyme Park with Buxton Road is shown on the 1777 map. At present this is a tarmaced connecting road from the Lodge on the A6, crossing a bridge over the rail line and leading into the park. A bank carries the route

down from the elevation of the rail line. A plantation of woodland screens the rail line from the track. It is not clear if there was a deliberate planting scheme pre-dating the rail construction. To the north of the rail line, the tree distribution appears to be miscellaneous. To the south of the rail line there is an apparent line of trees following the contour of the track.

122) SJ 966 842
Reservoir M FW

The 1830 map shows a pond on the south side of Buxton Road, on the line of the later railway. A small reservoir is shown on the south side of the railway on the 1881 map. The reservoir is now used for fishing.

123) SJ 9690 8430
Kennels M FW

A T-shaped building and 2 small square shaped structures are shown on the 1881 map. The kennels would appear to have been demolished and a modern structure now occupies the site.

124) SJ 9695 8435
Structures M FW

An irregular shaped structure is shown on the 1851 map and the accompanying apportionment describes the property as 'House, building, yard, garden and plot'. A small square shaped building next to the irregular building is shown on the 1881 map. The present building is a 3-bay cottage, stone-built with keyed stone work and tile roof. There is a brick stack chimney between the centre and west bays. A door and 2-light window to ground floor and a dormer window to first floor. The building has been extended in brick to rear. Deeds of sale suggest a building on the site in 1610 (owners, pers comm).

125) SJ 9698 8426 (linear)
Red Lane M FW

This lane is shown on the 1777 map as the main route between Lyme Hall and the village of Disley. Now used for farm and reservoir access, it is lined by oaks about the same size as those near the Lodge.

126) SJ 9748 8407 (linear)
Green Lane M FW

This lane is shown on the 1830 map. The lane is now partially cobbled.

127)
Stoneridge

SJ 9756 8404
M FW

A building entitled 'Stand ridge' is shown on the 1777 map. An elongated structure and 2 small square structures are shown on this site on the 1851 map. The accompanying apportionment indicates that there are possibly 2 separate properties on the site; the western end of the building is described as 'House and garden', and the east end of the property, together with the field to the east, as 'Rough Field, Building and road'. The present structure is a 2-storey terraced row with stone roof tiling, and with a date of 1786 over one of the north end door lintels. The left-hand property has 2 3-light windows in the first floor with triangular shaped vents in the roof. There is an ornamental ridge-mounted weather vane over the north end. The ground floor has partially been converted for garage use; 2 small windows, one of which is a modern insert, and a door with modern timber porch are also located on the ground floor. There is a bonding break to the right of this property. The central structure has a bay window in the ground floor. To the right is another stone-built property with 3 dormer windows, an attic skylight and a thin stone chimney stack. There is a bay window on ground floor.

128)
Lower Stoneridge

SJ 9774 8396
M FW

2 T-shaped structures are shown on the 1851 map. Both are described as 'House and garden' on the accompanying apportionment. A similar arrangement of buildings are shown on this site on the 1881 map. Present house is of regular coursed stone and has a stone flagged roof, with eaves dormer windows on the southern elevation, and a ridge stack. There is an extension to the rear on the east side.

129)
Long Lane

SJ 9809 8382 (linear)
M FW

This lane is shown on the 1830 map. Now used as a bridle path, this narrow lane appears to run down between enclosure field.

130)
'Smithy Field'

SJ 981 837
M FW

This field-name appears on the 1851 map. There is no evidence for a structure or a house platform in this field although the lane does broaden at this point for no apparent reason.

131)
Muslin Row

SJ 9817 8391
M FW
Listed Grade II

Listed Building Description:

Terrace of 5 cottages: late C18. White-washed coursed sandstone rubble, with a graded Kerridge stone-slate roof, a stone ridge and 5 stone, ridge chimneys. Long rectangular block of 2-unit cottages with outshuts to rear of 2 at left. Windows C20 4-pane, 2-light wooden casements under rough stone lintels. Framed and boarded doors in plain surrounds. A hood mould in the left gable has been brought in. A line of weavers cottages.'

An unnamed structure is shown on this site on the 1830 map. The 1851 apportionment describes the property as a terrace of 6 cottages.

132)
Spencer Hall

SJ 9823 8386
M FW
CSMR No 2217
Listed Grade II

Listed Building Description:

'House: mid C17 with alterations and added wing of 1898. Rendered sandstone rubble with Kerridge stone-slate roof, stone ridge and 2 rendered gable chimneys. 2-unit gable entry house. 2-storey, 3-bay south front. Windows are all altered 3-light chamfered stone mullions (one mullion only survives). Central doorway added 1898. Original doorway (now blocked) and a fire window with glazing bars in right gable and similar fire window to rear. Late Victorian wing towards road said to replace an original element.

Interior: Heck post and screen and beam over fireplace (all chamfered) survive. Original stone fire surround is hidden and contains C20 electric fire. Very rough purlins exposed in roof (one forked).'

A large irregular structure is shown on the 1851 map. The accompanying apportionment describes the property as 'House, building, yard and garden'. A U-shaped building, a small square shaped building and a well are shown on this site on the 1881 map.

133)
Structure

SJ 9825 8389
M FW

An irregular shaped structure is shown on the north side of the road on the 1851 map. The accompanying apportionment describes the building as 2 houses and gardens. The present structure is a 2-storey house constructed in stone

with a stone tile roof. The building has been whitewashed. 3 casement windows to first floor and a porch to the doorway. The west gable has 2 ground-floor windows with stone sills. There is an outhouse and extension to the east.

134)
Structure

SJ 9835 8381
M FW

An L-shaped structure is shown on the north side of the road on the 1851 map. The accompanying apportionment reveals that the building is 5 separate properties; one is described as 'Cottage and garden', one as 'Shippon' and the other 3 as 'House, yard and garden'. The present house is called 'Highfield' and has a rendered front although regular coursed stonework is visible in the gable. A symmetrical front with 2 sash windows to first floor with a smaller semi-circular arched sash window in the centre above the doorway. There is also a sash window either side of the central doorway, with arched head and central keystone.

135)
No 159 Buxton Old Road

SJ 9837 8381
M FW

A small U-shaped structure is shown on the north side of the road on the 1851 map. The accompanying apportionment describes the property as 'House, buildings, yard and garden'. The present building is a 2-storey double pile house with a slate roof and gable stacks. 2 bay windows to ground floor either side of a central doorway with porch. Sash windows to first floor with stone sills.

136)
Structure

SJ 9839 8379
M FW

A dog-leg shaped structure is shown on the north side of the road on the 1851 map. The accompanying apportionment appears to indicate that there were 2 separate properties on this site: the western half of the building is described as 'House, building and yard'; and the eastern half as 'Cottage, building and yard'. The present building is a 2-storey semi-detached property, rendered with stone quoins and stone tile roof. On the eastern side is a house of one bay with chimneys stacks on the gable end and division. Only one first-floor sash window with stone lintel and sill is visible. The house to the west has 2 similar windows visible on the first floor, and an end gable chimney.

137)
Mudhurst Lane

SJ 9837 8376 (linear)
M FW

This lane is shown on the 1777 map. This road is

now tarmaced and serves traffic crossing the hills between Macclesfield and Disley.

138) SJ 9839 8375
Lane Ends Farm M FW
Listed Grade II

Listed Building Description:

'Farmhouse and attached buildings: C18. Coursed, squared buff sandstone rubble with graded, Kerridge stone-slate roof and 2 stone chimneys. L-shaped in plan with farmhouse at east end. It has a 2-storey, asymmetrical 3-bay front. 4 3-light, large square-section mullioned windows with door in plain surround to right. Remainder of the range is a shippon, with 6-pane windows below, square pitch holes above, and board doors under plain lintels. 2-bay, west range is similar but for blocked 2-light square-section mullions to rear.'

An L-shaped building is shown on the south side of the road on the 1829/9 map. The 1851 tithe apportionment describes the property as 'House, cottage, buildings and yard'.

139) SJ 9845 8384
Structure M FW

A rectangular structure is shown on the 1851 map. The accompanying apportionment describes the property as 'Cottage and garden'. A square shaped structure built in squared stone rubble. It is 1½ storeys high with a gable roof.

140) SJ 9852 8381 (linear)
Greenshall Lane M FW

This lane is shown on the 1777 map when it joins Buxton Old Road by Badgerclough Farm, rather than Lane Ends. On the 1881 map it is called Cork Lane. Now a cobbled lane still in use.

141) SJ 9858 8377
Structure M FW

A structure is shown on this site on the 1777 map. A small T-shaped building is shown on the 1851 map and the accompanying apportionment describes the property as 'House, shippon and garden'. The present building is a 2-storey house with a rendered exterior. A stone tile roof with gable stacks. Modern windows inserted.

142) SJ 9861 8378
Structure M FW

A rectangular shaped structure is shown on this site on the 1851 map. The accompanying apportionment describes the property as

'Cottage and garden'. Access to this site was not possible.

143) SJ 9861 8384
Structure M FW

An L-shaped structure is shown on the site on the 1851 map. The accompanying apportionment suggests that the building was divided into 2 properties. The western half of the building was described as 'Cottage and gardens' and the eastern half of the building was described as 'Cottage, shippon and garden'. A rectangular structure is shown on the site on the 1881 map. Access to this site was not possible.

144) SJ 9861 8387
Structure M FW

A rectangular structure is shown on this site on the 1851 map. The accompanying apportionment describes the property as 'House, building and yard'. An L-shaped structure is shown on the 1881 map. A 2-storey house with rendered exterior, stone tile roof and gable stacks. Doorway in south elevation with porch, 4 3-light windows to ground and first floors. May date to 1739 (owners, pers comm). East end extension built c 1983 (owners, pers comm).

145) SJ 9865 8389
Brines M FW
CSMR No 2219
Listed Grade II

Listed Building Description:

Farmhouse: fabric rebuilt 1735 by Edmund Platt for Peter Legh X but using earlier timbers. C19 alterations. Coursed sandstone rubble, graded Kerridge stone-slate roof with near central brick chimney through stone ridge. The roof was relaid in 1993. Rectangular 3-unit plan with lobby-entry. 2-storey asymmetrical 4-bay front. Mixture of 2 or 3-light, tall square section stone mullions and C19 wooden casements in plain surrounds. Doorway towards left behind C19 gabled porch.

Interior: Trace of baffle survives. Chamfered beams with tongue stops in ground storey. Full cruck frame against north wall and probably elsewhere (but all now hidden) supports exposed heavy purlins. Brick-barrel-vaulted room dug into hill from south wall originally with benches for salting pigs, now bar. One C18 3-board door upstairs.'

2 irregular structures are shown on the site on the 1851 map. The accompanying apportionment describes the property as 'House, building, yard and garden'. A similar arrangement of buildings

is shown on the 1881 map with the addition of a small square shaped structure. The site is called 'Brinas' on this map.

146) SJ 9873 8375 (linear)
Buxton Old Road (Roman road) M FW

This road is believed to follow the line of the Manchester to Buxton Roman road. The present road is a tarmaced road still in use. This particular site is a point where the modern road has diverted from the course of its Roman predecessor and the terraceway in the field has been excavated revealing a section of roadway assumed to be Roman.

147) SJ 9903 8347
Longside Cottage M FW

A structure is shown on this site on the 1830 map. An L-shaped structure is shown on this site on the 1851 map. The accompanying apportionment describes the property as 'House, shippon and garden'. On the 1881 map the site is referred to as 'Cart House'. The present north-south wing structure is a 2-storey, 4-bay stone building. 4 2-light windows on first floor, 2 3-light windows on ground floor and 2 thin windows in between. The west elevation of the west-east wing has 3 bays, 3 2-light windows at first-floor level. The ground floor has a projecting porch, doorway on side, and engraved house name on wall. A 2-light window is on either side of the porch. Stone ridge stacks on end gable and above porch.

148) SJ 9911 8353 (linear)
Redmoor Lane M FW

This lane is shown on the 1777 map. The lane from Longside Cottage to Redmoor Farm is now a bridleway and watercourse.

149) SJ 9914 8359
Redmoor Farm M FW
CSMR No 2227
Listed Grade II

Listed Building Description:

'Barn: C17 with C19 alterations. White-washed and rendered buff sandstone rubble with projecting through stones. Kerridge stone-slate roof and stone ridge. Long, rectangular downhill plan with outshut at downhill end. Upper part corn barn with opposed entrances under massive wooden lintel to rear and C20 steel beam in front. Lower end shippon with loft above with 3 C19 openings with hammer-dressed lintels.

Interior: 3 original roof trusses, with arched

braces on tie beams and overlapping through purlins.'

May be shown on the 1777 map, although the location appears to be further north than the present site. 2 structures are shown on this site on the 1830 map. 2 irregular shaped buildings are shown on the 1851 map and the accompanying apportionment describes the property as 'Red-Moor Lane House, buildings, yard and garden'. An irregular shaped building and a rectangular shaped building are shown on this site on the 1881 map, when the site is referred to as 'Redmoorlane'; a well is also shown on the site. The farmhouse, which lies to the north, is a 2-storey, stone-built and whitewashed building. It has similar windows, lintels and sills to the barn. The east elevation has 4 casement windows with quarter panes. The door in north elevation is slightly stepped down and has a window above. There is an extension with extended roof line to the west. A separate stone shippon to south with hayloft above. To the rear of the farmhouse is a modern barn.

150) SJ 994 834
'Kiln Knoll' M FW
DSMR 14917

Twin humped mound which has been interpreted as a round barrow. This place-name appears on the 1851 and 1881 maps. The name may indicate kiln sites within the study route. There is some evidence for disturbed ground in this area, possibly associated with some extractive process. There appears to be a pit of some form on the knoll itself. There is also rubble from former buildings to the south of Redmoor Farm.

151) SK 000 831
Quarry AP FW

A quarry cut into side of hill. A scarp edge runs north-south.

152) SK 0029 8310
Coal pit M FW

A coal pit is shown on this site on the 1881 map. No evidence for a coal pit was located on the ground. This may be associated with the Diglee Mine, which is working the Red Ash Seam on the coal working plans.

153) SK 0041 8294
Trackway M FW

This trackway is shown on the 1777 map. The narrow trackway is still in use and is lined by stone walls and trees and has a gravel surface.

- 154) SK 0053 8288
Trackway M FW
- This trackway is shown on the 1777 map. A broad, walled track with a gravelled surface is still present. It is also cobbled in parts.
- 155) SK 0062 8292
Crop mark site AP FW
- Crop mark previously interpreted as Celtic fields and settlement or a deserted medieval village. Earthworks may be associated with Yeadsley Hall, which lies to the north. Not really detectable on recent examination of aerial photographs. An undulating field which is likely to be natural possibly related to a natural spring in field. The southern side of the field is boggy.
- 156) SK 006 828
Ridge and furrow AP FW
- Straight ridge and furrow truncated by pits identified from an AP. The field is uneven, but there is no indication of upstanding ridge and furrow.
- 157) SK 0099 8250
'Coal Mine' M FW
- This name appears within a woodland area alongside Ringstone Clough on the 1881 map. There are no buildings or coal pit symbols which the name appears to relate to. A high bank now runs north of the buildings, which may have been formed by quarrying into a scarp bank. There would appear to be no evidence of coal workings.
- 158) SK 0106 8249
Tannery M FW
- A rectangular building and a small square shaped structure are shown on this site on the 1881 map. The small building may have been a gasometer as this is the nearest building to the name on the map. One of the structures on the site is a narrow 3-storey mill, constructed in stone squared rubble with a corrugated roof. 4 windows on top floor, 2 small square windows to first floor and door on south elevation at ground-floor level. The windows have stone sills and lintels. The building to the west is a later 19th-century 2-storey building with a corrugated roof and 2 ridge chimneys. The other buildings on the site are modern structures.
- 159) SK 0114 8245
Structure M FW
- A structure may be shown on this site on the 1830 map. An h-shaped building and a small rectangular building are shown on this site on the 1881 map. The present structure is a main L-shaped building, with a small outbuilding to the north, built of rubble stone and with a stone flagged roof. It has 3 1-light windows in the west elevation, with heavy stone sills and lintels. Stone moulded guttering brackets, no guttering. Main building is stone coursed, 2-bay structure. 2 ridge stacks. Ground-floor extension on west side. The south elevation has a central eaves dormer. The earliest building appears to be the wing on the eastern side, indicated by the small 2-light windows with heavy stone sills and lintels. The west wing has large 3-light windows with stone sills.
- 160) SK 0119 8253
Structure M FW
- An L-shaped structure is shown on the west side of Buxton Road on the 1881 map. Structure is a row of 6 stone terrace houses. Plain, heavy stone surround to doors, flared stone lintel and stone sill for sash windows. Thin ridge chimneys.
- 161) SK 0121 8249
Structure M FW
- A structure is shown on this site on the 1845 map. The accompanying apportionment describes the property as 'House and garden'. The site is vacant on the 1881 map. There is no local knowledge of a building on this site, and the area was recently levelled to create a play ground, a ditch being backfilled with debris from the site in the process.
- 162) SK 0123 8244
Mont Cottages M FW
- A single structure is shown on this site on the 1845 map and described as 'House and garden'. An elongated rectangular building and an L-shaped building, which are called Mont Cottages are shown on this site on the 1881 map. 2 further elongated buildings and a small square structure are shown to the rear of these buildings on the same map. This is a semi-detached property, with chimneys to the north side of each house, and a tiled roof. Steps to the front entrances indicate cellars. Sash windows with flared stone lintels and stone sills. The centre of the building bears an engraved stone plaque with pedimented surround and a griffin/lion and the legend 'Mont Cottages' below.
- 163) SK 0124 8250
Well M FW
- This site is shown on the east side of Buxton Road on the 1881 map. Site now overlaid by modern by-pass.

164) SK 0127 8244
Boat Building Yard M FW

A group of 5 structures, one irregular in shape, the others rectangular or square, is shown adjacent to the canal on the 1881 map. Buildings said to relate to the boat building yard have now been demolished, in the construction of the modern by-pass. There is a building still remaining which may have been part of this complex, originally a shippon. The structure is built in stone, with door and small square window in the north elevation, both now blocked. The upper floor has 3 inserted sash windows in the same elevation, and a door at ground and upper floor in the west end gable. Internally, the ground floor is stone flagged, and slightly lower than external ground level. The building is said to date to 1852 (owner, pers comm).

165) SK 0128 8241
Wood Yard M FW

A large irregular shaped building, a dog-leg shaped building and a small square shaped building are shown adjacent to the canal on the 1881 map. Site now taken into gardens and housing.

166) SK 0129 8247 (linear)
Peak Forest Canal M FW

The canal is shown on the 1830 map. The canal is still in use.

167) SK 013 825
'Tan Yard' M FW

This field-name occurs on the 1845 map. The name implies that tanning work may be taking place in the field. Nothing visible on the ground which relates to this site.

MODIFIED DERBYSHIRE ROUTE (See maps 37 to 55)

Nos 1 to 50 are common to both the Modified Derbyshire Route and the Preferred Route.

168) SJ 9850 8515
Waterside M FW

This site is shown on the 1777 map. 2 structures are shown on this site on the 1851 map: an irregular shaped building and a larger U-shaped structure, the eastern arm being longer than the western. The accompanying apportionment describes the property as 'Waterside House, buildings, garden &c.' A similar arrangement of

buildings is shown on the 1881 map, although the irregular shaped structure appears to have altered in shape. The house is a large 2-storey and attic building, with a rendered facade. It has a slate roof with ridge, gable and eaves stacks. All the windows appear to be large sash windows. Bay windows to the front on the ground floor. A round arched doorway has a rusticated surround. Amongst the outbuildings is a random coursed stone barn with quoins. The courtyard-facing elevation has circular pitching eyes which have brick surrounds. There is also a door in this elevation with a fan-light above and a cartshed entrance with brick relieving arch. The site is surrounded by a stone wall with 2 gateways which have stone piers and cast-iron gates.

169) SJ 9852 8507
Field boundary AP FW

An L-shaped field boundary is visible on an aerial photograph. The west-east boundary remains as a slight bank and thinly spaced row of trees.

170) SJ 9870 8496
Railway M

This railway first appears on 20th-century maps.

171) SJ 986 849
Possible ridge and furrow AP FW

Possibly remnant medieval ridge and furrow, cut by rail track. Site not visible on the ground.

172) SJ 9874 8488 (linear)
Peak Forest Canal M FW

The canal is shown on the 1830 map. The canal is still in use.

173) SJ 986 847
'Brick Field' M FW

This field-name appears on the 1881 map and indicates an area where bricks were made. The field is now pasture, with a low spoil heap close to the lane and canal. The vegetation is scrubby and confirms previous disturbance.

174) SJ 9882 8470 (linear)
Railway M FW

The London and North Western Railway, Stockport and Whaley Bridge Branch is shown on the 1881 map. The line is still in use.

175) SJ 9883 8467 (linear)
Buxton Road M FW

This road is shown on the 1830 map. This is a busy tarmaced road.

176) SJ 988 845
'Stonepit Field' M FW

This field-name is referred to in the 1851 tithe apportionment and may indicate stone quarrying within the field. There are no known pits to the east of Greenhall Farm, but there are open pits to the south of the farm, on a slight topographical knoll.

177) SJ 989 845
'Brick Field' M AP FW

On the 1851 map this field is called 'Pasture and tile yard'. The 'brick field' site is shown on the 1881 map. An adjacent rectangular structure, which lies outside the study route is referred to as 'Brickkilns'. Sub-rectangular earthwork identified on AP is probably associated with the brick works. The field is now recreation ground, the ground uneven, and the vegetation rough indicative of previous disturbance. There is an old wooden shed still standing, but the original site of a cottage has been burnt down (pers comm, owner Lower Greenhall).

178) SJ 989 841
'Tenter Field' M FW

This field-name is recorded in the 1851 tithe apportionment. Part of the field lies within the study route. The name suggests that tenter posts

may have been located in the field for drying wool. No evidence visible on the ground.

179) SJ 9907 8408 (linear)
Trackway M FW

This trackway is shown on the 1881 map. This is now a footpath, and overlooks a deep clough to the east.

180) SJ 992 840
Possible extractive features M AP FW

A series of small pits c 1-2m in diameter identified on an AP. The area is scrubby vegetation and nothing was visible on the ground. Some of these features may be associated with the pillar and stall coal workings of the Higher Disley Yard Coal Mine which is shown on the coal working plans.

181) SJ 9920 8382 (linear)
Redmoor Lane M FW

This lane is shown on the 1777 map. The southern section is now a bridleway and watercourse.

182) SJ 992 838
Structures M FW

2 structures are shown on the east side of the lane on the 1777 map. These may represent the inaccurately located site of Redmoor Farm or otherwise a site which has become vacant by the 1830 map. The bridleway widens at this point, apparently to accommodate a natural spring. There is no visible sign of structures at this point.

Nos 150 to 167 are common to both the Modified Derbyshire Route and the Purple Route.

Sources

Bibliography

Bagshaw S 1850 *History, Gazetteer and Directory of the County of Chester*. Sheffield.

Barnatt J 1989 *The Peak District Barrow Survey*. Unpublished ms.

Bowyear O 1992 *The Peak Forest Canal: Upper Level Tourpath Guide*. New Mills History Notes No 11 (4th edition). New Mills Local History Society.

Brumhead D 1990 *Railways of New Mills and district: their development and impact, 1840-1902*. Lancashire and Cheshire Antiquarian Society.

Coutie H 1991 'Torkington Moat' *Stockport Heritage Magazine* vol 2 no 3, 24.

Department of the Environment November 1990 *Planning Policy Guidance Note 16, Archaeology and Planning*.

Dodgson J McN 1970 *The Place-Names of Cheshire Part I*. English Place-Name Society vol 44 (for 1966-7).

Earwaker J P 1880 *East Cheshire Past and Present*, vol 2. London.

Ekwall E 1936 *The Concise Oxford Dictionary of English Place-Names*. Oxford University Press.

Hadfield C & Biddle G 1970 *The Canals of North West England*, vol 2. Newton Abbot, David & Charles.

Harrison W 1892 'The Turnpike Roads of Lancashire and Cheshire' *Transactions of the Lancashire and Cheshire Antiquarian Society* 10, 237-47.

Hewitt H J 1967 *Cheshire under the Three Edwards*. Cheshire Community Council.

Hodgkins DJ 1987 'The Peak Forest Canal - Lime and Limestone, 1794-1846' *Derbyshire Archaeological Journal* 107, 73-91.

Husain B M C 1973 *Cheshire under the Norman Earls 1066-1237*. Cheshire Community Council.

Ormerod G 1882 *The History of the County Palatine and City of Chester*, 2nd edition, revised and enlarged by T Helsby, vol 3. London.

Richardson A 1987 'Some Evidence of Early Roman Military Activity on the south-west Pennine Flank' *Journal of the British Archaeological Association* 140, 18-35.

Shercliff W H, Kitching D A & Ryan J M 1983 *Poynton a Coalmining Village; social history, transport and industry 1700-1939*. Poynton.

Walker J & Tindall A 1985 *Country Houses of Greater Manchester*. The Archaeology of Greater Manchester vol 2. Greater Manchester Archaeological Unit.

Wroe P 1982 'Roman Roads in the Peak District' *Derbyshire Archaeological Journal* 102, 49-73.

Maps

1777 A survey of the County Palatine of Chester by P P Burdett.

1830 A map of the County Palatine of Chester Divided into Hundreds and Parishes from an accurate Survey made in the years 1828 and 1829. By W.Swire and W.F.Hutchings. London.

1840 Map of Torkington Township in the Parish of Stockport in the County of Chester.

1841 Map of the Township of Beard, Ollersset, White and Thornset, in the Parish of Glossop, in the County of Derby.

1841 Map or Plan of the Hamlets of Chinley, Bugsworth and Brownside in the Parish of Glossop and County of Derby.

1845 Plan of the Township of Whaley with Yardsley in the Parish of Taxal in the County of Chester.

1849 Plan of the Township of Lyme Handley in the Parish of Prestbury in the County of Chester.

1849 Plan of the Township of Norbury in the Parish of Stockport and County Palatine of Chester.

1850 Plan of the Township of Marple in the Parish of Stockport in the County of Chester.

1851 Plan of the Township of Disley in the Parish of Stockport and County Palatine of Chester.

1881 (surveyed 1870-1) Ordnance Survey 6" to 1 mile First Edition, Cheshire Sheet 29.

1881 (surveyed 1871-2) Ordnance Survey 6" to 1 mile First Edition, Cheshire Sheet 20.

1882 (surveyed 1870-9) Ordnance Survey 6" to 1 mile First Edition, Derbyshire Sheet 8.

1882 (surveyed 1870-8) Ordnance Survey 6" to 1 mile First Edition, Derbyshire Sheet 5.

c 1901 Construction/land plans for Manchester-Sheffield Railway.

Copies of coal working plans, held by Travers Morgan.

Aerial Photographs

The following aerial photographs are held by Travers Morgan Engineering, Clarendon House, Stamford New Road, Altrincham.

1984 1:10,000 verticals.

1988 Colour obliques.

1990 1:3000 verticals.

1992 1:10,000 verticals.

1993 1:3000 verticals.

People and/or Organizations Consulted

Mr Chapman, Listed Buildings Section, English Heritage.

Ms J Fricker, Conservation Officer, Stockport Metropolitan Borough Council.

Mr M Scammel, Conservation Officer, Macclesfield Borough Council.

Mr P Wilson, Planning Department, High Peak Borough Council.

Sources Identified but not Consulted

Brumhead D'Three Local History Walks, illustrating Coal Mines of New Mills and Other Features', New Mills Local History Society, History Notes No 19.

Material relating to Lyme Park is held at the following places:

a) Lyme Park (tithe awards; 19th and 20th century estate maps; 1987 Biological Survey; 1993 Lyme Park Management Plan; Draft Woodland Working Plan; Visitors' Survey)

b) Stockport Heritage Library (Accounts 1727-1836)

c) John Rylands University Library of Manchester (the largest collection including the original medieval grant)

d) Greater Manchester County Record Office (deeds and papers 1641-1965; correspondence; coal mining documents; maps and plans including an 1824 map by T. Pollitt and an 1850 map)

KEY TO MAPS

The following key applies to:

Maps 4-16 (Preferred Route)

Maps 20-36 (Purple Route)

Maps 42-55 (Modified Derbyshire Route)

All of these maps are at a scale of 1:2500.



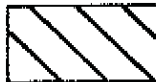
SCHEDULED ANCIENT
MONUMENT



LISTED BUILDING



HISTORIC PARK



ANCIENT WOODLAND



ARCHAEOLOGICAL SITE

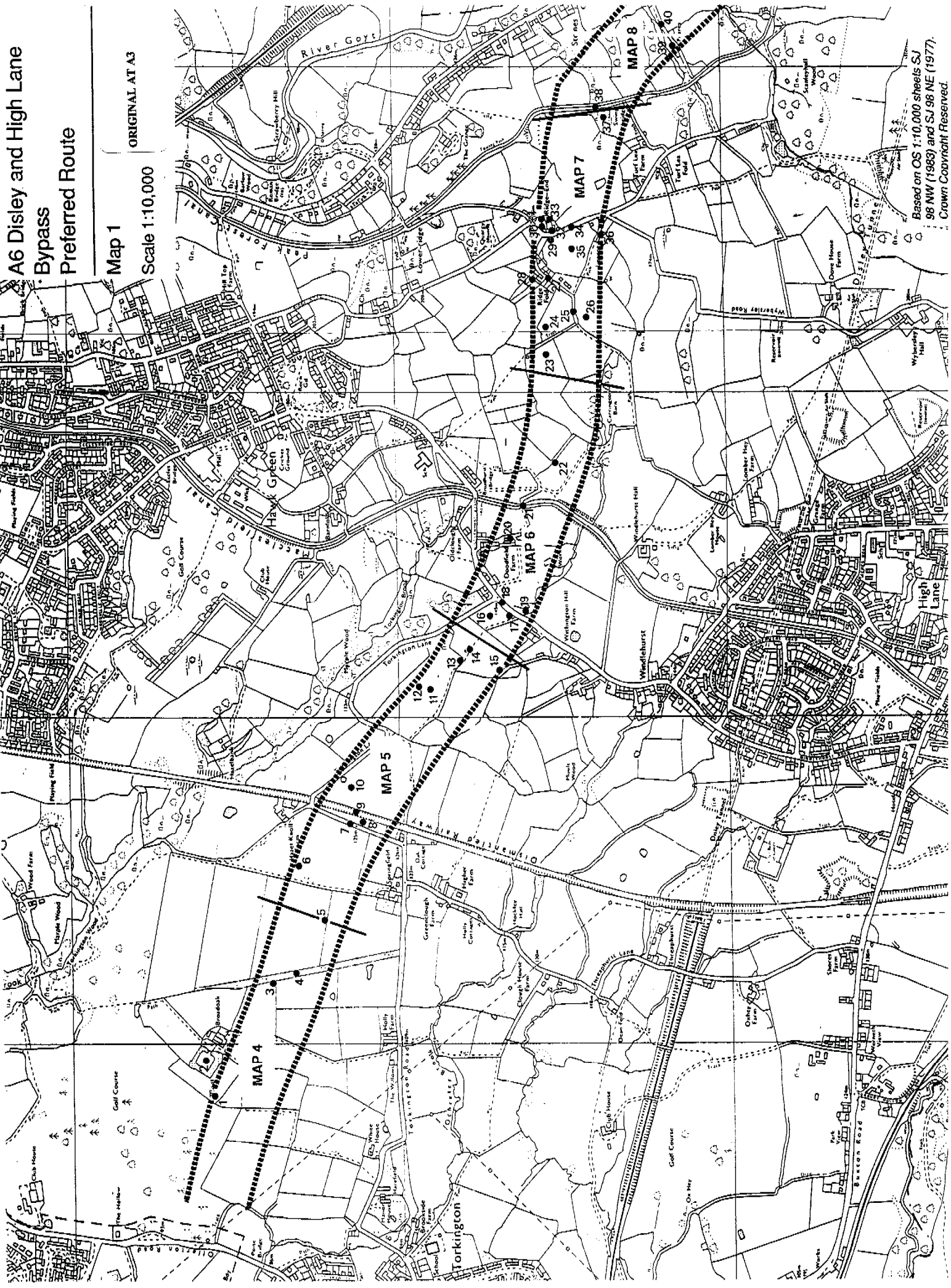
Maps 1-3, 17-19 and 37-41 are at a scale of 1:10,000 and are included as a guide to the location of the larger scale maps, with cut lines being shown. All sites listed in section 6 of this report are indicated on these 1:10,000 maps, but without distinction between their type or status.

A6 Disley and High Lane Bypass Preferred Route

Map 1

Scale 1:10,000

ORIGINAL AT A3



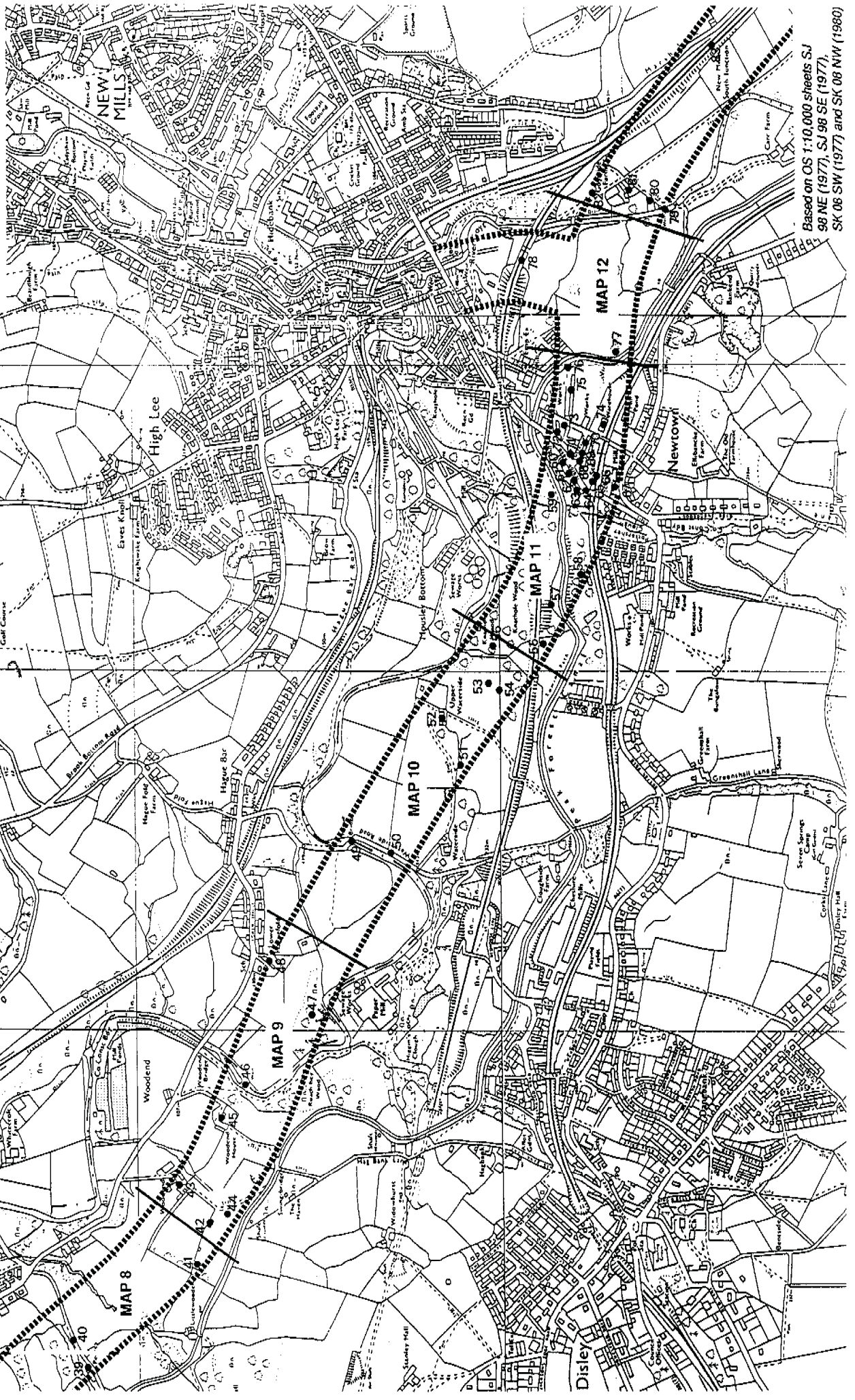
Based on OS 1:10,000 sheets SJ 96 NW (1968) and SJ 96 NE (1977).
Crown Copyright Reserved.

A6 Disley and High Lane Bypass Preferred Route

Map 2

ORIGINAL AT A3

Scale 1:10,000

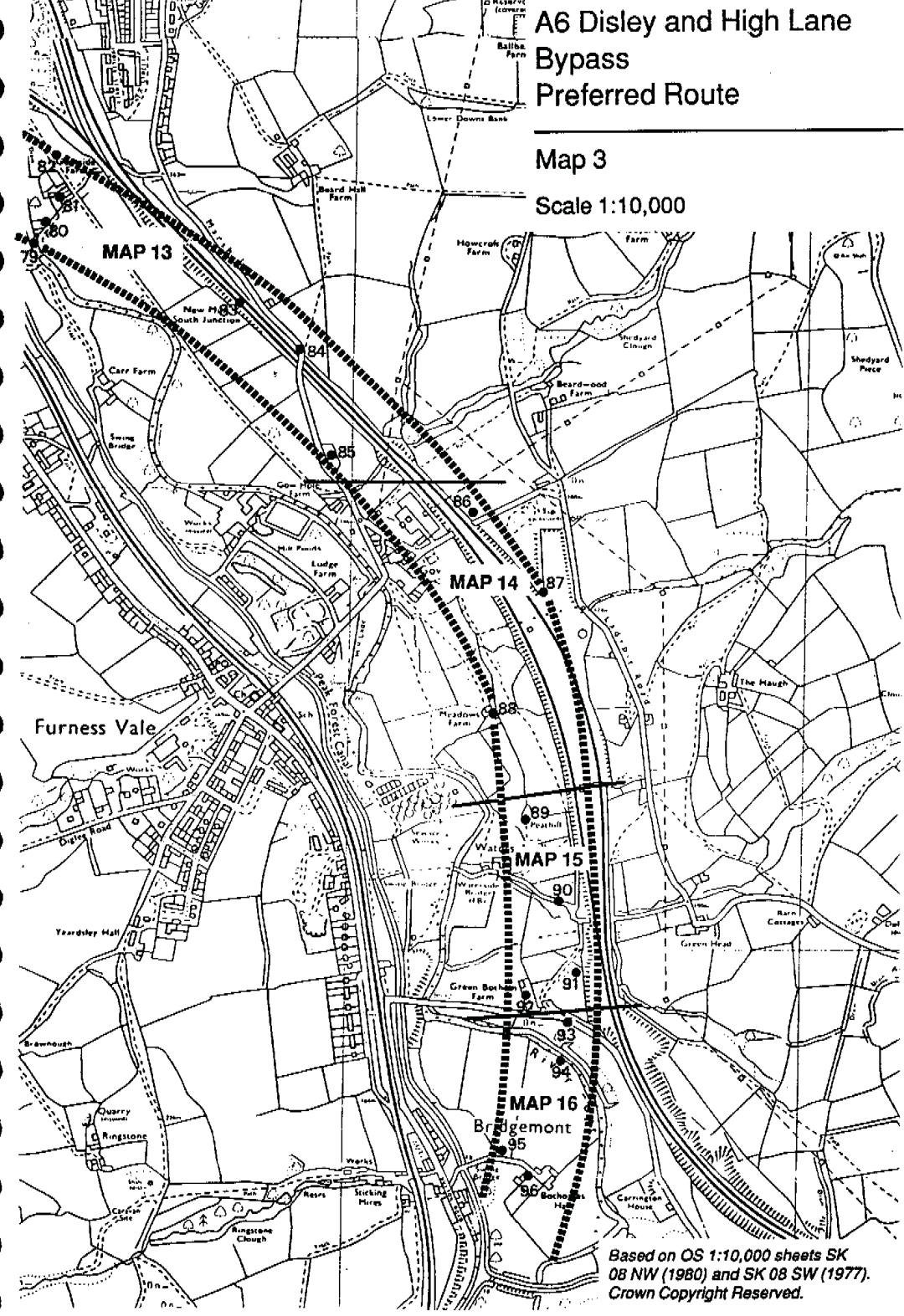


Based on OS 1:10,000 sheets SJ
98 NE (1977), SJ 98 SE (1977),
SK 06 SW (1977) and SK 06 NW (1980)

A6 Disley and High Lane Bypass Preferred Route

Map 3

Scale 1:10,000



Based on OS 1:10,000 sheets SK 08 NW (1980) and SK 08 SW (1977).
Crown Copyright Reserved.

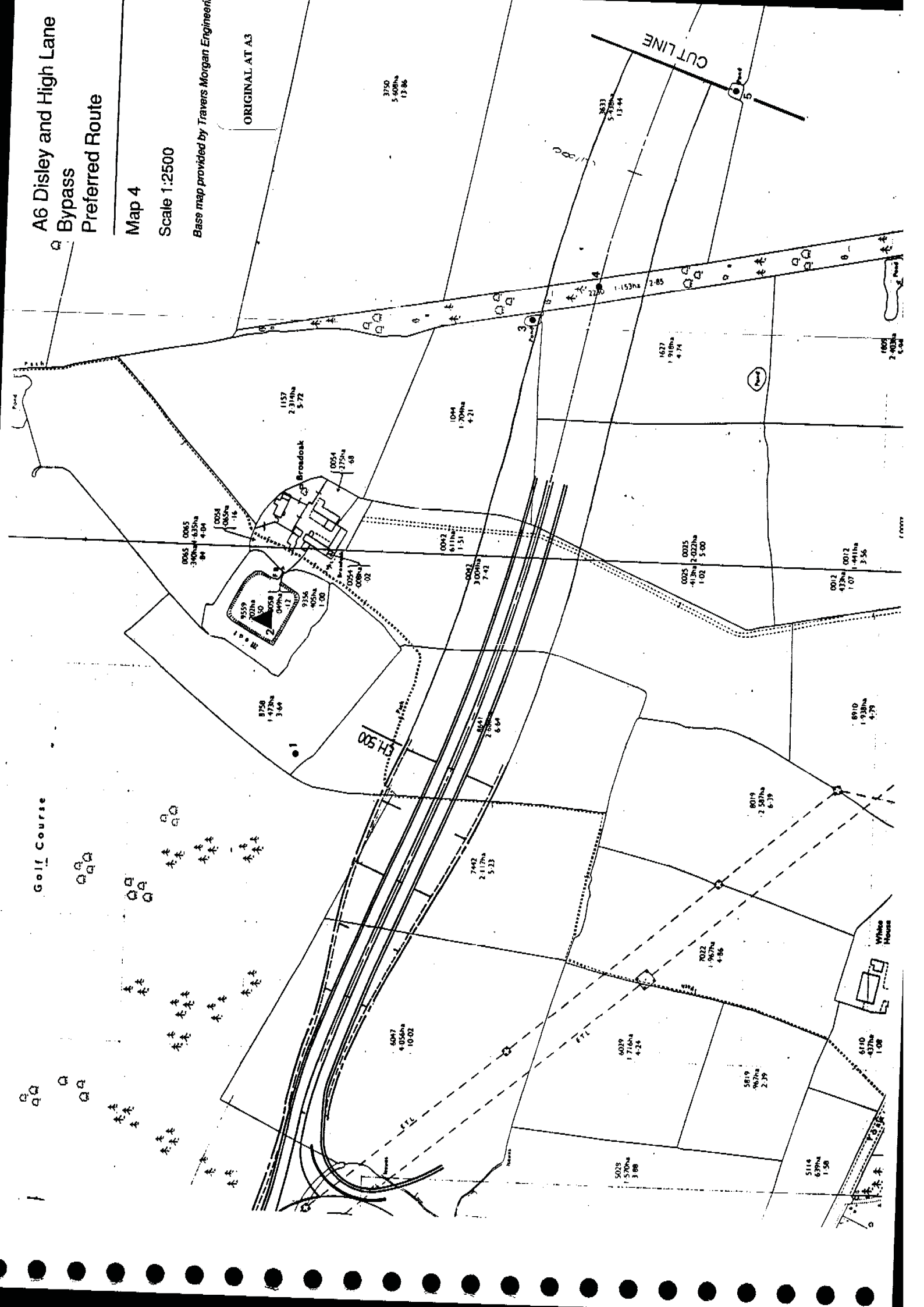
A6 Disley and High Lane Bypass Preferred Route

Map 4

Scale 1:2500

Base map provided by Travers Morgan Engineering

ORIGINAL AT A3



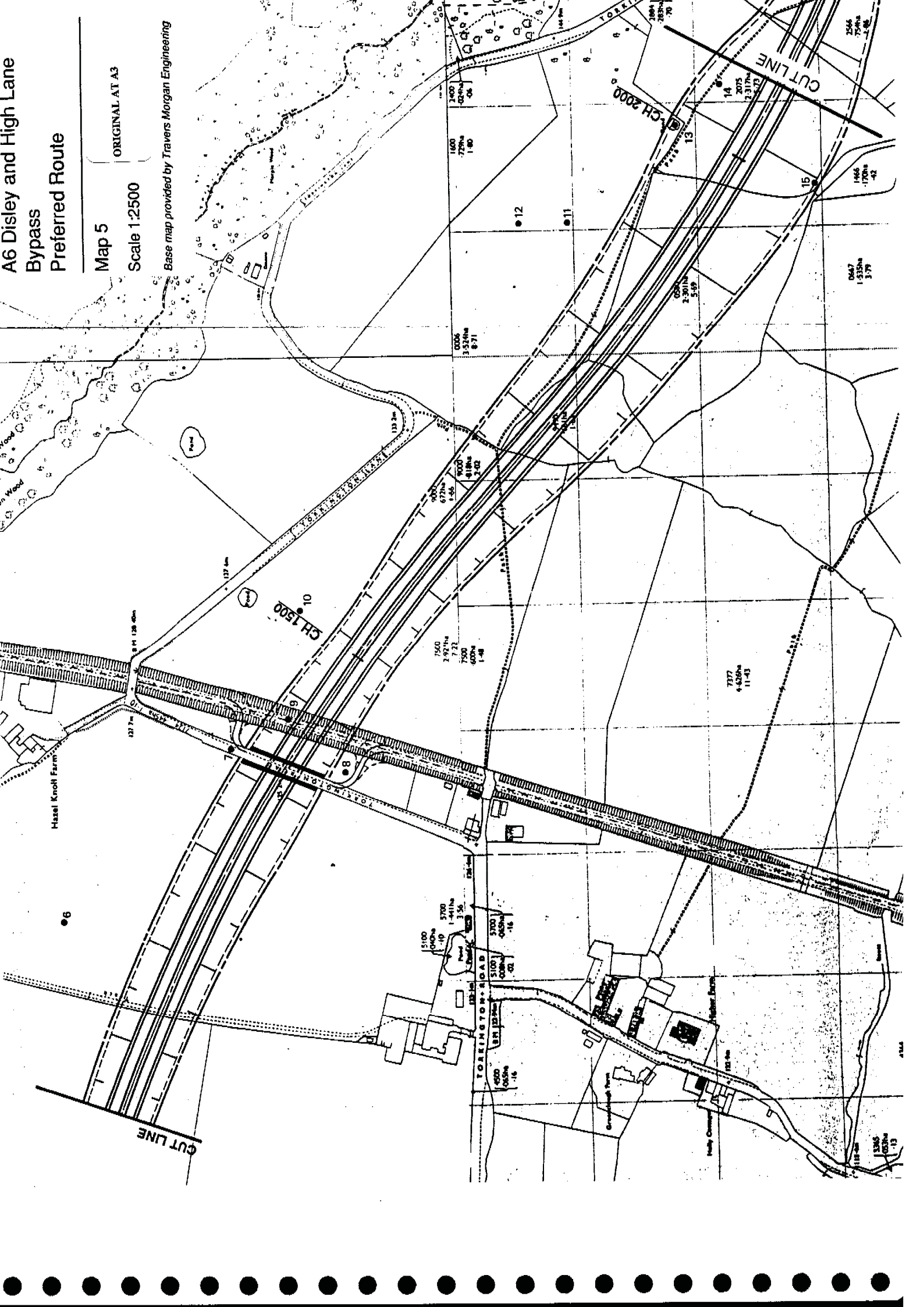
A6 Disley and High Lane Bypass Preferred Route

Map 5

ORIGINAL AT A3

Scale 1:2500

Base map provided by Travers Morgan Engineering



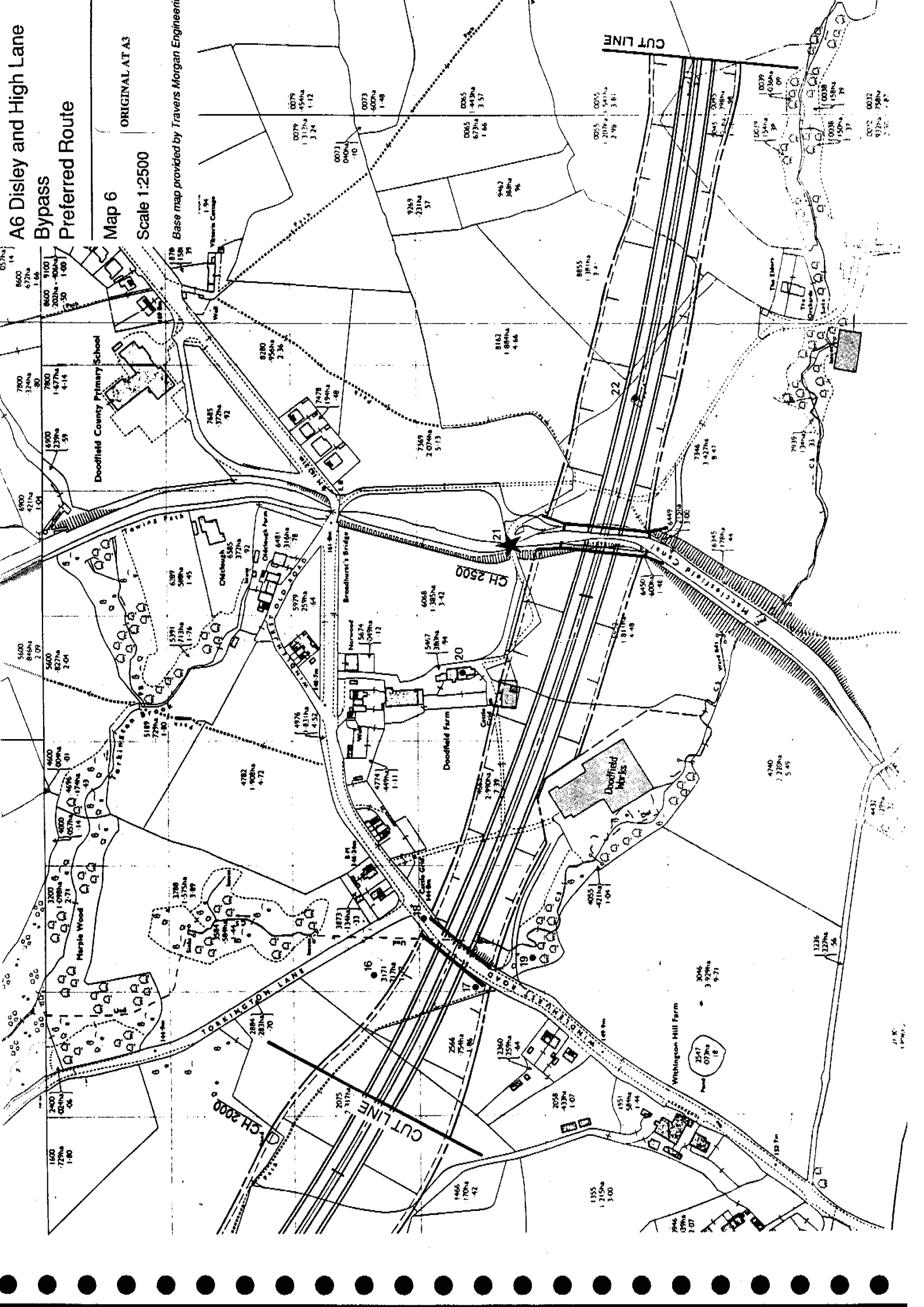
A6 Disley and High Lane
Bypass
Preferred Route

Map 6

Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineering



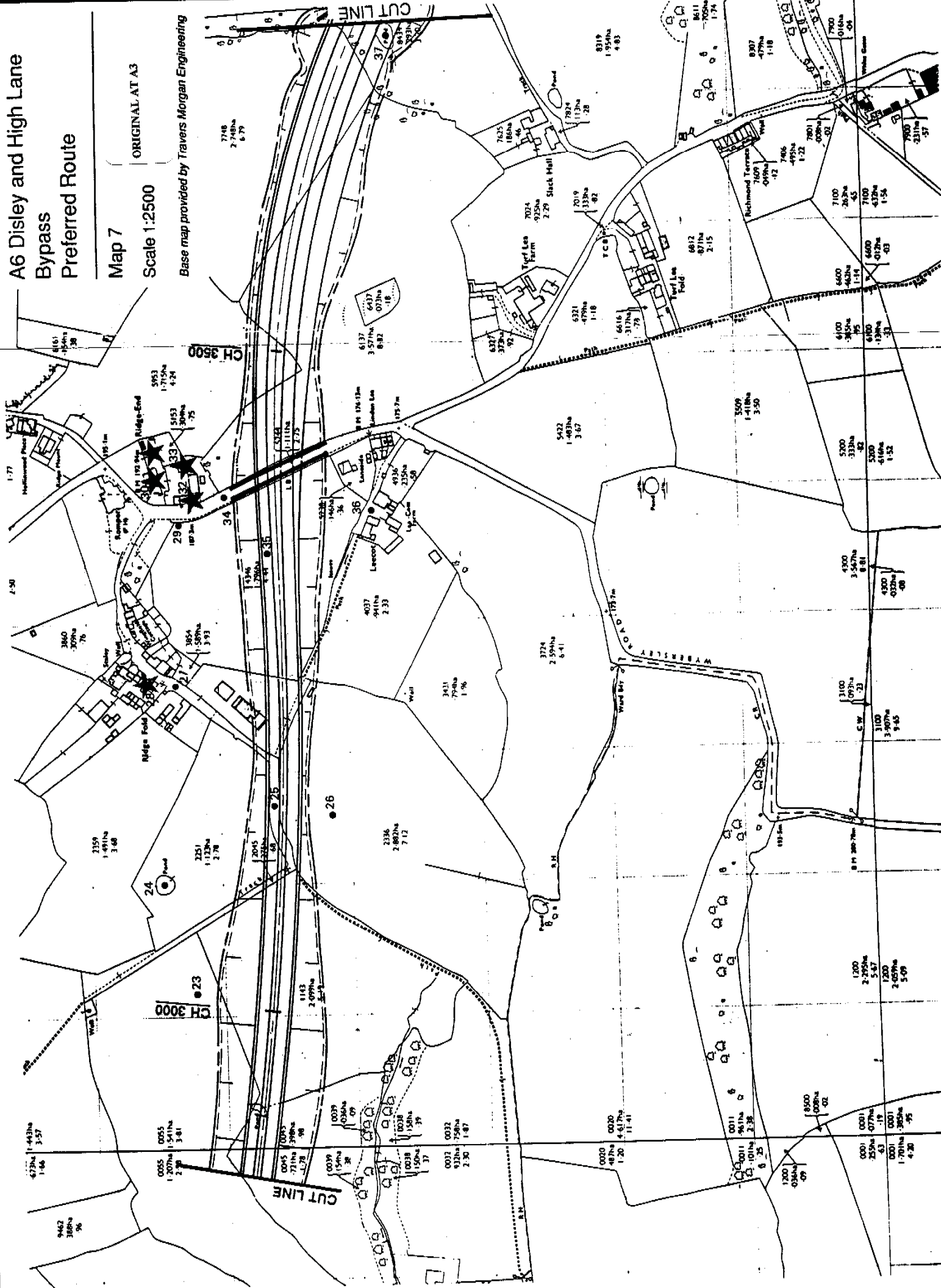
A6 Disley and High Lane Bypass Preferred Route

Map 7

Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineering

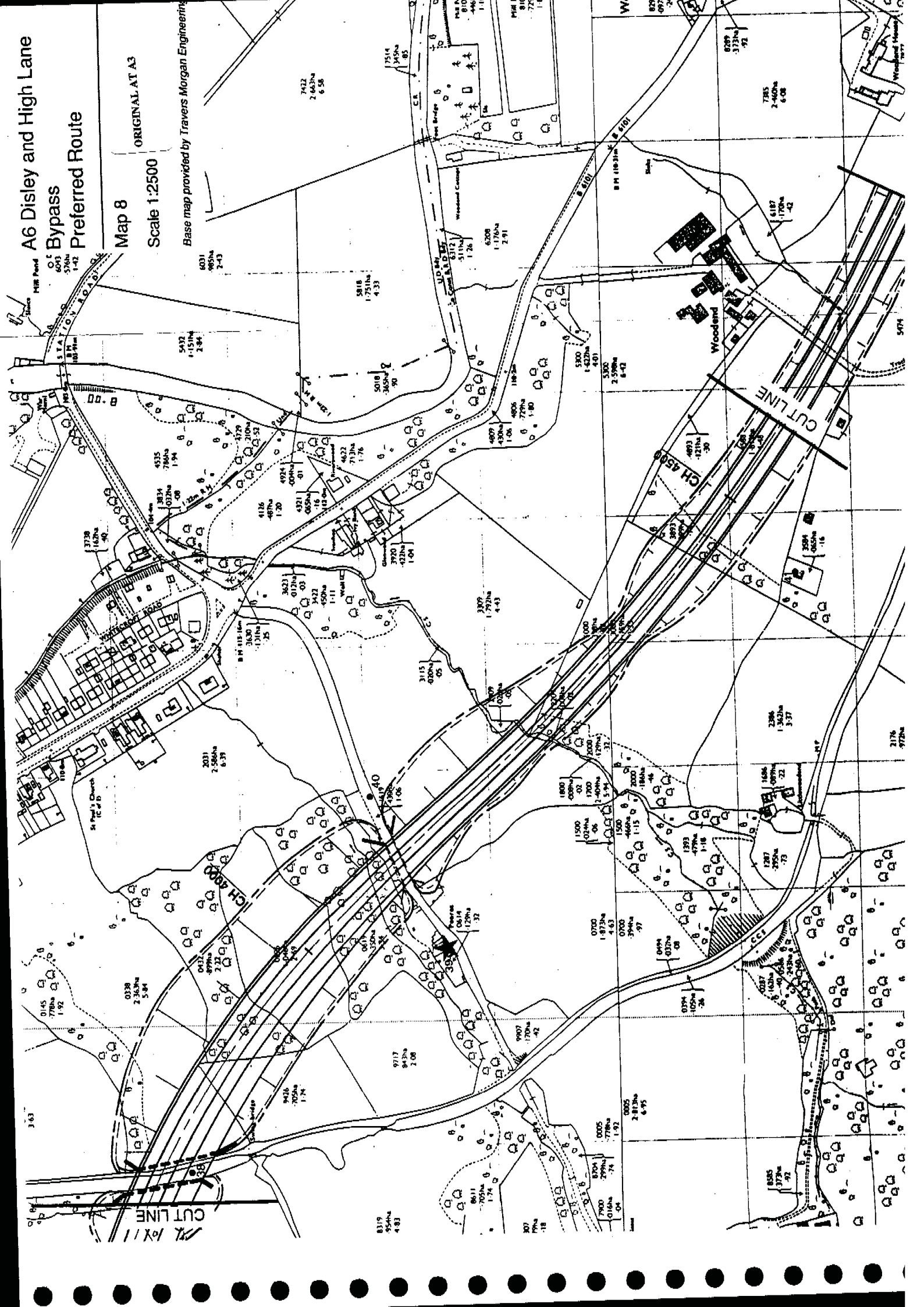


A6 Disley and High Lane Bypass Preferred Route

Map 8
Scale 1:2500

Base map provided by Travers Morgan Engineering

ORIGINAL AT A3



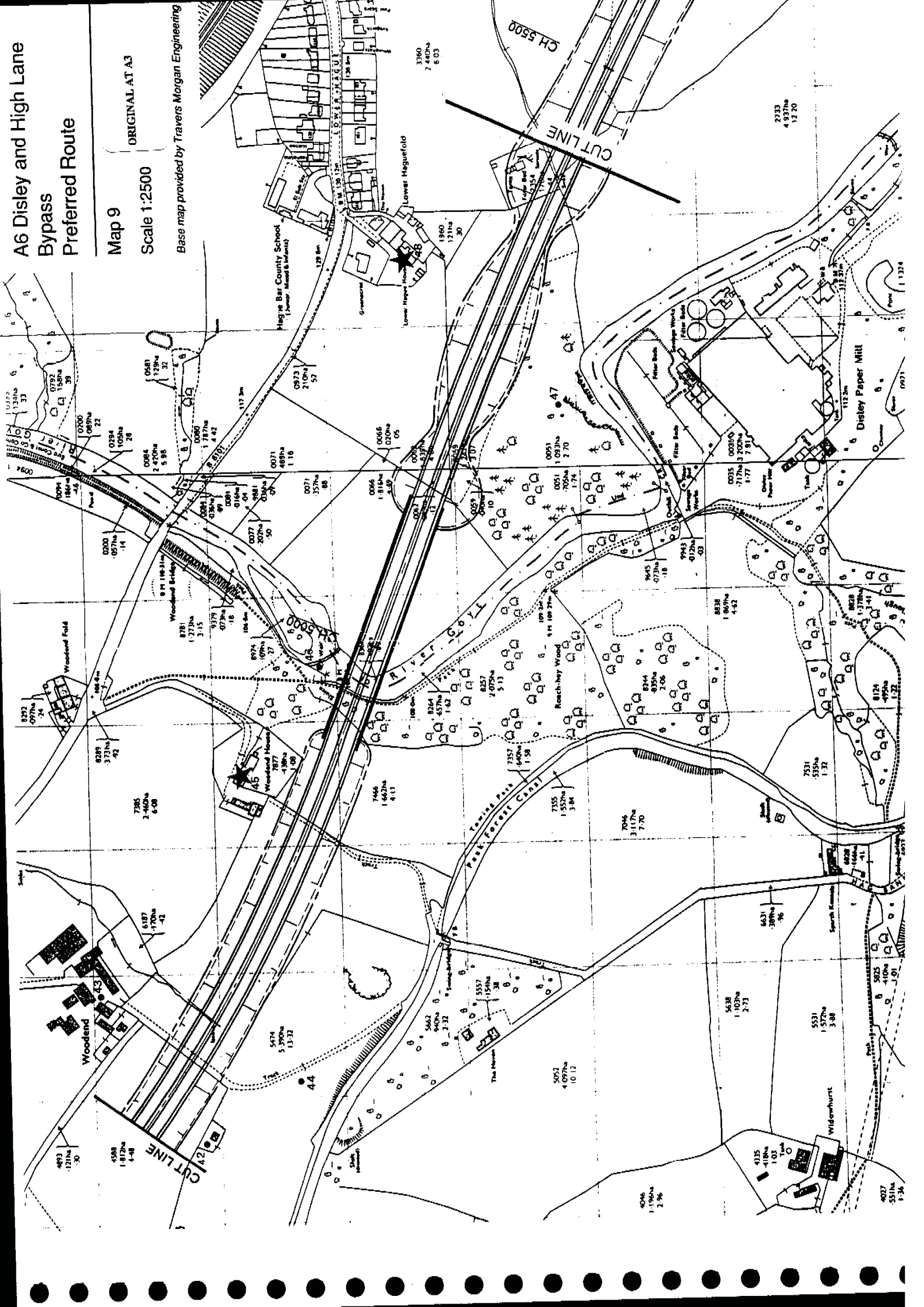
A6 Disley and High Lane Bypass Preferred Route

Map 9

Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineering



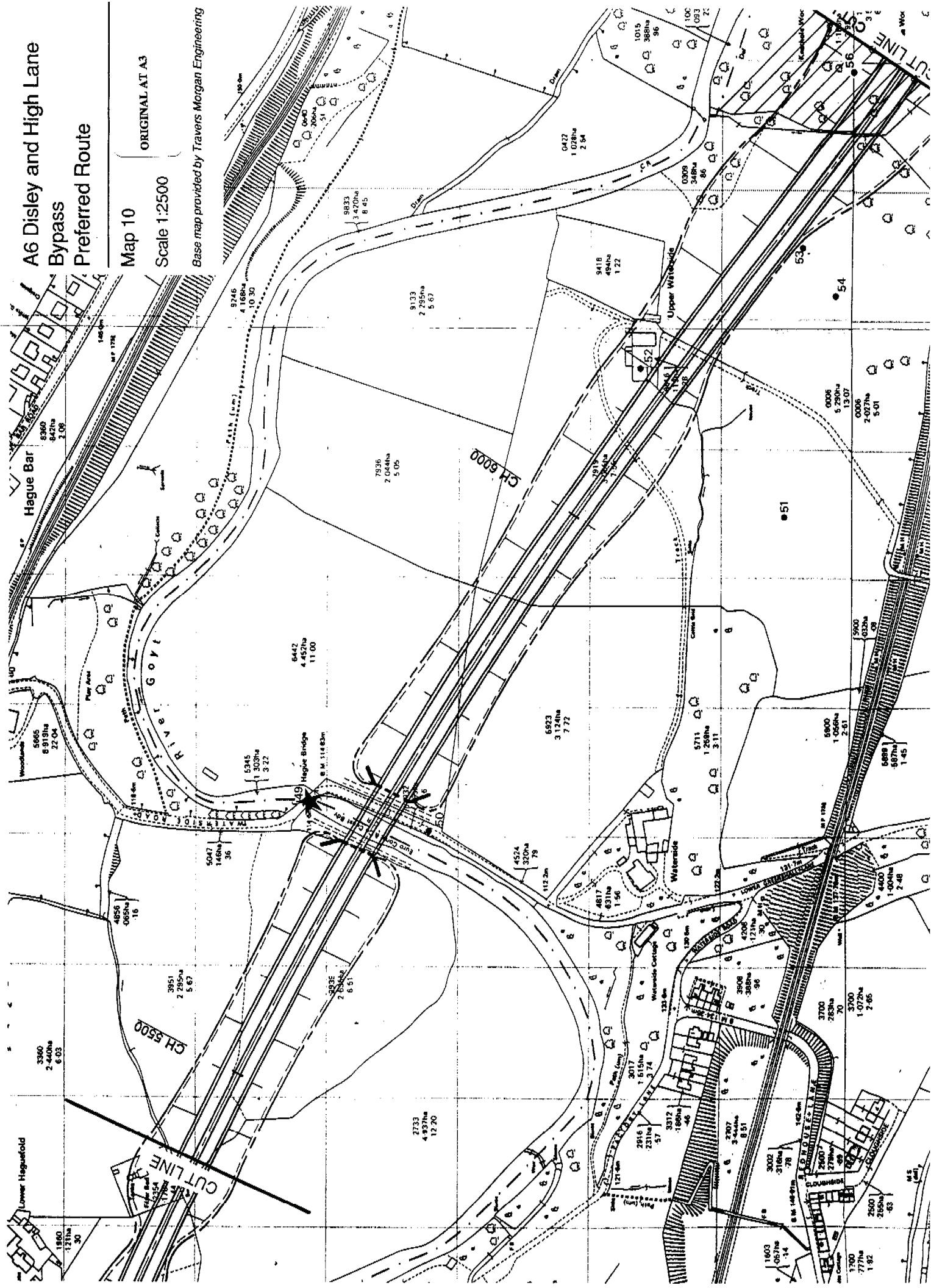
A6 Disley and High Lane Bypass Preferred Route

Map 10

Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineering



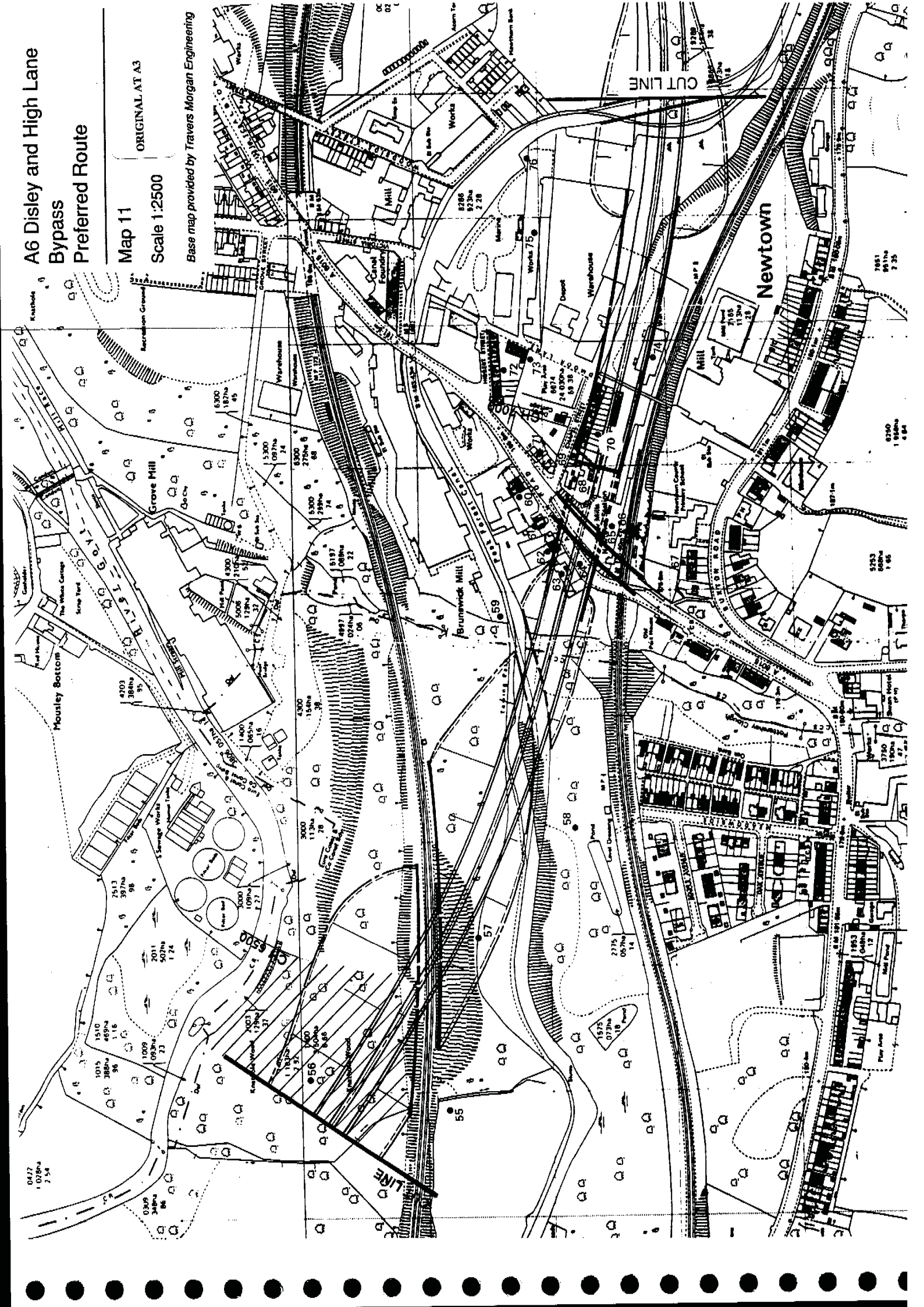
A6 Disley and High Lane Bypass Preferred Route

Map 11

ORIGINAL AT A3

Scale 1:2500

Base map provided by Travers Morgan Engineering



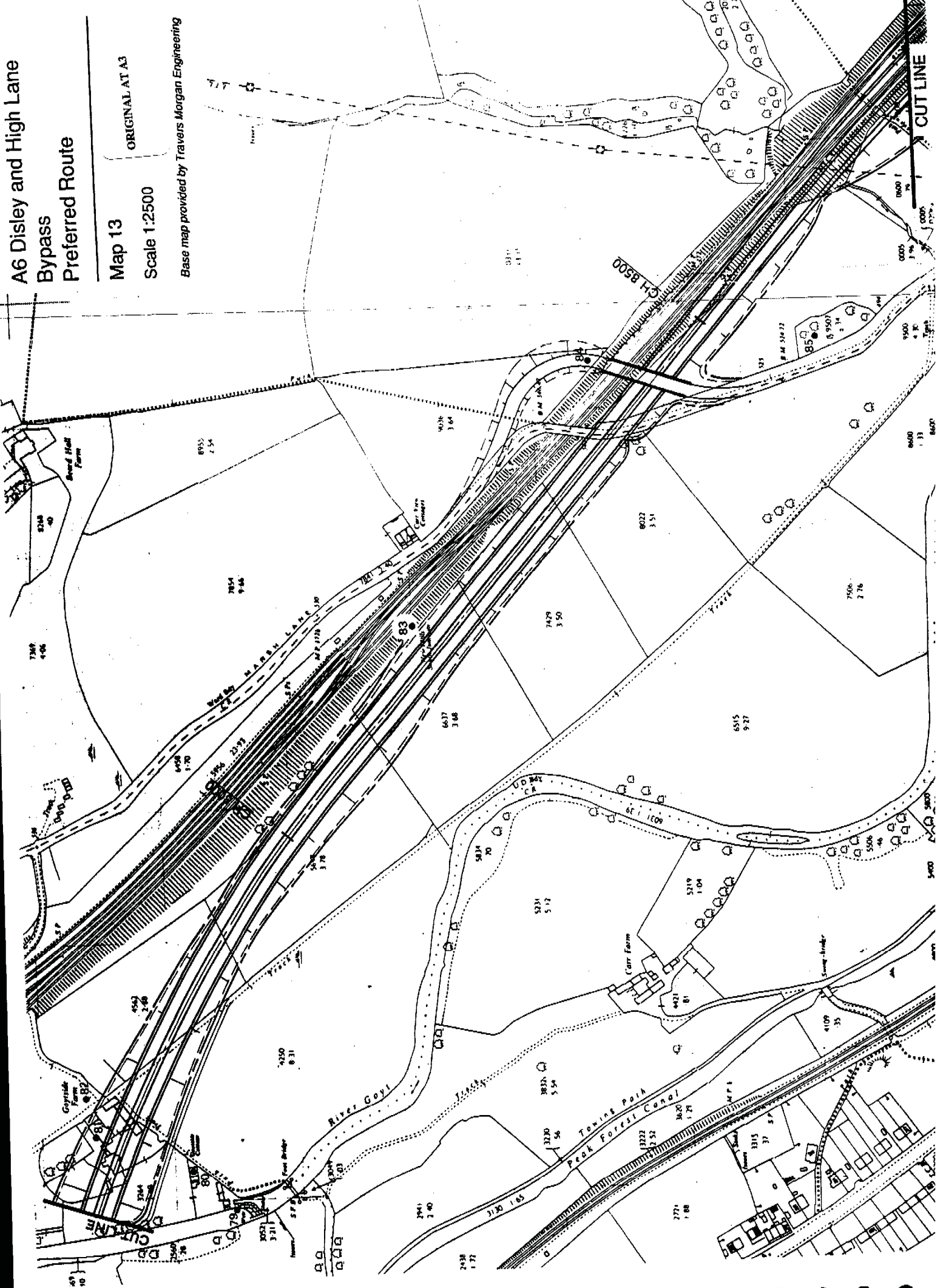
A6 Disley and High Lane Bypass Preferred Route

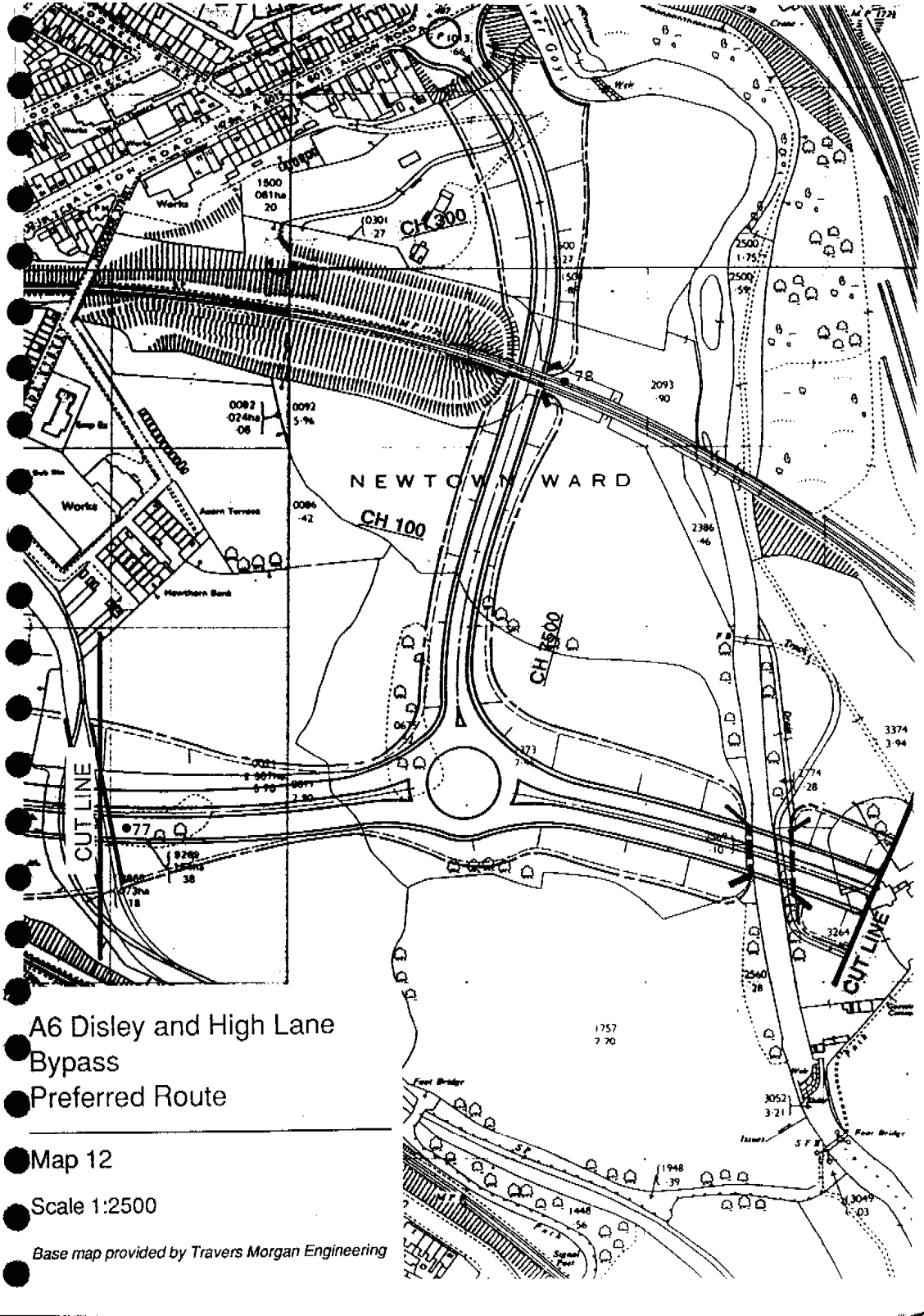
Map 13

Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineering



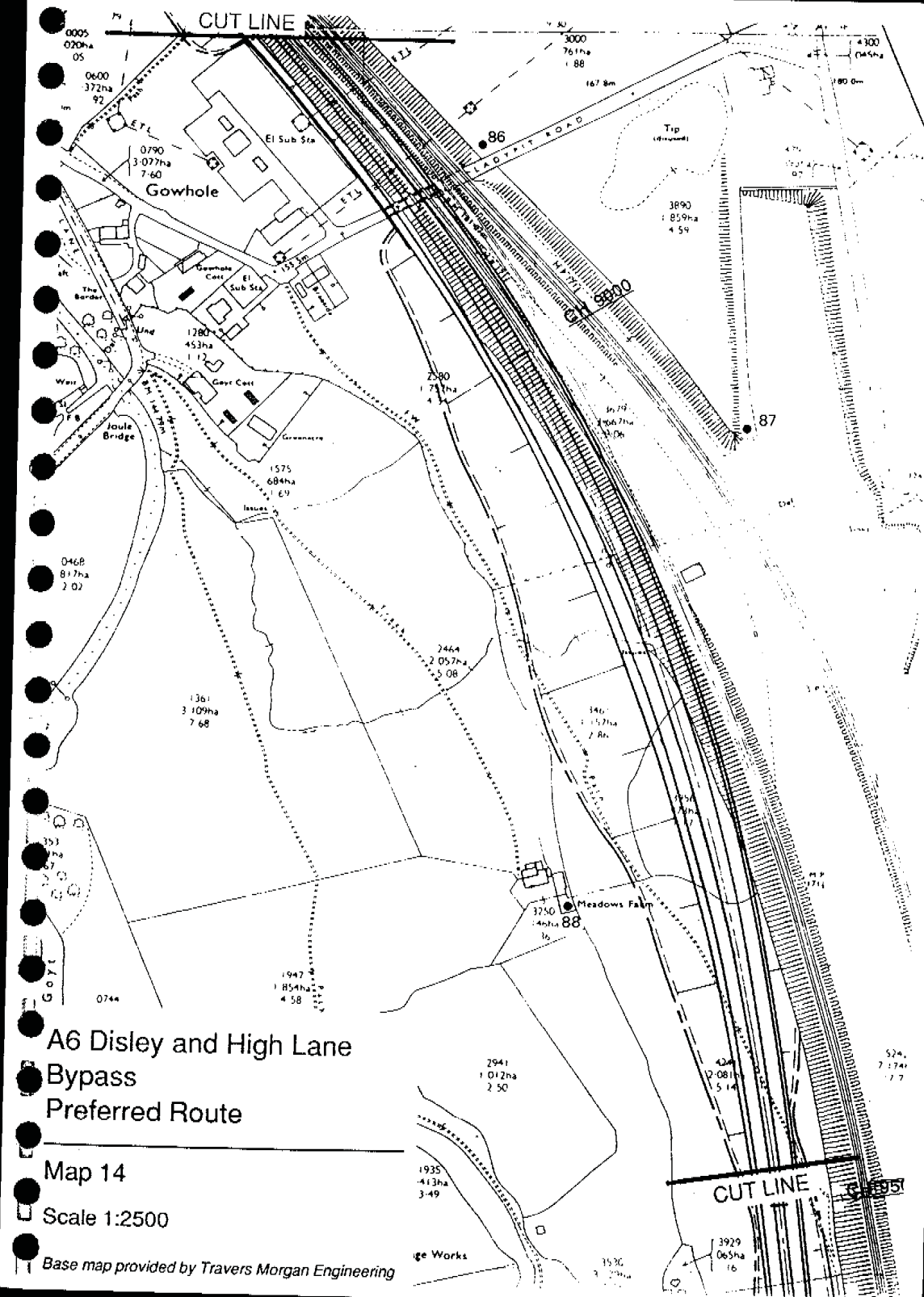


● A6 Disley and High Lane
 ● Bypass
 ● Preferred Route

● Map 12

● Scale 1:2500

● Base map provided by Travers Morgan Engineering



● A6 Disley and High Lane
 ● Bypass
 Preferred Route

● Map 14

● Scale 1:2500

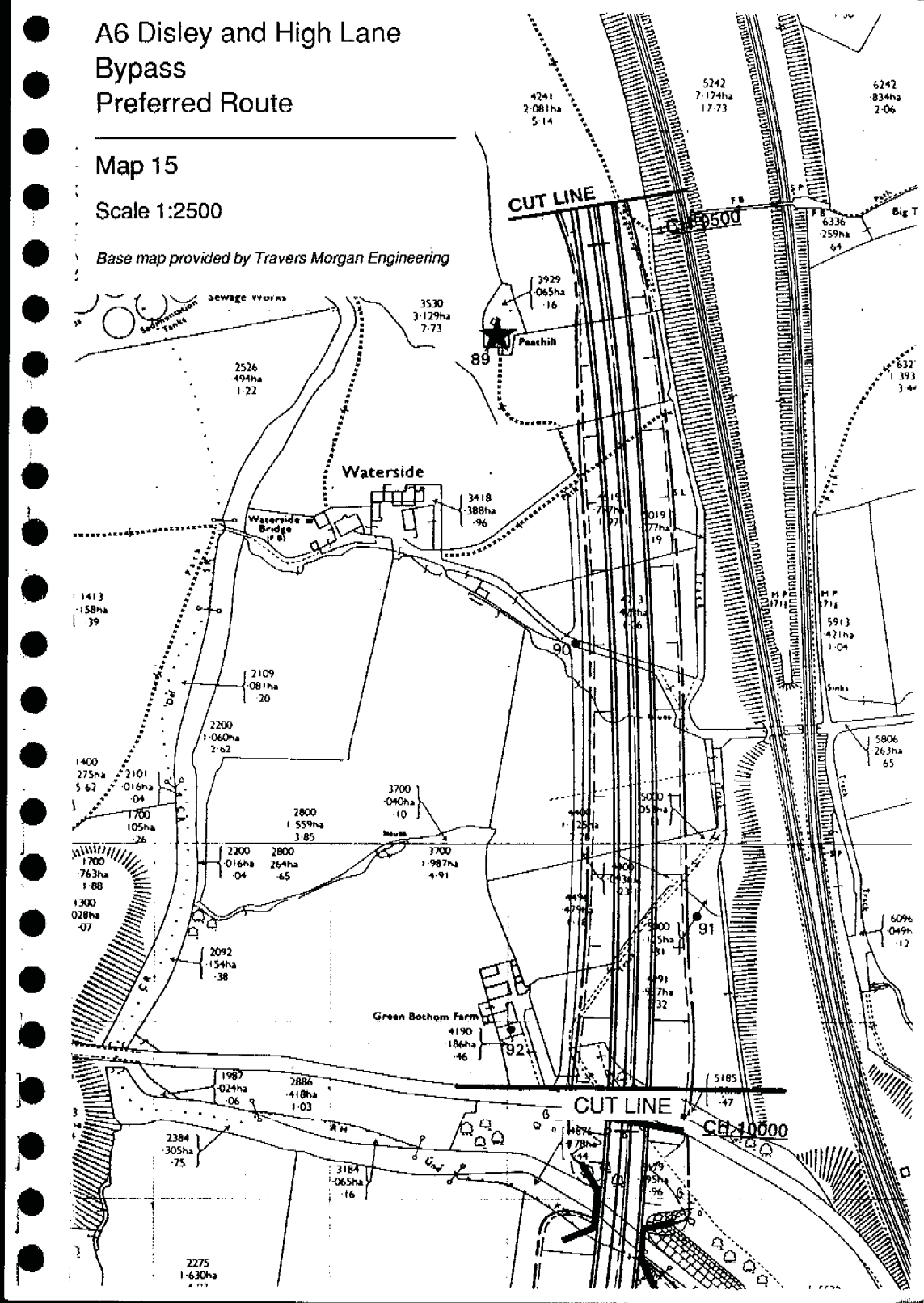
● Base map provided by Travers Morgan Engineering

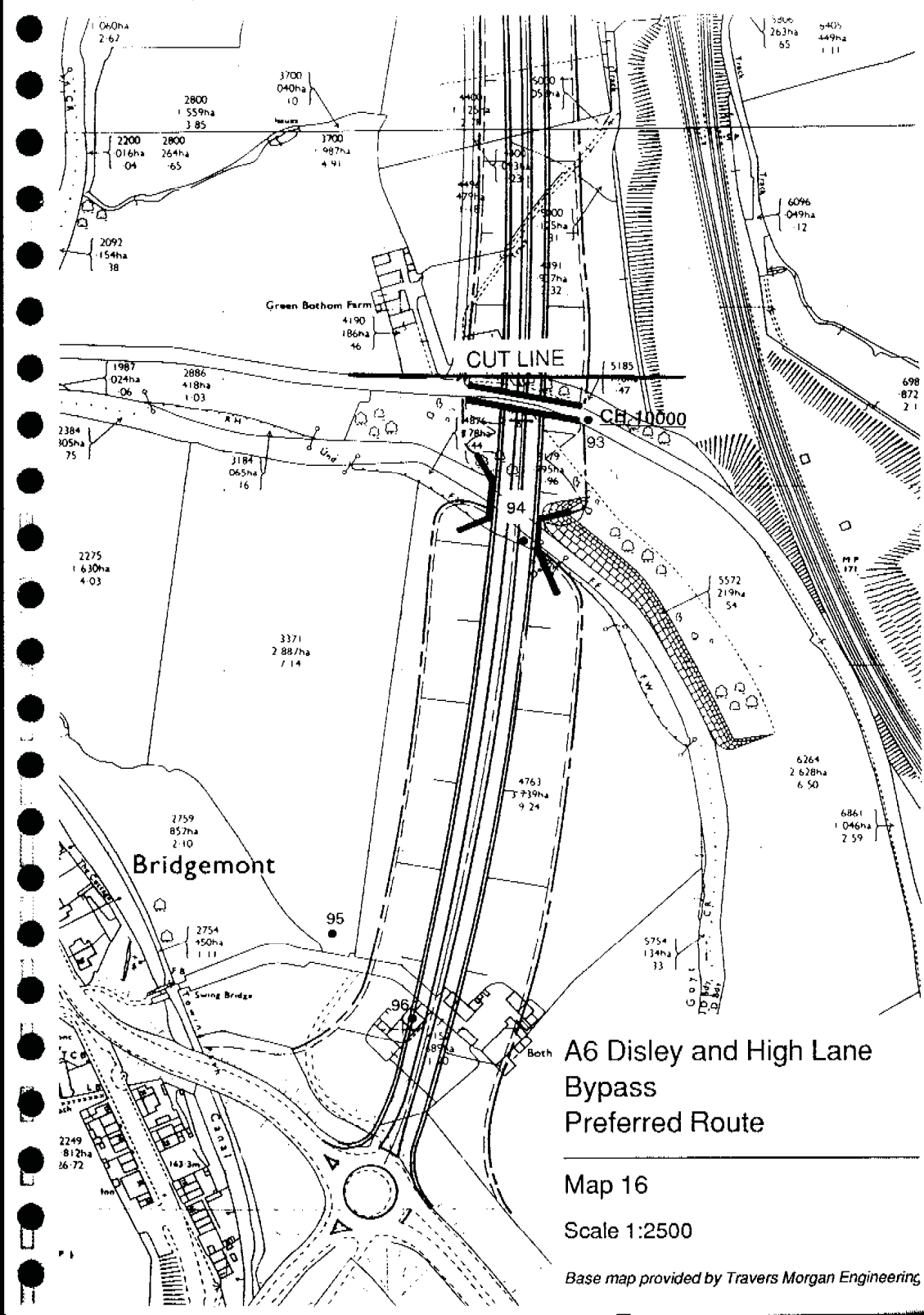
A6 Disley and High Lane
Bypass
Preferred Route

Map 15

Scale 1:2500

Base map provided by Travers Morgan Engineering



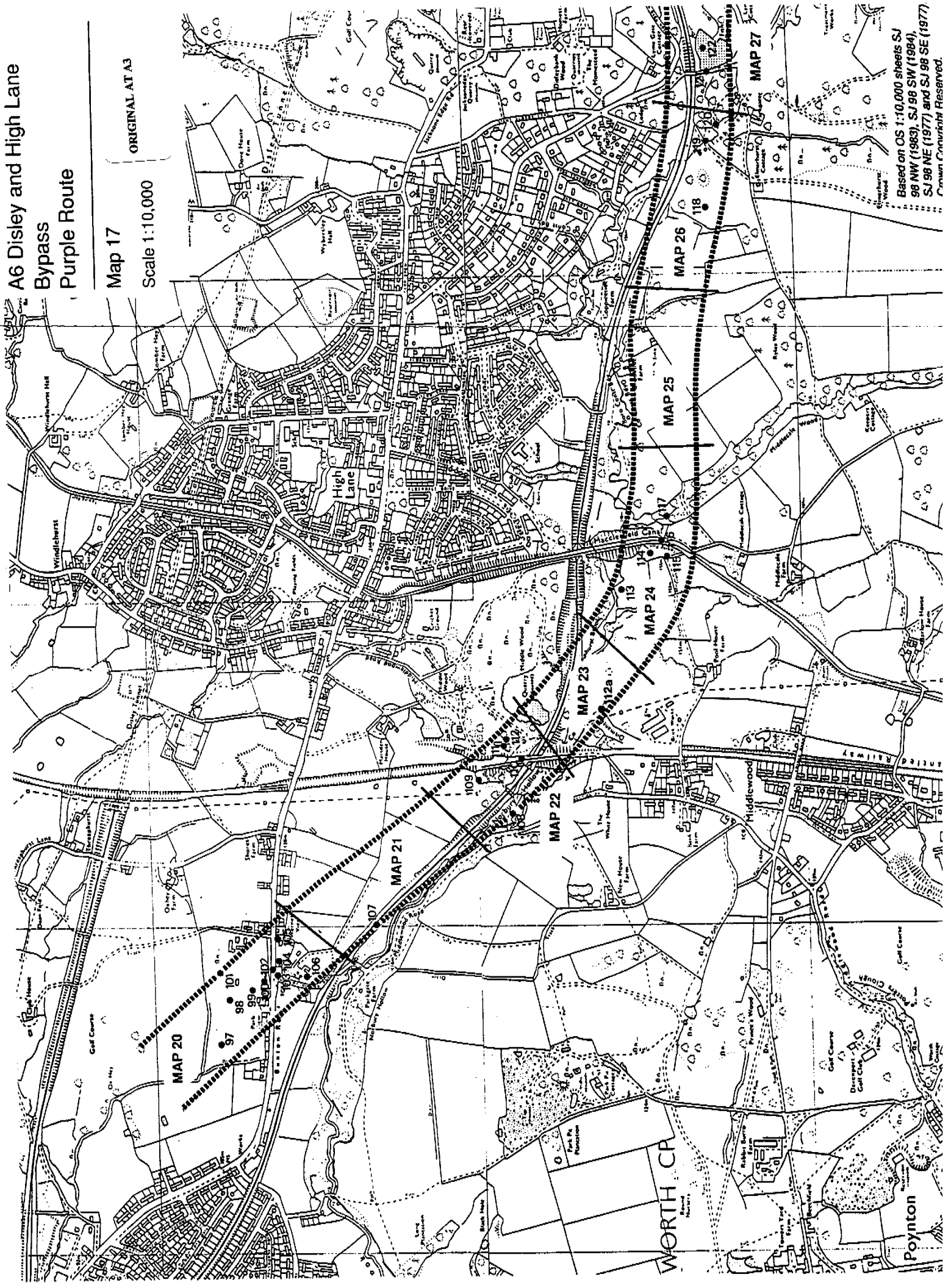


A6 Disley and High Lane
Bypass
Purple Route

Map 17

Scale 1:10,000

ORIGINAL AT A3



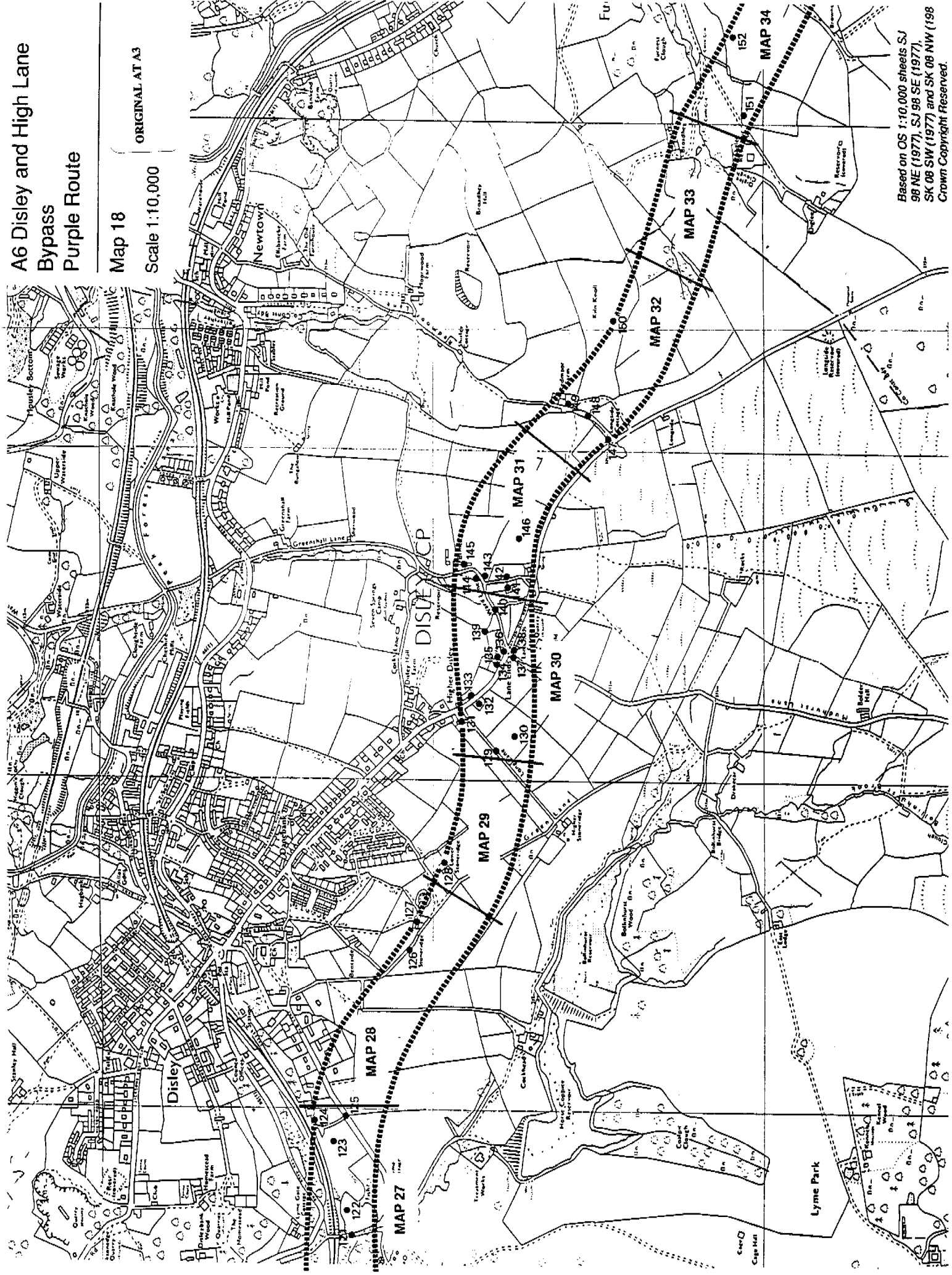
Based on OS 1:10,000 sheets SJ
98 NW (1983), SJ 98 SW (1984),
SJ 98 NE (1977) and SJ 98 SE (1977)
Crown Copyright Reserved.

**A6 Disley and High Lane
Bypass
Purple Route**

Map 18

Scale 1:10,000

ORIGINAL AT A3

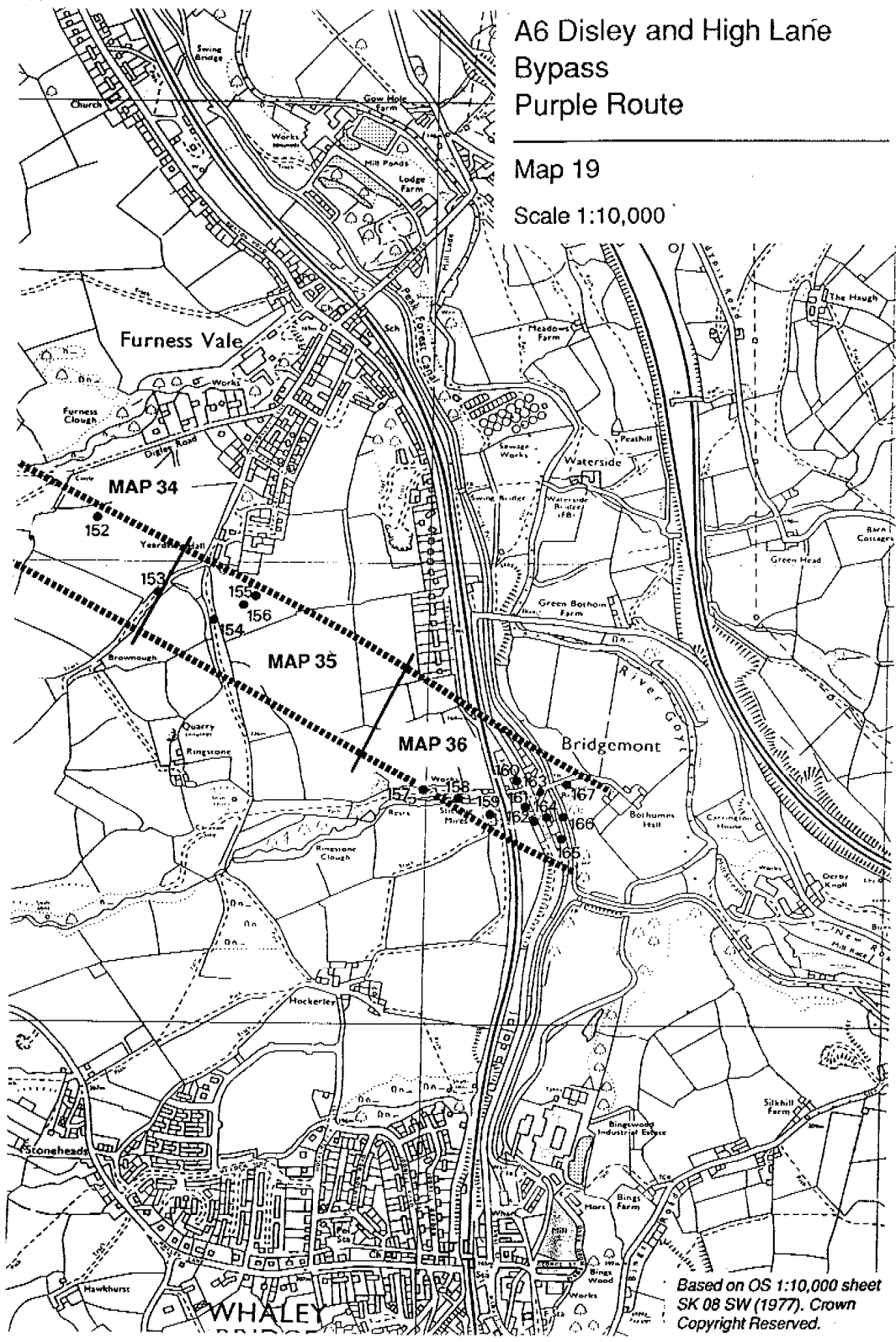


Based on OS 1:10,000 sheets SJ
98 NE (1977), SJ 98 SE (1977),
SK 98 SW (1977) and SK 98 NW (198
Crown Copyright Reserved.

A6 Disley and High Lane
Bypass
Purple Route

Map 19

Scale 1:10,000



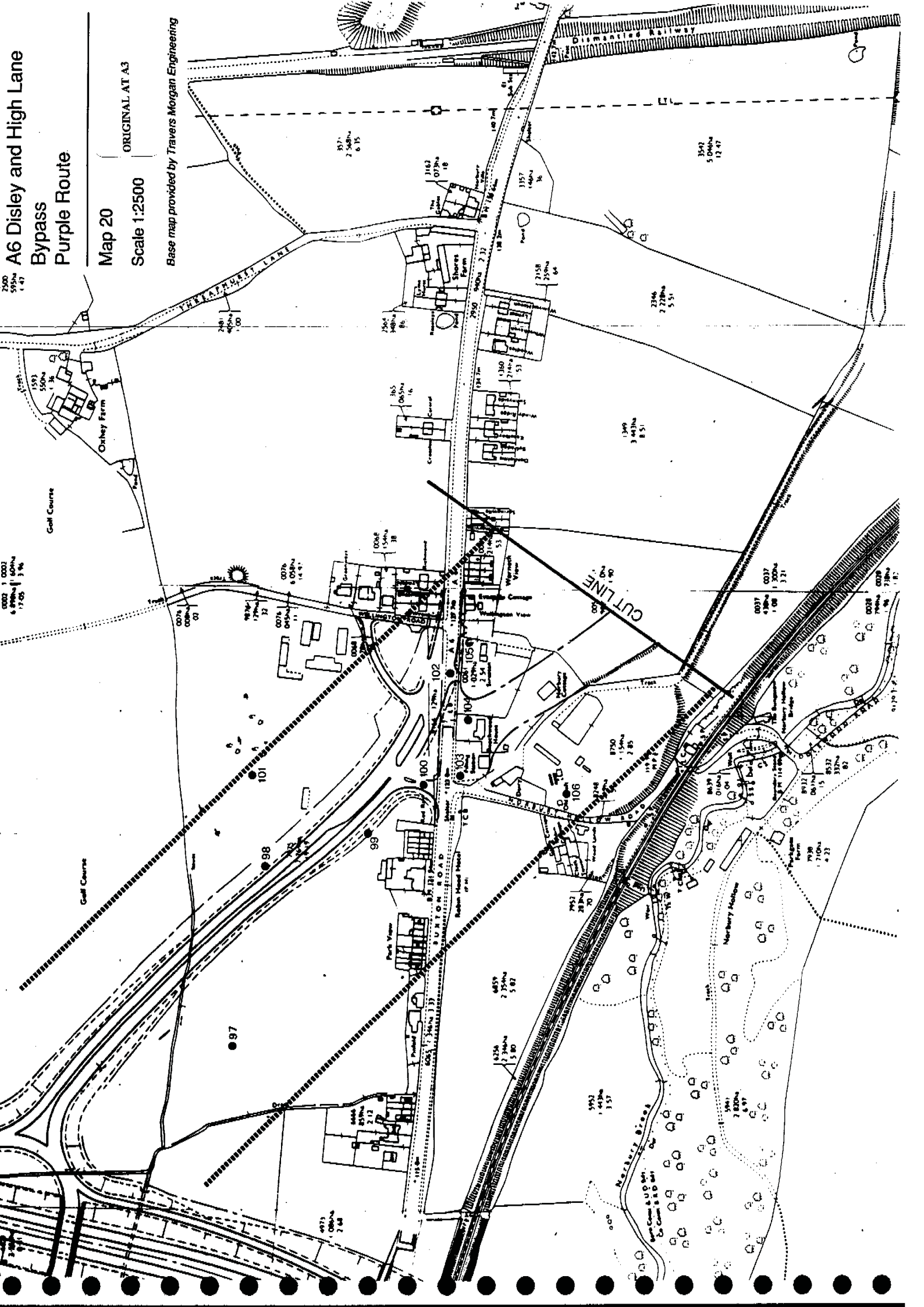
Based on OS 1:10,000 sheet
SK 08 SW (1977). Crown
Copyright Reserved.

A6 Disley and High Lane Bypass Purple Route

Map 20
Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineering



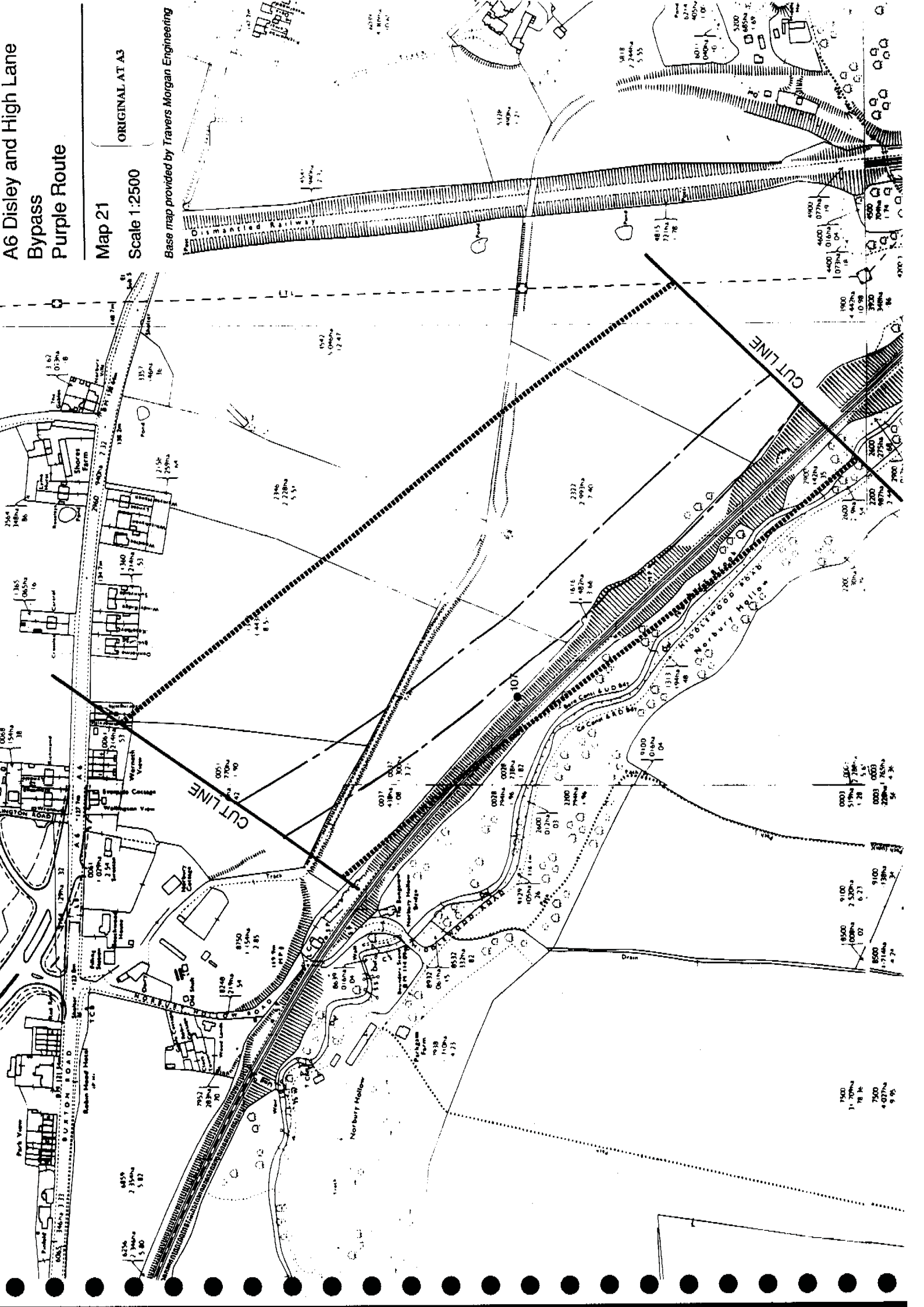
A6 Disley and High Lane Bypass Purple Route

Map 21

Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineering



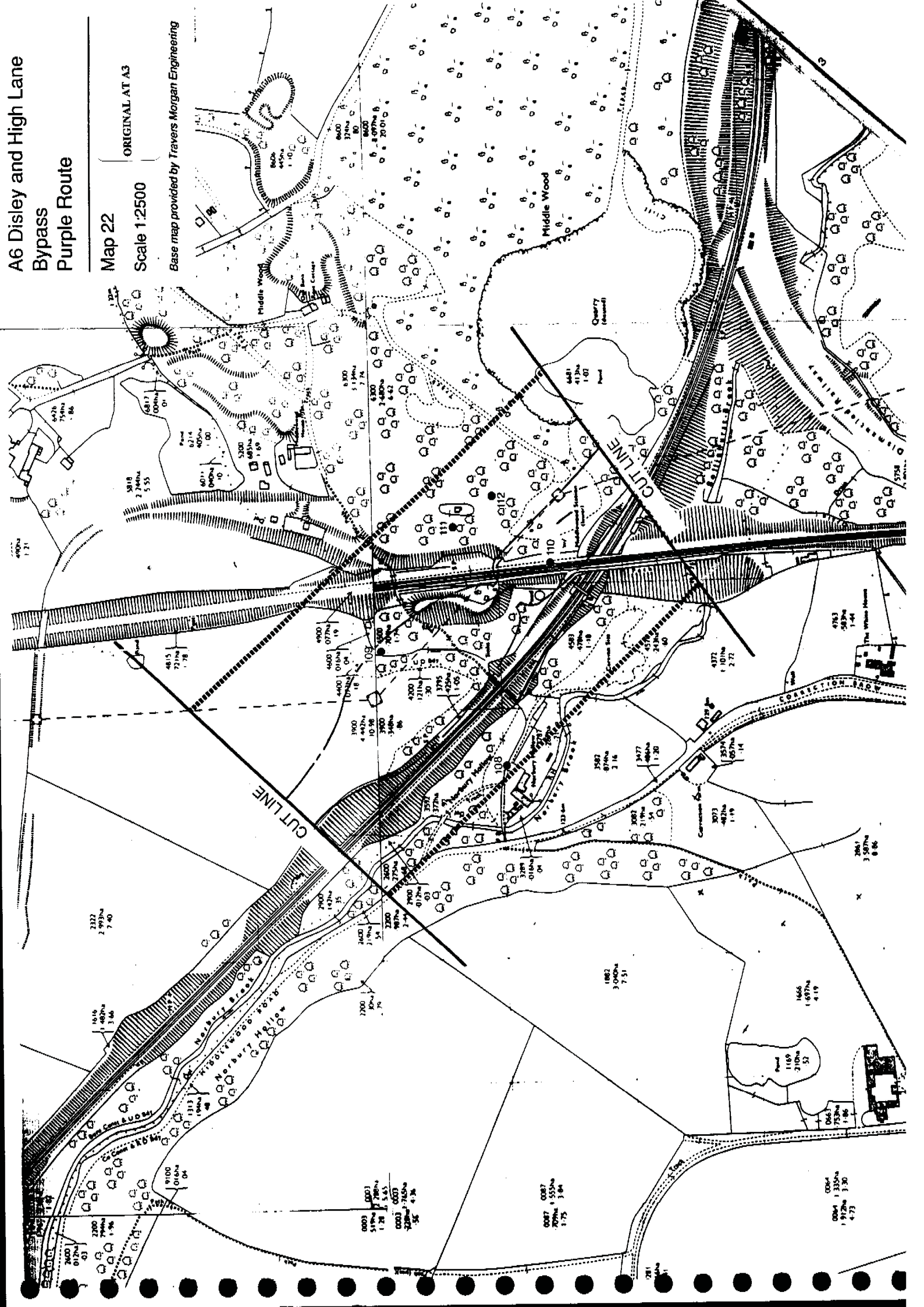
A6 Disley and High Lane Bypass Purple Route

Map 22

Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineering



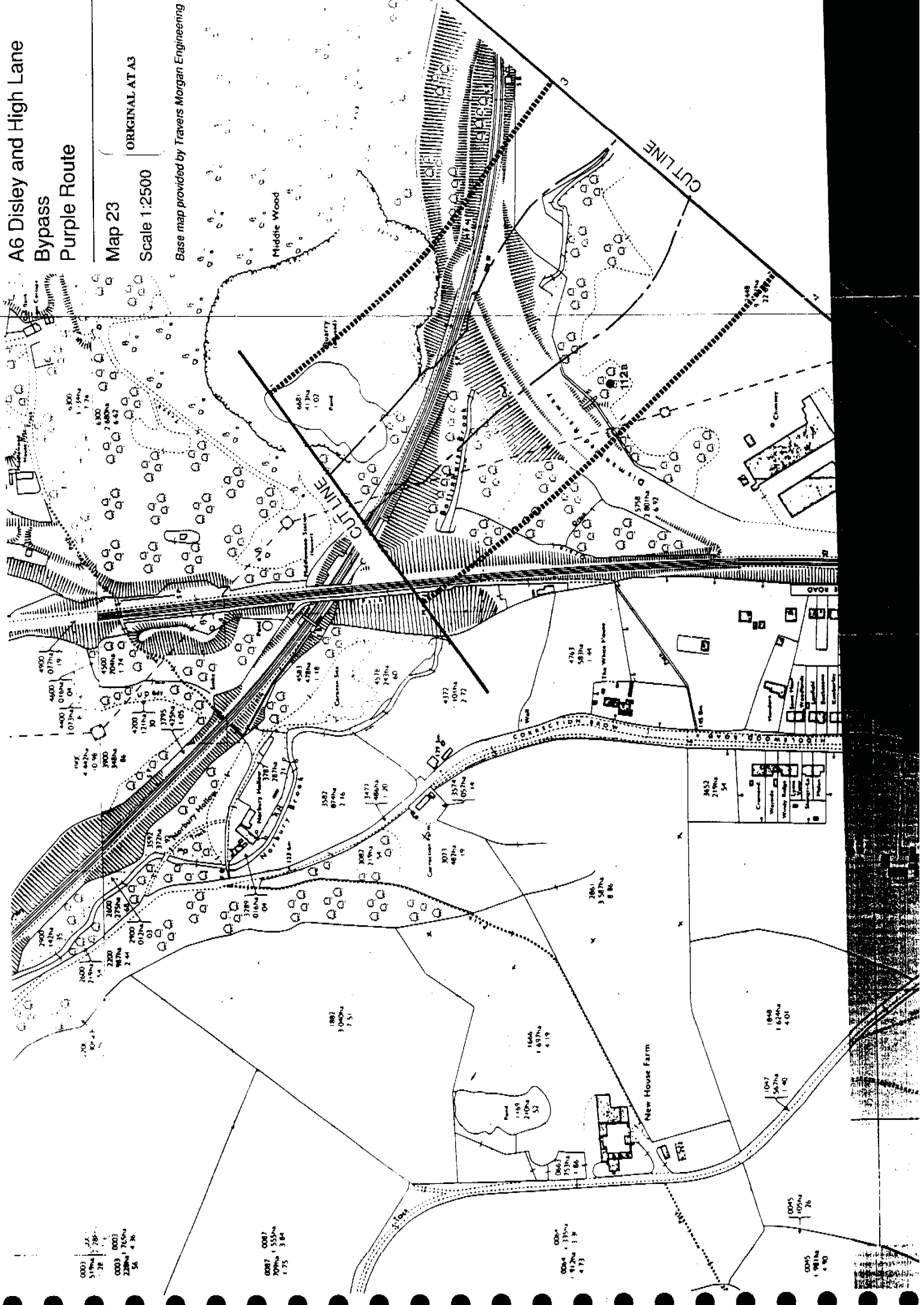
A6 Disley and High Lane Bypass Purple Route

Map 23

ORIGINAL AT A3

Scale 1:2500

Base map provided by Travers Morgan Engineering



0000 517m 7.8
0003 0003 228m 76.5m 56
228m 76.5m 56

0087 0087 707m 555m 3.84
707m 555m 3.84

0084 912m 337m 4.73
912m 337m 4.73

0045 105m 26
105m 26

1848 1.624m 4.01
1.624m 4.01

1666 1.877m 4.74
1.877m 4.74

1887 3.040m 7.51
3.040m 7.51

3652 217m 54
217m 54

2861 3.587m 8.86
3.587m 8.86

3071 487m 1.2
487m 1.2

3574 657m 1.6
657m 1.6

3277 466m 1.2
466m 1.2

3587 876m 2.16
876m 2.16

4581 478m 1.18
478m 1.18

4377 407m 1.0
407m 1.0

4763 583m 1.44
583m 1.44

4900 407m 1.0
407m 1.0

4400 416m 1.0
416m 1.0

4900 407m 1.0
407m 1.0

4900 407m 1.0
407m 1.0

4900 407m 1.0
407m 1.0

4900 407m 1.0
407m 1.0

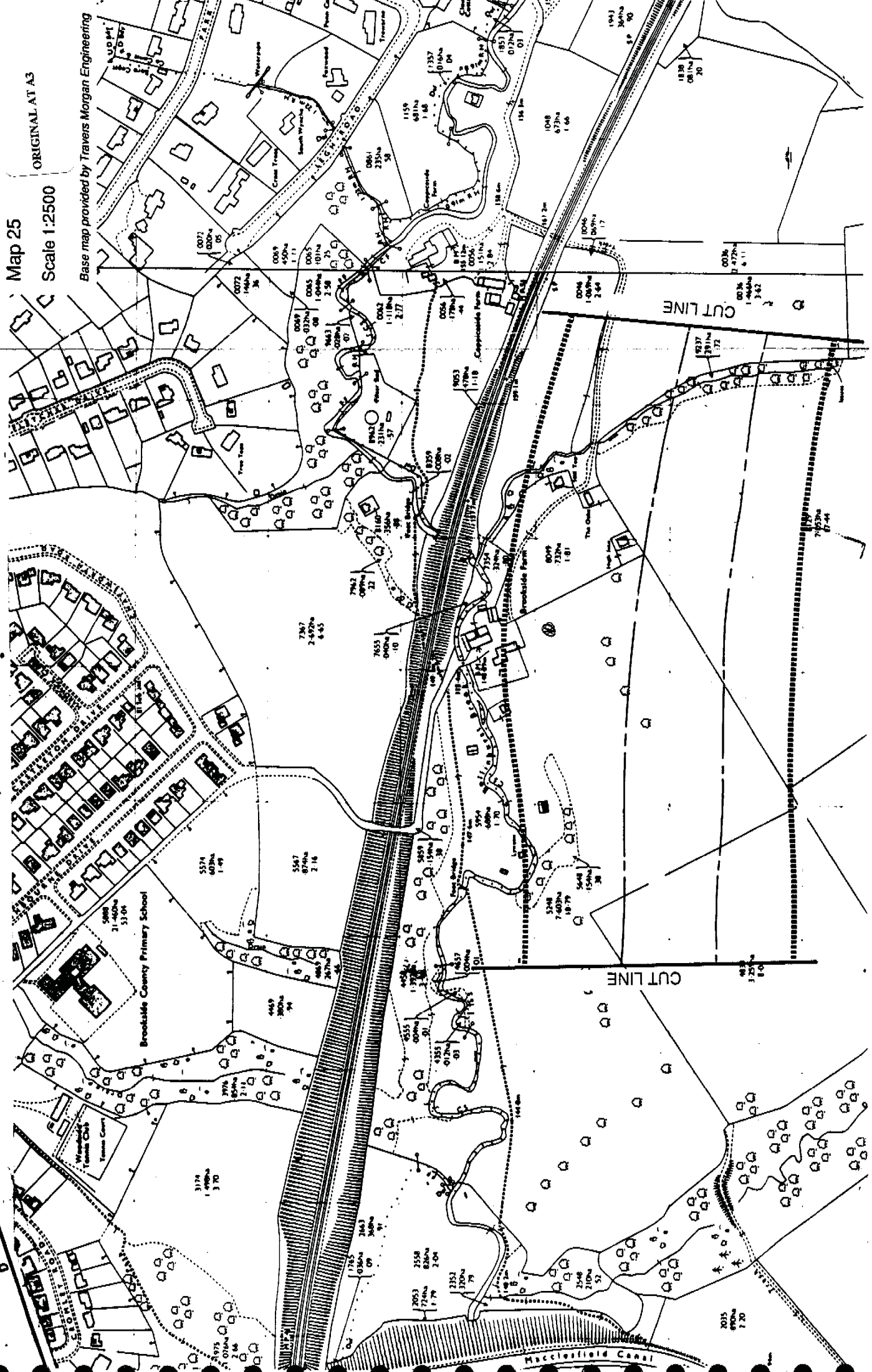
A6 Disley and High Lane Bypass Purple Route

Map 25

Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineering



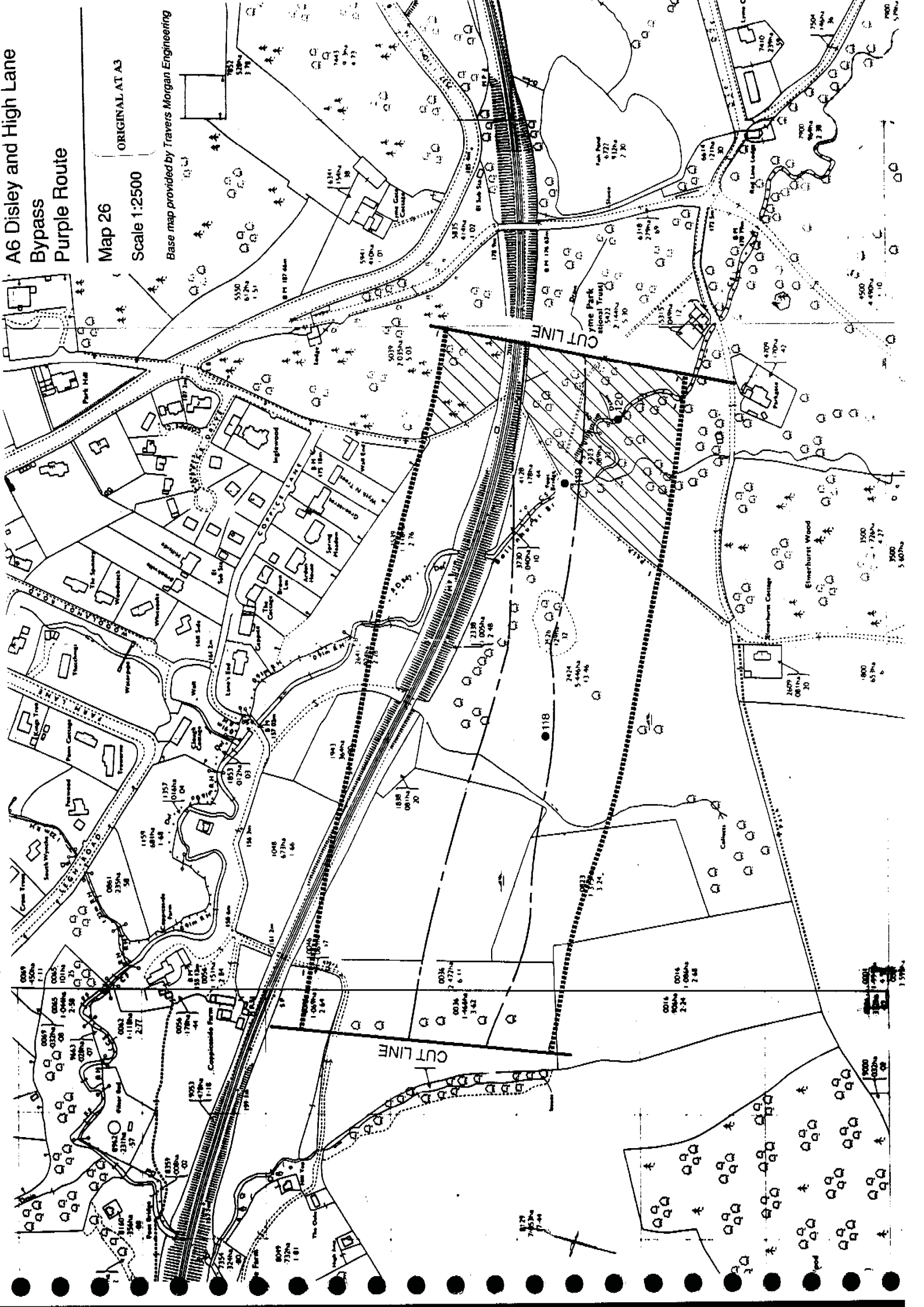
A6 Disley and High Lane Bypass Purple Route

Map 26

Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineering



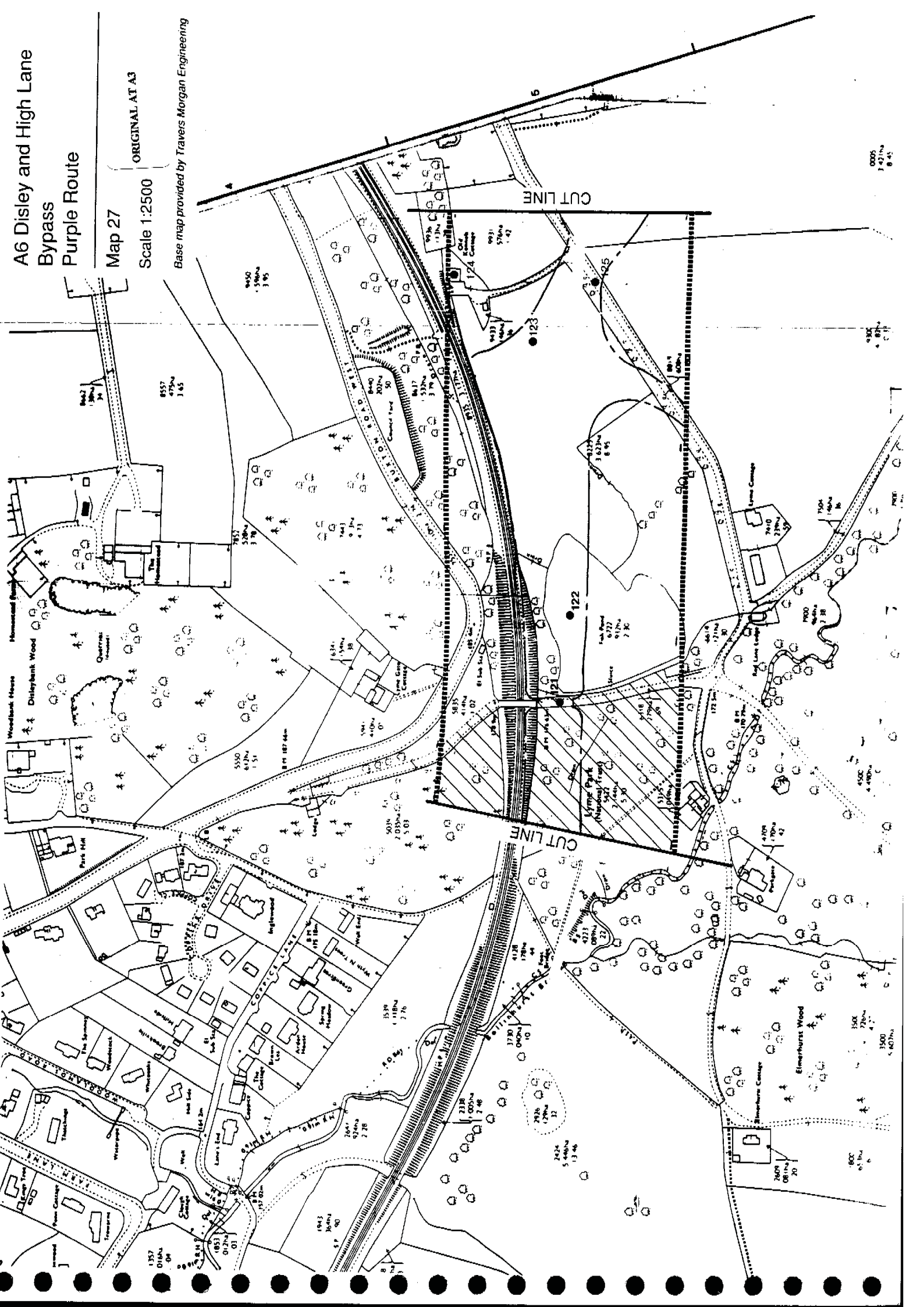
A6 Disley and High Lane Bypass Purple Route

Map 27

Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineering



0005
1421ms
8845

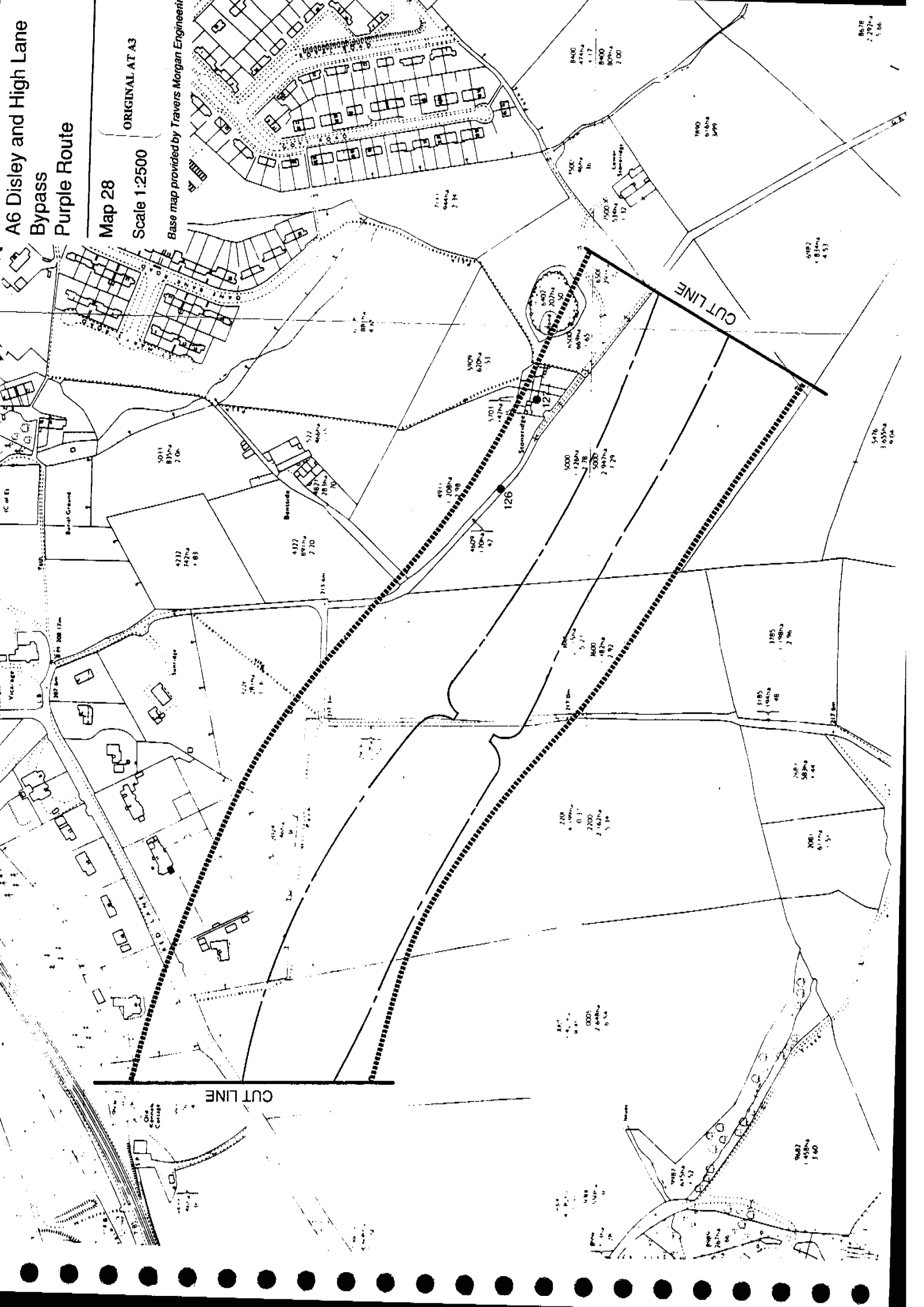
A6 Disley and High Lane Bypass Purple Route

Map 28

Scale 1:2500

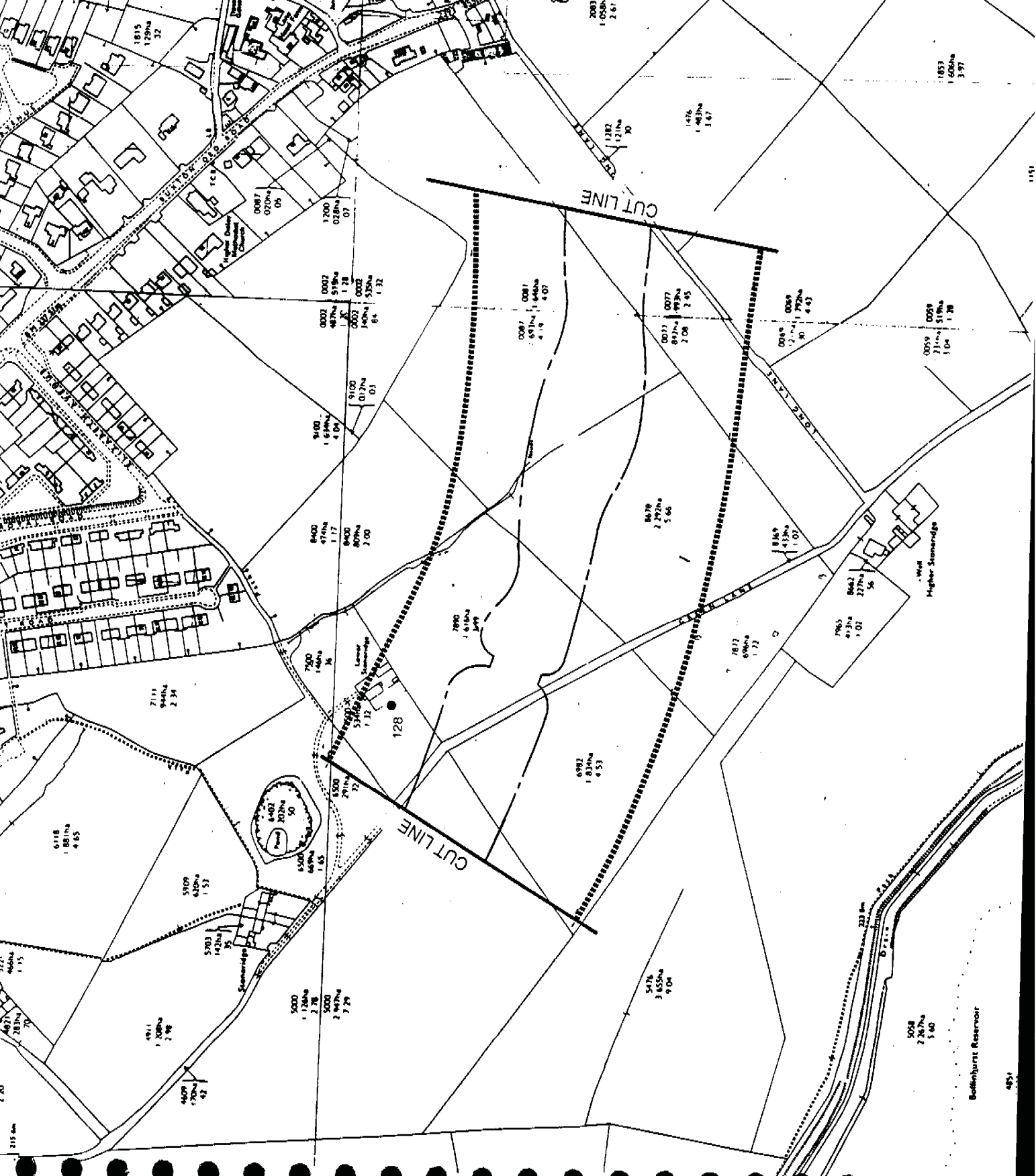
ORIGINAL AT A3

Base map provided by Travers Morgan Engineering



A6 Disley and High Lane
Bypass
Purple Route

Map 29
Scale 1:2500
Base map provided by Travers Morgan Engineering



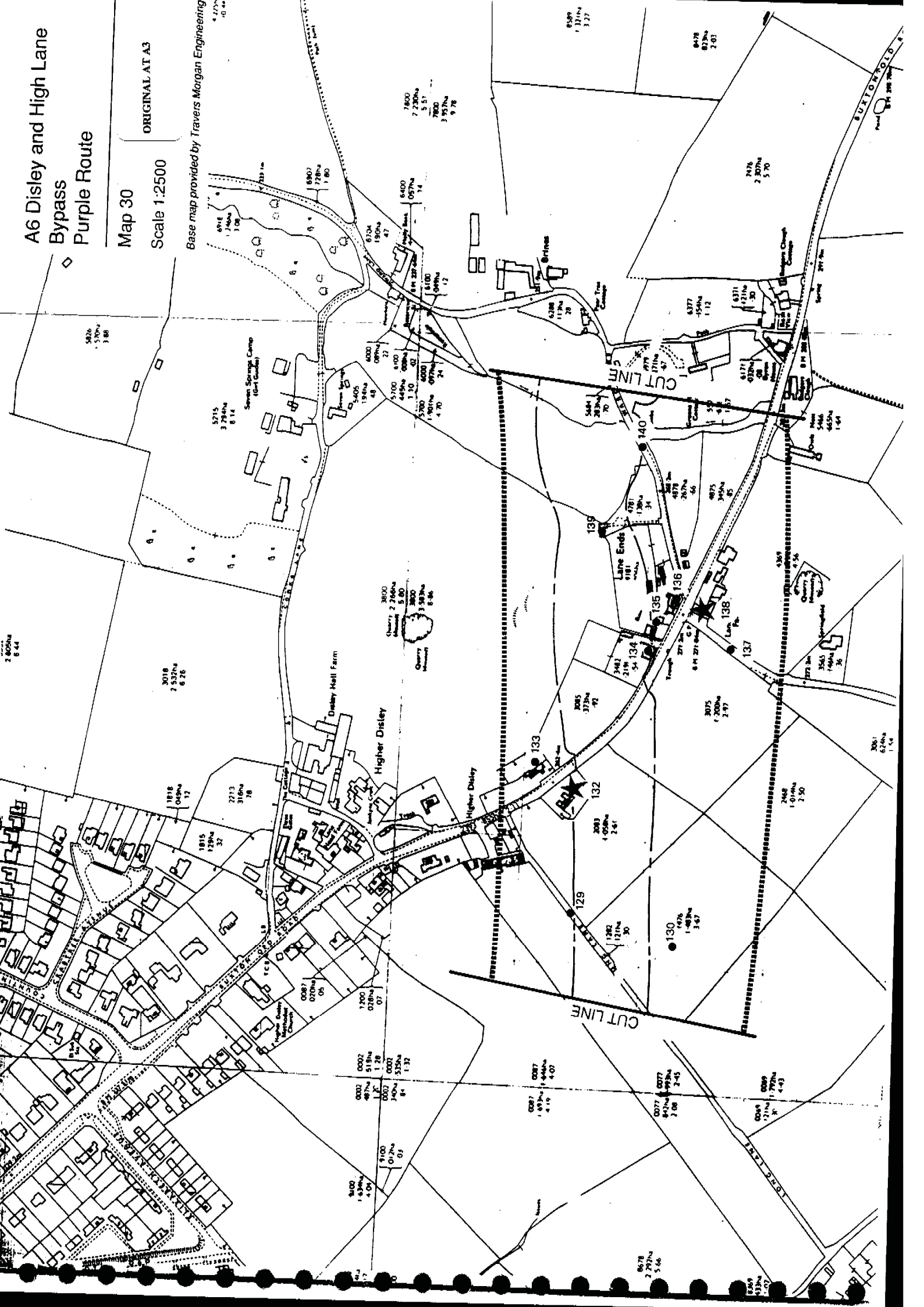
A6 Disley and High Lane Bypass Purple Route

Map 30

Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineering



2 600m
8 44

5826
570m
3 88

5715
3 78m
8 14

5916
1 76m
1 08

4 27m
4 01

3018
2 537m
6 25

1816
0 48m
1 17

2273
3 16m
7 6

1815
1 28m
3 2

0087
0 20m
0 6

0002
4 87m
5 18m

3600
2 266m
5 80

3800
3 383m
8 86

1200
0 20m
0 7

0002
4 87m
5 18m

0003
1 40m
5 25m

9100
0 2m
0 9

3005
3 73m
9 9

2003
1 02m
2 41

1290
1 21m
3 0

0007
1 89m
4 44m

0007
1 72m
4 93m

0678
2 277m
5 66

3403
2 19m
5 4

2005
3 73m
9 9

1282
1 21m
3 0

0007
1 89m
4 44m

0007
1 72m
4 93m

0678
2 277m
5 66

3403
2 19m
5 4

2005
3 73m
9 9

1290
1 21m
3 0

0007
1 89m
4 44m

0007
1 72m
4 93m

0678
2 277m
5 66

3403
2 19m
5 4

2005
3 73m
9 9

1290
1 21m
3 0

0007
1 89m
4 44m

0007
1 72m
4 93m

0678
2 277m
5 66

3403
2 19m
5 4

2005
3 73m
9 9

1290
1 21m
3 0

0007
1 89m
4 44m

0007
1 72m
4 93m

0678
2 277m
5 66

3403
2 19m
5 4

2005
3 73m
9 9

1290
1 21m
3 0

0007
1 89m
4 44m

0007
1 72m
4 93m

0678
2 277m
5 66

3403
2 19m
5 4

2005
3 73m
9 9

1290
1 21m
3 0

0007
1 89m
4 44m

0007
1 72m
4 93m

0678
2 277m
5 66

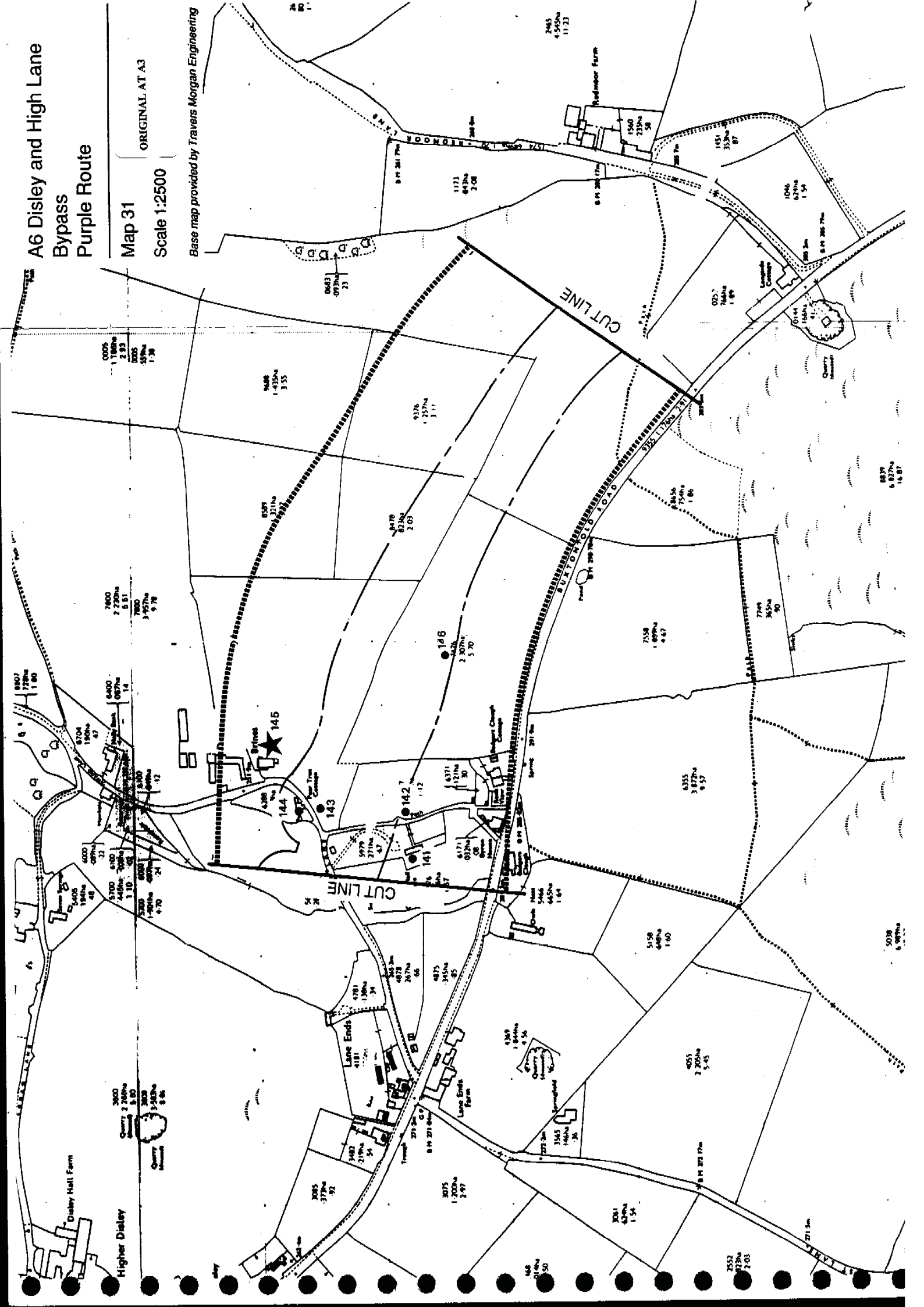
A6 Disley and High Lane Bypass Purple Route

Map 31

ORIGINAL AT A3

Scale 1:2500

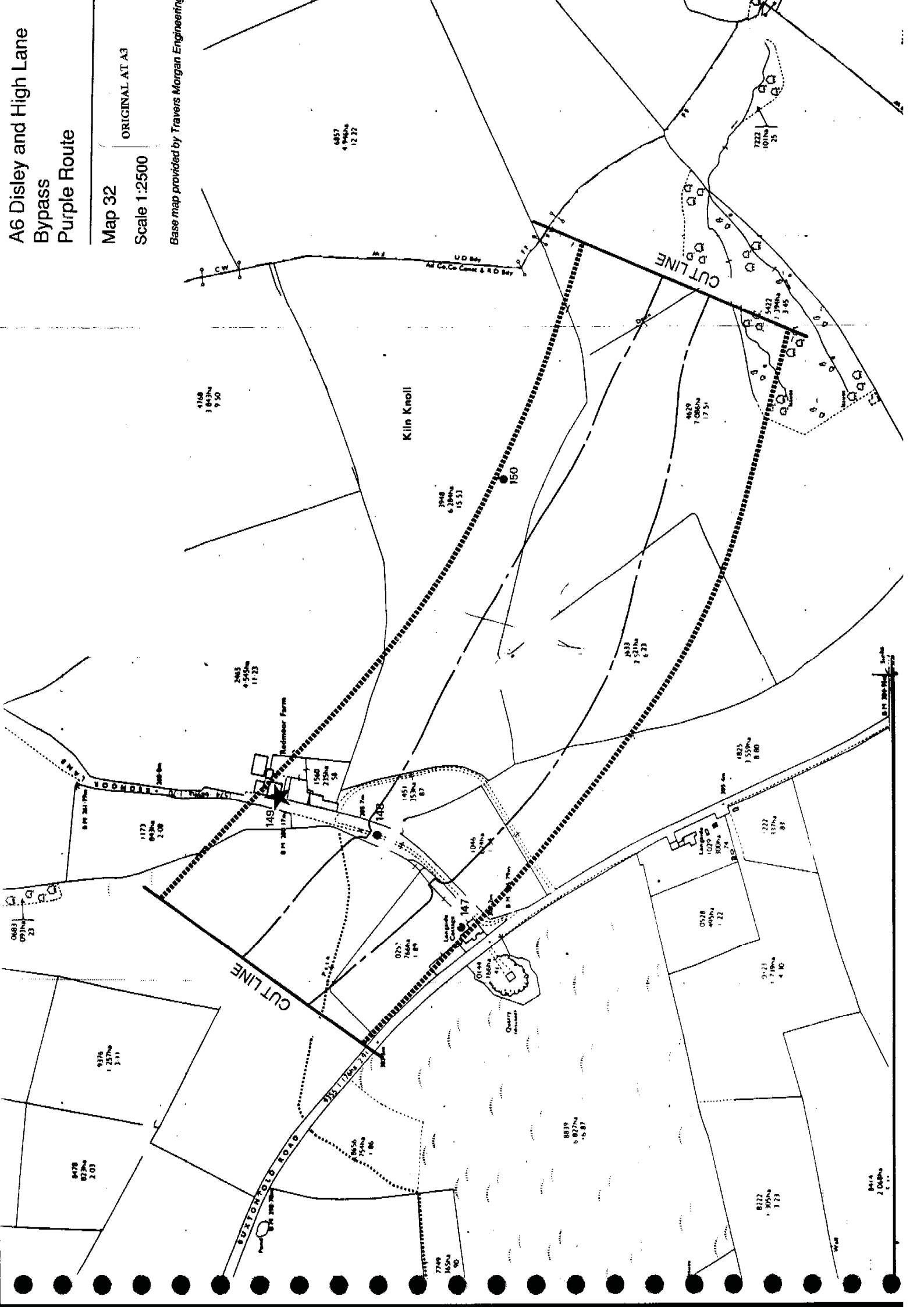
Base map provided by Travers Morgan Engineering



A6 Disley and High Lane Bypass Purple Route

Map 32
Scale 1:2500
ORIGINAL AT A3

Base map provided by Travers Morgan Engineering



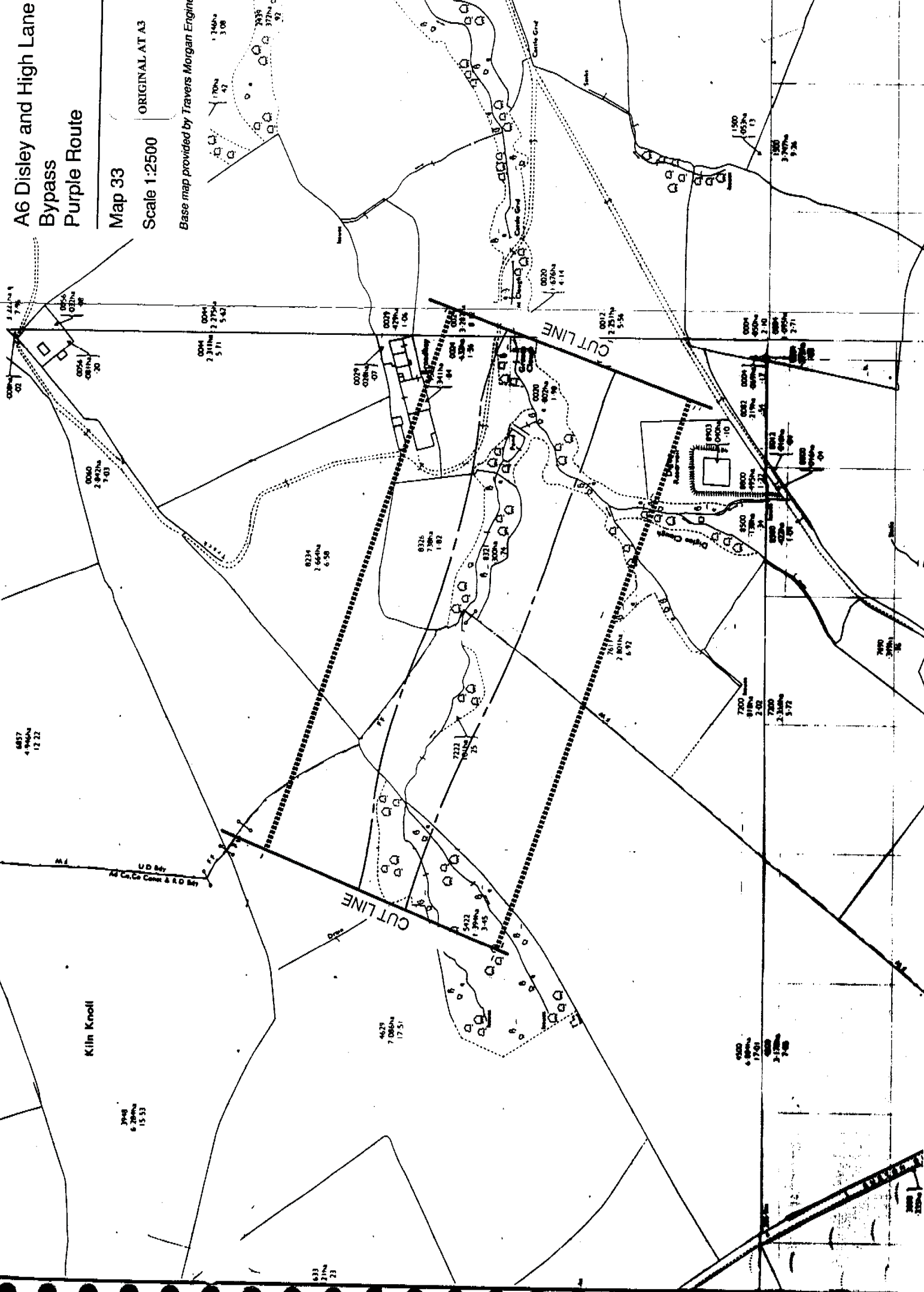
A6 Disley and High Lane Bypass Purple Route

Map 33

Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineering



Kiln Knoll

3948
6.38sqm
15.33

4428
7.08sqm
17.51

432
0.7sqm
21

4550
6.89sqm
17.61

4551
2.17sqm
5.08

UD By
A6 Co. Co. Cont. & A.D. By

CUT LINE

CUT LINE

4857
4.94sqm
12.22

0060
2.84sqm
7.07

0044
2.31sqm
5.71

0234
7.64sqm
6.58

0326
7.58sqm
1.87

0079
0.01sqm
0.07

0009
4.79sqm
1.06

0024
4.39sqm
1.36

0020
1.07sqm
4.11

0017
2.25sqm
5.34

1500
0.02sqm
1.13

3180
3.79sqm
9.28

0004
0.00sqm
7.10

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

0004
0.00sqm
2.71

A6 Disley and High Lane
Bypass
Purple Route

FURNESS VALE WARD

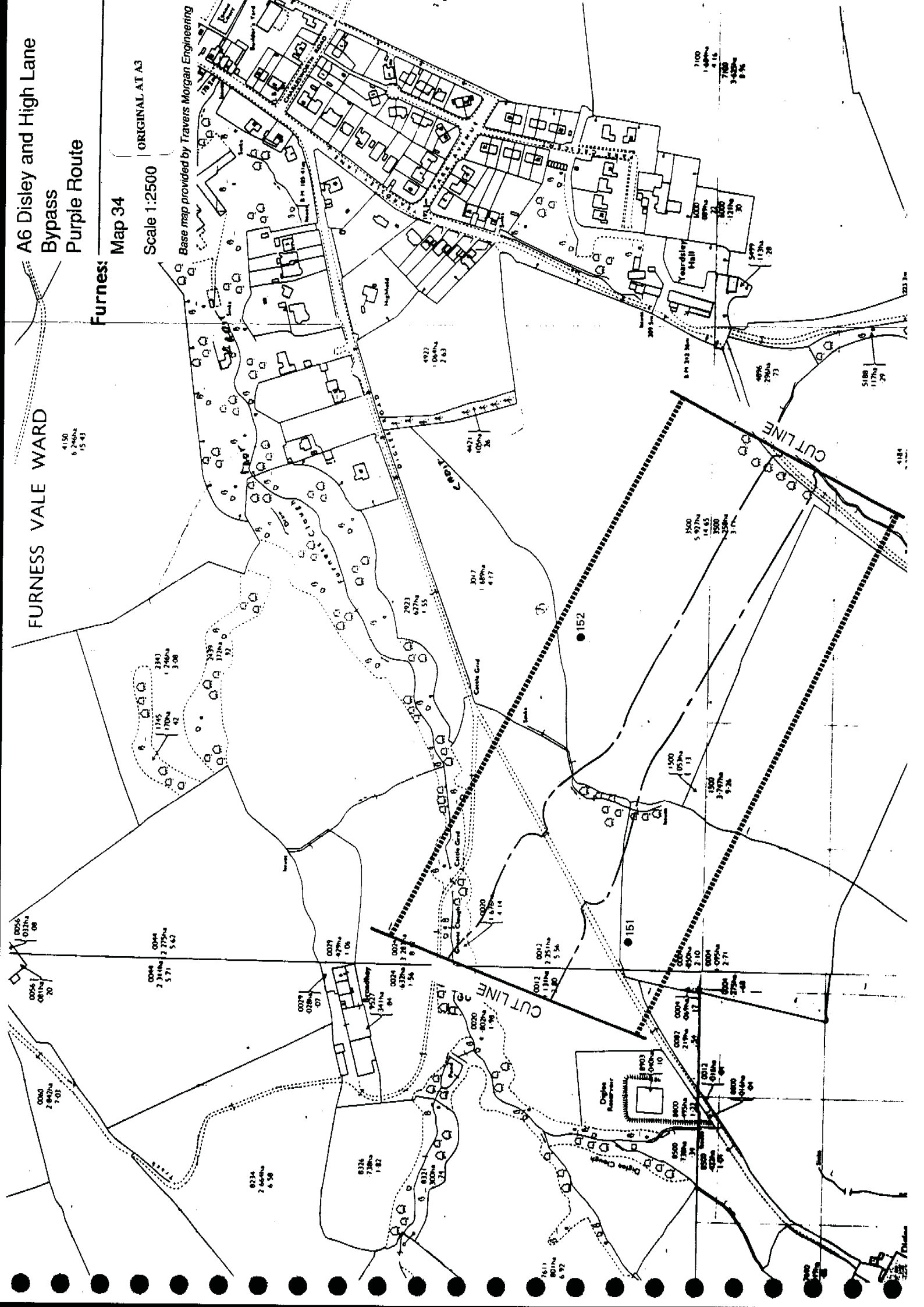
Furness

Map 34

Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineering



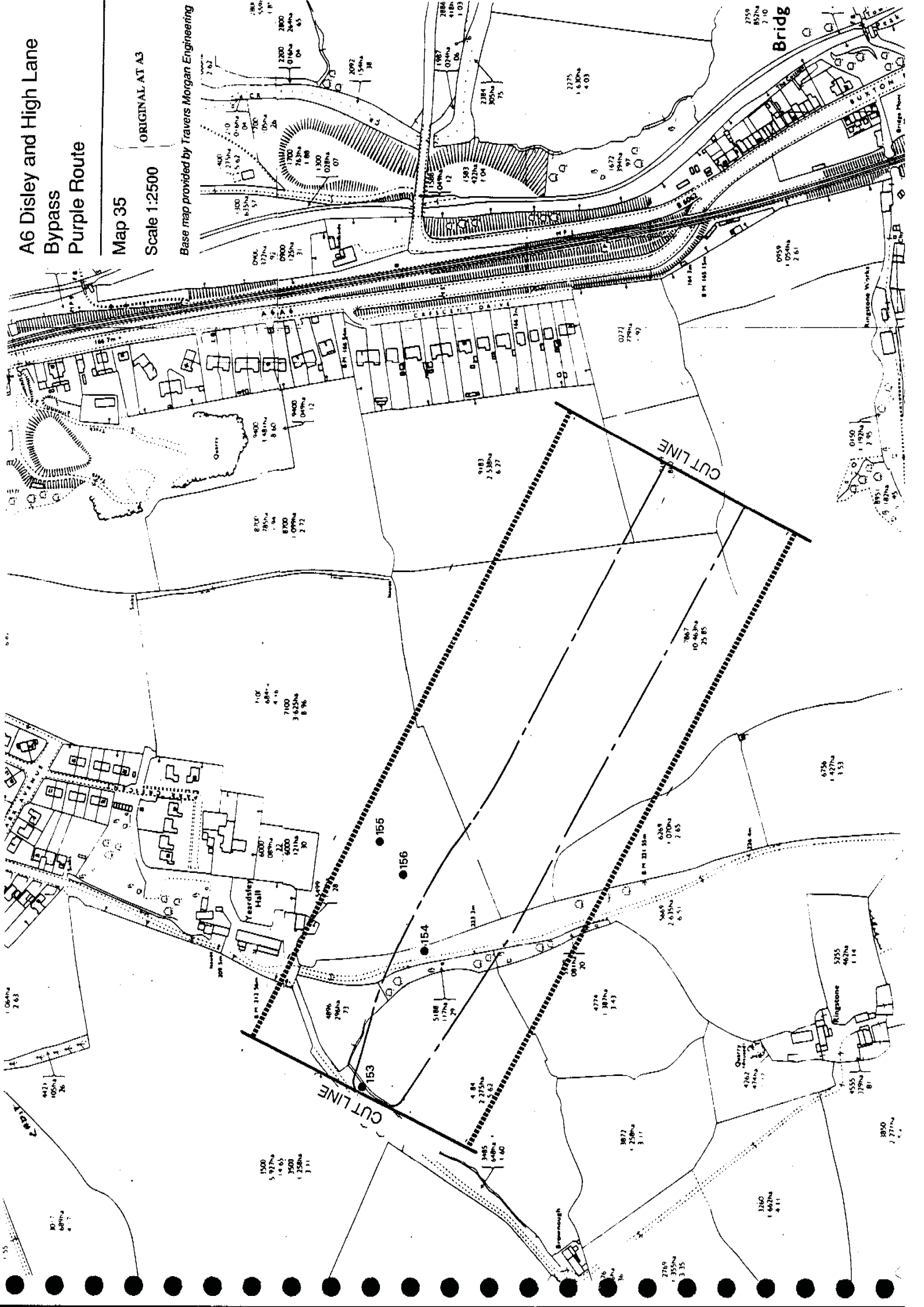
A6 Disley and High Lane Bypass Purple Route

Map 35

Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineering



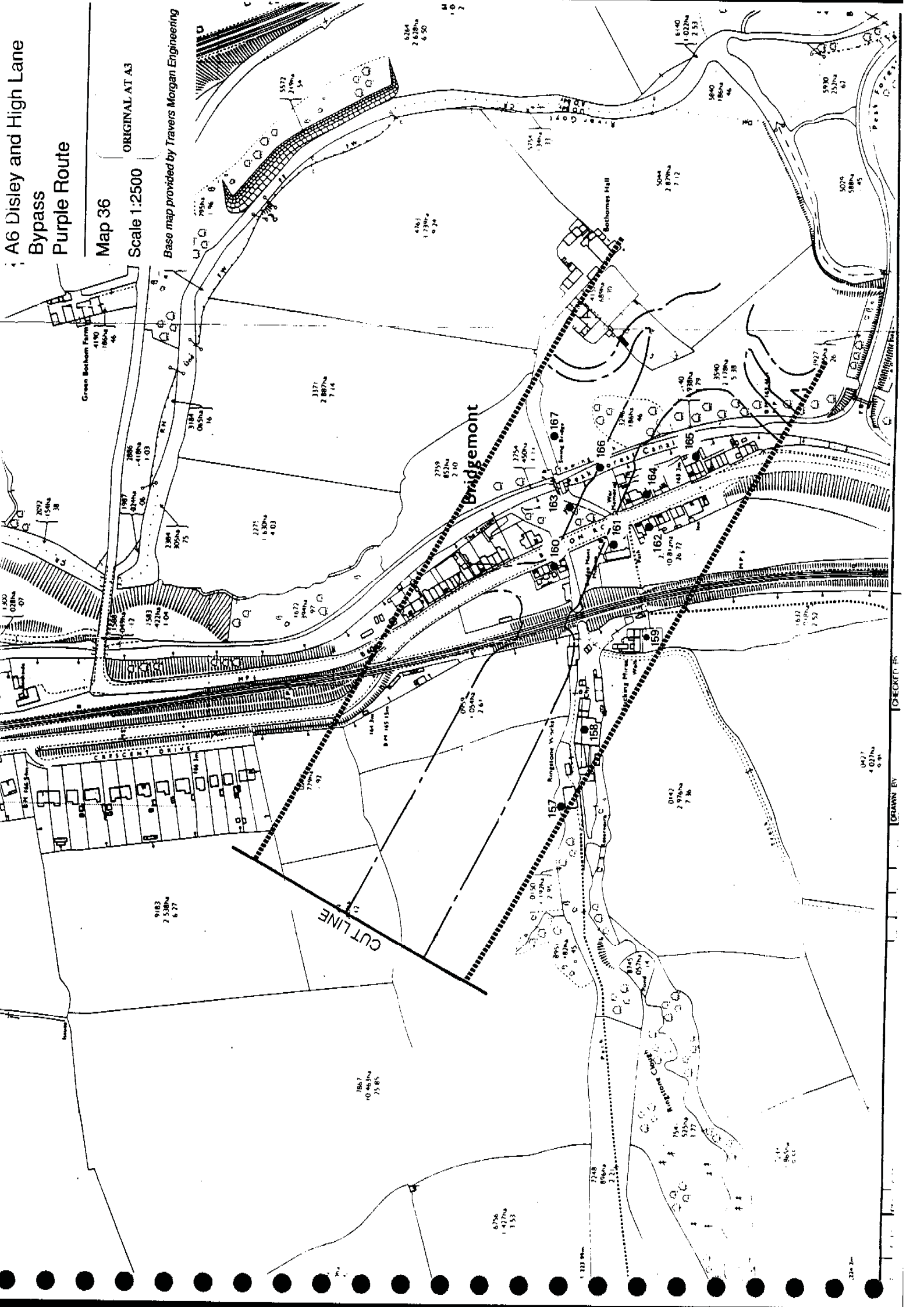
A6 Disley and High Lane Bypass Purple Route

Map 36

Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineering



CHECKED BY

DRAWN BY

0477
4.03ha
6.94

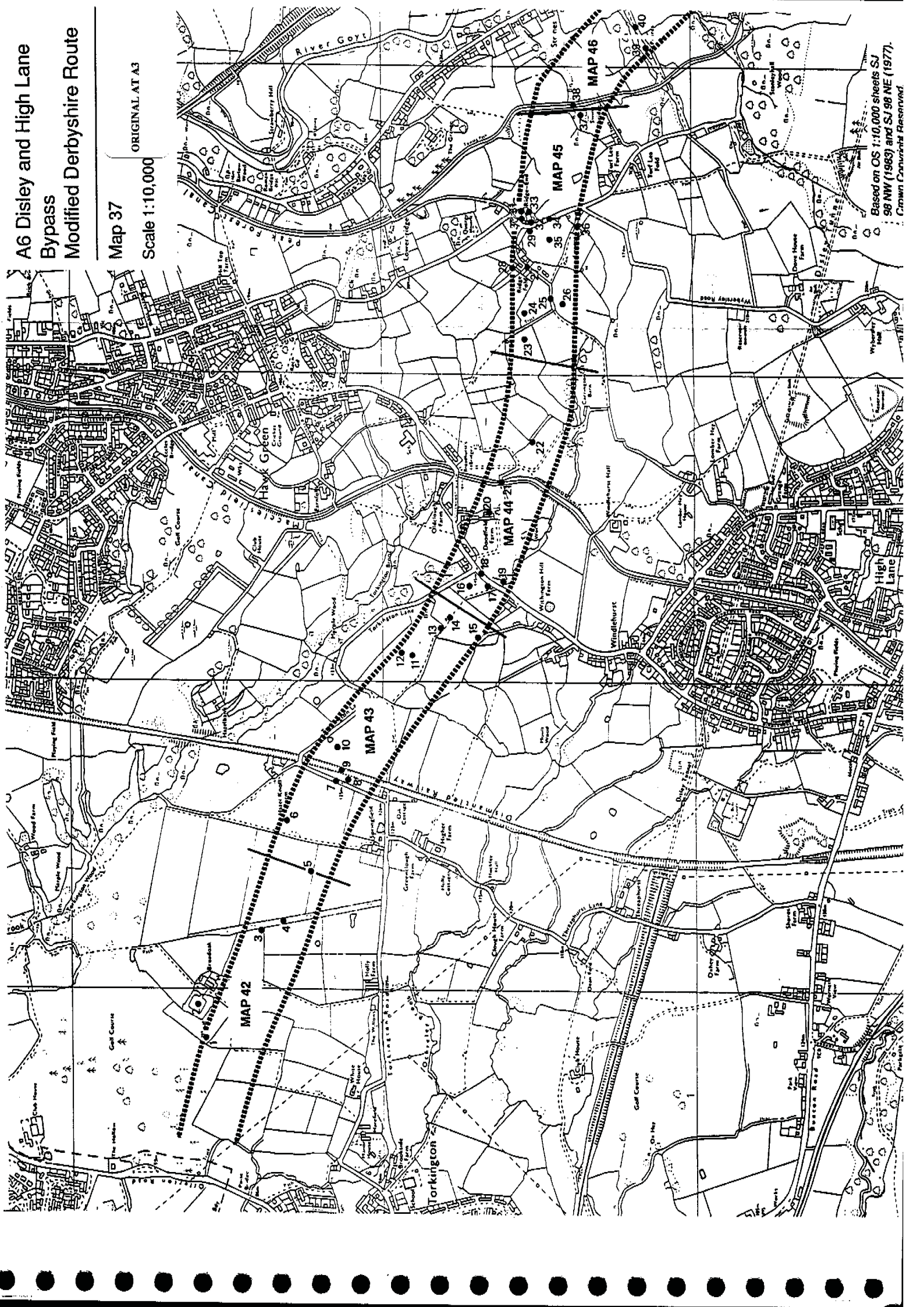
22m 2m

A6 Disley and High Lane Bypass Modified Derbyshire Route

Map 37

Scale 1:10,000

ORIGINAL AT A3

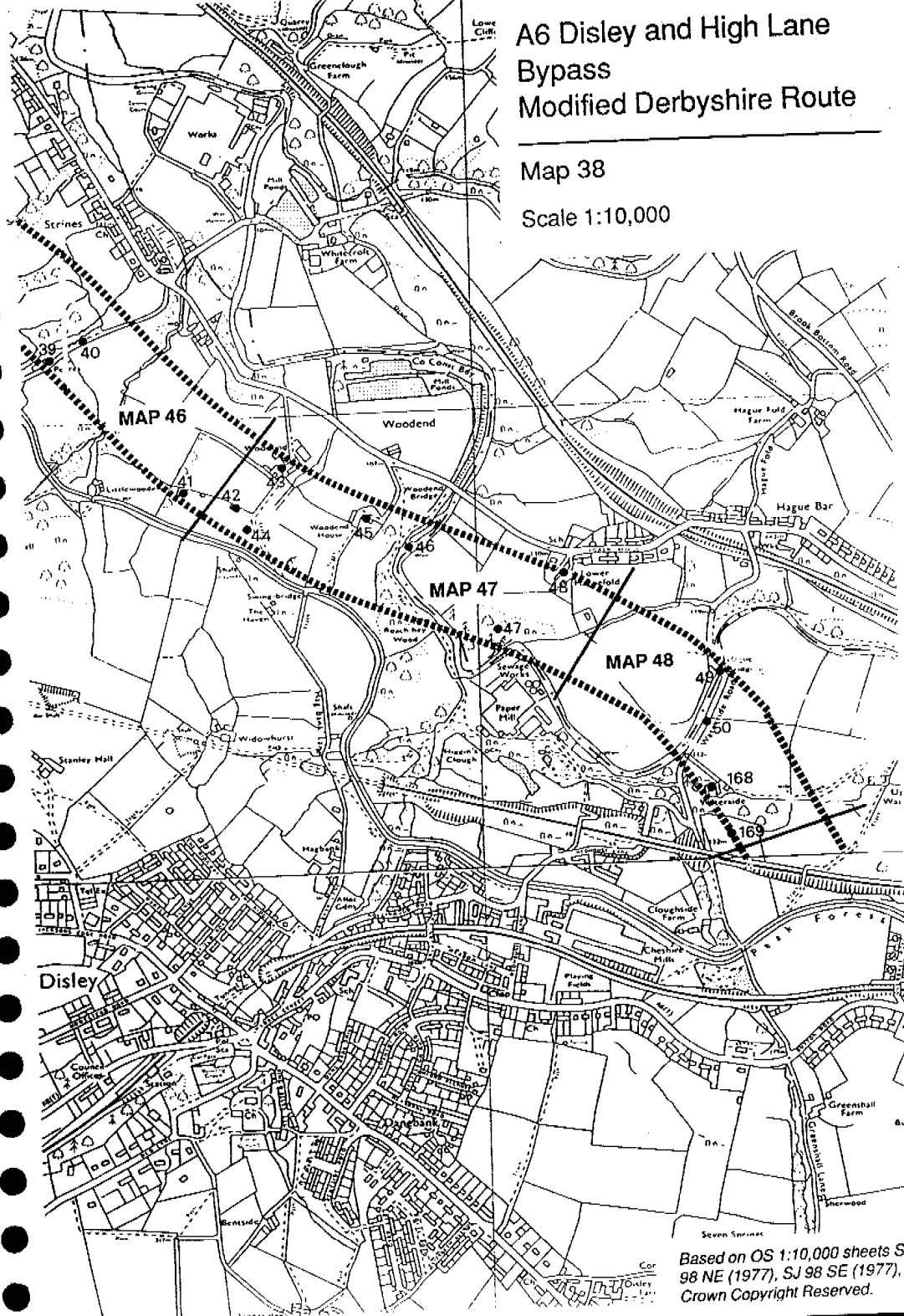


Based on OS 1:10,000 sheets SJ
98 NW (1963) and SJ 98 NE (1977).
Crown Copyright Reserved

A6 Disley and High Lane Bypass Modified Derbyshire Route

Map 38

Scale 1:10,000

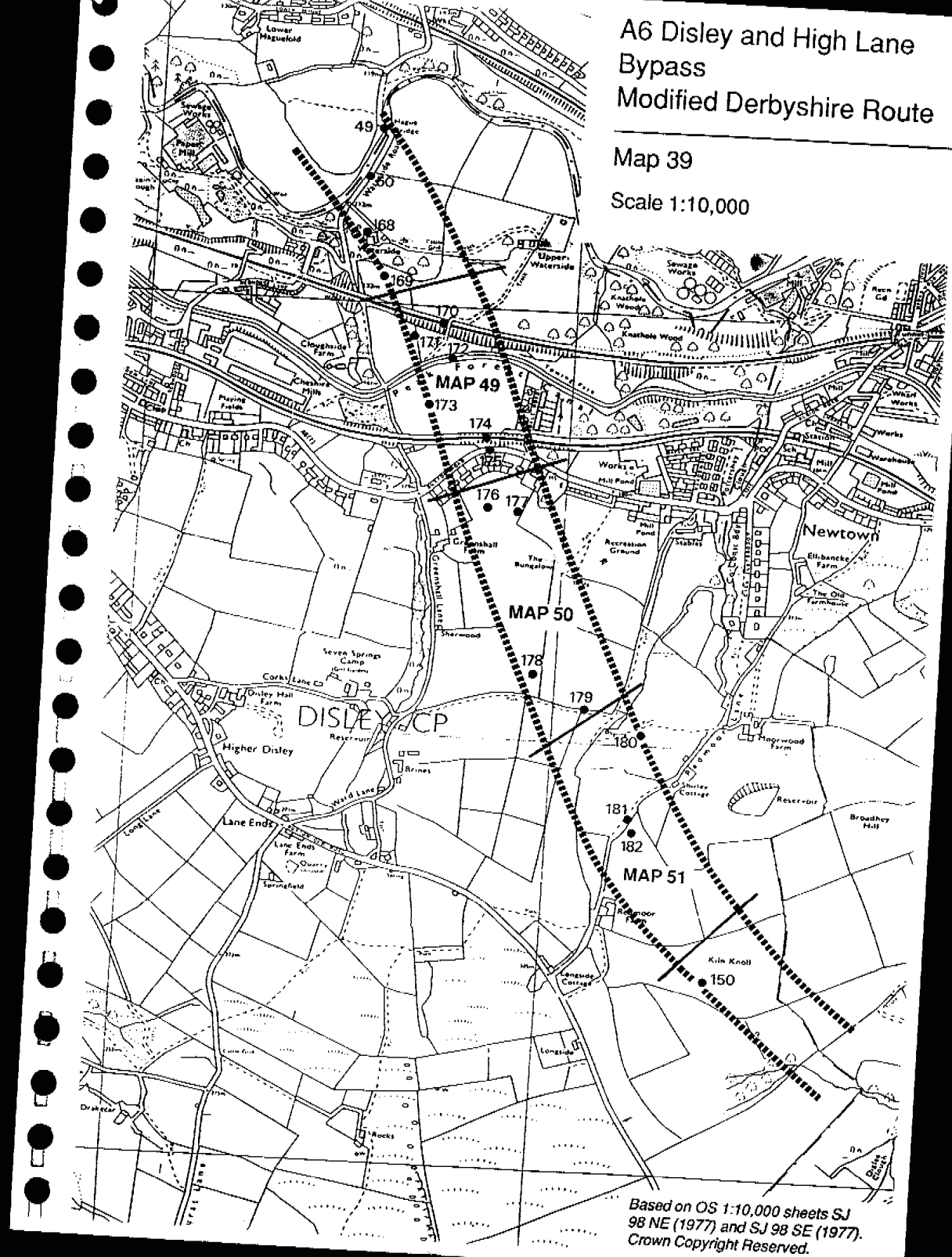


Based on OS 1:10,000 sheets SJ
98 NE (1977), SJ 98 SE (1977),
Crown Copyright Reserved.

A6 Disley and High Lane Bypass Modified Derbyshire Route

Map 39

Scale 1:10,000

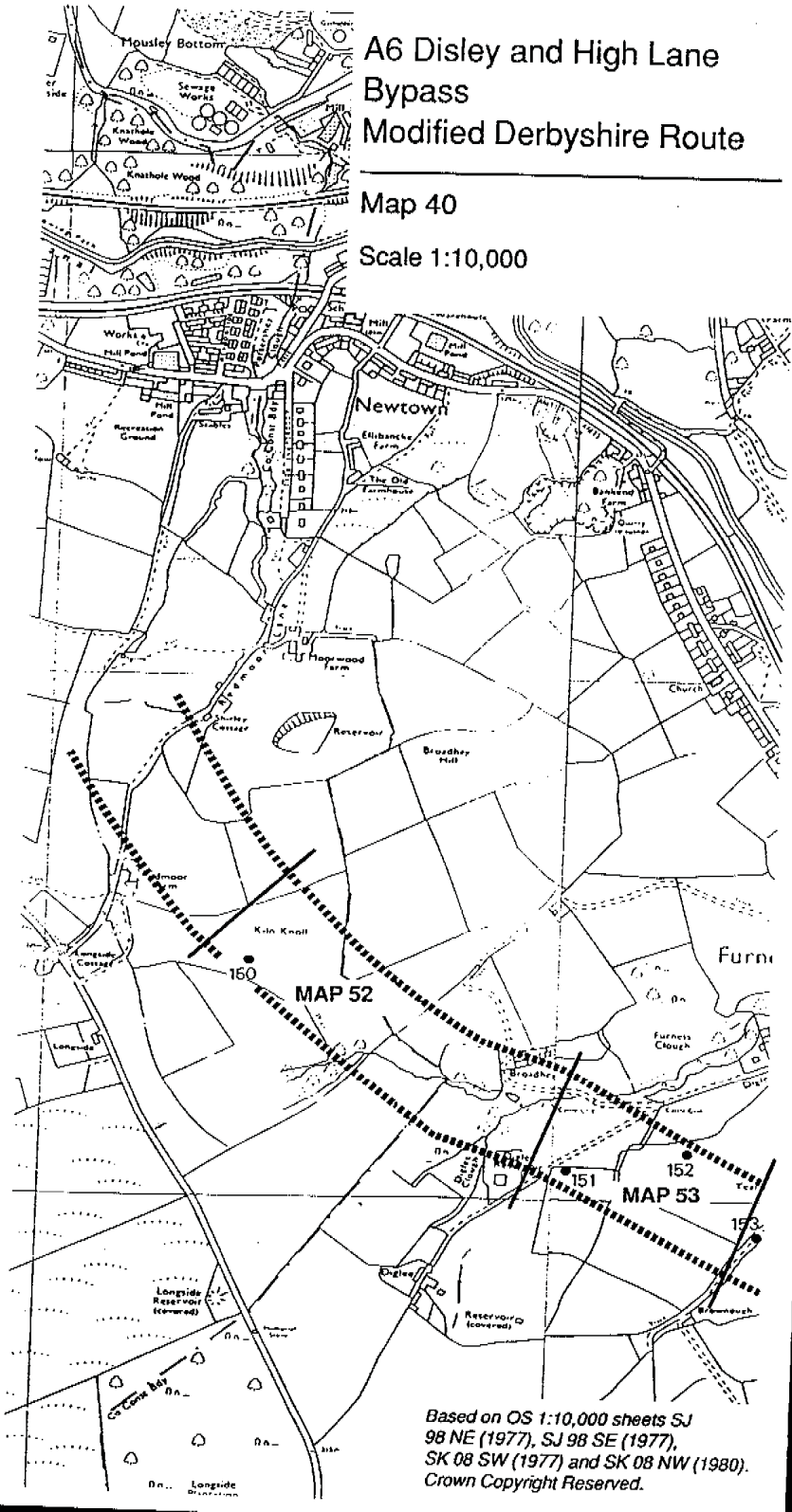


Based on OS 1:10,000 sheets SJ 98 NE (1977) and SJ 98 SE (1977).
Crown Copyright Reserved.

A6 Disley and High Lane
Bypass
Modified Derbyshire Route

Map 40

Scale 1:10,000

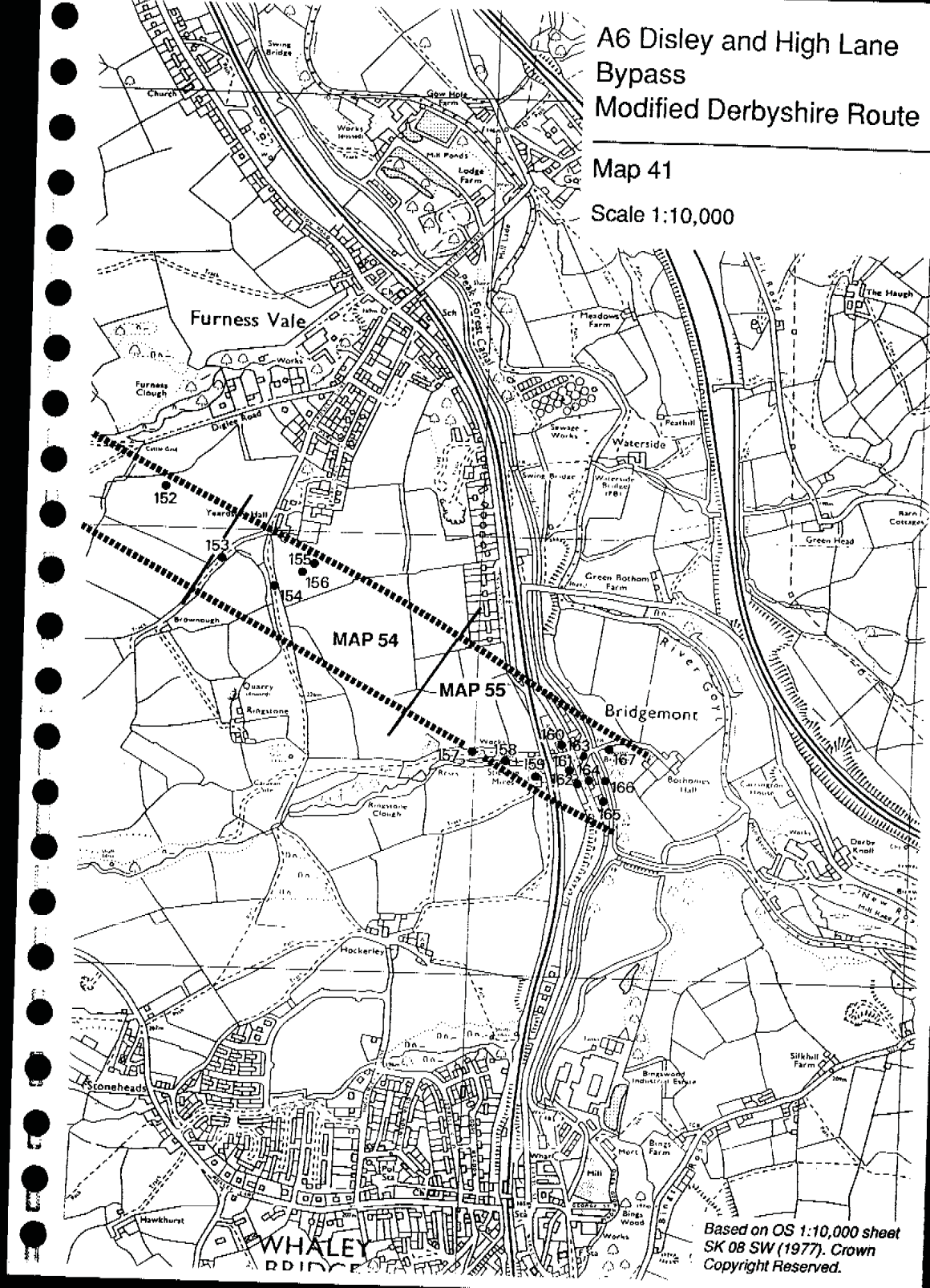


Based on OS 1:10,000 sheets SJ
98 NE (1977), SJ 98 SE (1977),
SK 08 SW (1977) and SK 08 NW (1980).
Crown Copyright Reserved.

A6 Disley and High Lane Bypass Modified Derbyshire Route

Map 41

Scale 1:10,000



Based on OS 1:10,000 sheet
SK 08 SW (1977). Crown
Copyright Reserved.

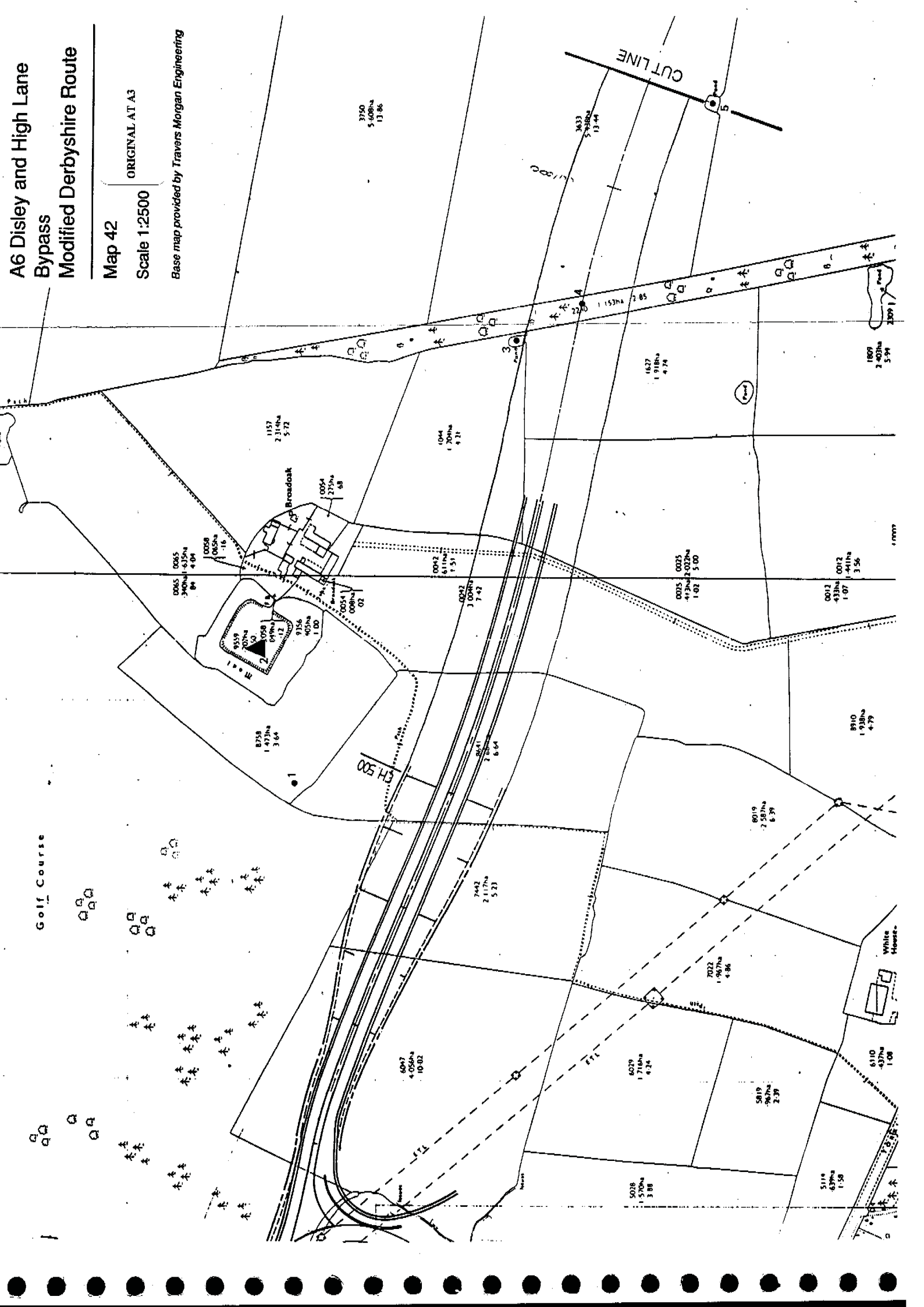
A6 Disley and High Lane Bypass Modified Derbyshire Route

Map 42

ORIGINAL AT A3

Scale 1:2500

Base map provided by Travers Morgan Engineering



3750
5.66ha
13.86

CUT LINE

2033
5.74ha
13.44

Map 42

ORIGINAL AT A3

Scale 1:2500

Base map provided by Travers Morgan Engineering

1157
2.14ha
5.12

1004
1.70ha
4.21

1627
1.91ha
4.74

1807
2.40ha
5.94

10058
10.85ha
26.68

10054
2.75ha
6.8

0042
6.11ha
1.5

0025 0025
4.73ha 2.02ha
1.02 5.00

0012 0012
4.33ha 1.41ha
1.07 3.56

9359
7.07ha
17.4

9156
4.05ha
1.00

0054
0.88ha
2.17

0041
1.00ha
2.47

0025 0025
4.73ha 2.02ha
1.02 5.00

0012 0012
4.33ha 1.41ha
1.07 3.56

8258
1.42ha
3.54

005 H3

7442
2.11ha
5.23

8541
2.26ha
5.64

8910
1.93ha
4.79

Golf Course

8019
2.58ha
6.39

7022
1.94ha
4.86

6029
1.71ha
4.24

5819
2.76ha
6.79

6110
4.37ha
1.08

5018
1.57ha
3.88

5116
6.27ha
1.56

White House

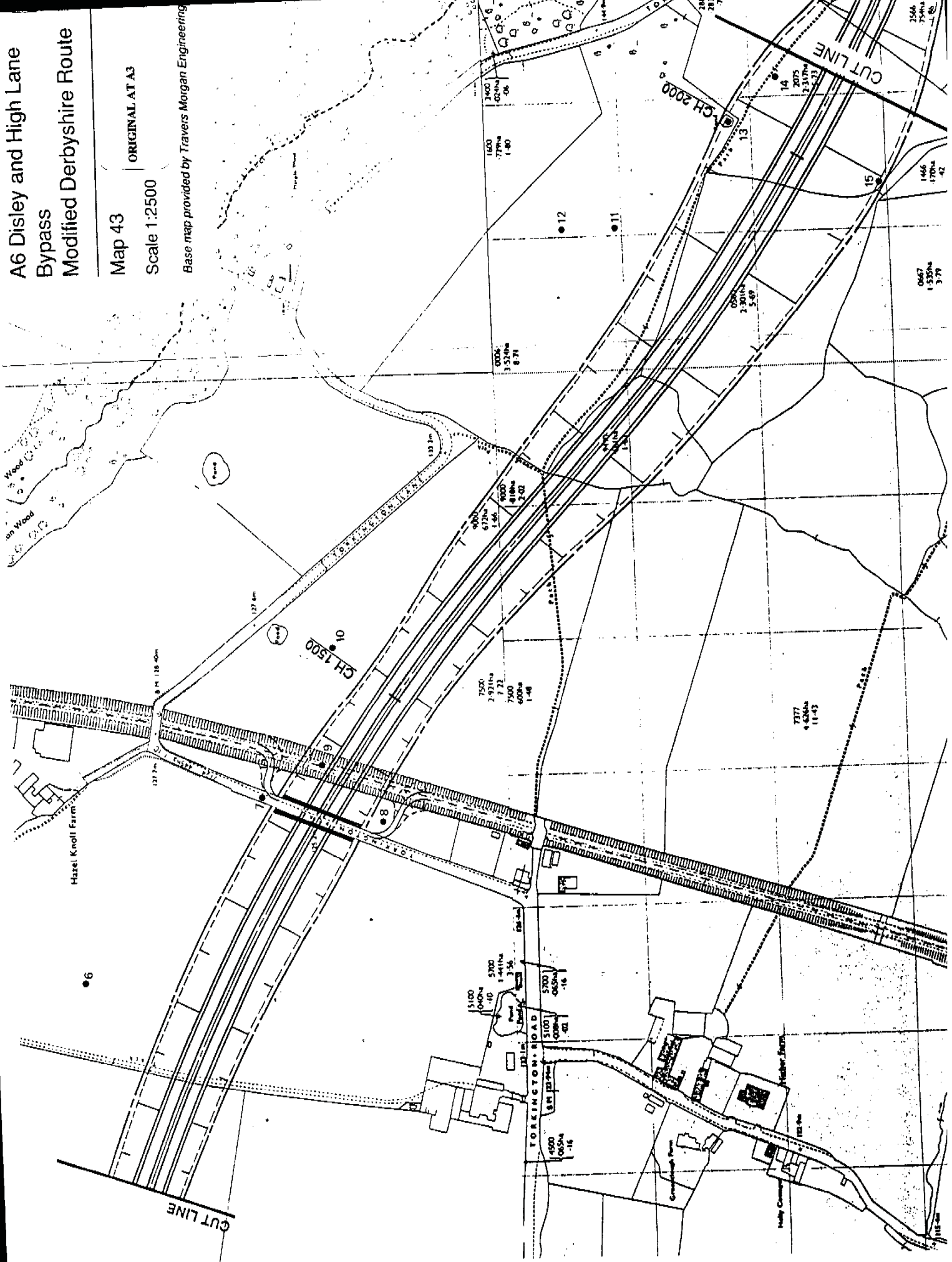
A6 Disley and High Lane Bypass Modified Derbyshire Route

Map 43

ORIGINAL AT A3

Scale 1:2500

Base map provided by Travers Morgan Engineering



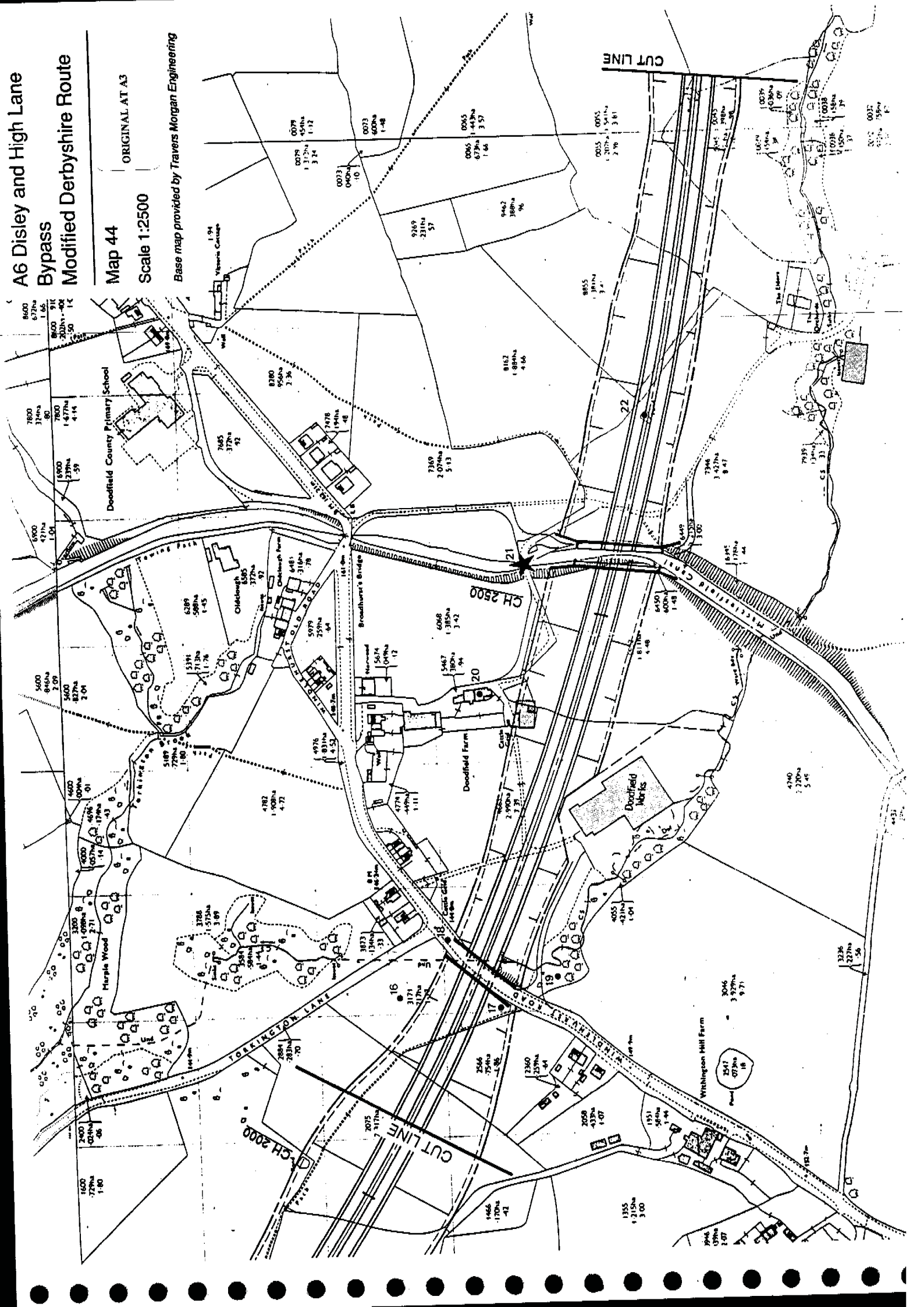
A6 Disley and High Lane Bypass Modified Derbyshire Route

Map 44

ORIGINAL AT A3

Scale 1:2500

Base map provided by Travers Morgan Engineering



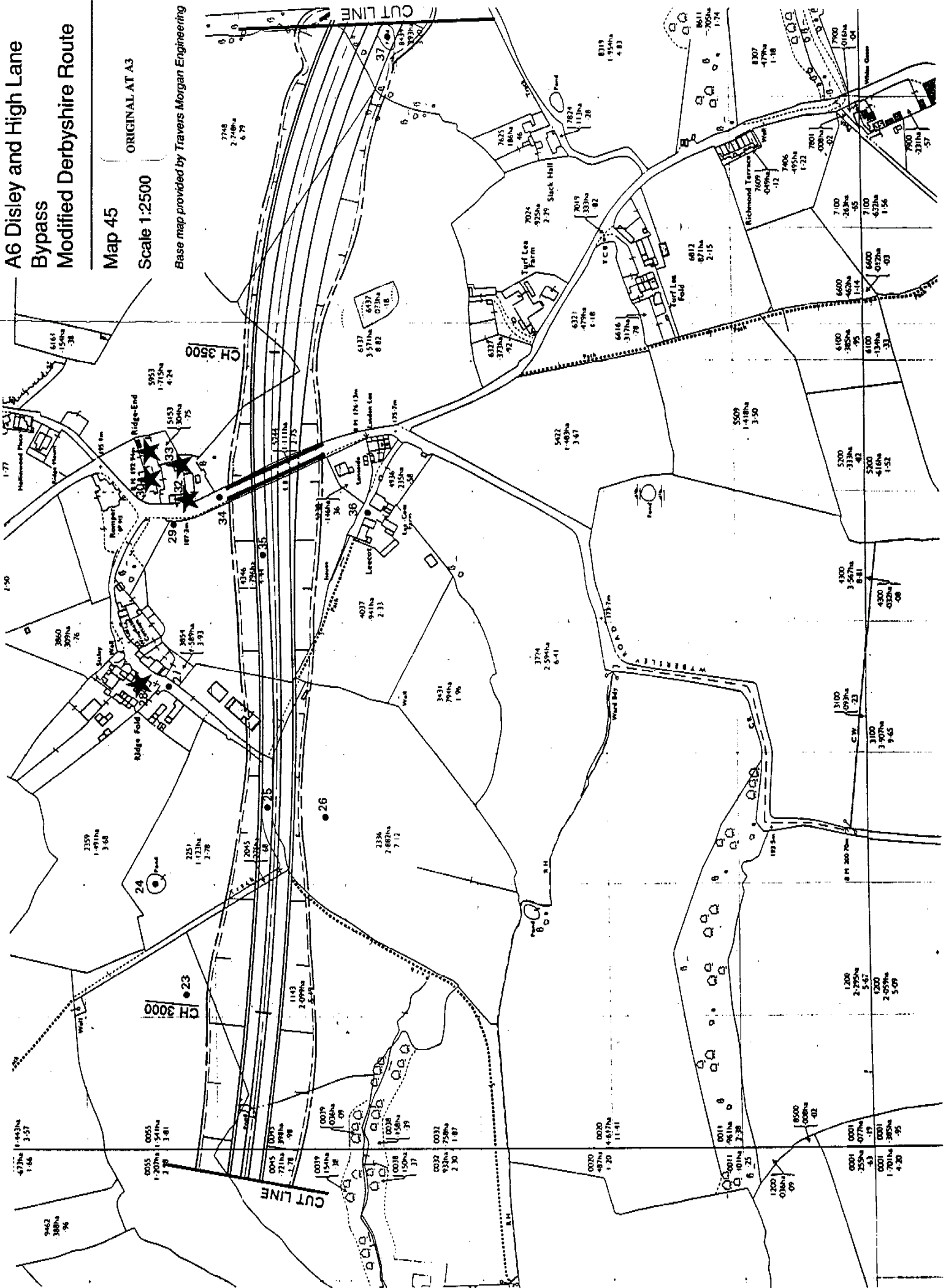
A6 Disley and High Lane Bypass Modified Derbyshire Route

Map 45

ORIGINAL AT A3

Scale 1:2500

Base map provided by Travers Morgan Engineering



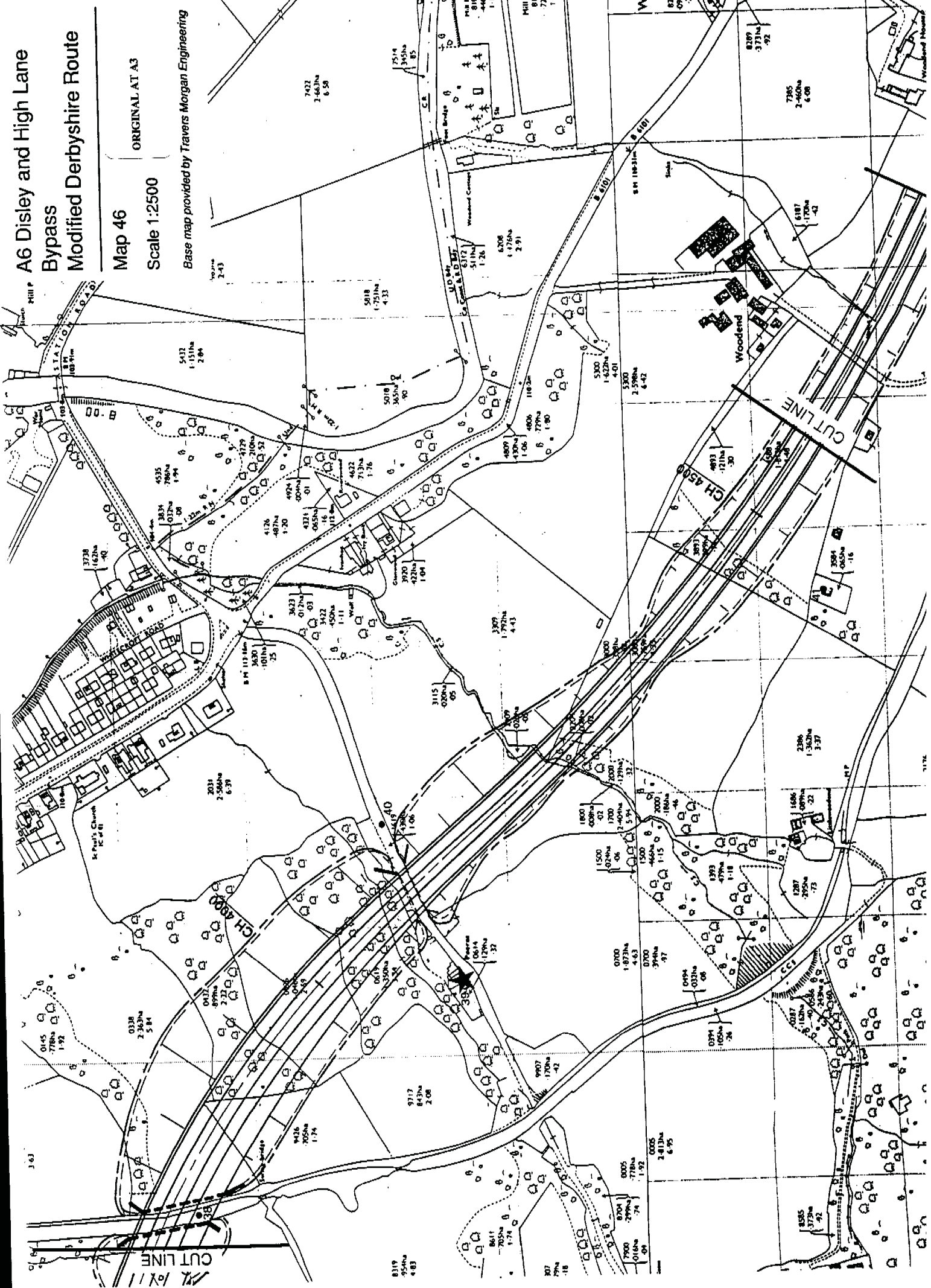
A6 Disley and High Lane Bypass Modified Derbyshire Route

Map 46

ORIGINAL AT A3

Scale 1:2500

Base map provided by Travers Morgan Engineering



3.63

819
554ha
+83

307
79ha
-18

7800
3904
-016ha
-74
-04

0005
3.413ha
6.95

0005
3.413ha
6.95

0005
3.413ha
6.95

0005
3.413ha
6.95

0005
3.413ha
6.95

0005
3.413ha
6.95

0005
3.413ha
6.95

0005
3.413ha
6.95

0005
3.413ha
6.95

0005
3.413ha
6.95

0005
3.413ha
6.95

11.76

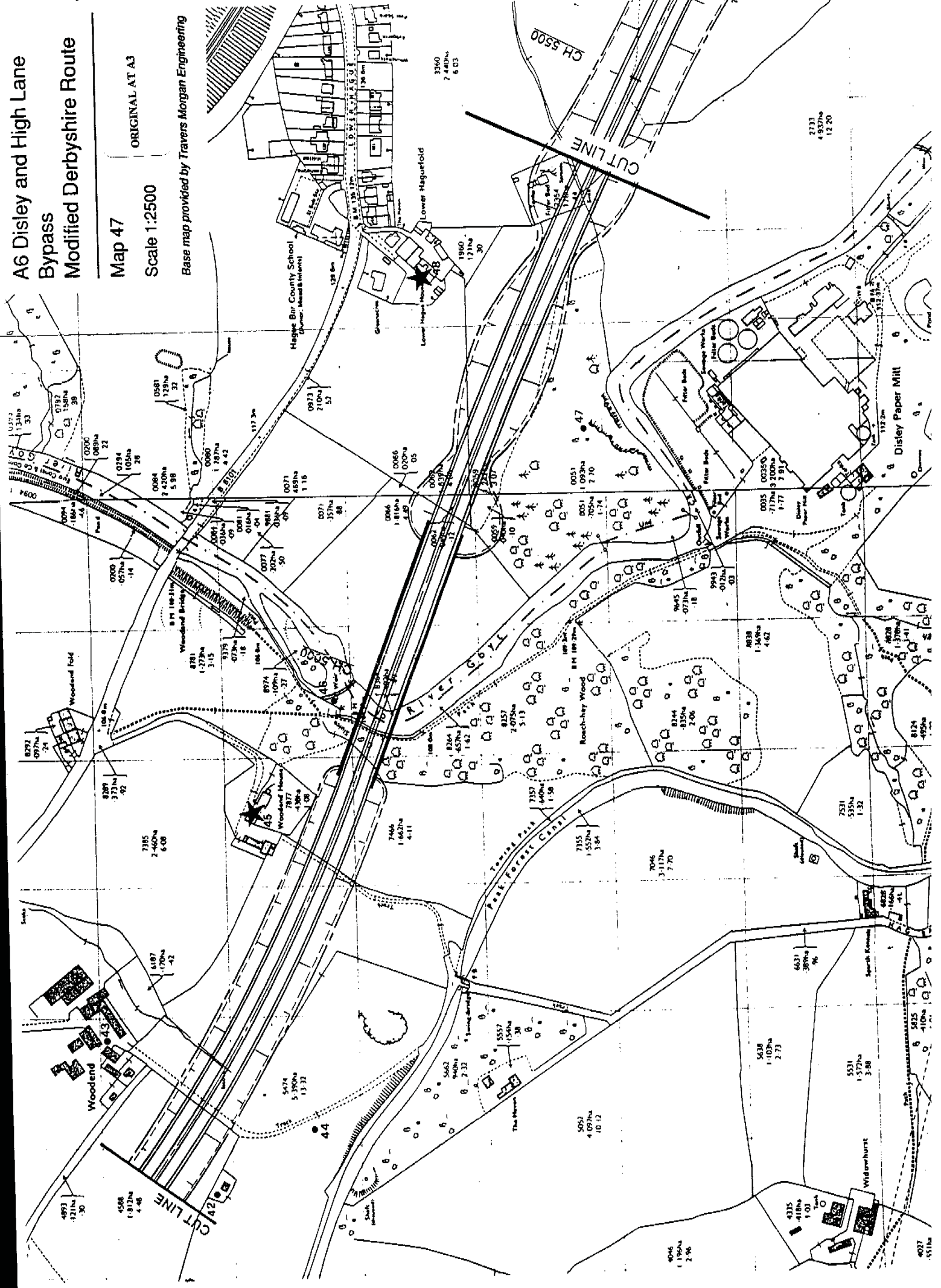
A6 Disley and High Lane Bypass Modified Derbyshire Route

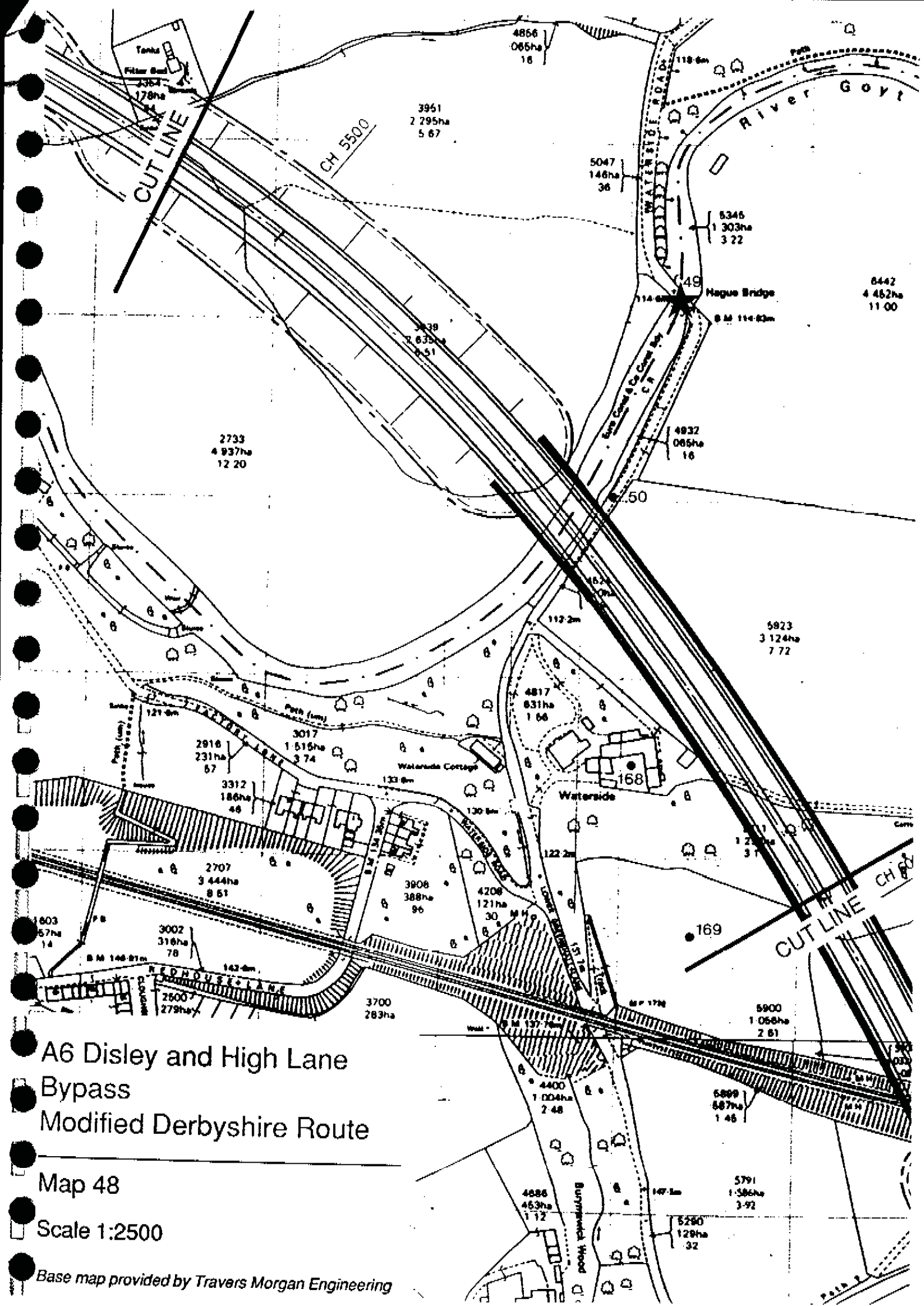
Map 47

ORIGINAL AT A3

Scale 1:2500

Base map provided by Travers Morgan Engineering





● A6 Disley and High Lane
 ● Bypass
 ● Modified Derbyshire Route

● Map 48

● Scale 1:2500

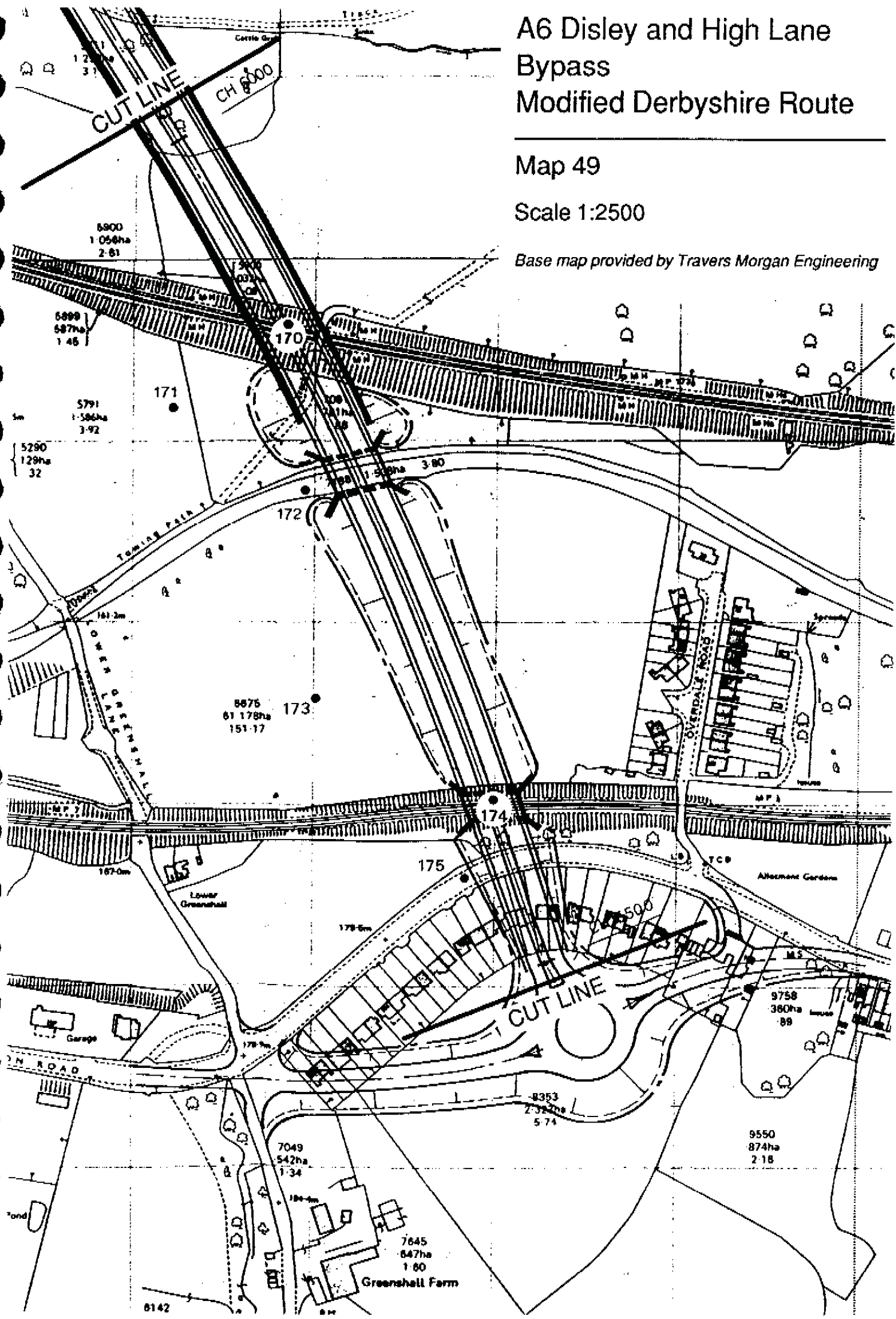
● Base map provided by Travers Morgan Engineering

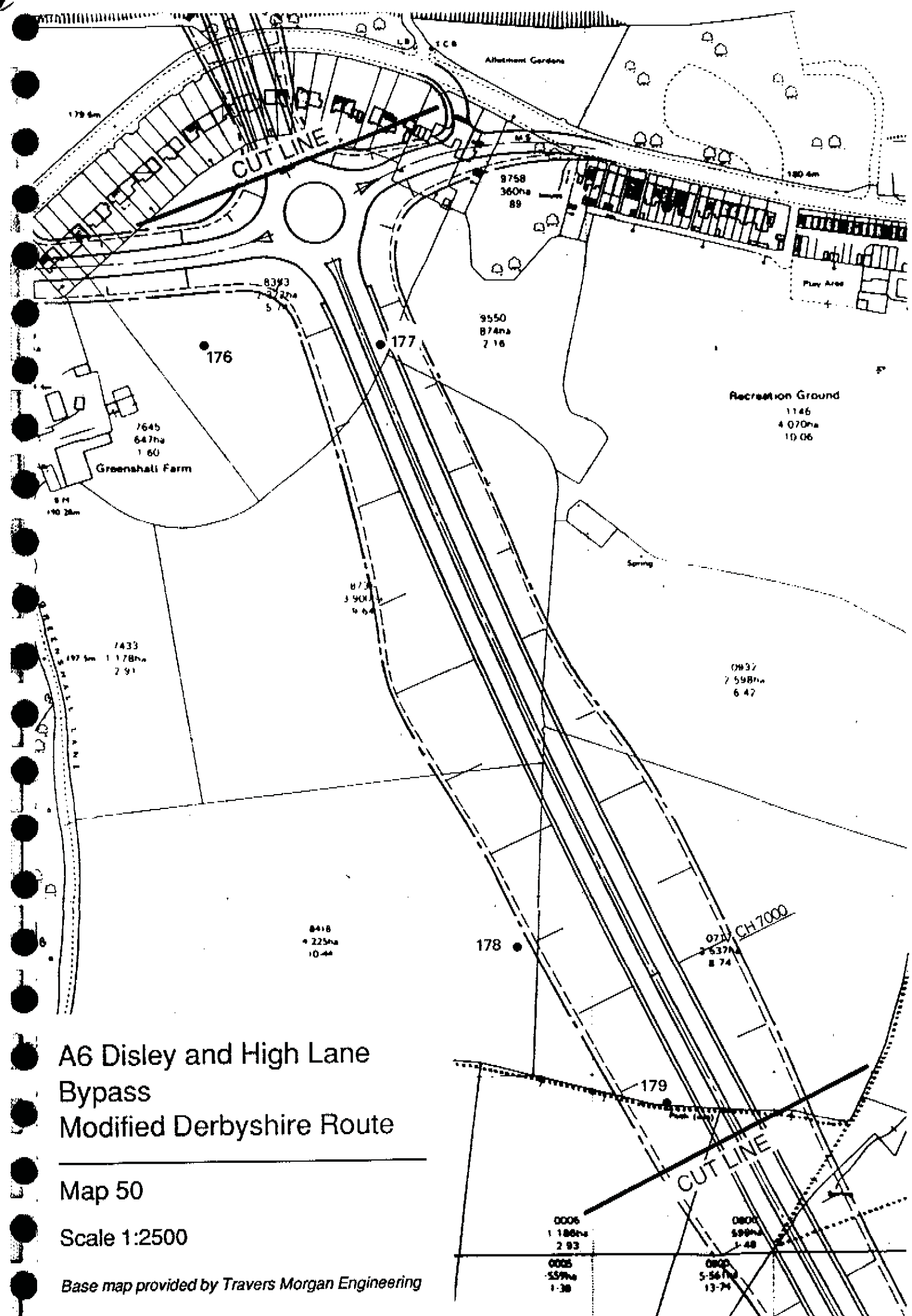
A6 Disley and High Lane Bypass Modified Derbyshire Route

Map 49

Scale 1:2500

Base map provided by Travers Morgan Engineering





**A6 Disley and High Lane
Bypass
Modified Derbyshire Route**

Map 50

Scale 1:2500

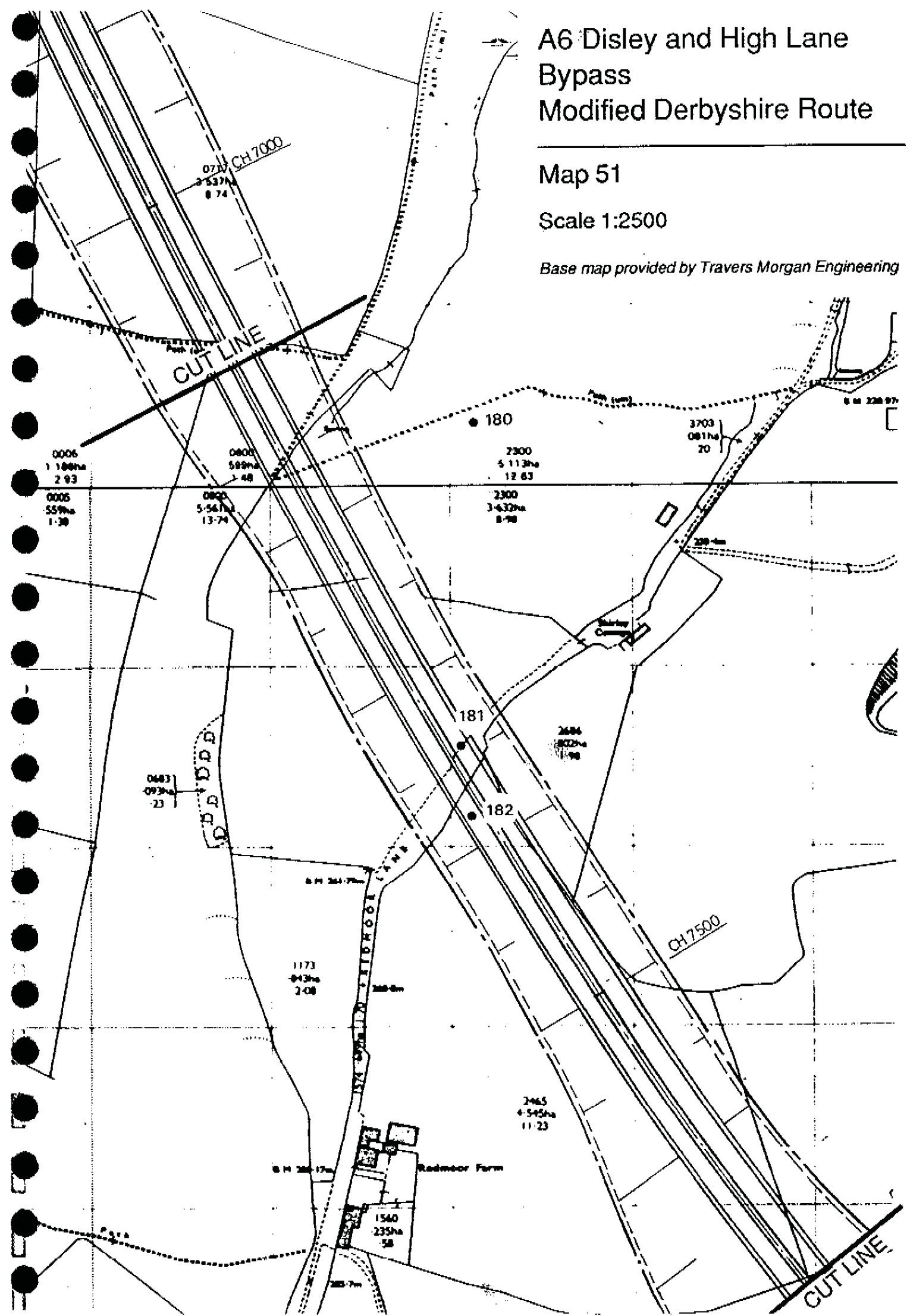
Base map provided by Travers Morgan Engineering

A6 Disley and High Lane Bypass Modified Derbyshire Route

Map 51

Scale 1:2500

Base map provided by Travers Morgan Engineering



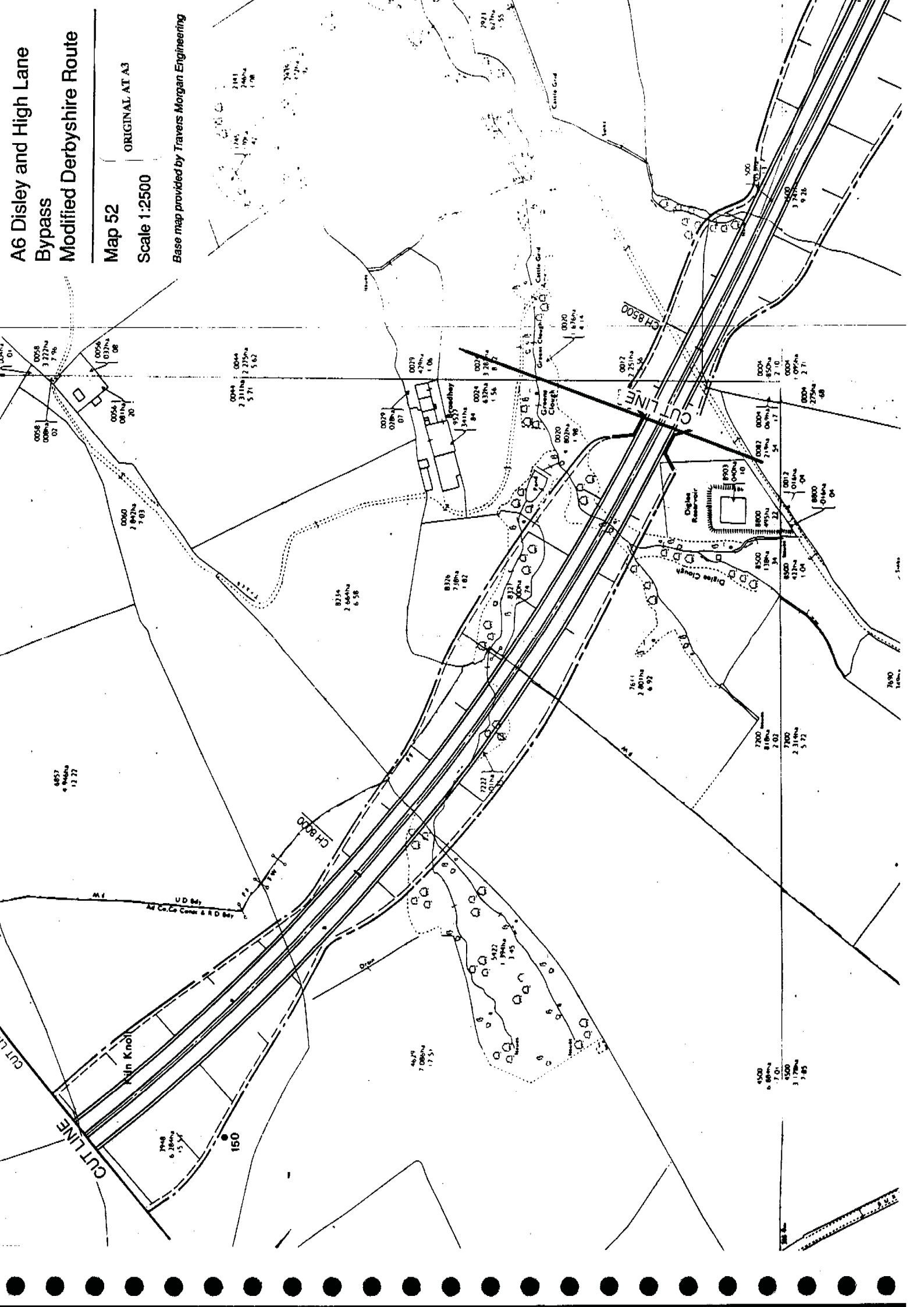
A6 Disley and High Lane Bypass Modified Derbyshire Route

Map 52

ORIGINAL AT A3

Scale 1:2500

Base map provided by Travers Morgan Engineering



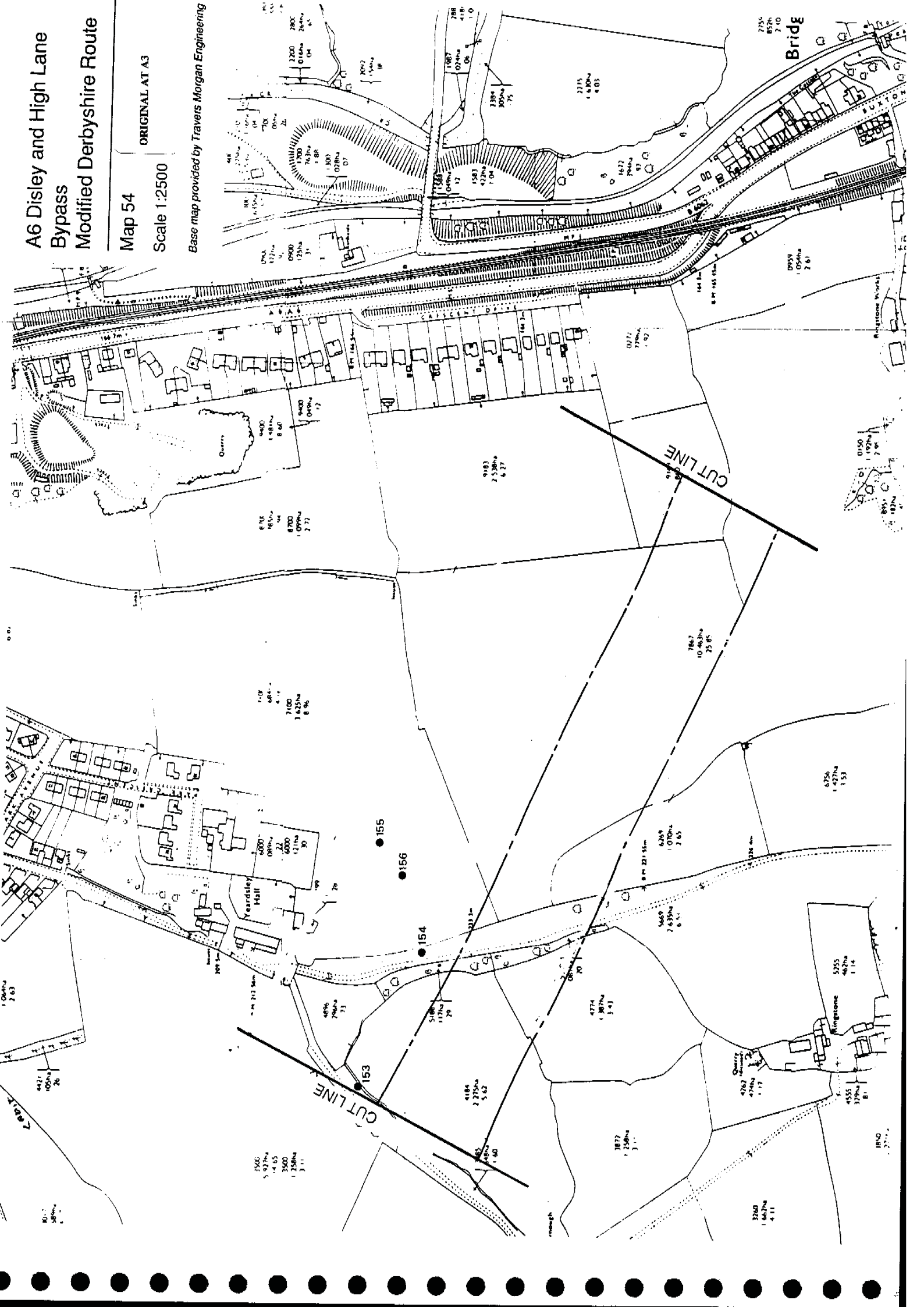
A6 Disley and High Lane Bypass Modified Derbyshire Route

Map 54

ORIGINAL AT A3

Scale 1:2500

Base map provided by Travers Morgan Engineering



A6 Disley and High Lane Bypass Modified Derbyshire Route

Map 55

Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineering

