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A6 DISLEY AND HIGH LANE BYPASS

CULTURAL HERITAGE

Part 2
Archaeological Working Paper

The Greater Manchester Archaeological Unit

April 1994

Contents

7. Introduction

7.1 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. The impact of any of the proposed schemes is assessed relative to the interest of individual sites.

7.2 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.

7.3 In order to minimise subjectivity with regard to the impact of any of the proposed schemes on individual archaeological sites and more generally on the historic landscape, a series of five levels of impact are proposed. These are (i) none, (ii) minor, (iii) moderate, (iv) major, (v) severe. The qualifications for these various levels are as follows:

None. No impact on the site or its setting.

Minor. No direct impact on the site although there would be some impact on its setting, but not particularly damaging.

Moderate. Some impact on the site and/or its setting, although the overall damage to the site would be small, with the most important part(s) of the site undisturbed.

Major. A substantial impact on the site and/or its setting, with important elements of the site being directly affected by the scheme.

Severe. A substantial impact on the site and/or its setting, with all or a large part of the site being directly affected by the scheme.

7.4 No attempt has been made in this section of the report to reclassify Grade II listed buildings and sub-divide them into grades of importance. This approach has been adopted following discussions with English Heritage and the respective conservation officers for Stockport MBC, High Peak BC and Macclesfield BC.

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

8. Preferred Route Conclusions

8.1 There is no conclusive evidence of prehistoric activity within the study route, and the archaeological potential is considered to be low.

8.2 There is some evidence, from place-names and recorded finds close to Disley church, of pre-Conquest activity within the general area of the route. However, the location and identification of any sites from this period within the study route is considered to be low, given the general absence of such sites within the region. The settlement evidence offered by the place-name Torkington may possibly be linked with the later medieval manorial site at Broadoak Moat (2, map 4), although this can only be speculated.

8.3 The moated site at Broadoak (2), a Scheduled Ancient Monument, and its associated medieval fields represent the principal medieval site affected by the proposed route. The moat, which is not directly affected by the scheme, dates back to at least the mid-14th century and may be earlier. The surrounding fields, some of which are identifiable from 15th-century documentary material, and the demesne farm site may all contain evidence of medieval activity. As a Scheduled Ancient Monument the site is recognised as a site of national importance and although only the moat and its platform have this designation, an importance is also placed on the monument's setting. Planning Policy Guidance Note 16 clearly states that 'where nationally important archaeological remains, whether scheduled or not, and their settings, are affected by proposed development there should be a presumption in favour of their physical preservation.' As the proposed route passes within 120m of the moated site this represents a major impact on the monument's setting, with possible landscape features affected by the proposal. The moated site when built during the medieval period would have been situated within a rural context and to some extent would have shaped the surrounding landscape. It still maintains a rural setting and the construction of the proposed scheme would represent a major impact on this rural integrity.

8.4 Knathole Wood (56, maps 10 and 11) has been identified as an area of ancient woodland and parts of it may be of medieval origin. However, some doubt must be placed on the antiquity of this woodland, because of railway activity in this area and because of the made ground observed in the wood. The proposed route would have a major impact on the woodland area, passing through its western end, which contains the best preserved part of ancient woodland.

8.5 Most of the study route lies within the historic medieval forest of Macclesfield and much of the settlement in the area is likely to be of post-medieval date, coinciding with the declining influence of forest law which, as described in 3.8-3.14 of this report, had previously restricted settlement, the clearing of woodland and the enclosing of land for agricultural purposes. However, without firm documentary evidence, as in the case of Broadoak Moat, it is not at present possible to differentiate between sites which are medieval and post-medieval in origin.

8.6 Several sites which can be traced back to the early post-medieval period are contained within the study route, some of which are directly affected by the proposed scheme. Goytside Farm (81, map 13) and Bothomes Hall (96, map 16) are directly

affected and can be dated from documentary references to at least the 16th and 17th centuries respectively. The impact of the proposed route on these sites is considered to be severe as both would be completely demolished as a result. The small hamlet of Ridge Fold/Ridge End (**27-33**, map 7) may also date back to the 16th century, and there is potential for late medieval settlement in this area. During the 17th and 18th centuries there are an increasing number of sites in the area, many of which are farmsteads. The field system associated with this farming landscape would also appear to be of post-medieval date.

8.7 Almost all of the listed structures located within the study route date from this post-medieval period and are, or were, farm buildings. None of these buildings are directly affected by the scheme. However, the impact of the proposed route on any of these buildings would be considered moderate, as the historic landscape in which the buildings lie would be affected. With the exception of the footbridge at New Mills Station (**66**, map 11) and possibly Woodend House (**45**, map 9) and Lower Haguefold (**48**, map 9), all of the listed buildings presently lie in a rural setting, outside a recognised transport corridor. The construction of the proposed route would alter this setting.

8.8 A number of sites from the industrial period are contained within the study route. The late 18th-century Peak Forest Canal probably represents the most significant site; many of the other industrial sites in the area, including the town of Newtown, developed as a result of the canal's communications advantages. The proposed route passes through the town of Newtown and represents a major impact with six buildings or groups of buildings (**62, 63, 68, 69, 70 & 74**, map 11) in the core of the town being demolished.

8.9 Three separate rail lines are also located within the study route, with the thirteen-arch stone viaduct over the River Goyt (**78**, map 12) probably representing the most impressive element within this network. The proposed route crosses these railways and this represents a moderate impact on these communications routes. This impact can only be applied to the sections crossed by the route and not to the site as a whole.

8.10 Two weirs with associated sluice gates and water channels are contained within the study route; the weir and sluices near Woodend (**46**, map 9) supplied water to the early 19th-century Woodend Mill; and the weir at Goytside (**79**, map 13) was probably associated with a water pumping house. The sluice gates to the weir site **46** lie within 15m of the proposed route but are unlikely to be physically affected as the route will be carried across the river on a viaduct structure.

8.11 A number of other industrial sites of local importance located within the study route include marl pits, quarries and coal extraction sites. The impact on these sites varies from none to severe. In the case of a severe impact, the site would be completely destroyed as a result of the route's construction.

9. Purple Route Conclusions

9.1 The possible prehistoric barrow site at Kiln Knoll (**150**, map 32) and the course of the former Roman road between Manchester and Buxton (**146**, map 31) represent the principal sites from the Prehistoric and Roman periods within the study route. The barrow has not been excavated and may have been partially destroyed as a result of ploughing or extractive work. The road for much of its length lies beneath the present Buxton Old Road, although divergences by the modern road from its Roman predecessor may have effectively fossilized some sections of the earlier routeway. No other sites have been identified from these periods within the study route. The impact of the proposed route on the barrow site is considered to be moderate as the site itself would not appear to be directly affected, although the route passes within 100m of the site. The barrow presently lies in a moorland setting, outside a transport corridor. The construction and position of the proposed route would alter this setting. The point at which the Roman road is crossed by the proposed route (**146**) represents a major impact as this is one of the few identified displacements of the road from the modern alignment and therefore represents one of the areas where the survival of the Roman road is potentially good.

9.2 Place-names and recorded finds near Disley church show some evidence for pre-Conquest activity within the area close to the study route. However the potential for location and identification of any sites from this period within the study route is low.

9.3 Medieval activity within the study route may possibly be represented in the area through Lyme Park, where the medieval park pale may lie within the study corridor. Map evidence would suggest that this northern boundary of the park has been extended northwards in the past two centuries, which may therefore leave the medieval boundary undisturbed by the proposed scheme. Nevertheless the 19th-century boundary (**120**, map 26) still represents the modern extent of a park which can be traced from documentary analysis to the 15th century. The impact of the proposed route on this Grade II* historic park is considered to be major. Red Lane which is one of the principal roads leading to and from the park, connecting it with Disley village, would be closed as a result of the proposed scheme (C Bickmore, Travers Morgan, pers comm). This would result in the effective fossilization of the road, at the same time taking the road out of its historic and landscape context. Indeed any incursion into the enclosed park should be viewed as a major disturbance to the park's integrity.

9.4 There are no other sites of proven medieval origin within the study route although Yeardsley Hall, which is recorded in the early 15th century, lies only *c* 30m to the north of the route corridor. The antiquity of the course of Buxton Old Road is such that the possibility of medieval roadside activity exists although no evidence has been recorded.

9.5 Probably all of the study route was contained within the forest of Macclesfield during the medieval period and the restrictions placed on woodland clearance and field enclosure at that time may account for the absence of many medieval sites within the study route. However, with the decline in influence of forest law an increasing number of settlement sites are recorded along the study route during the post-medieval period.

The earliest sites identified from this period within the route are Spencer Hall (**132**, map 30), the barn at Redmoor Farm (**149**, map 32) and from place-name evidence Stoneridge (**127**, map 28), all of which may be dated to the 17th century. The field enclosure pattern within this landscape of largely moorland character would also appear to be of post-medieval date.

9.6 Both Spencer Hall and the barn at Redmoor Farm are Grade II listed buildings and are amongst a total of five Grade II buildings along the route. None of these buildings are directly affected by the scheme. However, as with the Preferred Route the impact of the proposed route on any of these buildings would be considered moderate, as the historic landscape setting would be affected. All of the listed buildings presently lie in a rural/moorland setting, outside a recognised transport corridor. The construction of the proposed route would alter this setting.

9.7 The industrial sites within this study route are principally related to the extractive industries, with coal pits at both the eastern and western ends of the route. Those at the western end, including Norbury Colliery (**106**, map 20), can be dated to the 18th century and some of the sites may be considerably earlier. There would not appear to be any impact by the proposed route on any of these identified coal sites at the western end.

9.8 Both the Peak Forest Canal and the Macclesfield Canal are crossed by the study route as are a number of rail lines, with many of these communications routes providing the infrastructure for subsequent industrial activity and for more recent settlement. Although crossed by the proposed route, the impact on the railways and canals by the scheme is considered to be moderate. This impact can only be applied to the sections crossed by the proposed route and not to the site as a whole.

10. Modified Derbyshire Route Conclusions

10.1 Much of this route is common to both the Preferred Route and the Purple Route, although the section which is not common does contain some sites of archaeological interest. The possible barrow site at Kiln Knoll (**150**, map 52) probably represents the principal site of interest along the route and is the only site of potentially prehistoric date identified. The site of Waterside Farm (**168**, map 48) and site **182** (map 51) represent the two settlement sites of pre-20th-century date along this section of the route, with Waterside Farm possibly dating back to the early 17th century on place-name evidence. Other sites within this part of the route date from the industrial period and include the Peak Forest Canal, the 1857 and 1902 railways, two brick-working sites (**173**, map 49 & **177**, map 50) and a tenter field site (**178**, map 50).

10.2 The impact of the proposed route on those sites common to either the Preferred Route or the Purple Route, would be the same as has already been outlined above. In the case of the western section of the route which is common to the Preferred Route this would include the major impact on the setting of Broadoak Moat, as discussed in 8.3. Similarly the conclusions drawn for the Preferred Route with regard to the historic medieval forest of Macclesfield (see 8.5, p46) would also apply.

10.3 Amongst the post-medieval sites along this western section is the small hamlet of Ridge Fold/Ridge End (**27-33**, map 45) which may date back to the 16th century, and there is potential for late medieval settlement in this area. During the 17th and 18th centuries there are an increasing number of sites in the area, many of which are farmsteads. The field system associated with this farming landscape would also appear to be of post-medieval date.

10.4 Almost all of the listed structures located within the study route date from this post-medieval period and are, or were, farm buildings. None of these buildings are directly affected by the scheme. However, the impact of the proposed route on any of these buildings would be considered moderate, as the historic landscape in which the buildings lie would be affected. With the possible exception of Woodend House (**45**, map 47) and Lower Haguefold (**48**, map 47), all of the listed buildings presently lie in a rural setting, outside a recognised transport corridor. The construction of the proposed route would alter this setting.

10.5 Within the section of route unique to the Modified Derbyshire Route, Waterside Farm (**168**, map 48) would not be directly affected by the proposed scheme and therefore the route is considered to have only a moderate impact on the site. The farm presently lies in a rural setting, outside a recognised transport corridor. The construction of the proposed route would alter this setting. A similar moderate impact can be applied to the railways (**174** & **170**, map 49) and canal (**172**, map 49) crossed by the scheme, although this impact can only apply to the sections crossed by the route, rather than to the site as a whole. Without an exact location for kilns within the brick-working sites (**173**, map 49 & **177**, map 50), the impact of the proposed route on these sites cannot be gauged at this time, as they may lie beyond the study route.

10.6 Because the precise location of the barrow at Kiln Knoll (150) has not been established, the full impact of the proposed route on this site cannot be gauged. However, the impact would at the very least be moderate. If the site itself was not directly affected, its setting certainly would be. The barrow presently lies in a moorland setting, outside a transport corridor. The construction and position of the proposed route would alter this setting.

11. Comparison of Routes

Preferred Route and Purple Route

11.1 The Preferred Route and the Purple Route, apart from their eastern terminus, occupy separate corridors of land. The total numbers of sites by site classification (ie Scheduled Ancient Monuments, Historic Parks, Listed Buildings, ancient woodlands, sites of regional importance, and sites of local importance) which would be affected directly or indirectly by these routes are given in Table 1 appended to this report. The levels of impact on these site classifications by these routes are quantified in Tables 2 and 3.

11.2 In terms of listed buildings located within a 200m corridor of these routes, there are twelve (**21**, map 6; **28, 30, 31, 32, 33, 39**, map 8; **45, 48**, map 9; **49**, map 10; **66**, map 11 & **89**, map 15) listed structures within the Preferred Route corridor compared with five (**131, 132, 138**, map 30, **145**, map 31 & **149**, map 32) along the Purple Route corridor. None of these buildings are directly affected by the proposed schemes. The impact of a road on any of these buildings would be considered moderate, as the integrity of the post-medieval landscape would be lessened.

11.3 Other unlisted buildings directly affected by the routes include three farm sites (**52**, map 10; **81**, map 13 & **96**, map 16) within the Preferred Route compared with one farm site (**114**, map 24) in the Purple Route. Of these farm sites Goytside and Bothomes (**81** & **96**) are of most architectural and archaeological interest, with documentary evidence tracing the sites into the 16th and 17th centuries respectively. Buildings of more recent date are also affected and of these the houses in the industrial community of Newtown are considered to be of local importance.

11.4 In addition to the listed buildings, the corridor for the Preferred Route also passes within *c* 20m of Broadoak Moat (**2**, map 4), a Scheduled Ancient Monument. The moat, which is considered to have 'survived well' in its schedule entry, is still water-filled and occupies an isolated location in a green field area. This site is the only Scheduled Ancient Monument within such close proximity to any of the study routes and by definition its designation attributes to the site a national importance.

11.5 As regards below-ground archaeology, there are no identifiable prehistoric sites within the Preferred Route, whereas the Purple Route contains the possible barrow site at Kiln Knoll (**150**, map 32) and parts of the course of the former Roman road between Manchester and Buxton (**146**, map 31). The potential for any further sites from this period being located within either route is considered to be low.

11.6 Both routes contain place-names which could indicate pre-Conquest settlement, although in both cases any evidence for this period being located within the study routes is considered to be low, as there is a general absence of such sites within the region.

11.7 The moated site at Broadoak (**2**), because of its proximity to the Preferred Route, is considered to be the most important medieval site to be affected, by either route, albeit indirectly. The medieval field-names associated with the moat, which lie within the

route, indicate that there may be some relict medieval agricultural features in this area. The principal site of possible medieval origin affected by the Purple Route is the section through Lyme Park. The park is recorded as having a fence around it in the 15th century and this boundary may possibly be affected by the proposed route. The northern boundary (**120**, map 26) has certainly been altered in the past and has been extended northwards following the construction of the A6 and the railway in the 19th century.

11.8 Another area of potential medieval activity is represented by the line of Buxton Old Road which passes through the Purple Route. This is of some antiquity and there is a possibility that some roadside sites or finds of medieval origin may survive.

11.9 Early post-medieval activity along the routes is probably better represented within the Preferred Route, with the sites of Ridge Fold/Ridge End and Goytside Farm (**27-33**, map 7 & **81**) all probably documented in the 16th century and Bothomes Hall (**96**) documented from the early 17th century. The earliest sites from this period located within the Purple Route are Spencer Hall (**132**), the barn at Redmoor Farm (**149**) and Stoneridge (**127**, map 28), all of which may be dated to the 17th century. The site of Yeardsley Hall, which dates back to the 15th century, although not within the Purple Route, does lie within *c* 30m of the corridor. This site represents the earliest farmstead within close proximity to the proposed route.

11.10 Sites from the industrial period are represented along both routes. The buildings in Newtown crossed by the line of the Preferred Route are to be demolished and this represents a major impact on the industrial archaeology of the area. The terraced housing(**70**, map 11), chapel (**68**, map 11), school (**69**, map 11) and warehouse (**74**, map 11) are amongst some of the buildings which form the core of this mid-19th-century town, which grew up as a result of the transportation opportunities offered by the Peak Forest Canal. The two canals of the area are affected by both routes, although the Preferred Route contains a far longer stretch of the Peak Forest Canal. Other sites from the industrial period contained within both routes include extractive sites, with the Purple Route containing the majority of these including some relatively early workings around Norbury.

11.11 In terms of sites of national importance the Preferred Route passes within 120m of the only Scheduled Ancient Monument near either of the route corridors. The Purple Route would, however, have a major impact on Lyme Park, which is also considered to be a site of national importance, although it has no statutory designation. The only sites considered to be of regional importance are the possible barrow site and the Roman road, both of which would be affected by the Purple Route. There are more listed buildings within the Preferred Route corridor than in the Purple Route corridor, at a ratio of 12:5, and in terms of standing buildings or groups of standing buildings (for example terraces) one more would be directly affected by the Preferred Route than by the Purple Route, with a ratio of 9:8. The Preferred Route would have a direct impact on 56 sites of local importance, whereas the Purple Route would have a direct impact on 38. Therefore both routes would have a major impact on one site of national importance, while the Purple Route would probably have a major impact on two sites of regional importance, compared with none along the Preferred Route. More listed buildings and undesignated buildings would be affected by the Preferred Route than by the Purple Route. Finally more sites of local importance would be affected by the Preferred Route than by the Purple Route. In summary both routes would have an equal effect on sites of national importance, the Preferred Route would have a lesser effect on

Route would have a lesser effect on sites of regional importance than the Modified Derbyshire Route, and the Modified Derbyshire Route would have a lesser effect on listed buildings and sites of local importance than the Preferred Route.

Purple Route and Modified Derbyshire Route

11.17 A comparison between the Purple Route and the Modified Derbyshire Route is to some extent the same as that between the Purple Route and the Preferred Route. However, the comparisons which can be made include a listed building count of ten in the Modified Derbyshire Route compared with five in the Purple Route. Neither route would directly affect any buildings of particular architectural or archaeological interest, although the Modified Derbyshire Route would still have an impact on Broadoak Moat (2). Similarly the impact of the Purple Route would still have an impact on Lyme Park and the Roman road. The total numbers of sites by site classification (ie Scheduled Ancient Monuments, Historic Parks, Listed Buildings, ancient woodlands, sites of regional importance, and sites of local importance) which would be affected directly or indirectly by these routes are given in Table 1 appended to this report. The levels of impact on these site classifications by these routes are quantified in Tables 3 and 4.

11.18 Both study routes include the possible barrow site at Kiln Knoll (150), although the Derbyshire Modified Route would appear to have a more direct impact on the site. Also both routes would pass close to the site of Yeardsley Hall.

11.19 In terms of sites of national importance the Modified Derbyshire Route passes within 120m of the only Scheduled Ancient Monument near either of the route corridors. The Purple Route would, however, have a major impact on Lyme Park, which is also considered to be a site of national importance, although it has no statutory designation. Both routes would affect the possible barrow site at Kiln Knoll, which is considered to be of regional importance and the Purple Route would also affect a second site of regional importance, the Roman road. There are more listed buildings within the Modified Derbyshire Route corridor than in the Purple Route corridor, at a ratio of 10:5. The Purple Route would also have a direct impact on eight unlisted buildings, compared with none along the Modified Derbyshire Route. The Modified Derbyshire Route would have a direct impact on 47 sites of local importance, whereas the Purple Route would have a direct impact on 38. Therefore both routes would have a major impact on one site of national importance, while the Modified Derbyshire Route would probably have a major impact on one site of regional importance, compared with two along the Purple Route. More listed buildings would be affected by the Modified Derbyshire Route than by the Purple Route. Finally more sites of local importance would be affected by the Modified Derbyshire Route than by the Purple Route. In summary both routes would have an equal effect on sites of national importance, the Modified Derbyshire Route would have a lesser effect on sites of regional importance than the Purple Route, and the Purple Route would have a lesser effect on listed buildings and sites of local importance than the Modified Derbyshire Route.

12. Preferred Route Mitigation Proposals

12.1 The proposed route would have a major impact on the setting of Broadoak Moat (2, map 4) and it is proposed that some consideration should be given to the adoption of the Purple Route or an alternative alignment to preserve this Scheduled Ancient Monument in its present rural setting. If such a realignment is not possible, then it is suggested that the landscape proposals should attempt to minimise the visual impact of the road on the monument's setting.

12.2 Goytside Farm (81, map 13) is an attractive, largely 18th-century farm complex and it is recommended that consideration be given to its preservation.

12.3 It is proposed that every effort should be made to minimise the impact of the proposed route, through Newtown, with as few elements of the structural fabric of the town removed as is possible.

13. Purple Route Mitigation Proposals

13.1 The possible barrow site at Kiln Knoll (150, map 32) may not be directly affected by the proposed route, as its precise location and extent have not been recorded. However, any disturbance should be avoided.

13.2 The section of the route which passes through the northern edge of Lyme Park may include elements of the earlier medieval boundary as well as later boundaries. The intrusion of the proposed route into the park is a major impact and therefore it is recommended that some consideration should be given to an alternative alignment beyond the park boundary.

14. Modified Derbyshire Route Mitigation Proposals

14.1 The proposals made for those parts of the route which are common to either the Preferred Route or the Purple Route should continue to apply. The proposed route would have a major impact on the setting of Broadoak Moat (**2**, map 42) and it is proposed that some consideration should be given to the adoption of the Purple Route or an alternative alignment to preserve this Scheduled Ancient Monument in its present rural setting. If such a realignment is not possible, then it is suggested that the landscape proposals should attempt to minimise the visual impact of the road on the monument's setting.

14.2 The possible barrow site at Kiln Knoll (**150**, map 52) may not be directly affected by the proposed route, as its precise location and extent have not been recorded, however, any disturbance should be avoided.

15. Preferred Route Further Work Recommendations

15.1 Although no sites of prehistoric date have been identified along the line of the study route, the potential for such activity remains. The pastoral land use makes the discovery of sites from the examination of aerial photographs and the recovery of chance finds from the soil unlikely possibilities. In order to make an informed statement on the prehistoric potential of the route a comprehensive fieldwork programme should be designed and implemented, ahead of the production of the final environmental statement, to locate and record possible evidence of prehistoric activity. This work would involve geophysical survey over selected areas, in an attempt to locate any features associated with early settlement, such as ditched enclosures. Any anomalies encountered should be investigated by trial excavation and may lead to proposals for further excavation. The trial excavation should take place prior to the environmental statement, with the further excavation only taking place prior to construction, should the route be adopted.

15.2 The fields to the south of Broadoak Moat (**2**, map 4), the names of some of which can be traced back to the 15th century, should be evaluated by geophysical survey followed by trial excavation to establish whether any features of medieval origin associated with the moated site are present. Should such features be encountered this may lead to proposals for further excavation. The geophysical survey and trial excavation should take place prior to the environmental statement, with the further excavation only taking place prior to construction, should the route be adopted.

15.3 Should the preservation of Goytside Farm (**81**, map 13) not prove possible it is recommended that an architectural survey of the farm buildings is carried out, prior to road construction. Following demolition of the present buildings an archaeological evaluation of the site should be carried out, as there is documentary evidence for 16th-century occupation at the site. Should evidence for earlier settlement be recovered a full excavation of the site may be required.

15.4 Bothomes Hall farm (**96**, map 16) is already in a ruinous condition, and it is recommended that an architectural survey of some of the buildings is carried out prior to demolition. There is documentary evidence for occupation at this site from the 17th century and it is therefore recommended that an archaeological evaluation of this site is carried out following the demolition of the present buildings. Should early levels be encountered a full excavation of the site may be required.

15.5 It is recommended that an architectural survey is carried out at Upper Waterside Farm (**52**, map 10) prior to demolition. It is further recommended that this should be followed by an archaeological evaluation of the site to establish whether earlier occupation levels are present. Should early levels be encountered a full excavation of the site may be required.

15.6 The track (**25**, map 7) which runs to the south-west of Ridge Fold is crossed by the study route and may require further survey work followed by evaluation by excavation

to establish whether any abandoned farm sites are present. Should early occupation levels be established this may lead to recommendations for full excavation. The survey and evaluation work should take place prior to the environmental statement, with the further excavation only taking place prior to construction, should the route be adopted.

15.7 The earthworks and made ground within Knathole Wood (**56**, map 10), which is identified as an area of ancient woodland, cannot at this stage be fully explained. It is recommended that those features which can be identified as man made in origin are recorded on survey plans of the wood. This work should be carried out prior to the environmental statement.

15.8 It has been identified that the extractive site **53** (map 10) will require excavation to establish its form and function (P Selly, Travers Morgan, pers comm). It is recommended that this excavation is carried out by an archaeologist, prior to the environmental statement.

15.9 The two weir sites (**46**, map 9 & **79**, map 13) with their associated sluice gates, water channels, and in the case of site **79**, pump house, should be recorded if affected by the proposed scheme. This work could be carried out after the environmental statement.

15.10 It is recommended that the identified buildings at Newtown (**62, 63, 68, 69, 70 & 74**, map 11), which are to be removed, would require architectural survey to Royal Commission on the Historic Monuments of England (RCHME) levels. This work could be carried out after the environmental statement.

15.11 Should any significant alterations to the line of the route be introduced this may require additional recommendations.

15.12 GMAU would welcome an early discussion on the implementation of these recommendations.

16. Purple Route Further Work Recommendations

16.1 Should the barrow site at Kiln Knoll be affected it is recommended that an archaeological evaluation of the site is carried out. If a barrow site is confirmed this would then require full excavation. The evaluation should take place prior to the environmental statement, with any further excavation only taking place prior to road construction, should the route be adopted.

16.2 The line of the Roman road between Manchester and Buxton (**146**, map 31) is crossed by the study route and it is recommended that an evaluation of the road line, particularly on the line of the previously identified section of Roman road which lies to the north of the present Buxton Old Road, is carried out. Should the Roman road survive it is recommended that a full record is made of that part which is to be affected by the proposed route. The evaluation should take place prior to the environmental statement, with any further excavation only taking place prior to road construction, should the route be adopted.

16.3 Should the present line of the route through Lyme Park prevail it is recommended that a detailed drawn survey is made of this area to establish whether any early landscape features survive. Trial excavation may be recommended as a result of this. This work should take place before the environmental statement.

16.4 The site of Haletop Farm (**114**, map 24) may require a brief architectural survey prior to demolition.

16.5 Early mining activity has been identified in the Norbury area particularly along Norbury Brook and a detailed survey of any relict mining features particularly bell pits is recommended. Proposals for excavation may follow. All of this work could be carried out after the environmental statement.

16.6 The brick kiln site (**99**, map 20) should be tested by magnetometer survey followed by physical evaluation if anomalies are established. This work could be carried out after the environmental statement.

16.7 The possible smithy site (**130**, map 30) should be tested by magnetometer survey followed by physical evaluation if anomalies are established. The survey and evaluation work should take place prior to the environmental statement, with any further excavation only taking place prior to construction, should the route be adopted.

16.8 Should any significant alterations to the line of the route be introduced this may require additional recommendations.

16.9 GMAU would welcome an early discussion on the implementation of these recommendations.

17. Modified Derbyshire Route Further Work Recommendations

17.1 Recommendations 15.1, 15.2, 15.6 and 16.1 would all apply to this route also.

17.2 The two possible brick kiln sites (**173**, map 49 & **177**, map 50) should be tested by magnetometer survey followed by physical evaluation if anomalies are established. The possible ridge and furrow (**171**, map 49) and the tenter field (**178**, map 50) if affected by the proposed scheme should be recorded. All of this work could be carried out after the environmental statement.

17.3 Should any significant alterations to the line of the route be introduced this may require additional recommendations.

17.4 GMAU would welcome an early discussion on the implementation of these recommendations.

	Number of Sites Directly Affected[1]			Number of Sites Indirectly Affected [2]		
	Preferred Route	**Purple Route**	**Modified Derbyshire Route**	**Preferred Route**	**Purple Route**	**Modified Derbyshire Route**
Scheduled Ancient Monuments	0	0	0	1[3]	0	1[3]
Historic Parks Grade II*	0	1	0	0	0	0
Listed Buildings Grade II	0	0	0	12	5	10
Ancient Woodland	1	1	0	0	0	0
Sites of Regional Importance	0	1	1	0	1	0
Sites of Local Importance[4]	56	38	47	26	24	24

Notes

1. Sites which are directly affected by the road schemes include those where physical remains are partly or wholly removed as a result of the schemes.

2. Sites which are indirectly affected by the road schemes include all sites within 100m of the centre line of the proposed route but the physical remains of which are not actually removed.

3. This refers to the Scheduled Ancient Monument of Broadoak Moat which lies *c* 120m to the north of the proposed route, but is included because of its national importance.

4. Sites of Local Importance refers to all other sites identified along the routes.

Table 1

	Number of Sites Affected per Level of Impact				
	Severe	Major	Moderate	Minimum	None
Scheduled Ancient Monuments	0	1	0	0	0
Historic Parks Grade II*	0	0	0	0	0
Listed Buildings Grade II	0	0	12	0	0
Ancient Woodland	1	0	0	0	0
Sites of Regional Importance	0	0	0	0	0
Sites of Local Importance	20	8	18	10	26

Table 2 Preferred Route – levels of impact on site classifications

	Number of Sites Affected per Level of Impact				
	Severe	Major	Moderate	Minimum	None
Scheduled Ancient Monuments	0	0	0	0	0
Historic Parks Grade II*	0	1	0	0	0
Listed Buildings Grade II	0	0	5	0	0
Ancient Woodland	0	1	0	0	0
Sites of Regional Importance	0	2	0	0	0
Sites of Local Importance	19	2	17	8	16

Table 3 Purple Route – levels of impact on site classifications

	Number of Sites Affected per Level of Impact				
	Severe	Major	Moderate	Minimum	None
Scheduled Ancient Monuments	0	1	0	0	0
Historic Parks Grade II*	0	0	0	0	0
Listed Buildings Grade II	0	0	10	0	0
Ancient Woodland	0	0	0	0	0
Sites of Regional Importance	0	1	0	0	0
Sites of Local Importance	14	7	17	8	24

Table 4 Modified Derbyshire Route – levels of impact on site classifications

KEY TO MAPS

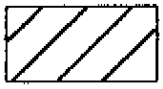
The following key applies to:

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

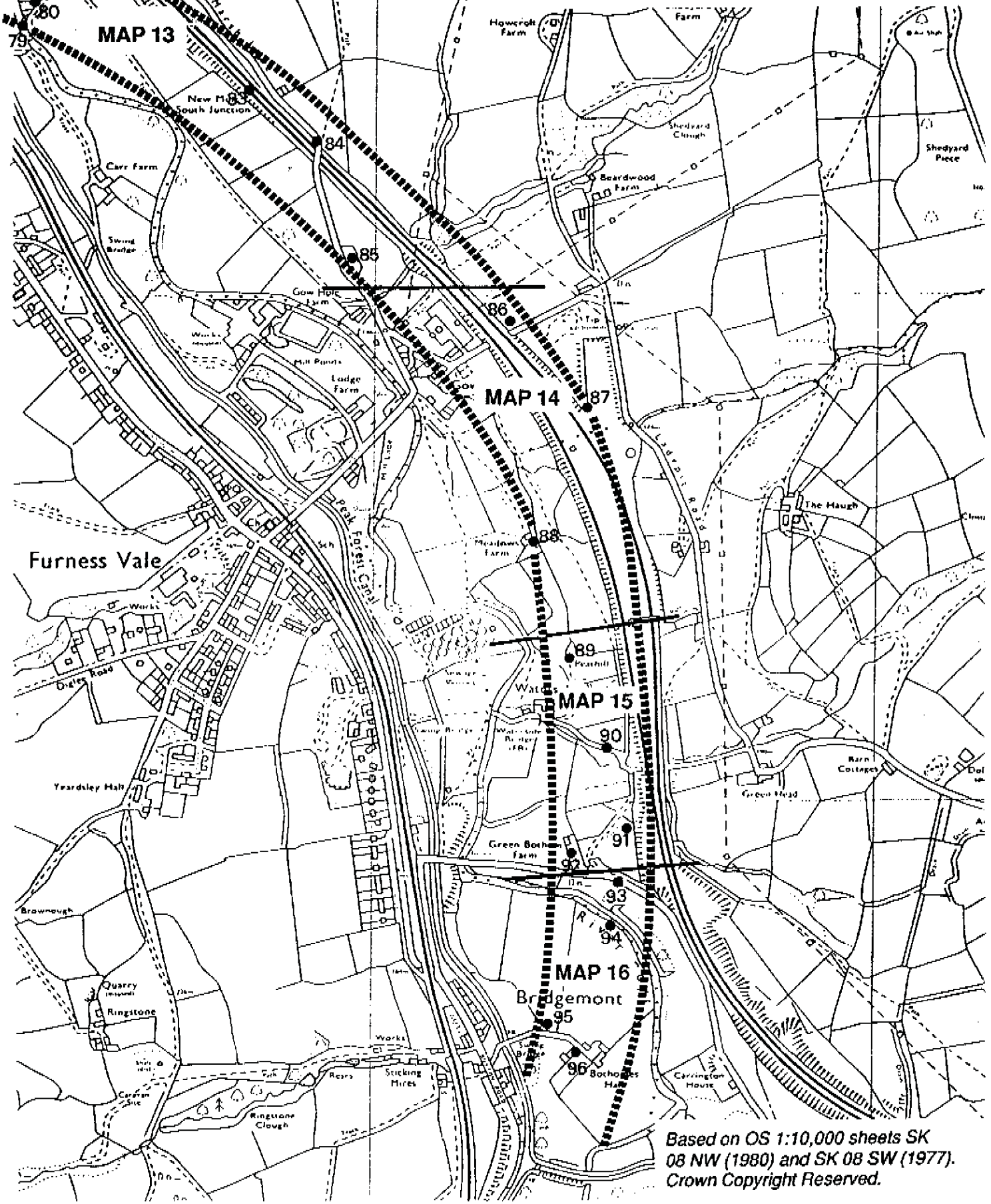
ARCHAEOLOGICAL SITE

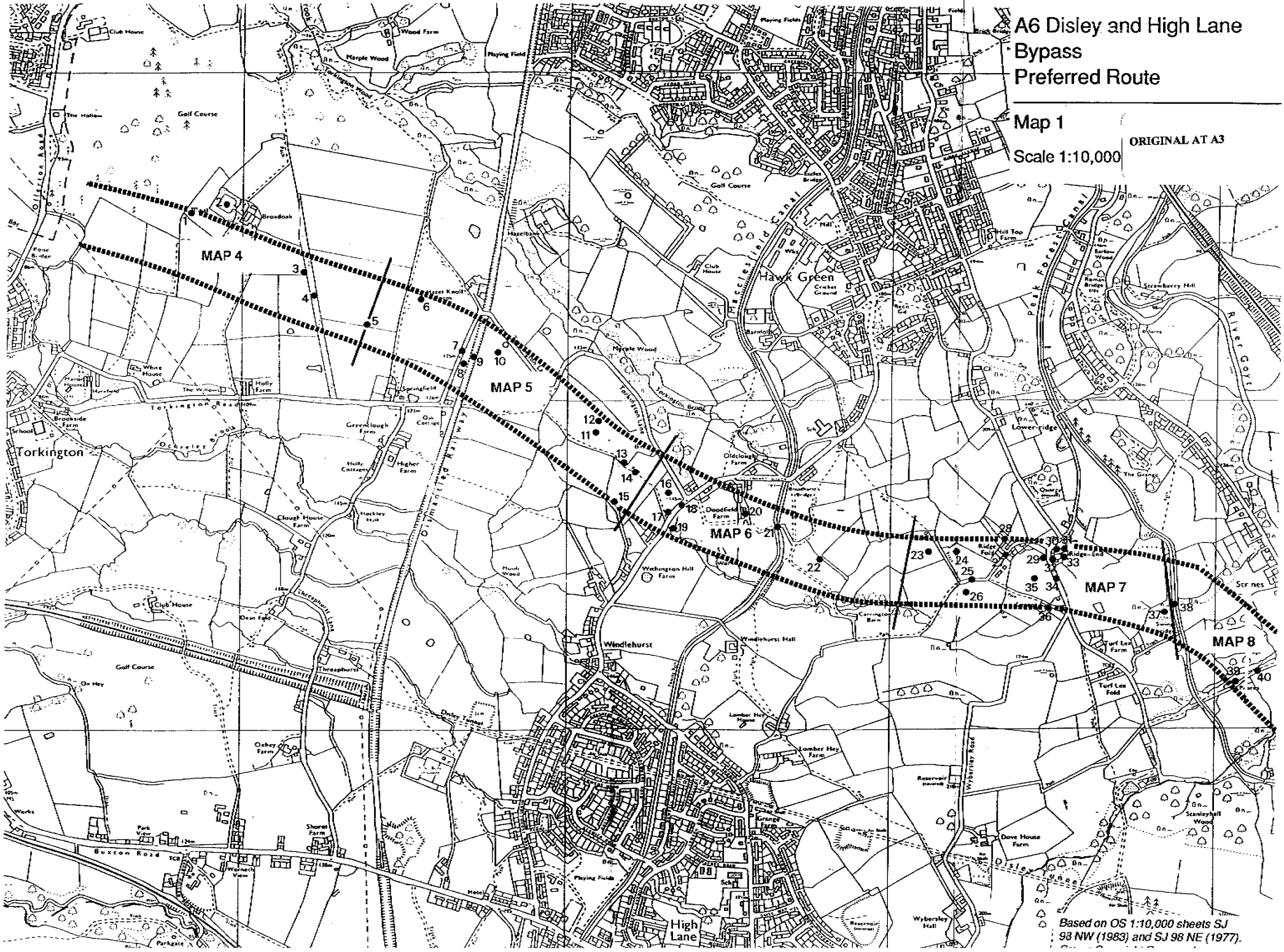
Maps 1-3, 17-19 and 37-41 are at a scale of 1:10,000 and are included as a guide to the location of the larger scale maps, with cut lines being shown. All sites listed in section 6 of this report are indicated on these 1:10,000 maps, but without distinction between their type or status.

A6 Disley and High Lane Bypass
Preferred Route

Map 3

Scale 1:10,000



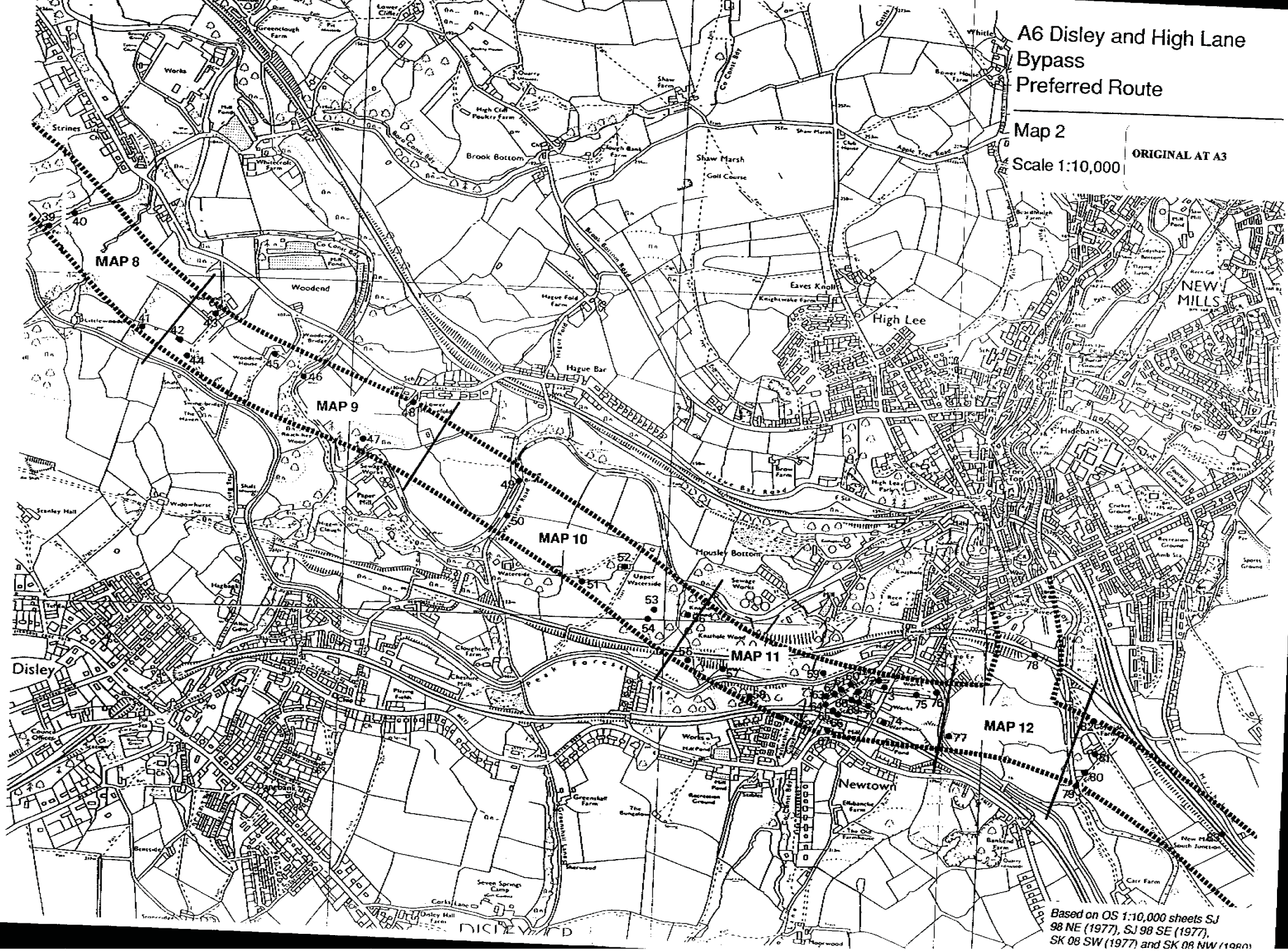

A6 Disley and High Lane Bypass
Preferred Route
Map 1
Scale 1:10,000
ORIGINAL AT A3
MAP 4
MAP 5
MAP 6
MAP 7
MAP 8
Torkington
Hawk Green
Windlehurst
High Lane
Based on OS 1:10,000 sheets SJ 98 NW (1983) and SJ 98 NE (1977).

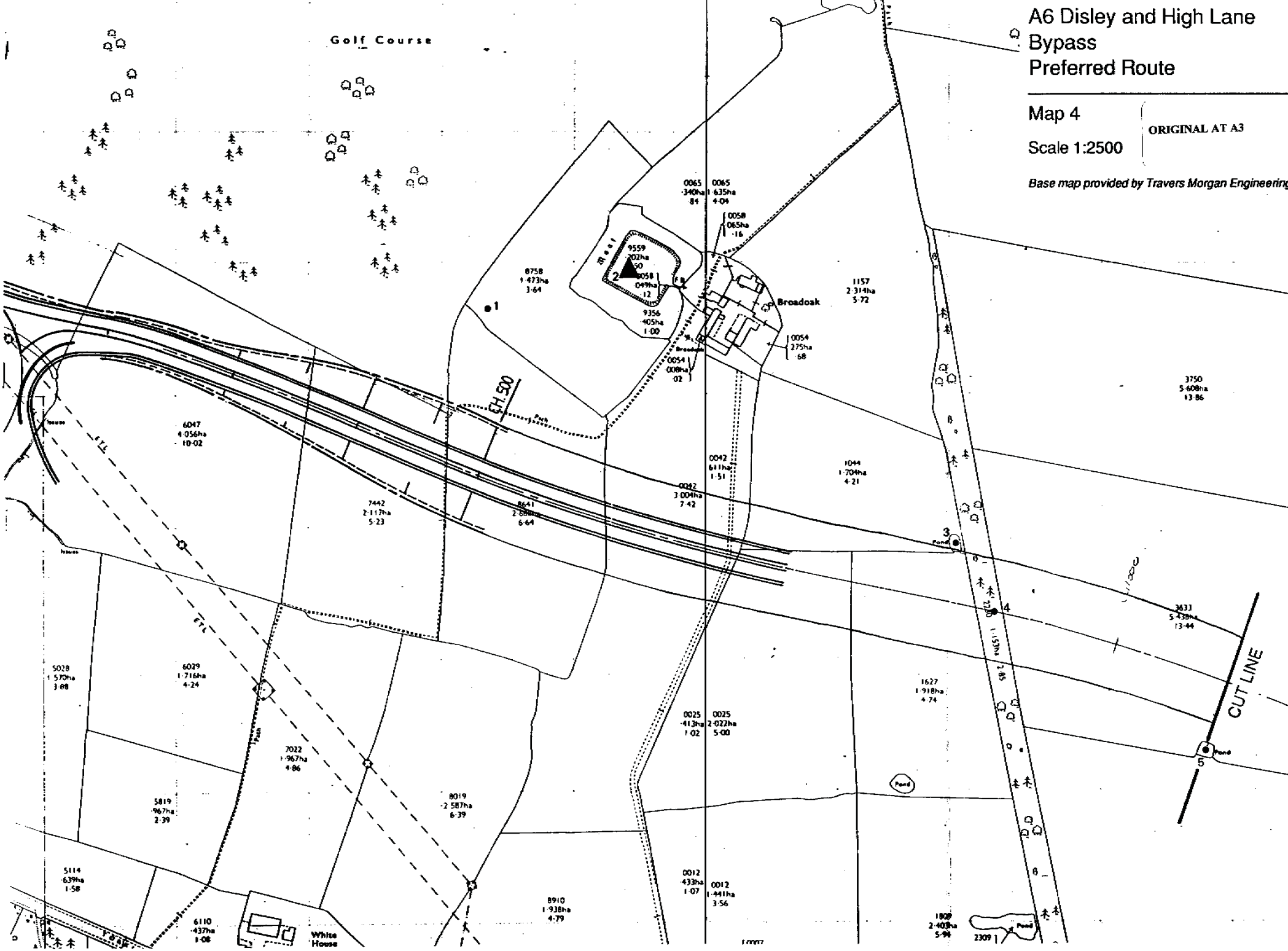
A6 Disley and High Lane Bypass
Preferred Route

Map 2

Scale 1:10,000

ORIGINAL AT A3




A6 Disley and High Lane
Bypass
Preferred Route
Map 4
Scale 1:2500
ORIGINAL AT A3
Base map provided by Travers Morgan Engineering
Golf Course
Broadoak
CH 500
CUT LINE
White House
Pond
Path

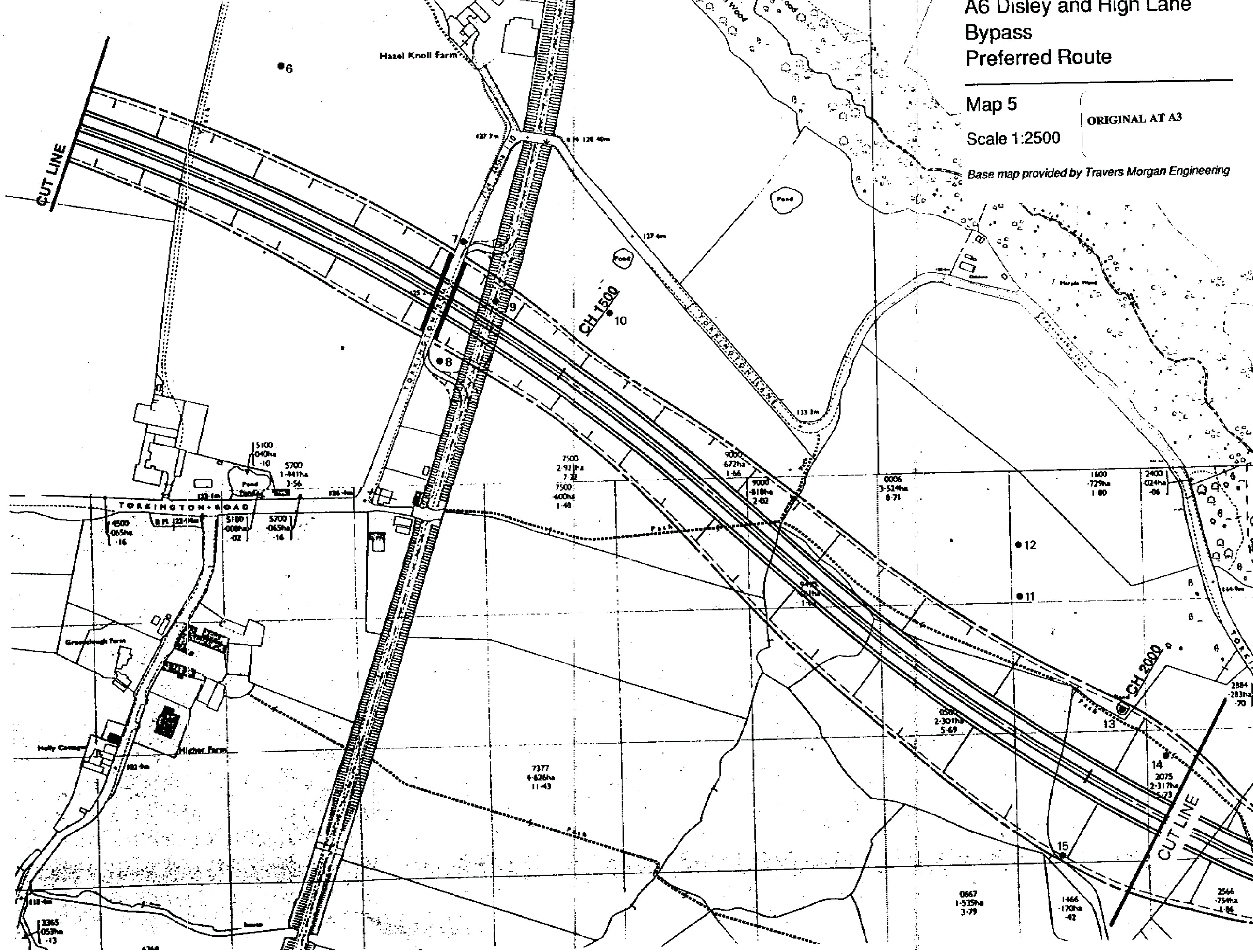
A6 Disley and High Lane Bypass
Preferred Route

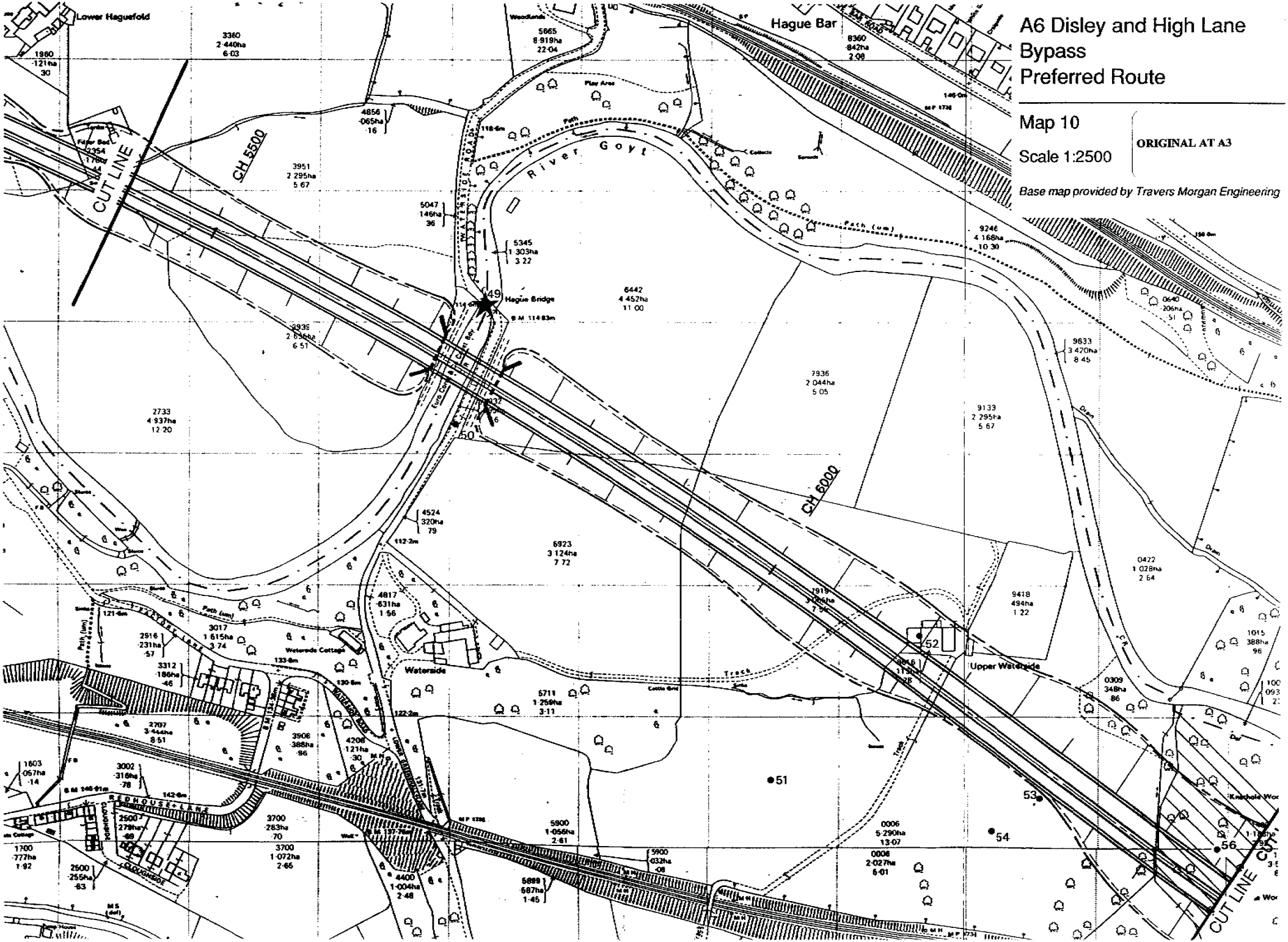
Map 5

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

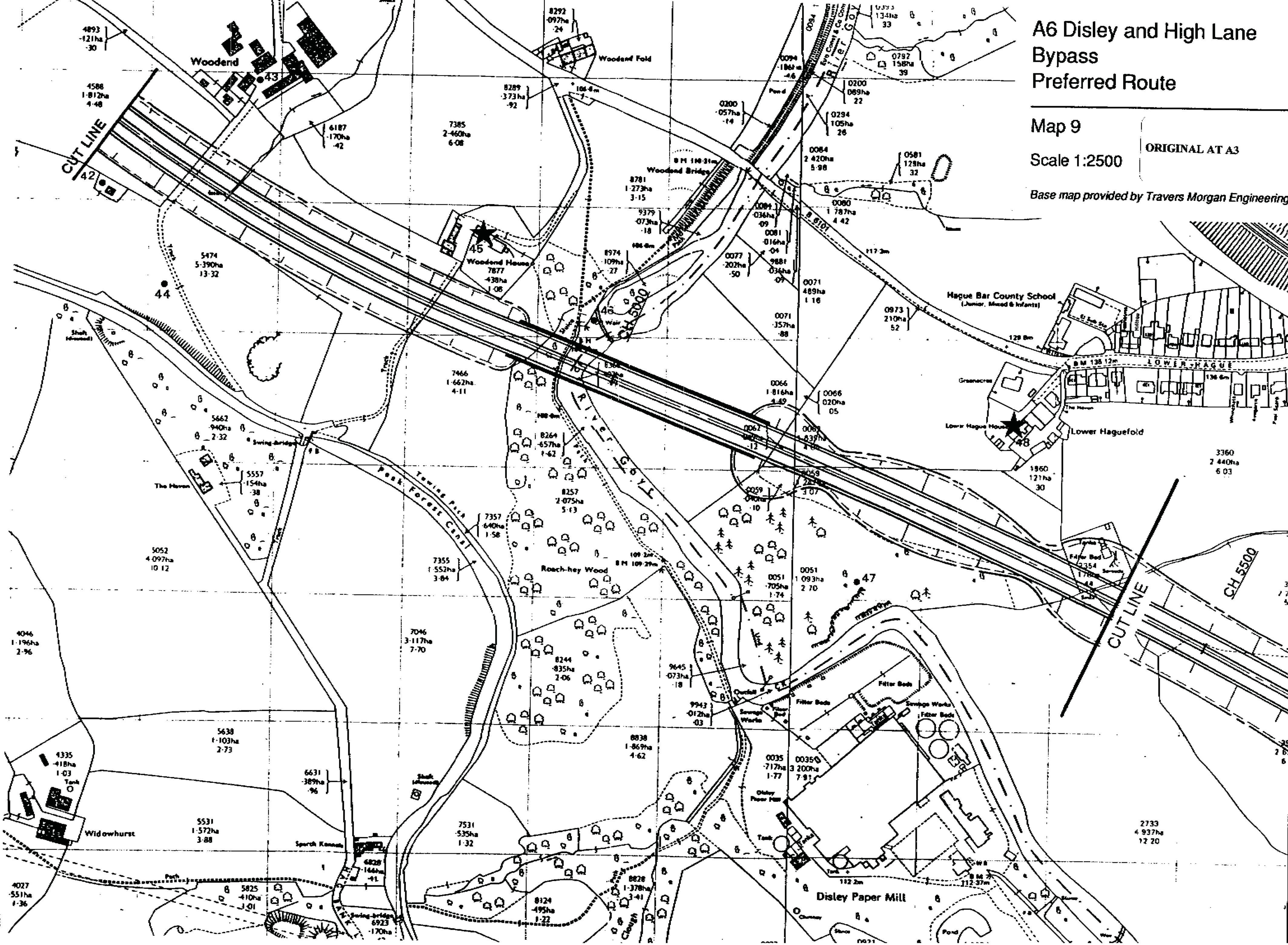
A6 Disley and High Lane Bypass Preferred Route

Map 9

Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineering



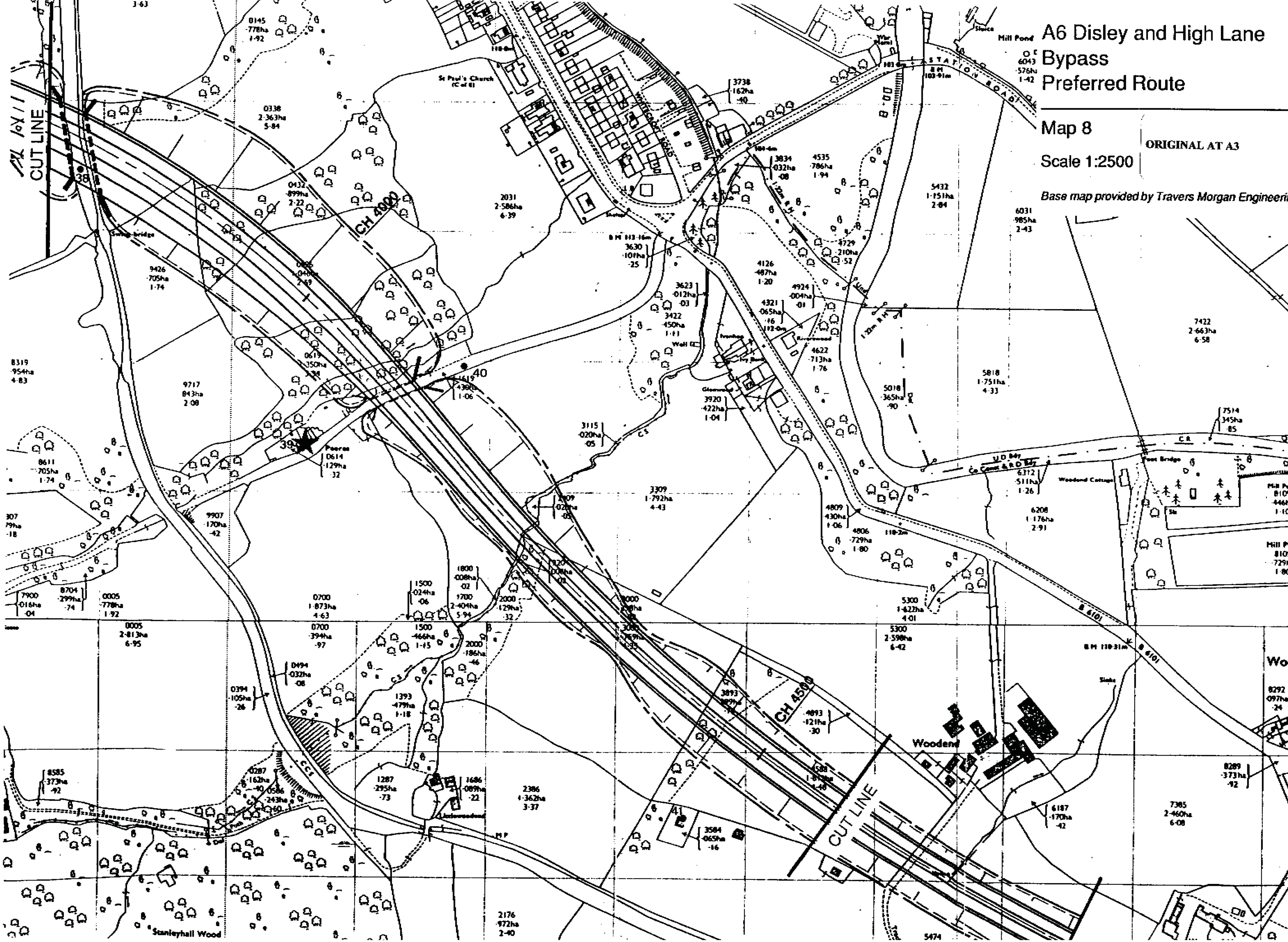
A6 Disley and High Lane Bypass Preferred Route

Map 8

ORIGINAL AT A3

Scale 1:2500

Base map provided by Travers Morgan Engineerin



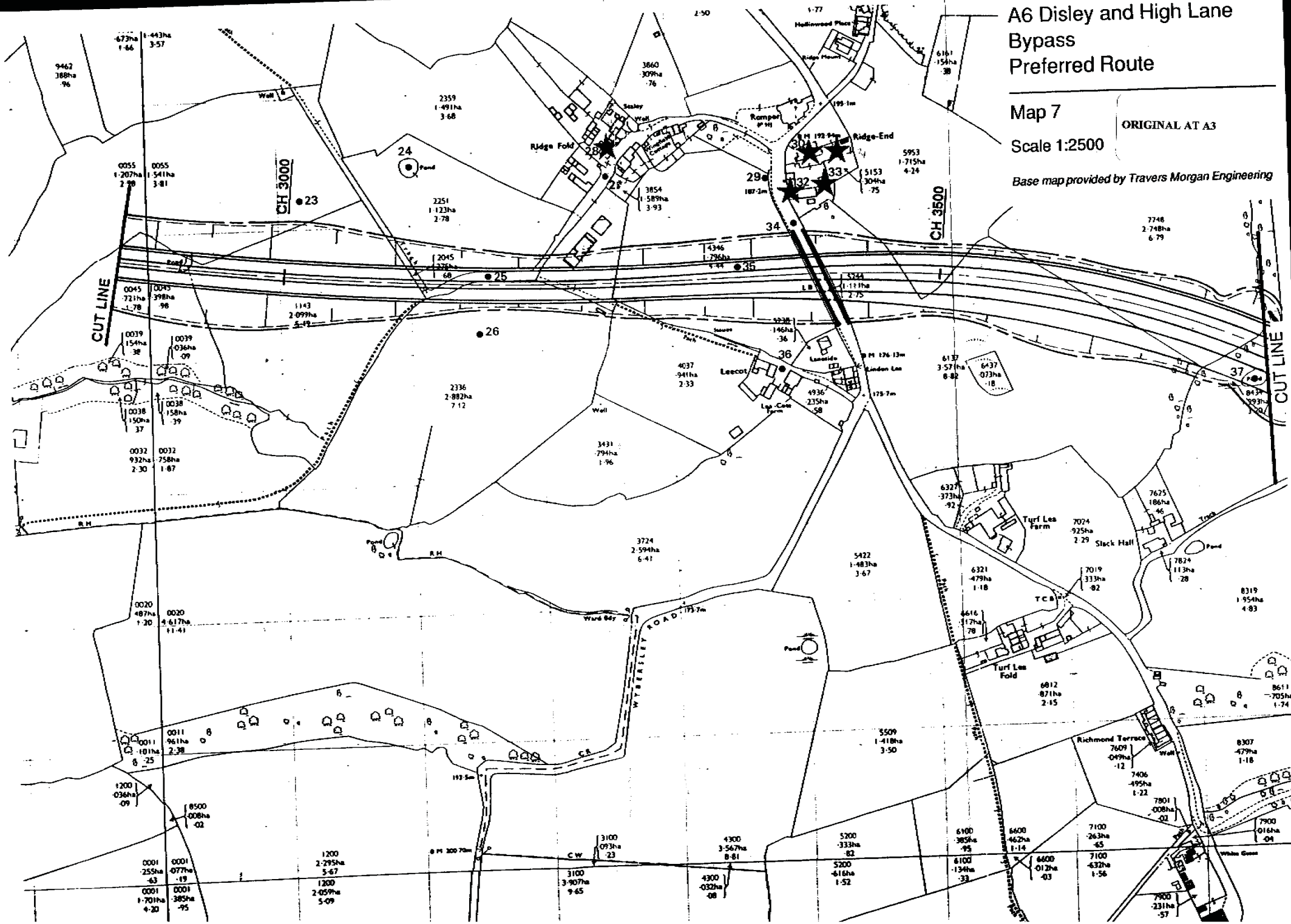
A6 Disley and High Lane Bypass
Preferred Route

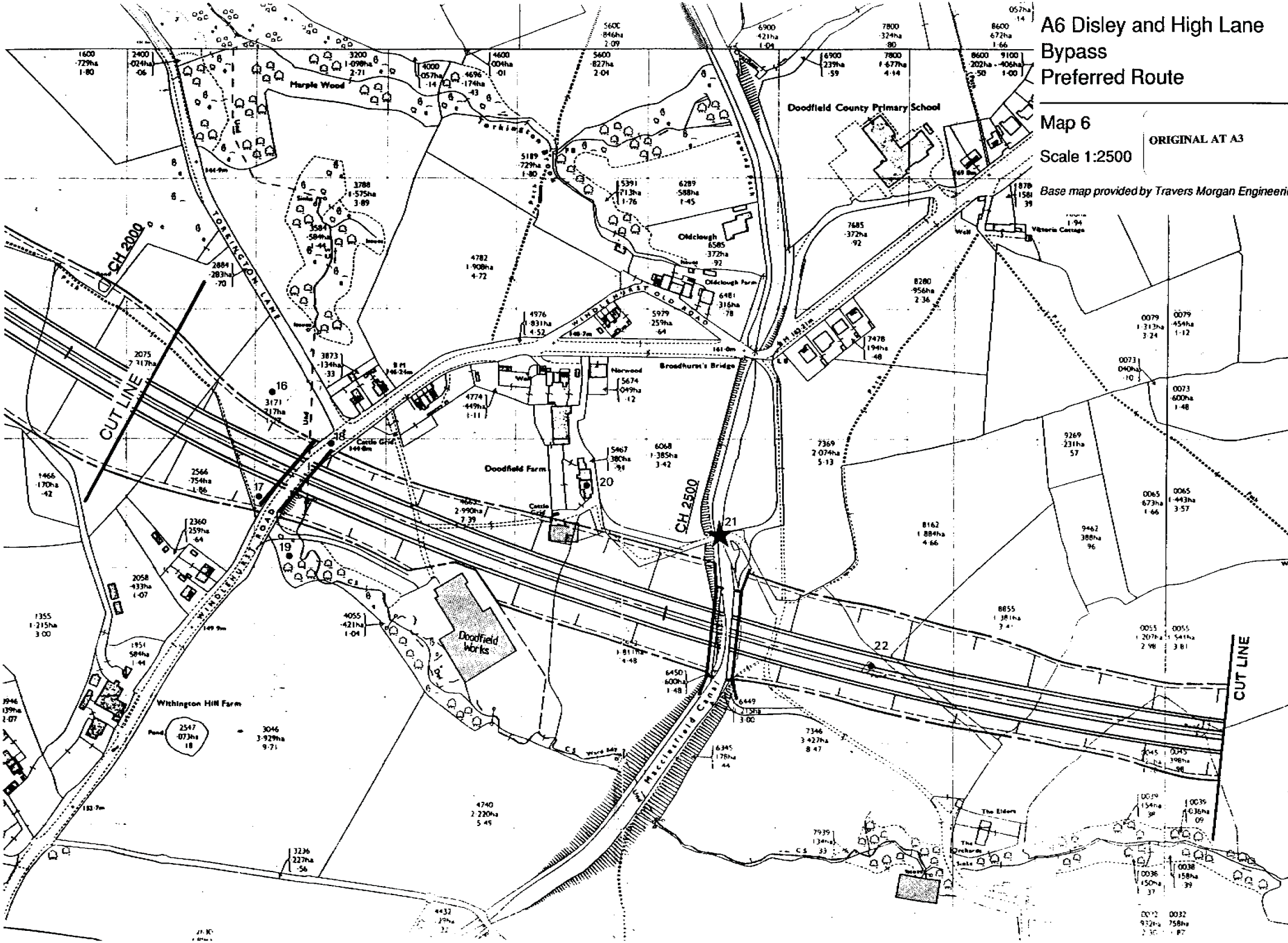
Map 7

Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineering





A6 Disley and High Lane Bypass Preferred Route

Map 6

Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineeri

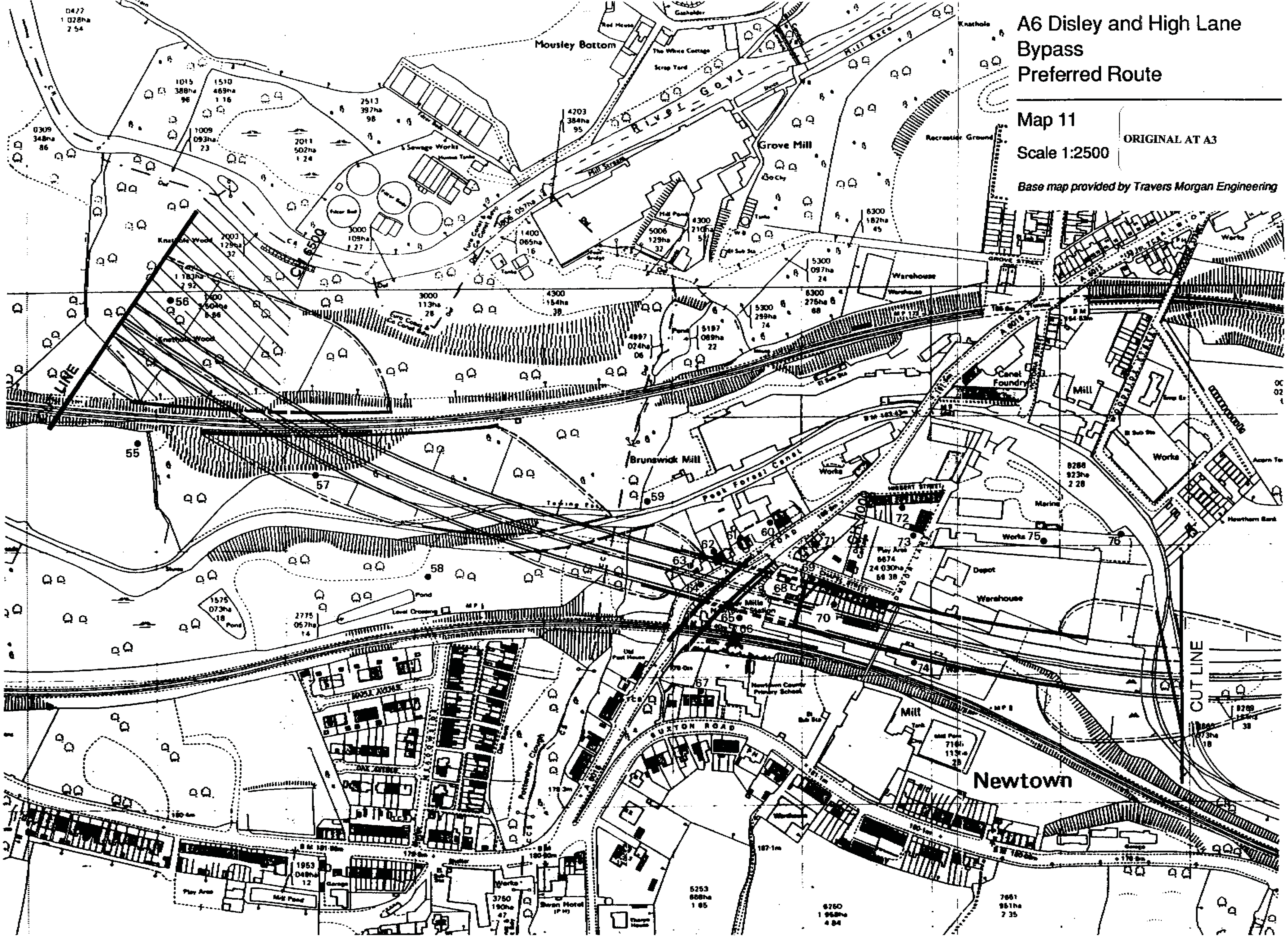
A6 Disley and High Lane Bypass Preferred Route

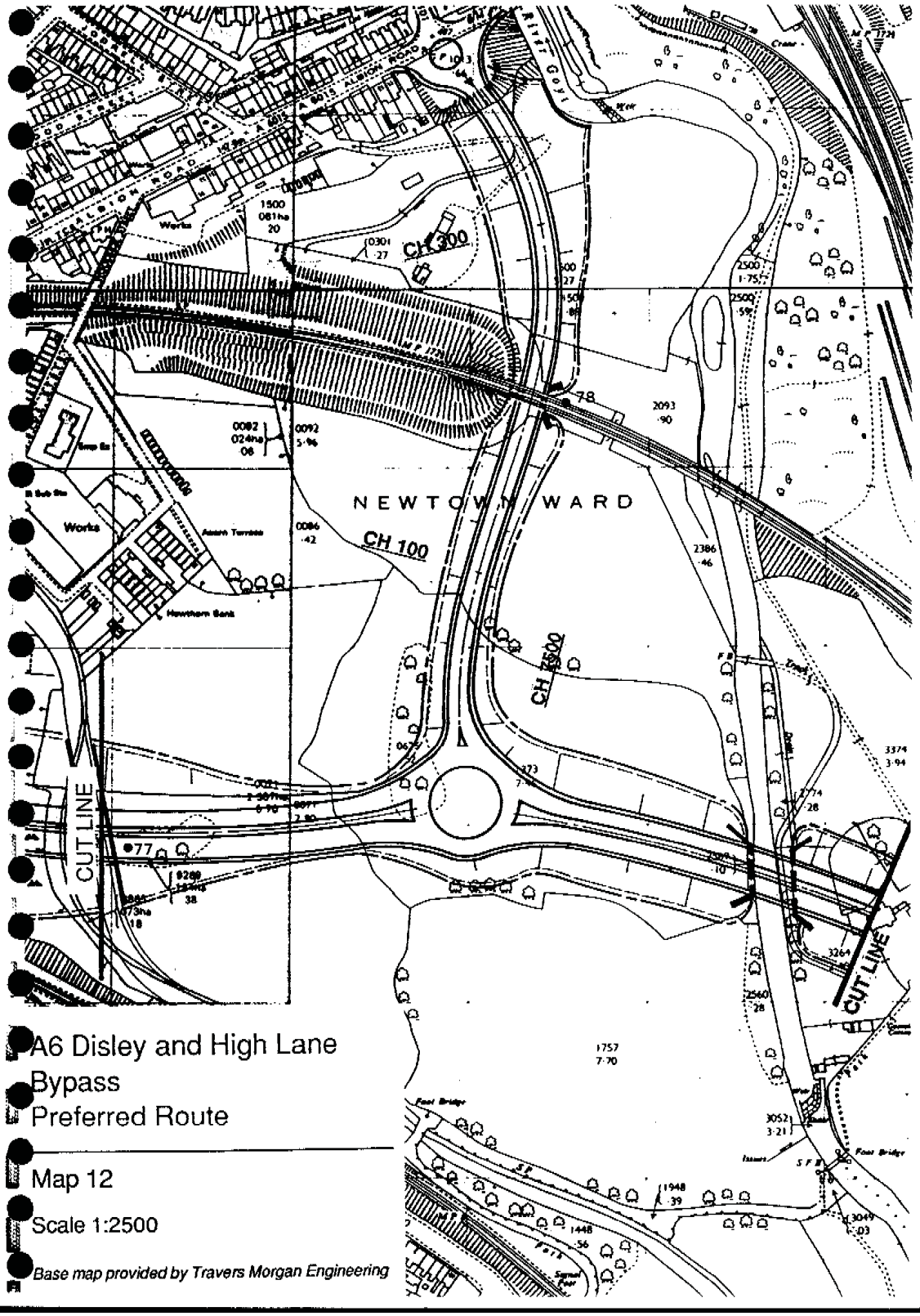
Map 11

Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineering



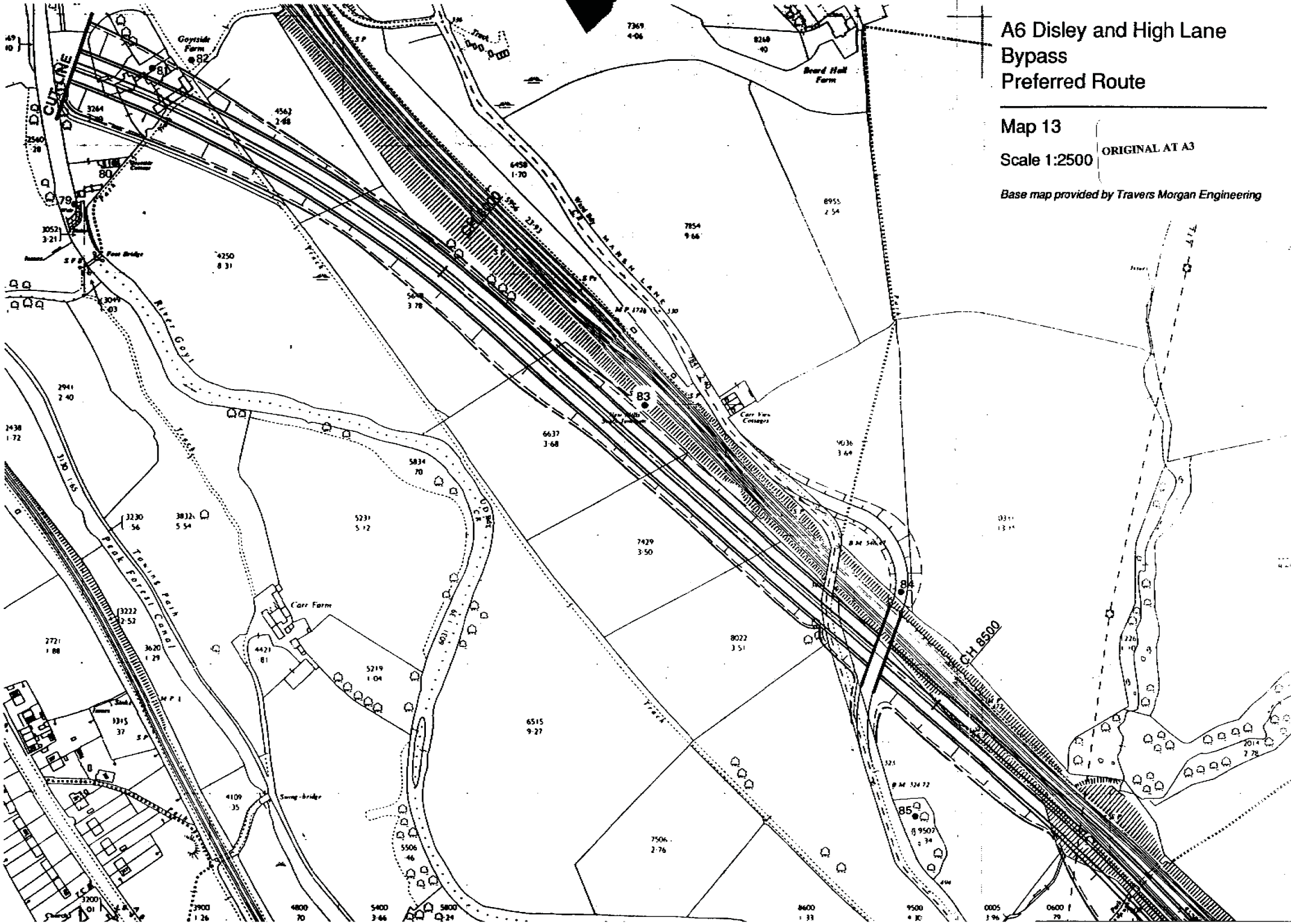


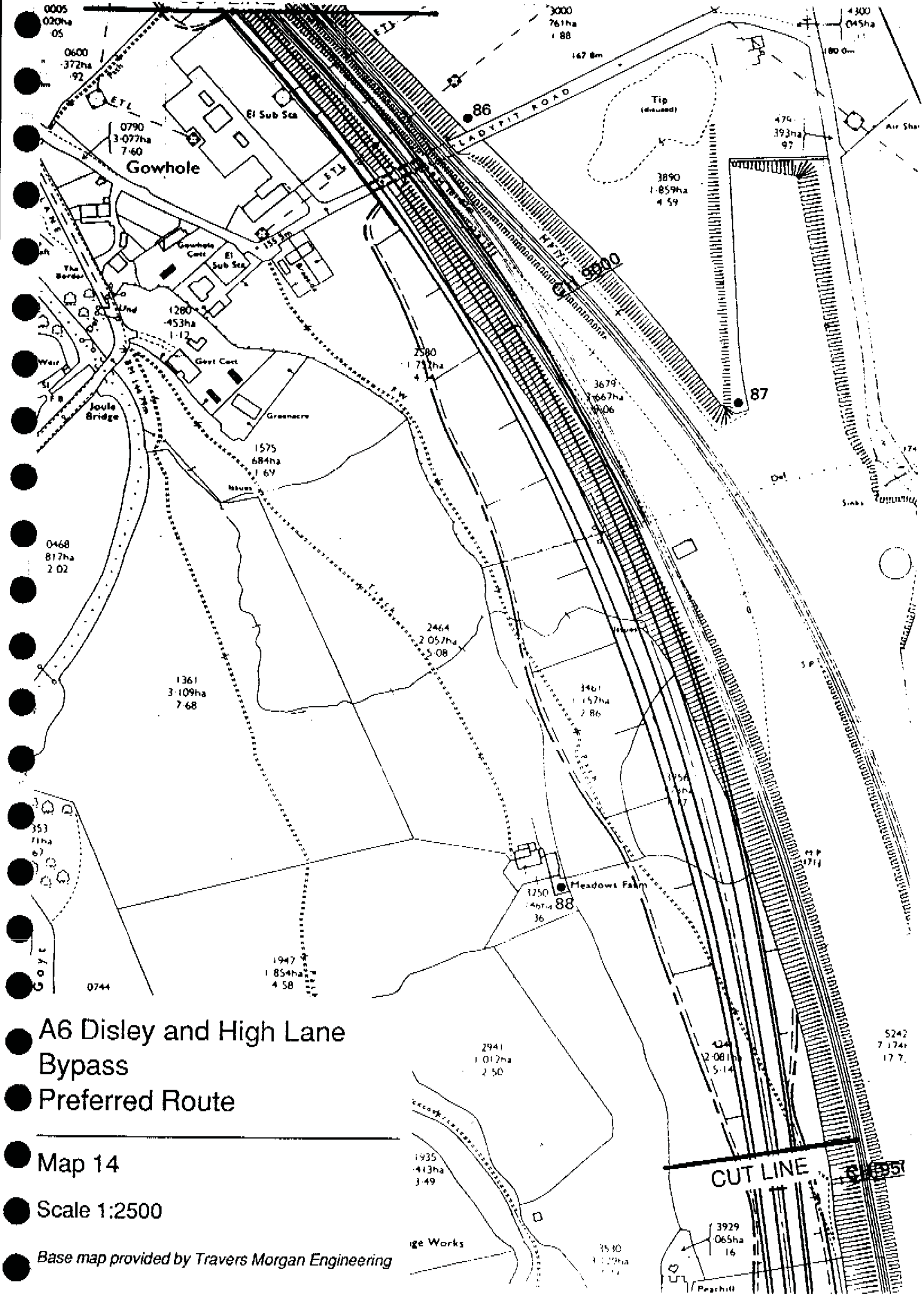
A6 Disley and High Lane Bypass
Preferred Route

Map 12

Scale 1:2500

Base map provided by Travers Morgan Engineering


A6 Disley and High Lane Bypass
Preferred Route
Map 13
Scale 1:2500
ORIGINAL AT A3
Base map provided by Travers Morgan Engineering
CUTTING
Goyside Farm
Beard Hall Farm
HIGH LANE
River Goyt
Peak Forest Canal
Towing Path
Carr Farm
Carr View Cottages
CH 8500
79
80
81
82
83
84
85



A6 Disley and High Lane Bypass Preferred Route

Map 14

Scale 1:2500

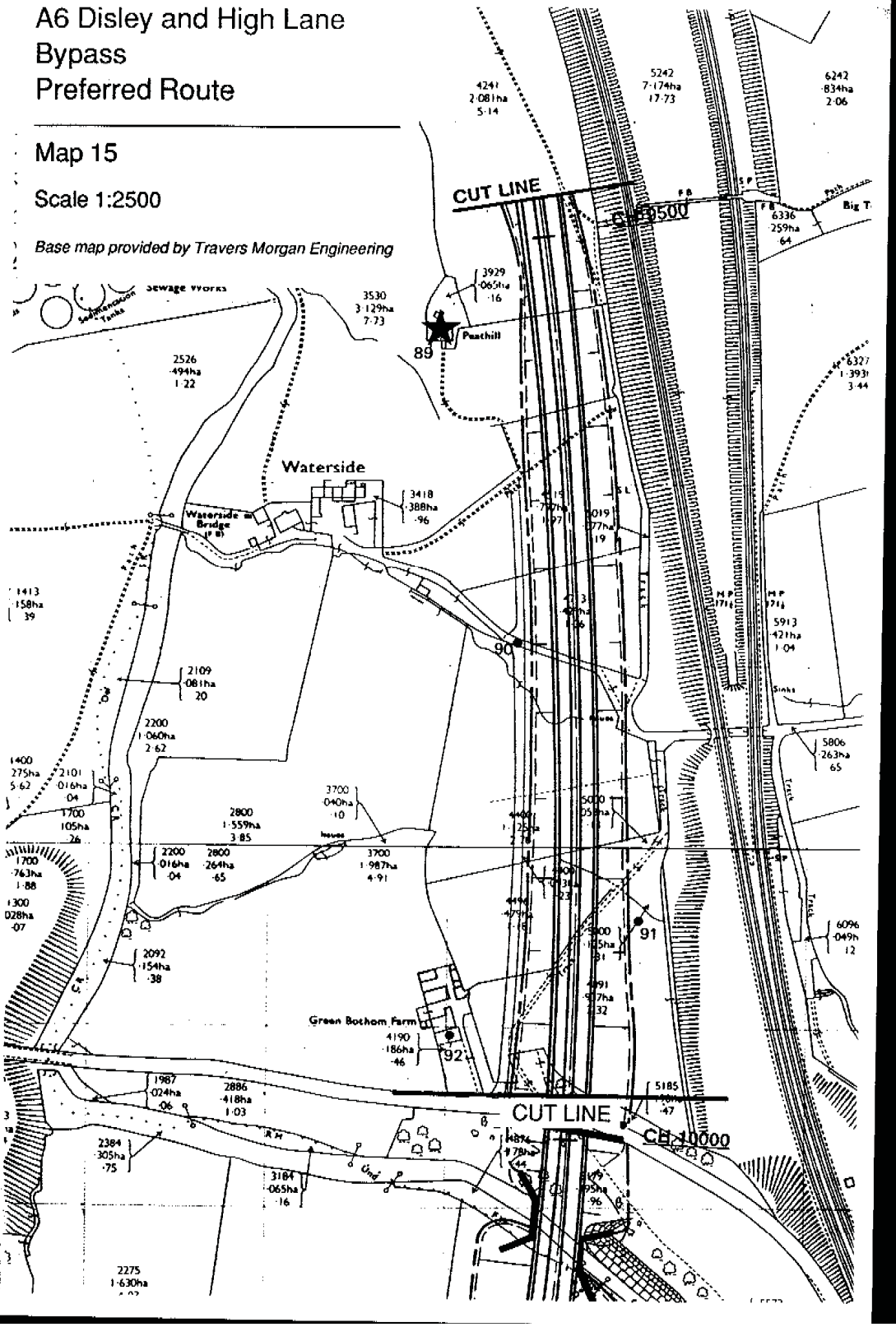
Base map provided by Travers Morgan Engineering

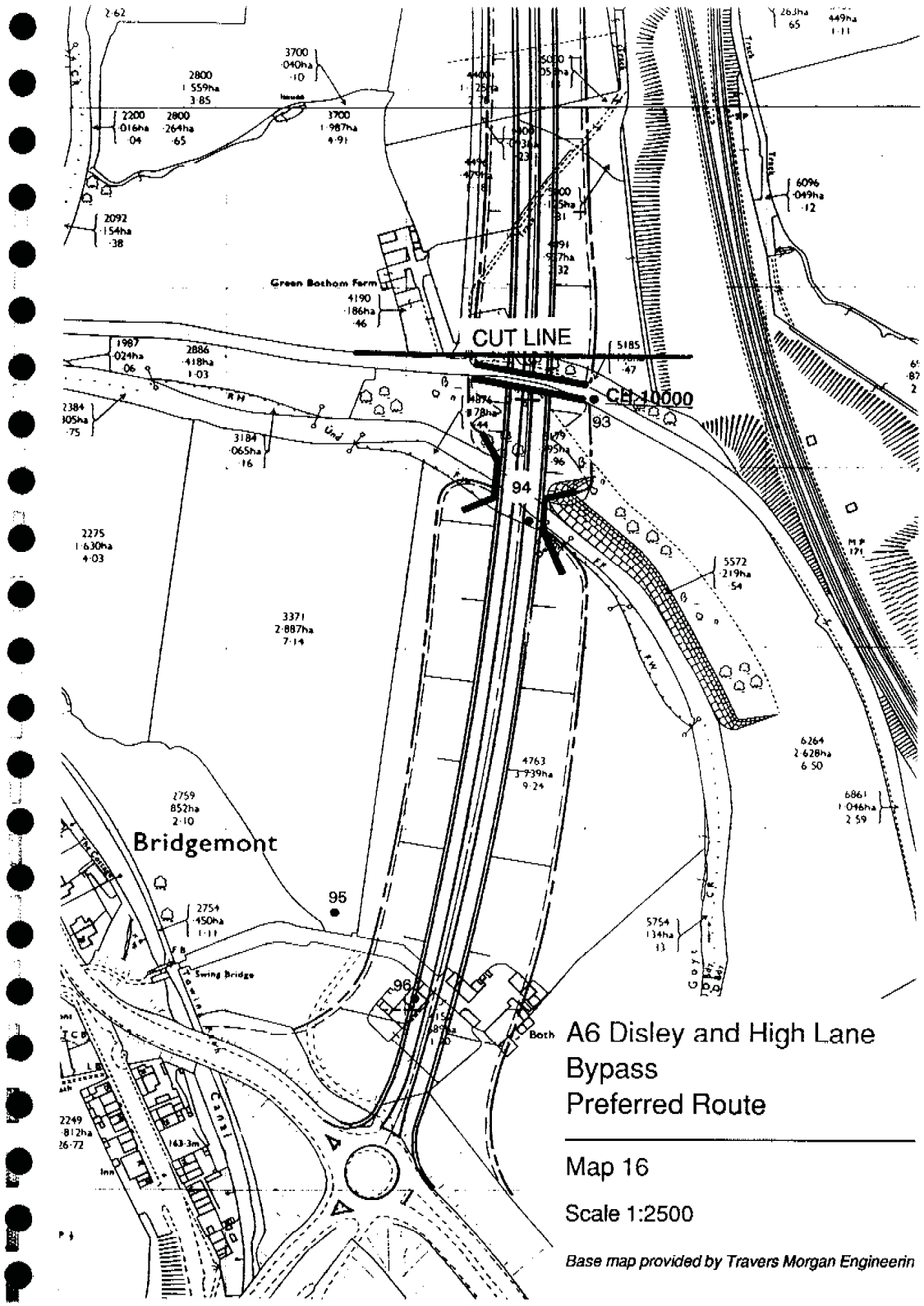
A6 Disley and High Lane Bypass
Preferred Route

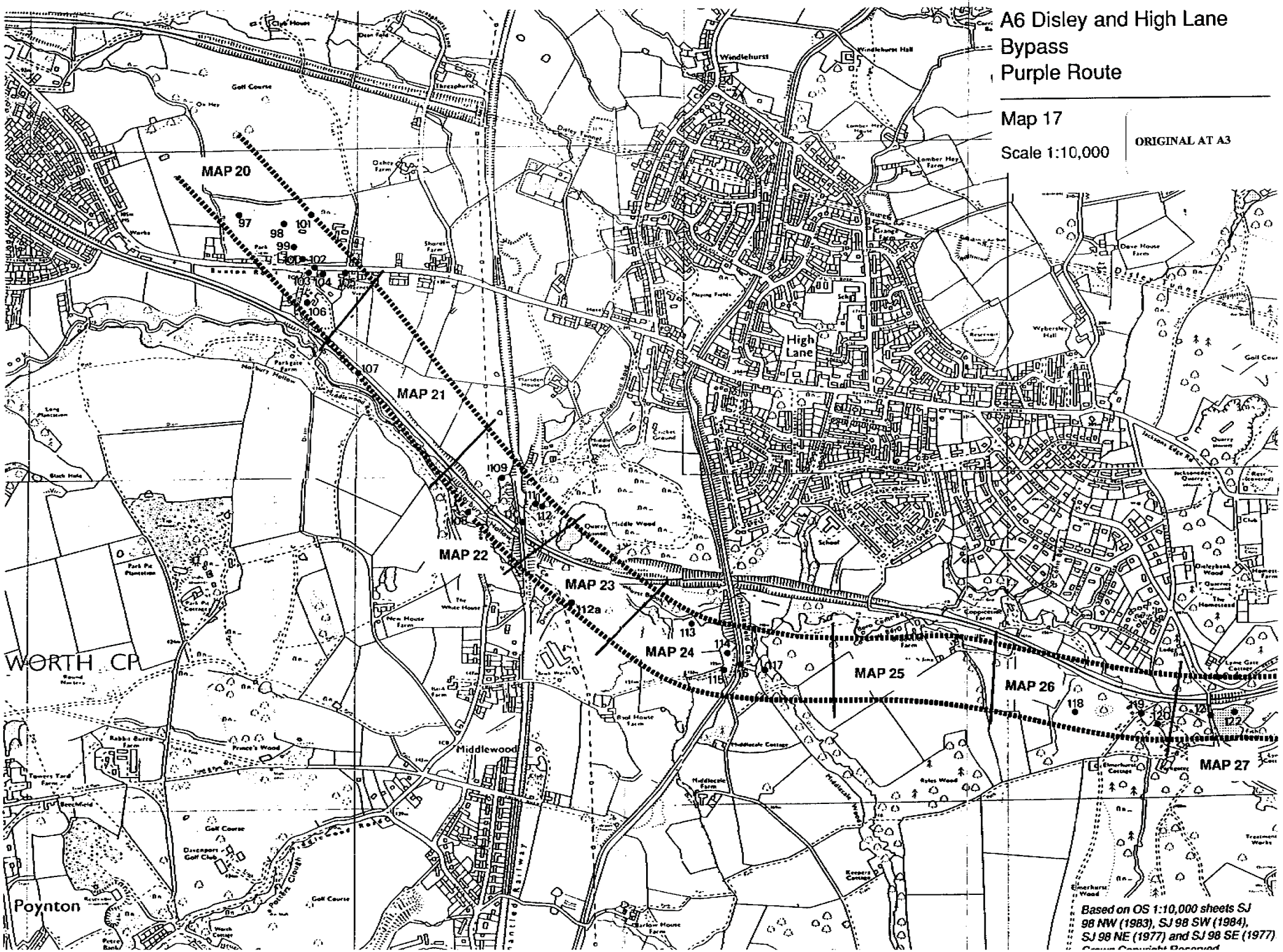
Map 15

Scale 1:2500

Base map provided by Travers Morgan Engineering



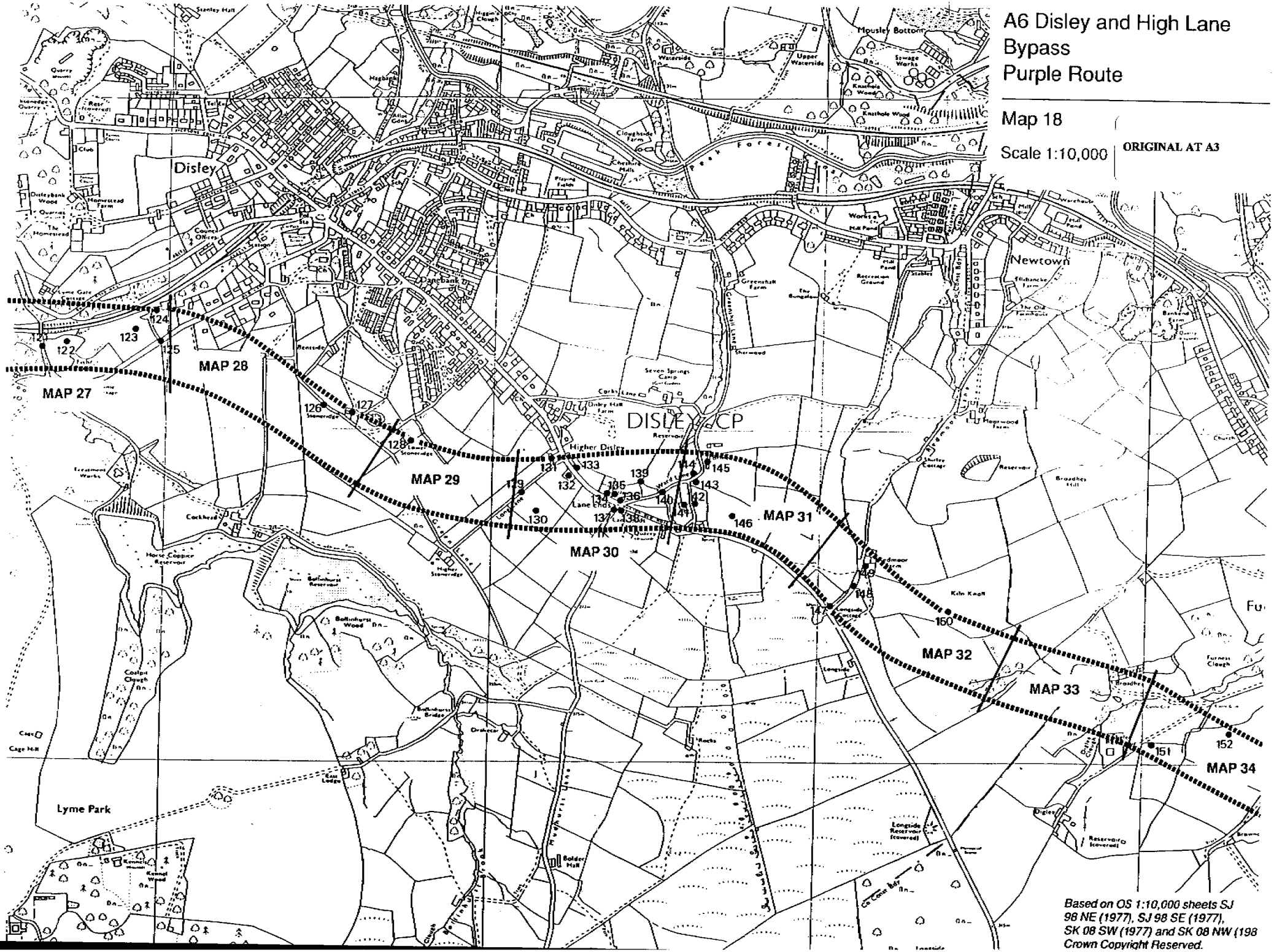

CUT LINE
CH 10000
93
94
95
96
Bridgemont
Green Bothom Farm
Swing Bridge
Canal
Inn
A6 Disley and High Lane Bypass
Preferred Route
Map 16
Scale 1:2500
Base map provided by Travers Morgan Engineerin

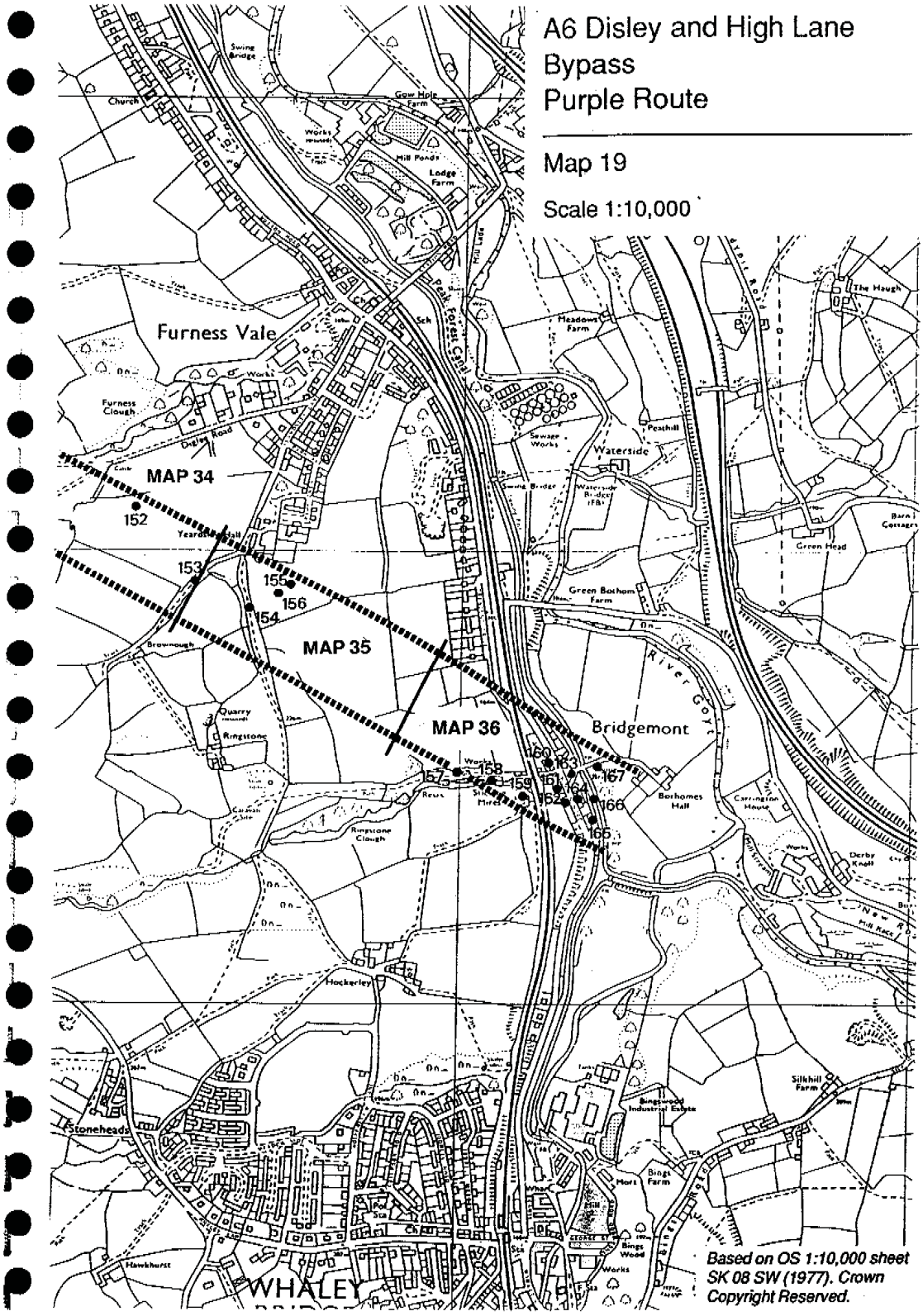

A6 Disley and High Lane Bypass
Purple Route
Map 17
Scale 1:10,000
ORIGINAL AT A3
MAP 20
MAP 21
MAP 22
MAP 23
MAP 24
MAP 25
MAP 26
MAP 27
High Lane
Middlewood
WORTH CP
Poynton
97
98
99
101
102
103
104
105
106
107
109
111
112
112a
113
114
115
116
117
118
119
120
122
Based on OS 1:10,000 sheets SJ 98 NW (1983), SJ 98 SW (1984), SJ 98 NE (1977) and SJ 98 SE (1977)

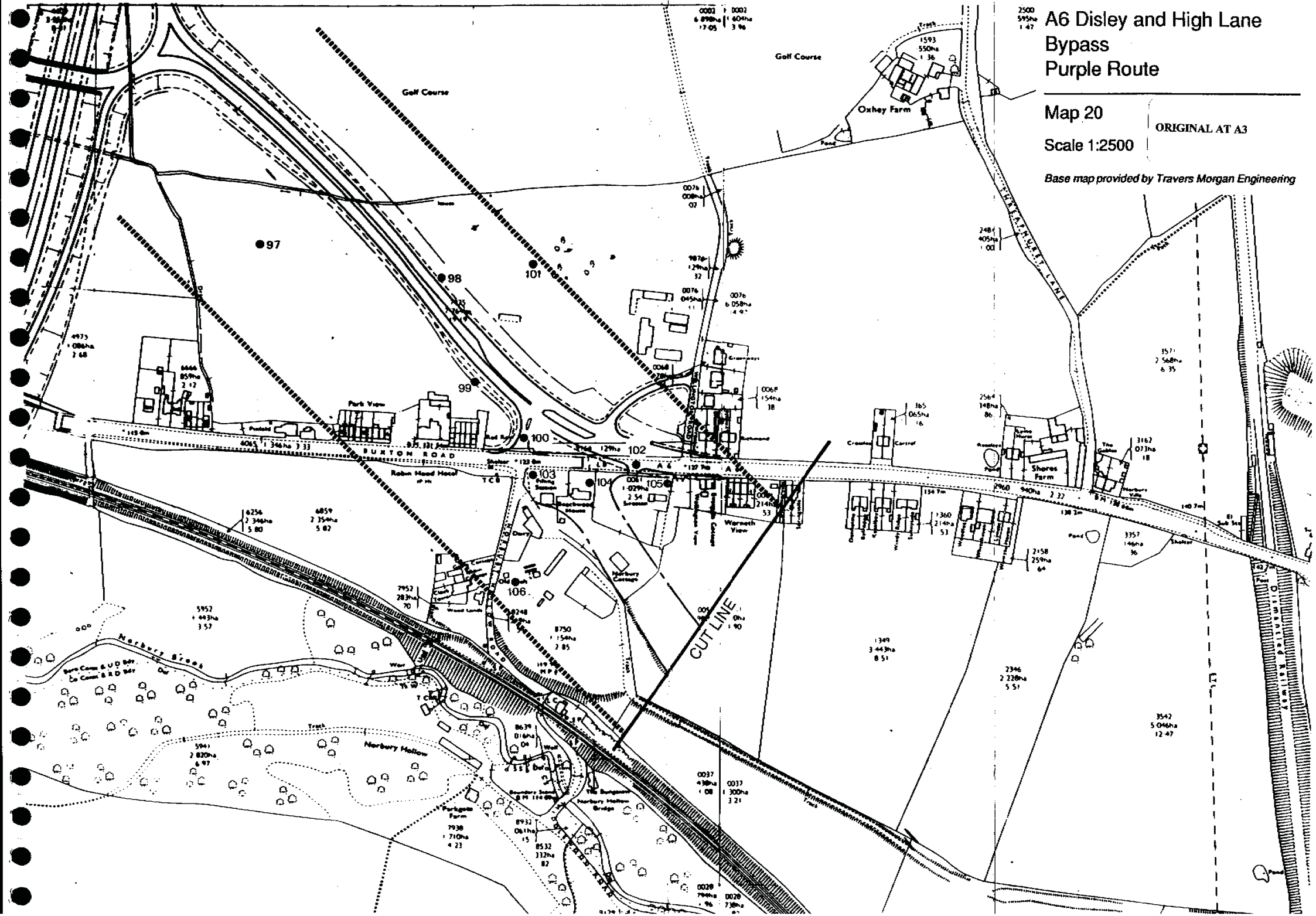
A6 Disley and High Lane Bypass
Purple Route

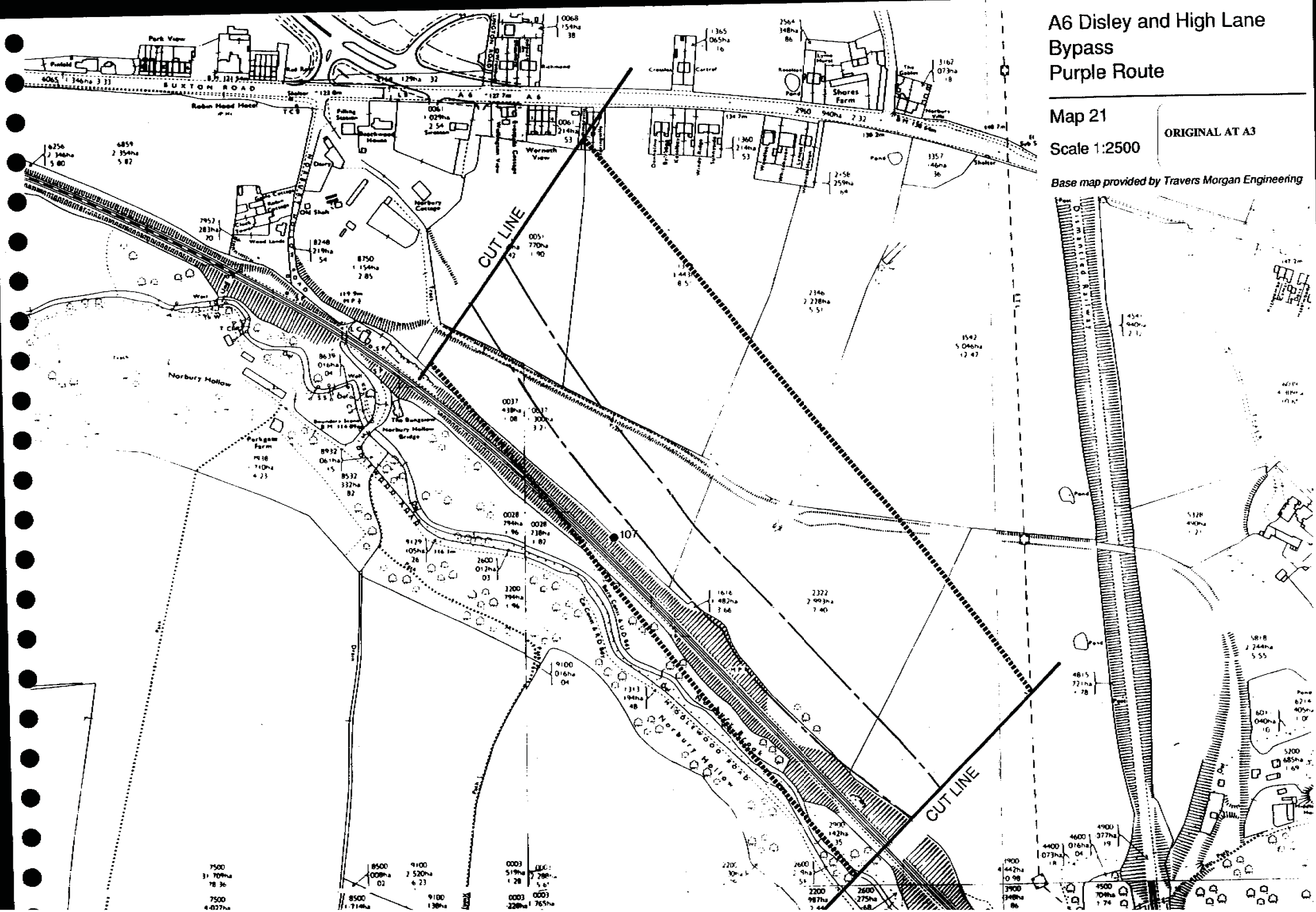
Map 18

Scale 1:10,000 | ORIGINAL AT A3




A6 Disley and High Lane Bypass
Purple Route
Map 19
Scale 1:10,000
Furness Vale
MAP 34
MAP 35
MAP 36
152
153
154
155
156
157
158
159
160
161
162
163
164
165
166
167
Bridgemont
Waterside
Whaley
Based on OS 1:10,000 sheet SK 08 SW (1977). Crown Copyright Reserved.


A6 Disley and High Lane Bypass
Purple Route
Map 20
ORIGINAL AT A3
Scale 1:2500
Base map provided by Travers Morgan Engineering
Golf Course
Oxhey Farm
Park View
BURTON ROAD
Robin Hood Hotel
Warreth View
Shores Farm
Norbury Brook
Norbury Hollow
CUT LINE
97
98
99
100
101
102
103
104
105
106



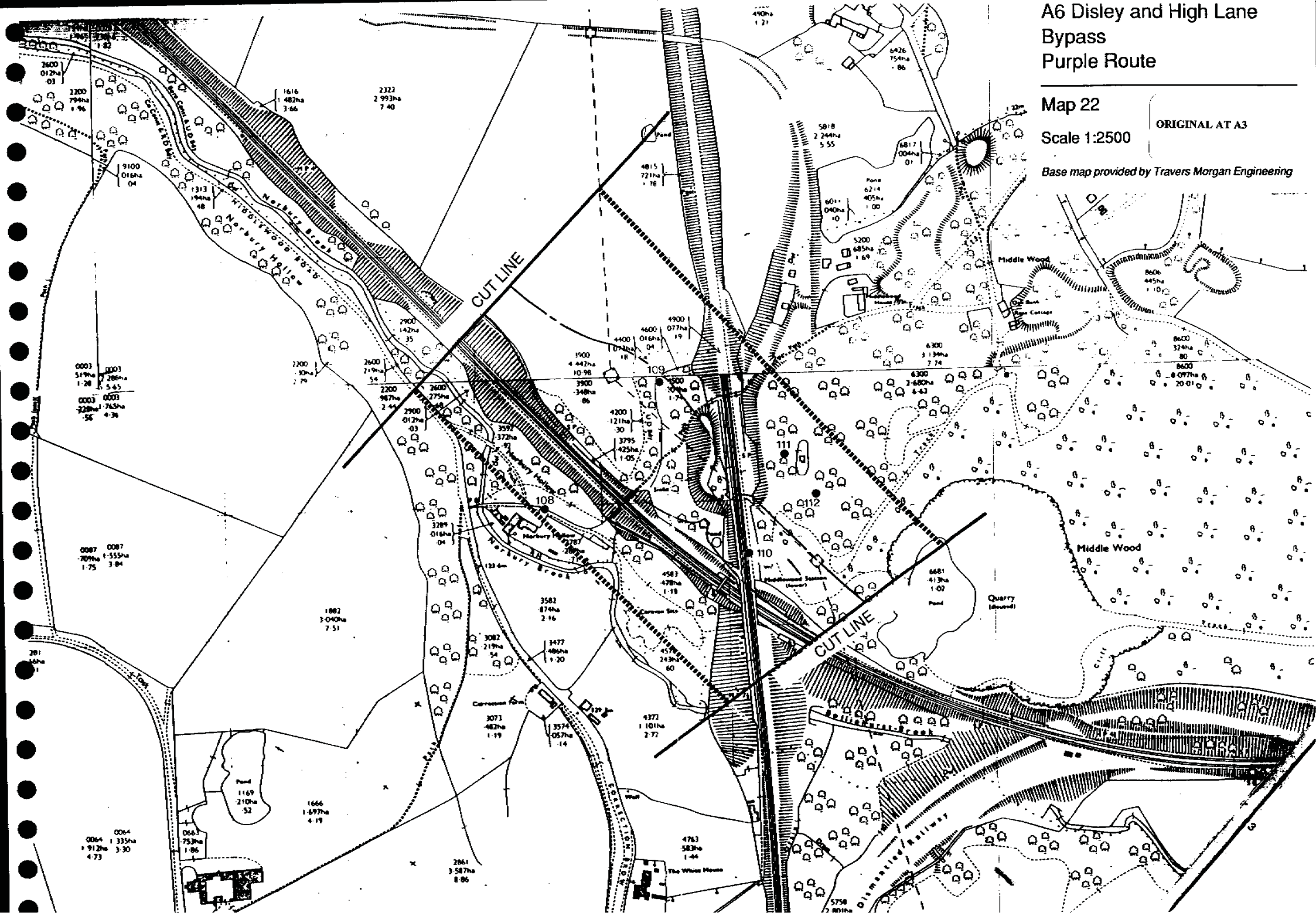
A6 Disley and High Lane Bypass
Purple Route

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
CUT LINE
CUT LINE
Middle Wood
Middle Wood
Norbury Brook
Norbury Hollow
Quarry
108
109
110
111
112

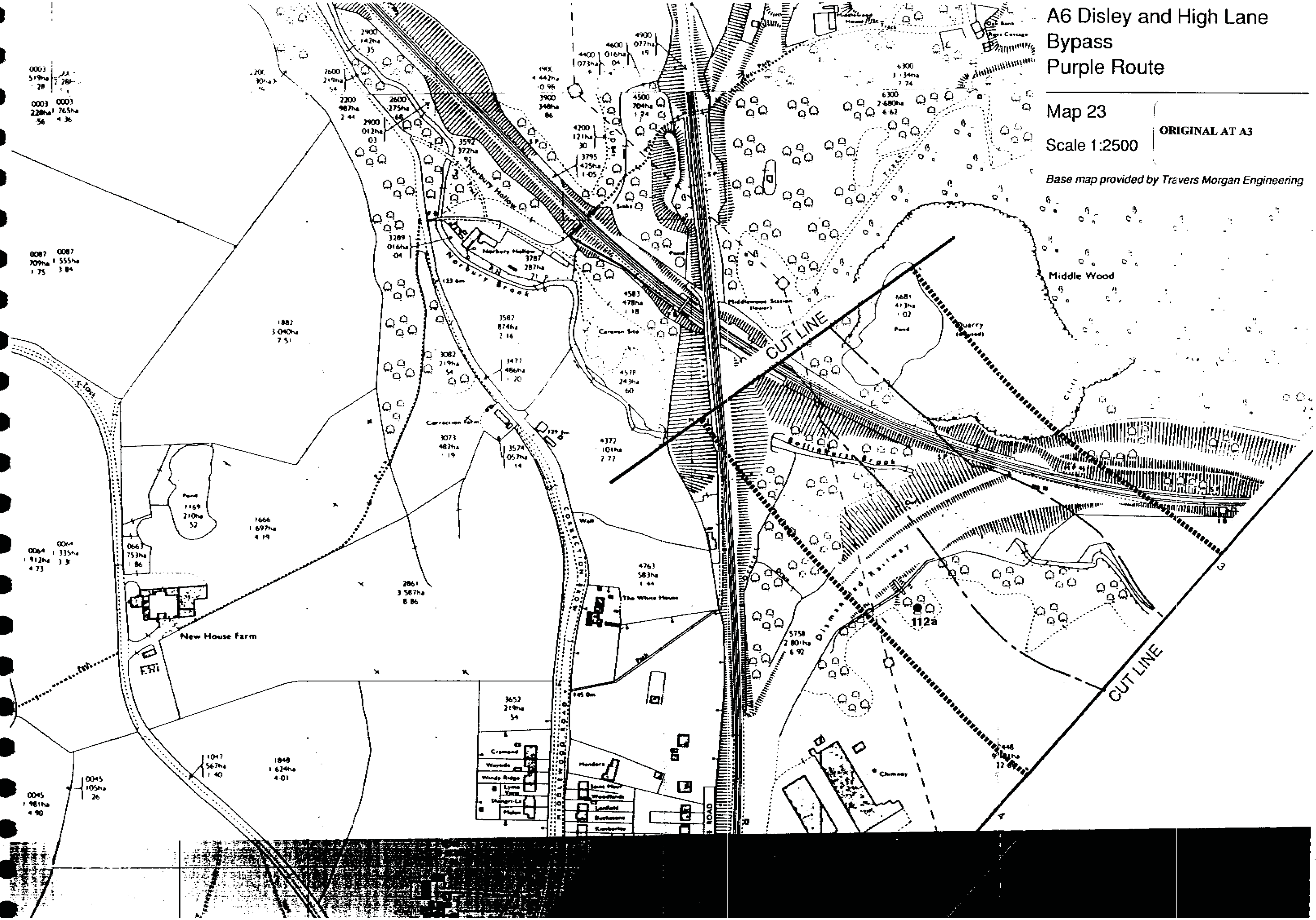
A6 Disley and High Lane Bypass
Purple Route

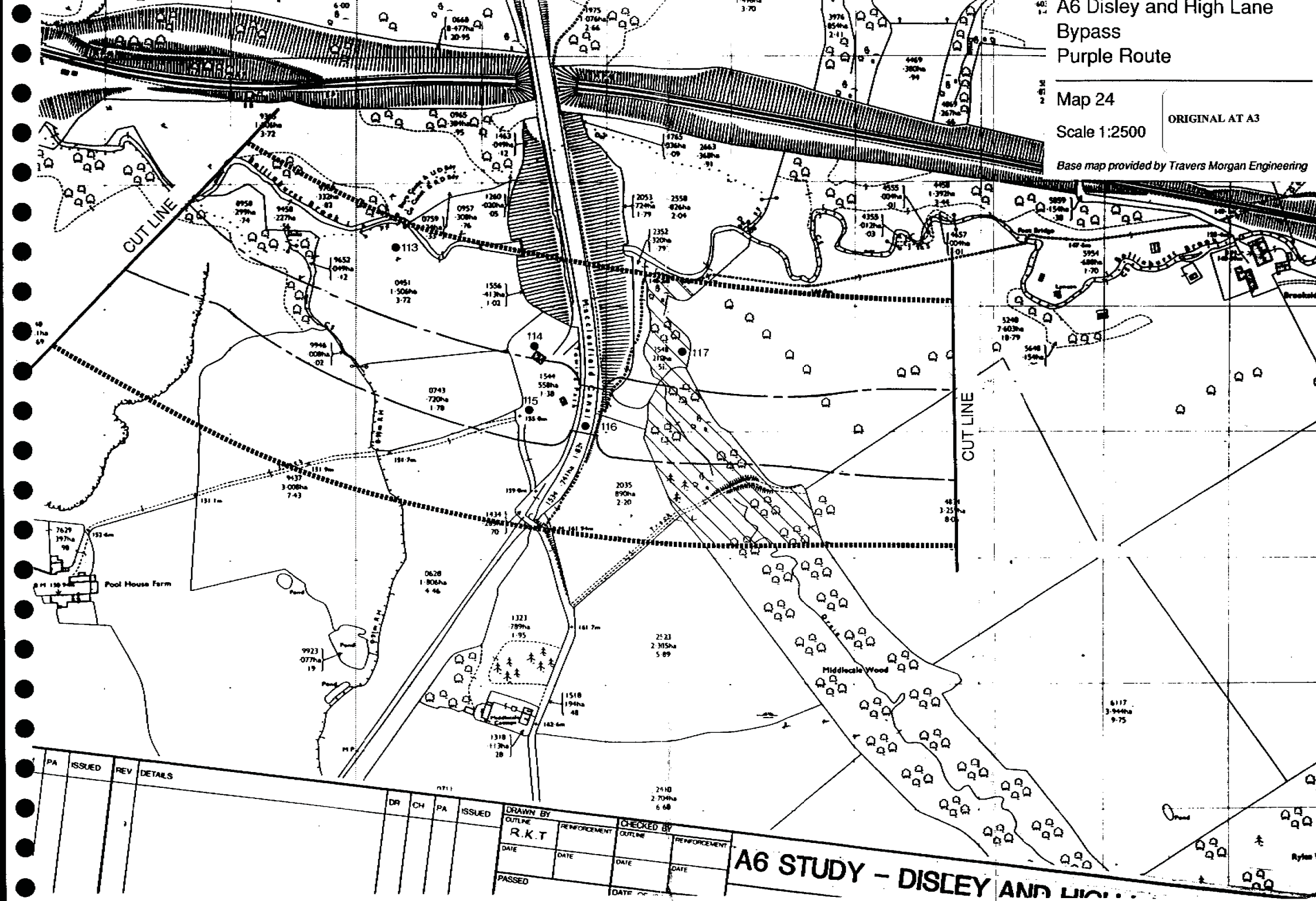
Map 23

Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineering




A6 Disley and High Lane Bypass
Purple Route
Map 24
Scale 1:2500
ORIGINAL AT A3
Base map provided by Travers Morgan Engineering
CUT LINE
CUT LINE
Pool House Farm
Middlecale Wood
113
114
115
116
117
PA ISSUED REV DETAILS DR CH PA ISSUED
DRAWN BY
R.K.T
CHECKED BY
OUTLINE REINFORCEMENT OUTLINE REINFORCEMENT
DATE DATE DATE DATE
PASSED
A6 STUDY – DISLEY AND

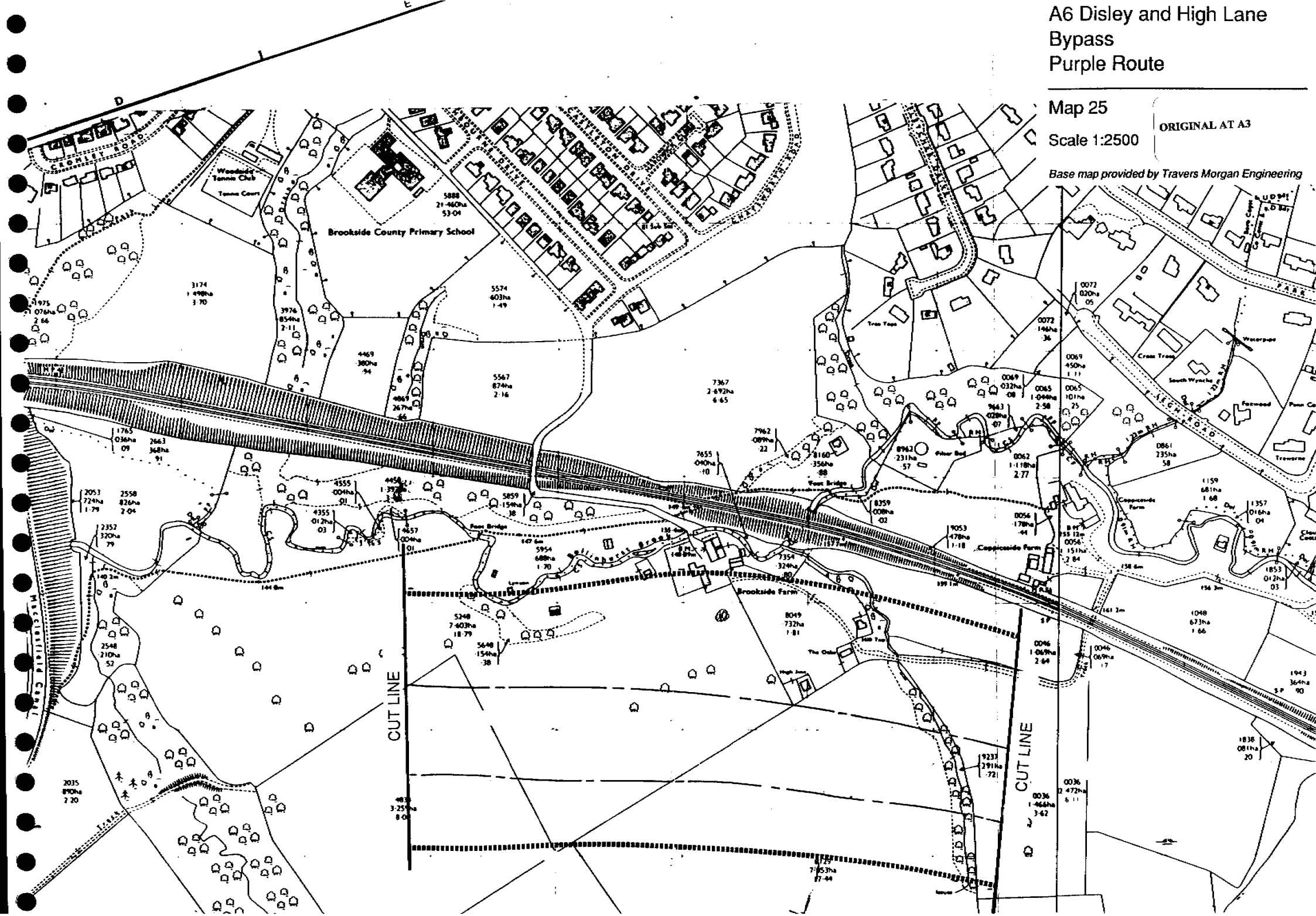
A6 Disley and High Lane Bypass
Purple Route

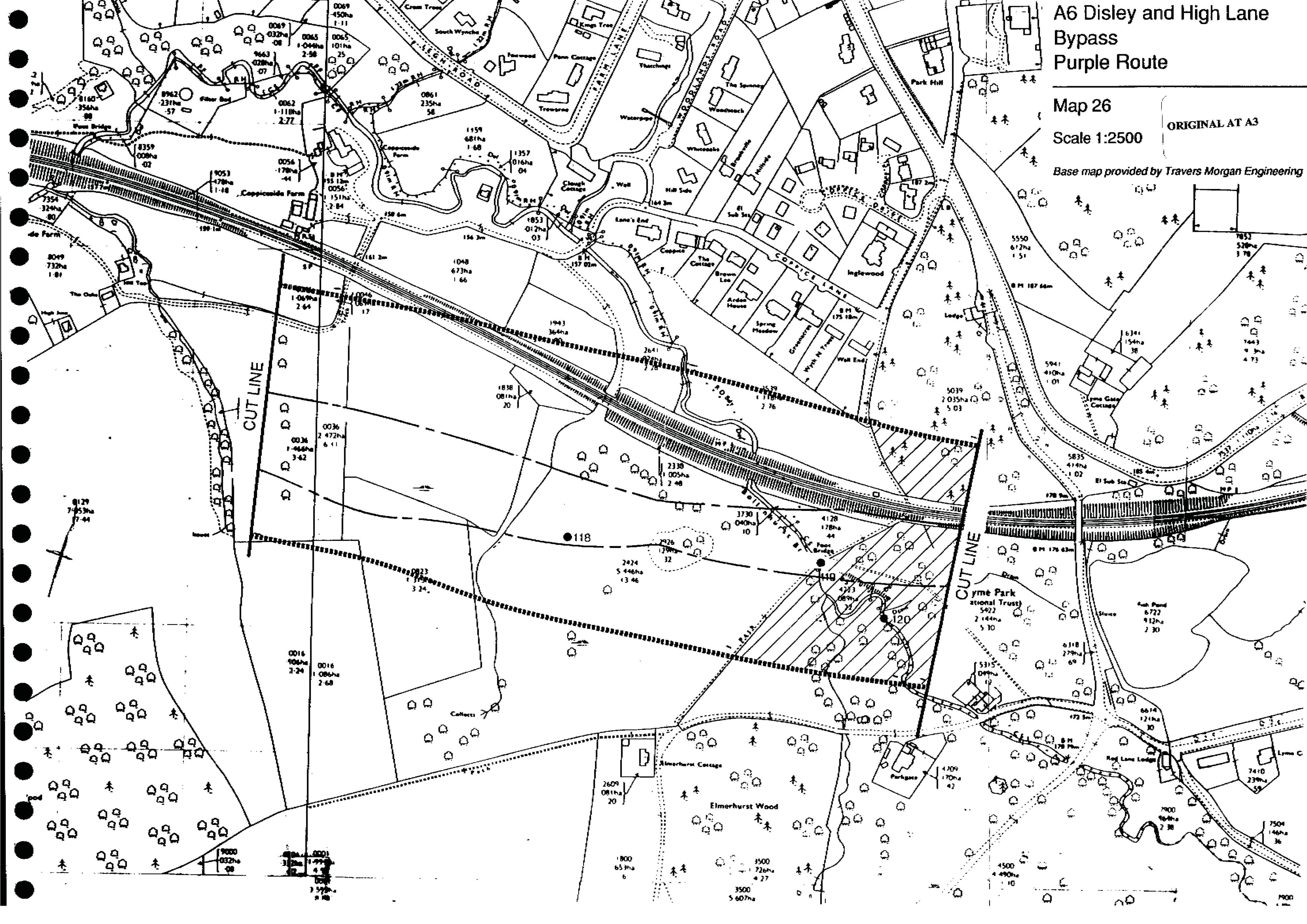
Map 25

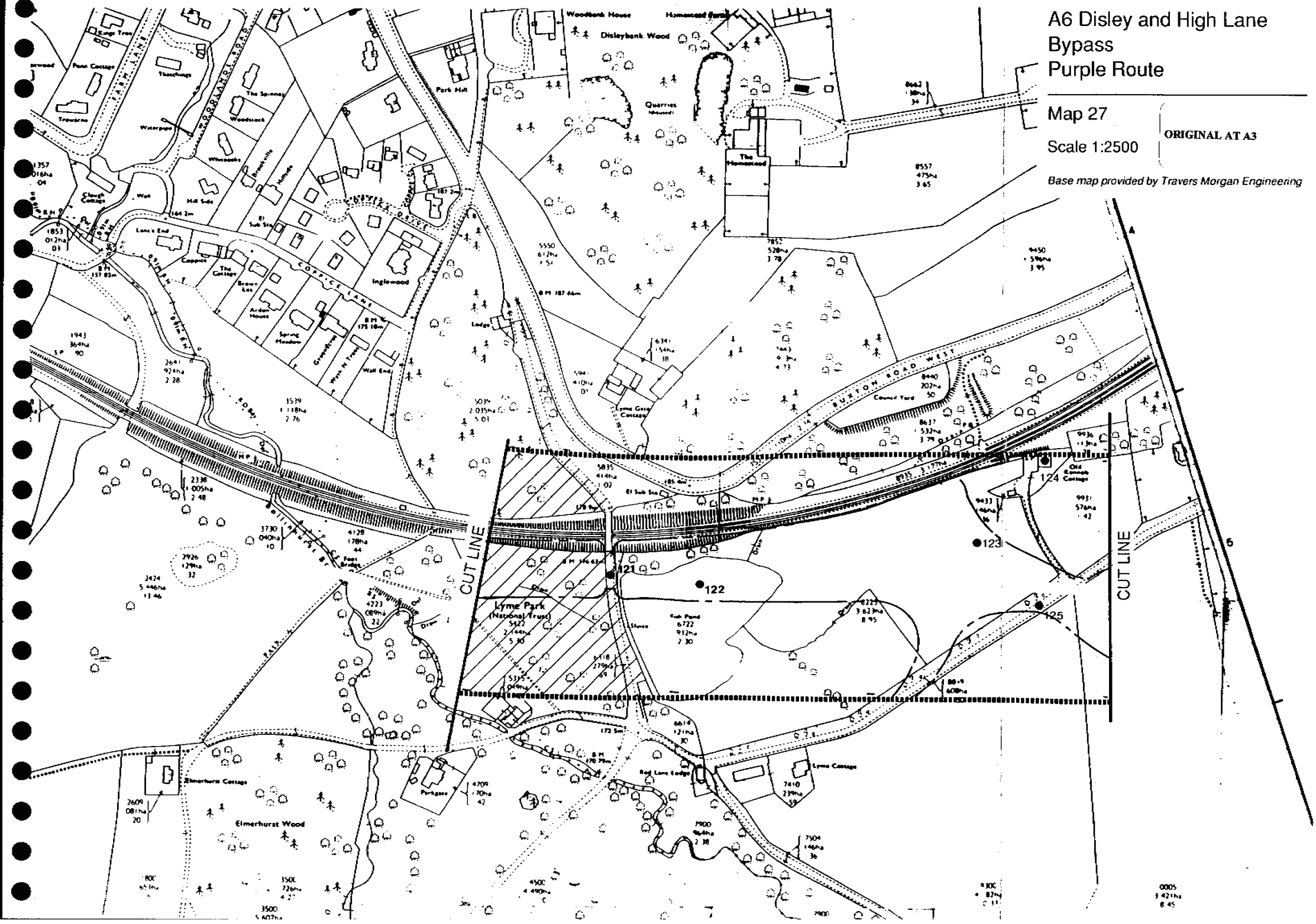
Scale 1:2500

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
CUT LINE
CUT LINE
Coppice Lane
Legh Road
Farm Lane
Woodlands Road
Coppiceside Farm
Lyme Park
(National Trust)
Elmerhurst Wood
Elmerhurst Cottage
Parkgate
Park Hill
Inglewood
Lane's End
Lodge
118
119
120



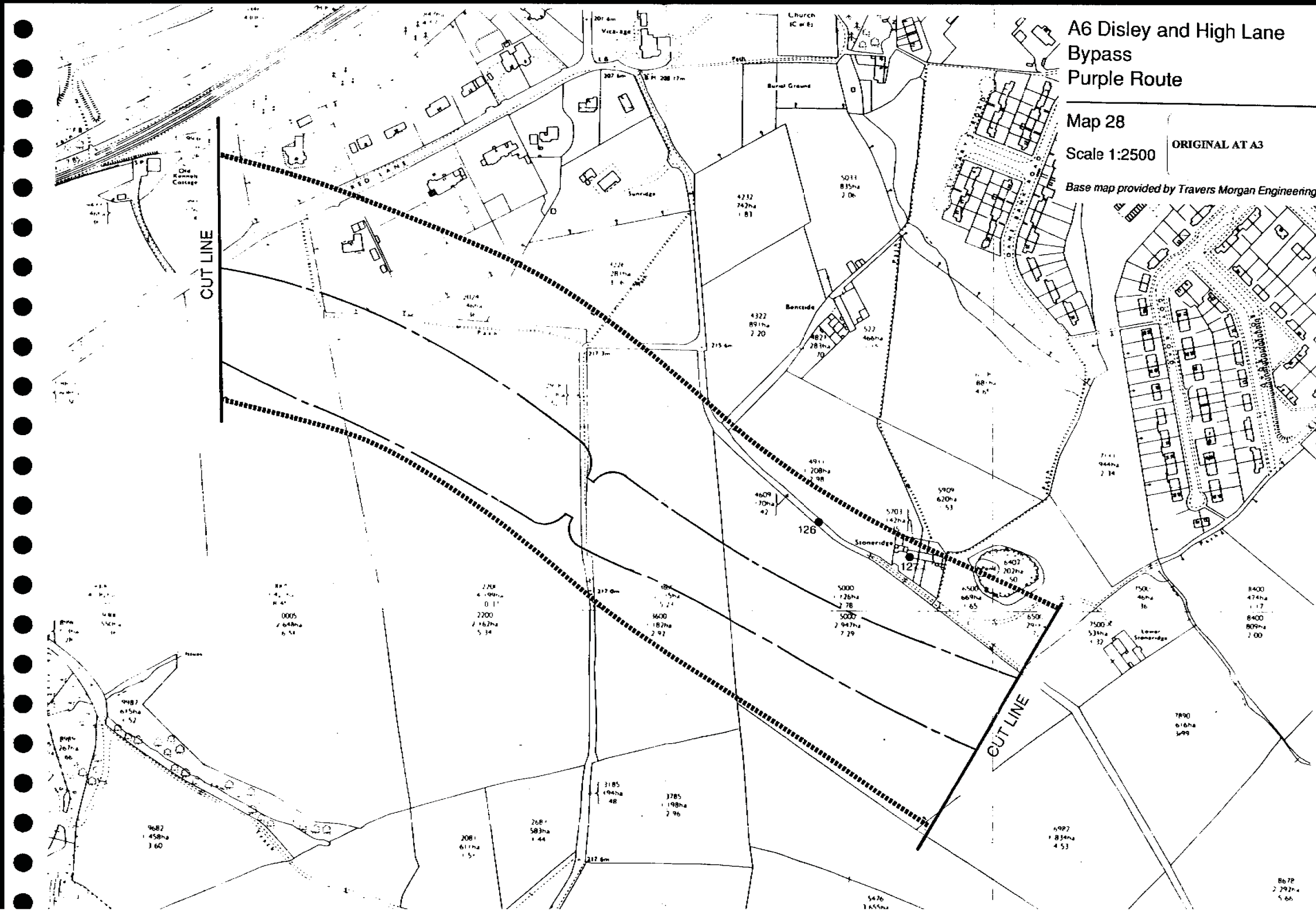
A6 Disley and High Lane Bypass
Purple Route

Map 27

Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineering

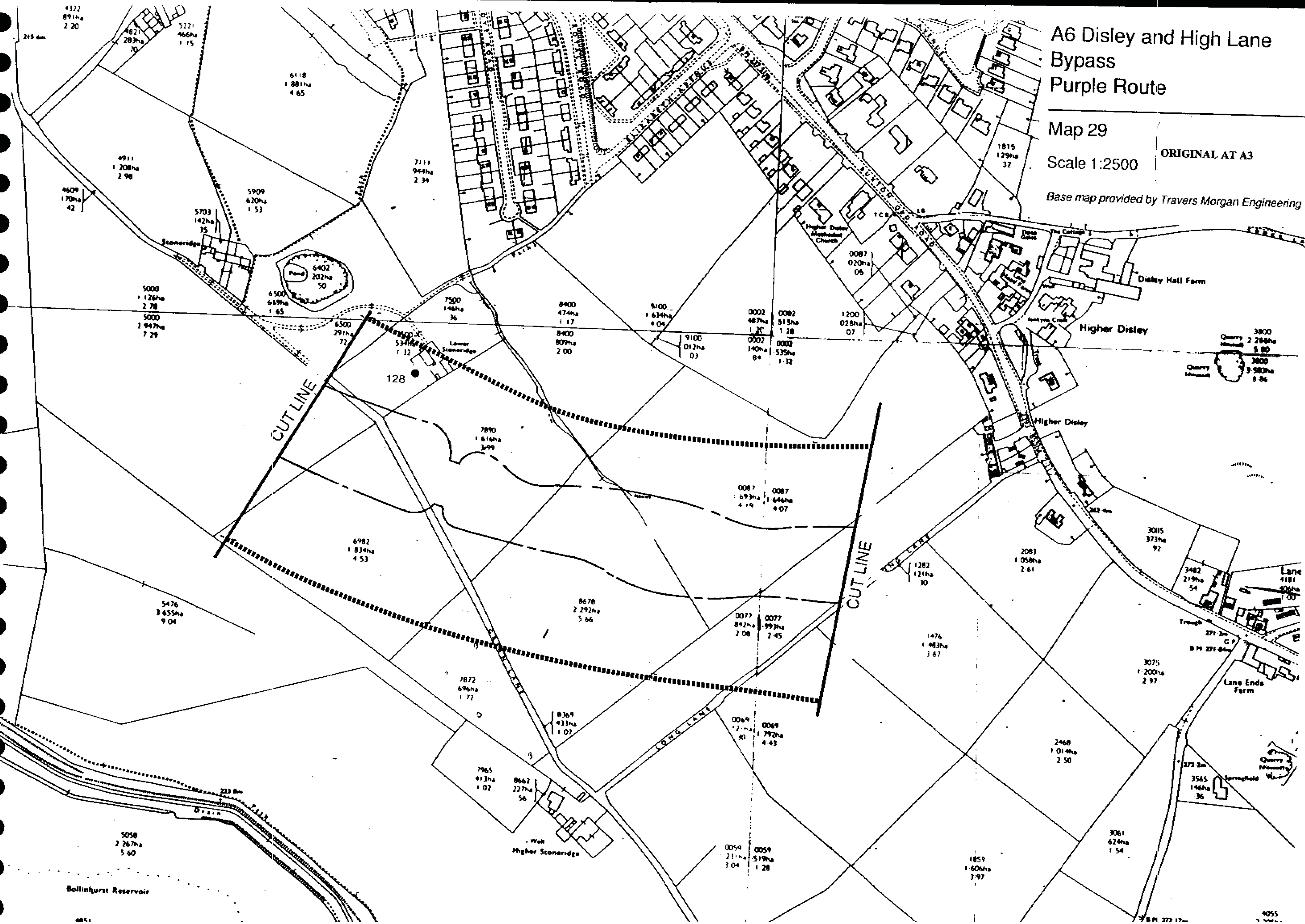


A6 Disley and High Lane Bypass
Purple Route

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
ORIGINAL AT A3
Base map provided by Travers Morgan Engineering
CUT LINE
CUT LINE
128
Higher Disley
Disley Hall Farm
Higher Disley Methodist Church
Lower Stoneridge
Stoneridge
Higher Stoneridge
Lane Ends Farm
Bollinhurst Reservoir
LONG LANE

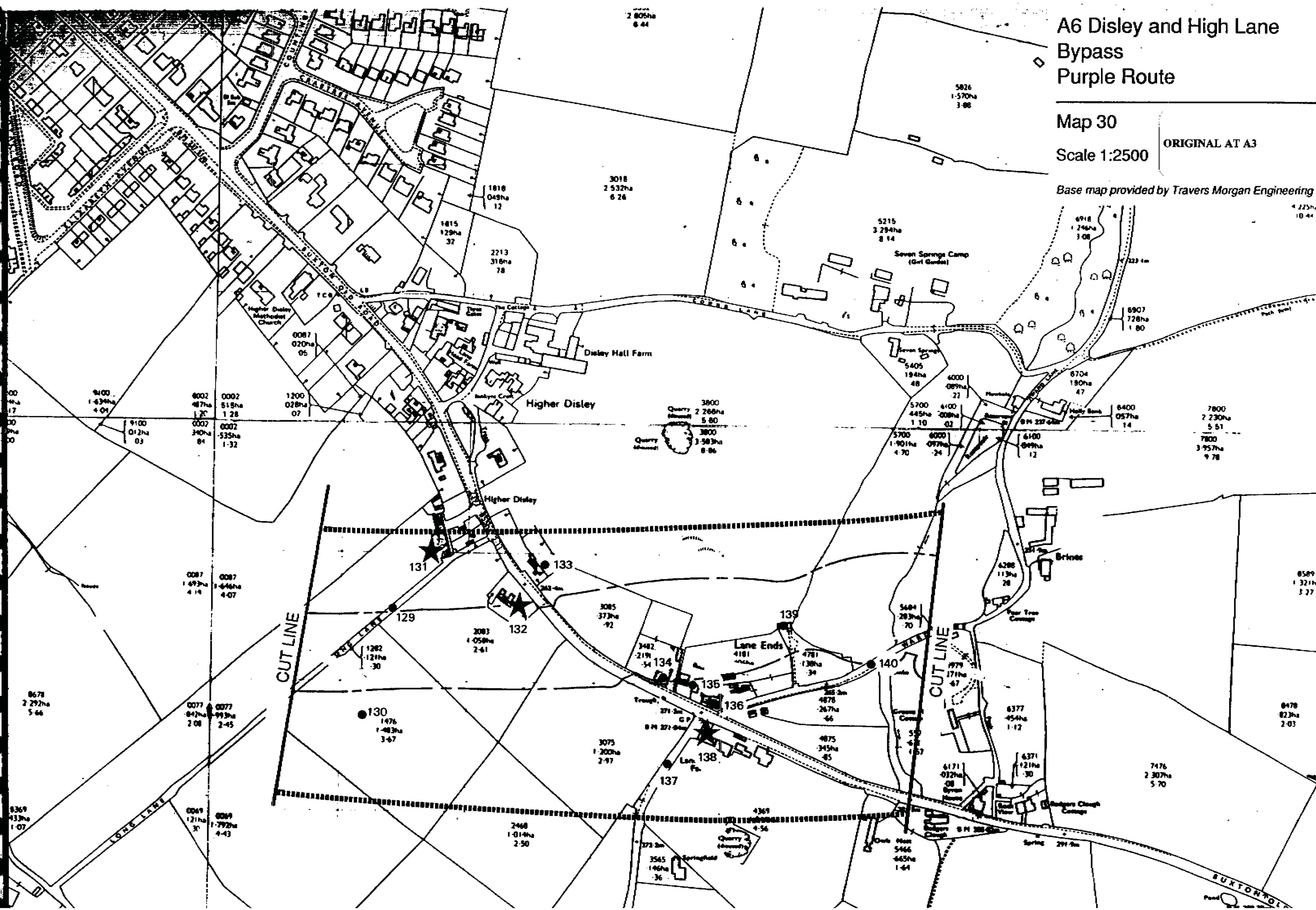
A6 Disley and High Lane Bypass
Purple Route

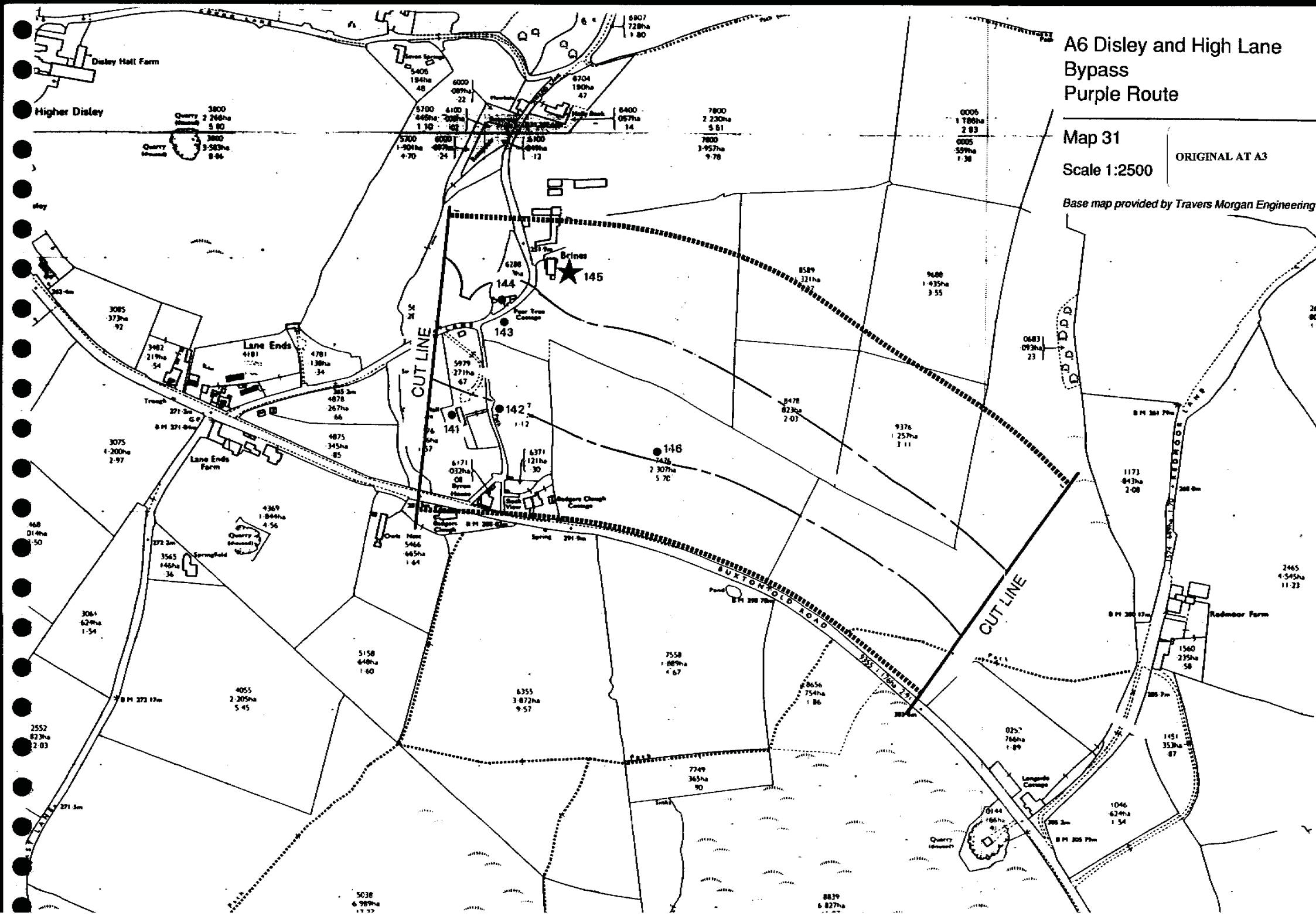
Map 30

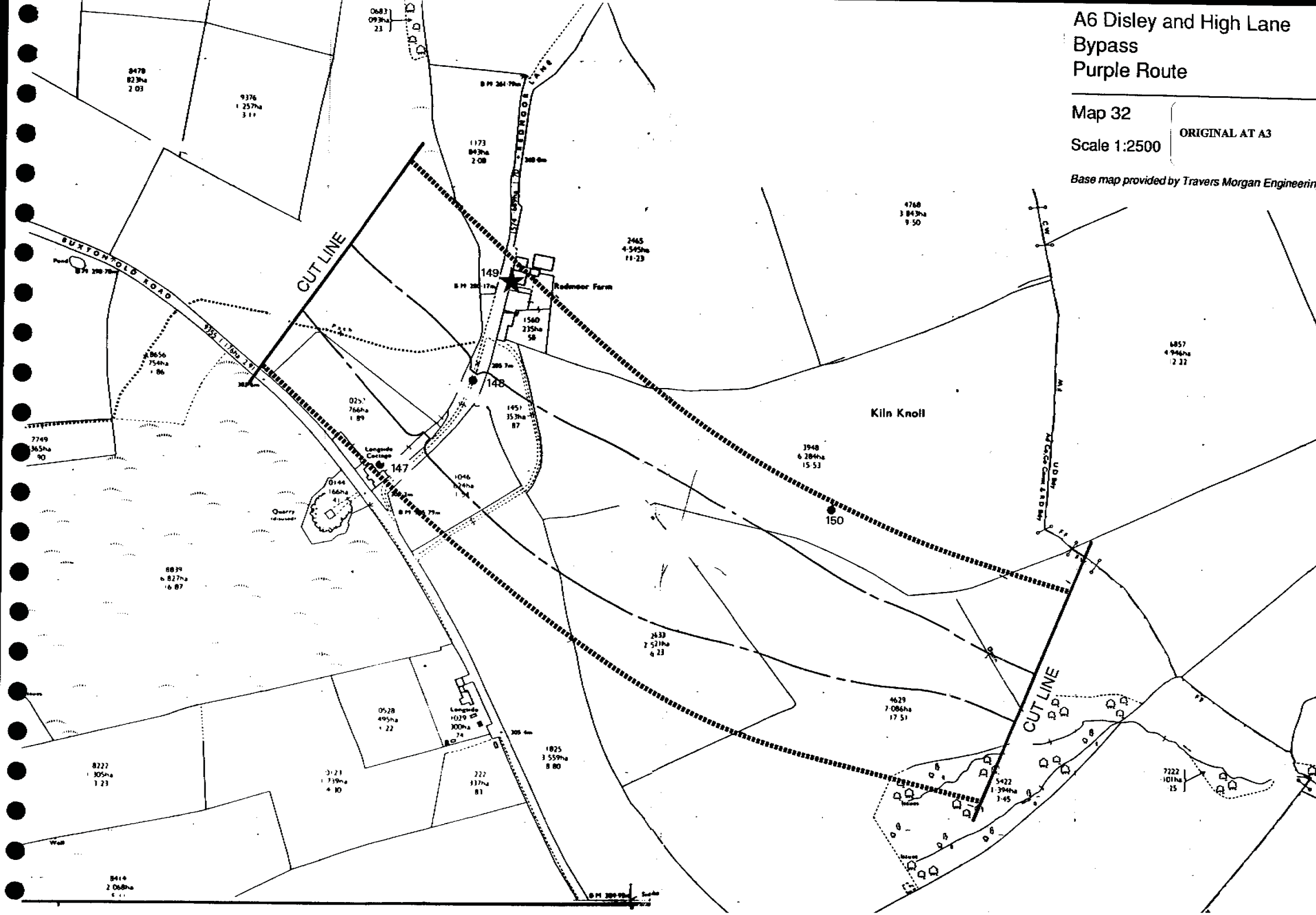
Scale 1:2500

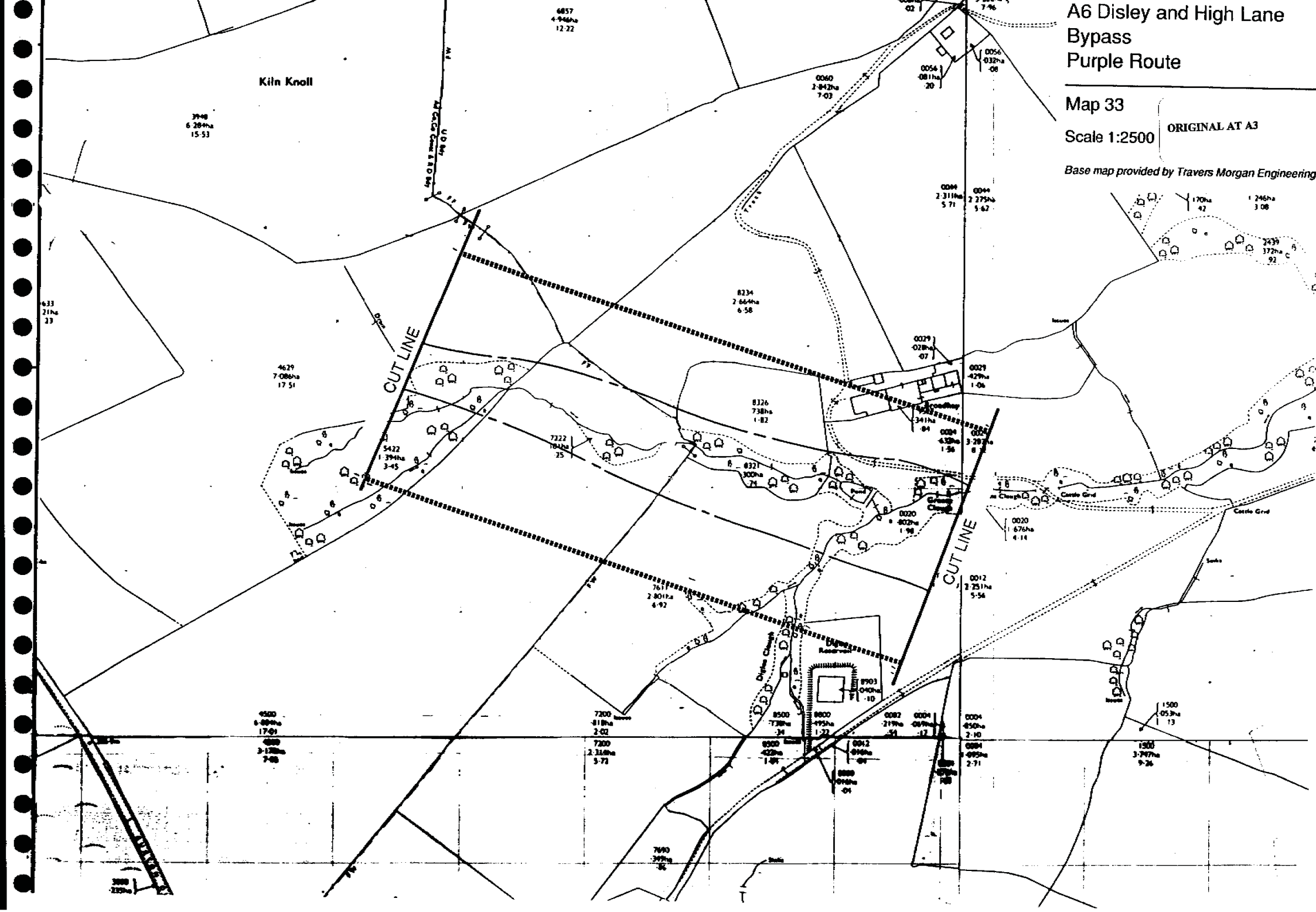
ORIGINAL AT A3

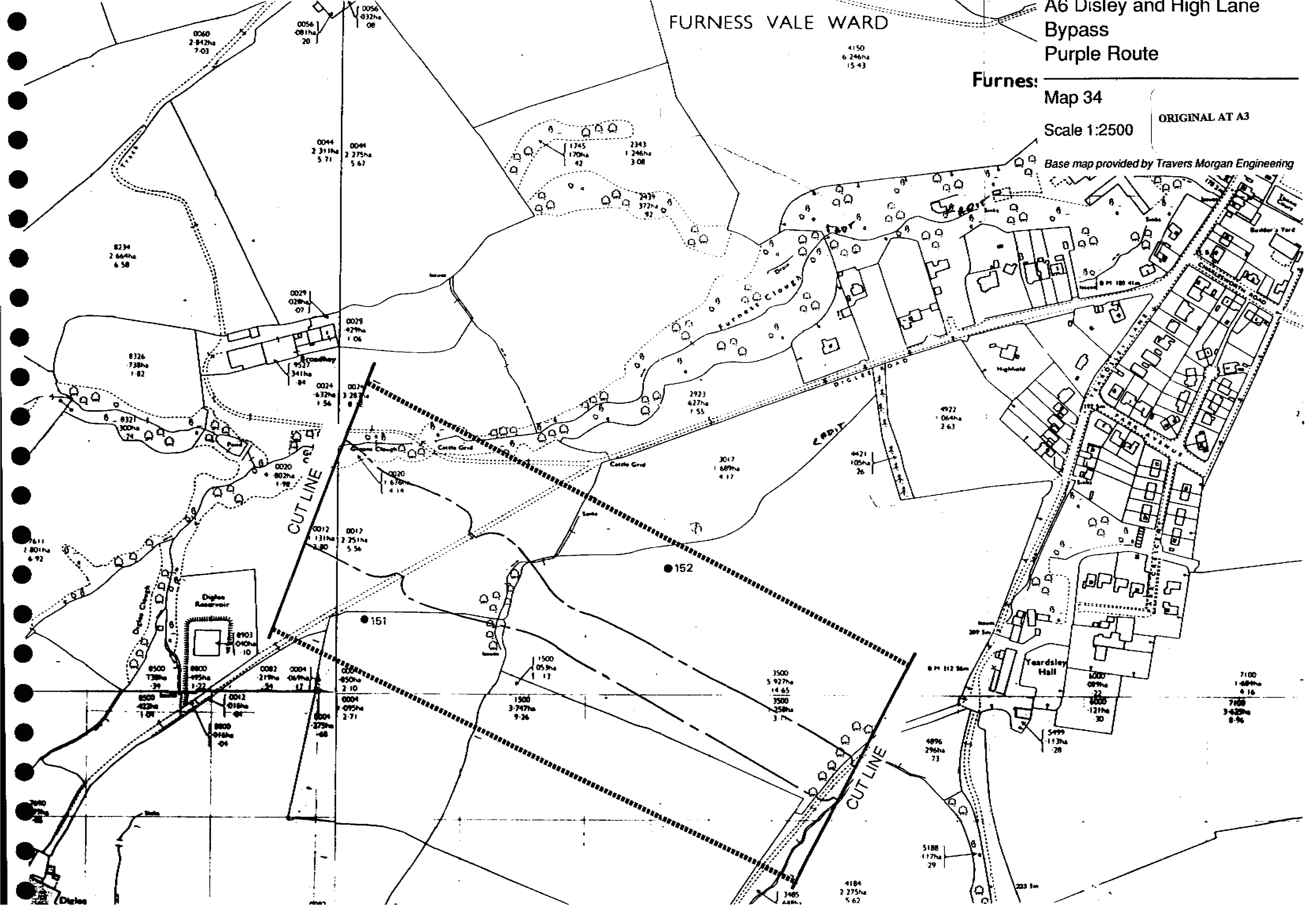
Base map provided by Travers Morgan Engineering

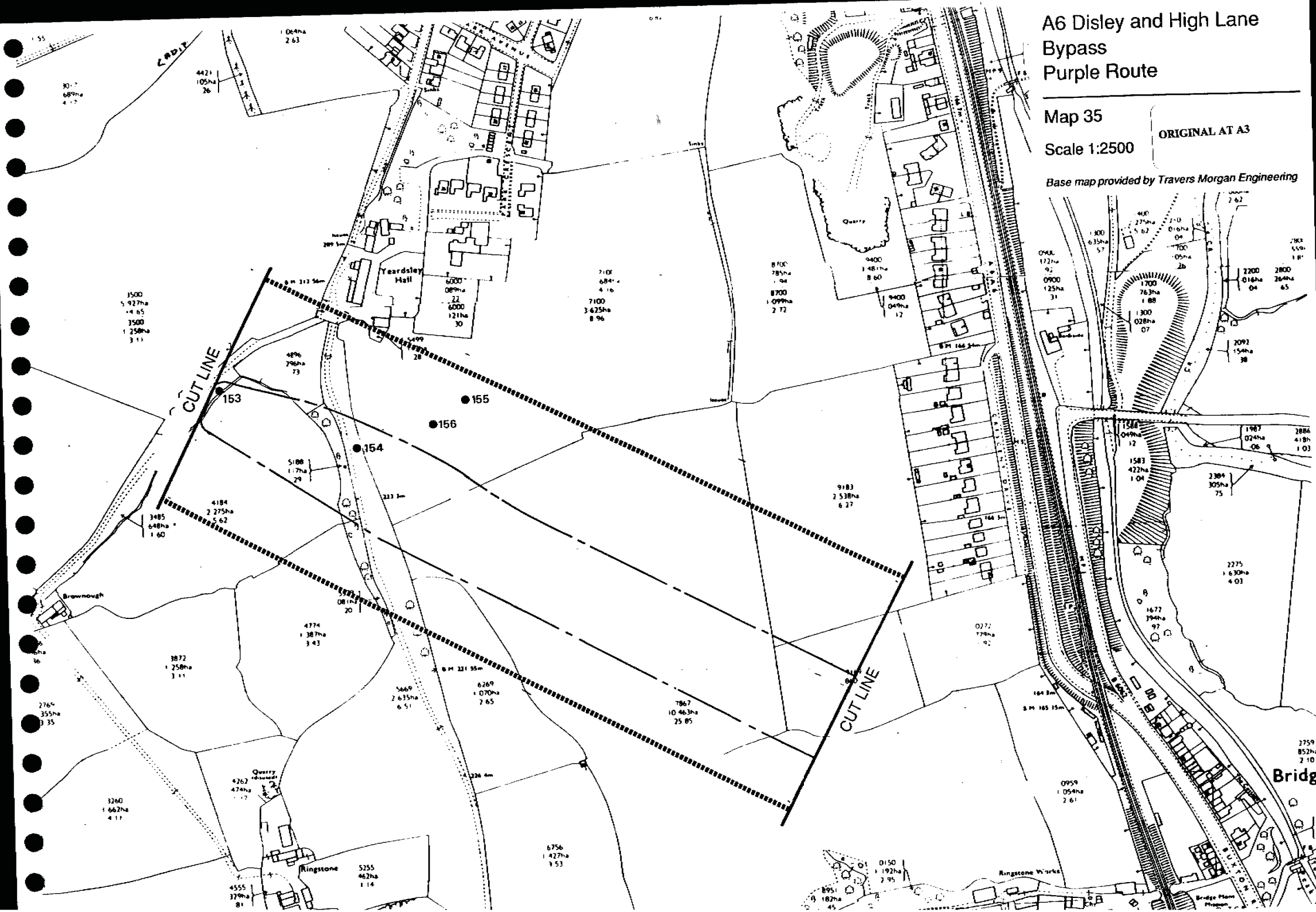


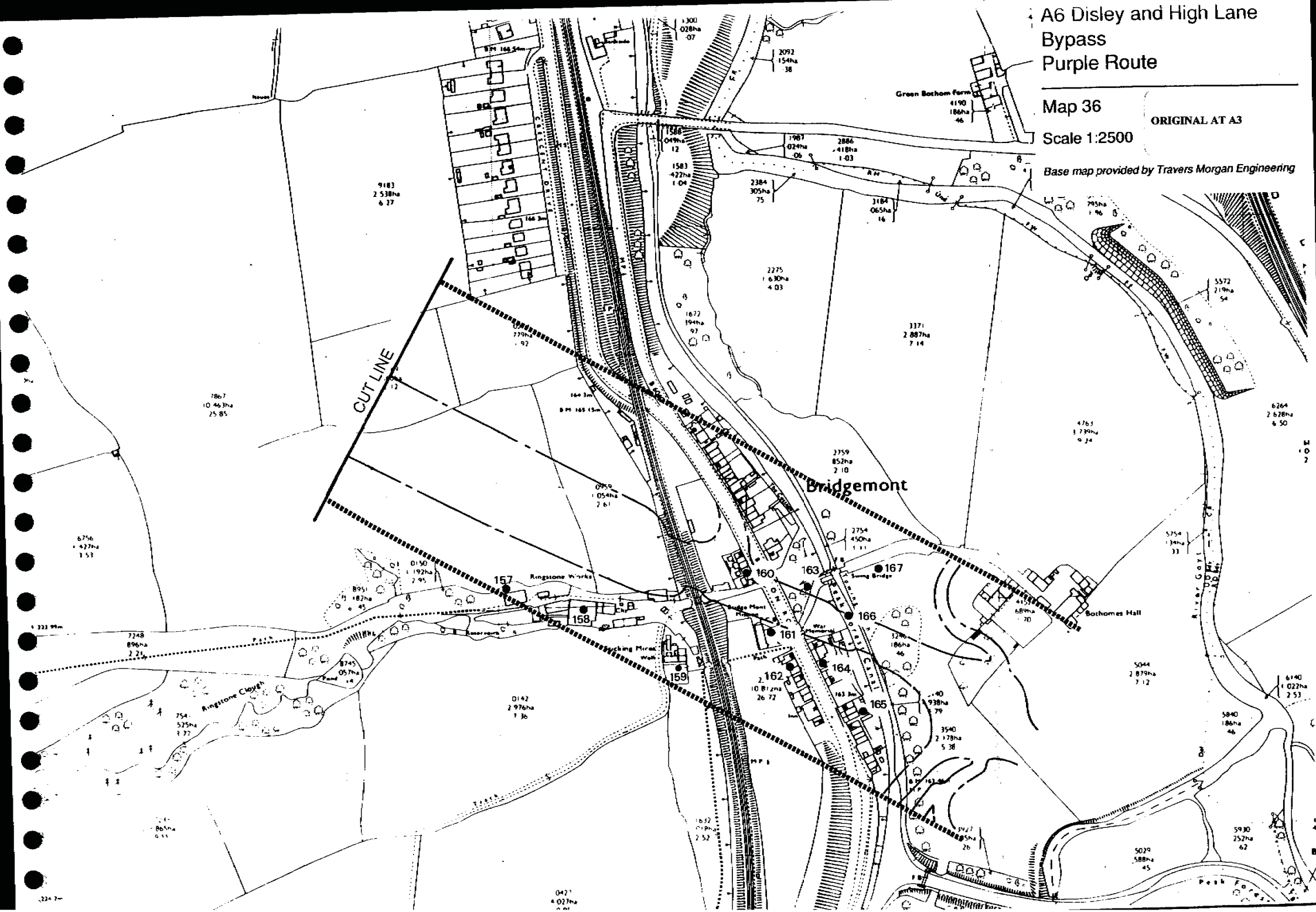

A6 Disley and High Lane Bypass
Purple Route
Map 31
Scale 1:2500
ORIGINAL AT A3
Base map provided by Travers Morgan Engineering
Disley Hall Farm
Higher Disley
Lane Ends
Lane Ends Farm
Brines
CUT LINE
CUT LINE
BUXTON OLD ROAD
Redmoor Farm
143
144
145
146
141
142

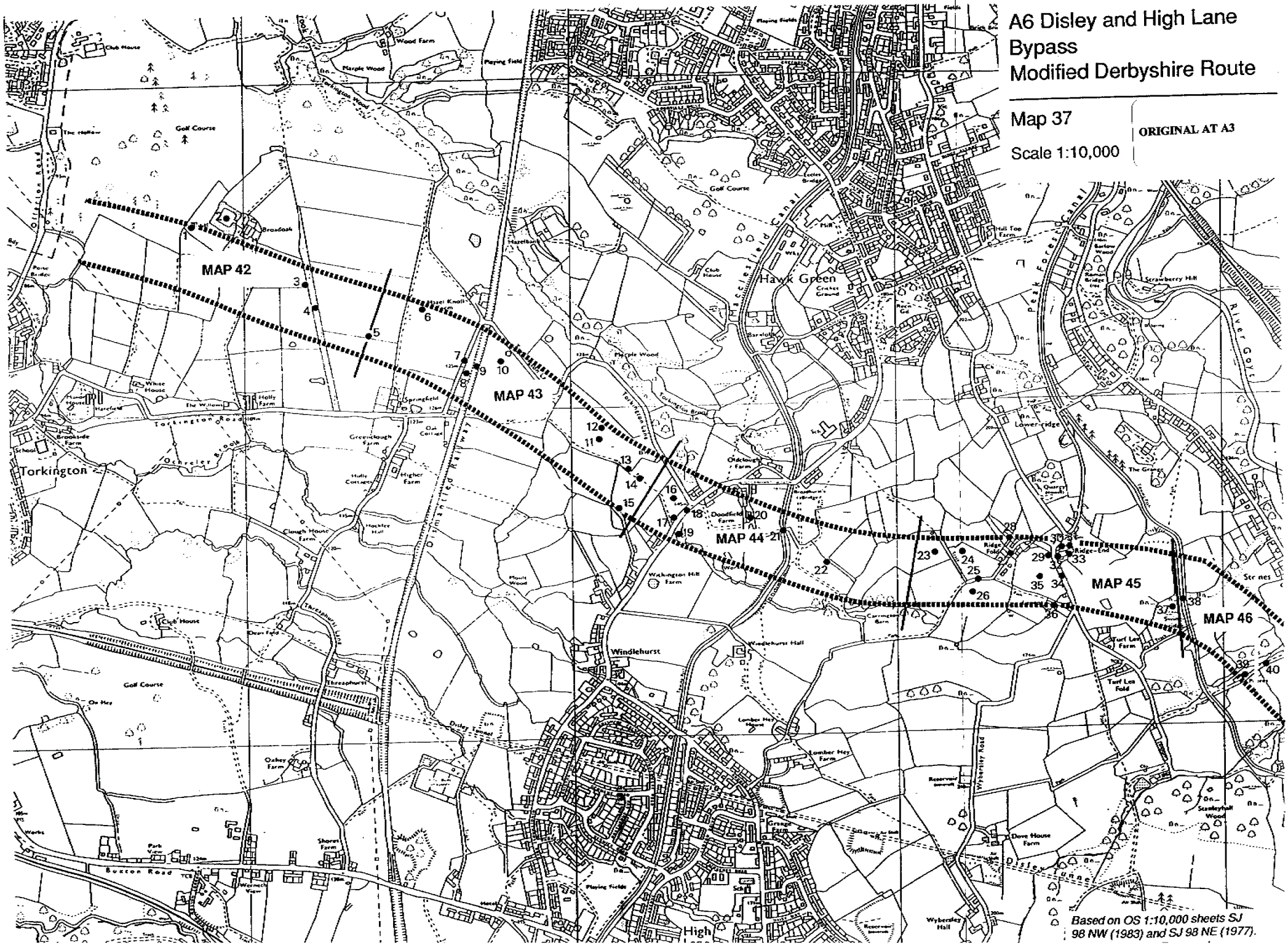

A6 Disley and High Lane
Bypass
Purple Route
Map 32
Scale 1:2500
ORIGINAL AT A3
Base map provided by Travers Morgan Engineerin
CUT LINE
SUTTON WOLD ROAD
Redmoor Farm
Kiln Knoll
Longside Cottage
Quarry
CUT LINE
147
148
149
150


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
CUT LINE
CUT LINE


A6 Disley and High Lane
Bypass
Purple Route
Furness
Map 34
Scale 1:2500
ORIGINAL AT A3
Base map provided by Travers Morgan Engineering
FURNESS VALE WARD
CUT LINE
CUT LINE
152
151
Yeardsley Hall
Furness Clough
Diglee Road
Yeardsley Lane
Park Avenue
Broadhey
Cattle Grid
Diglee Reservoir
Diglee Clough
Diglee
Highfield
Builder's Yard


A6 Disley and High Lane Bypass
Purple Route
Map 35
Scale 1:2500
ORIGINAL AT A3
Base map provided by Travers Morgan Engineering
CUT LINE
CUT LINE
153
154
155
156
Teardsley Hall
Brownough
Ringstone
Ringstone Works
Quarry

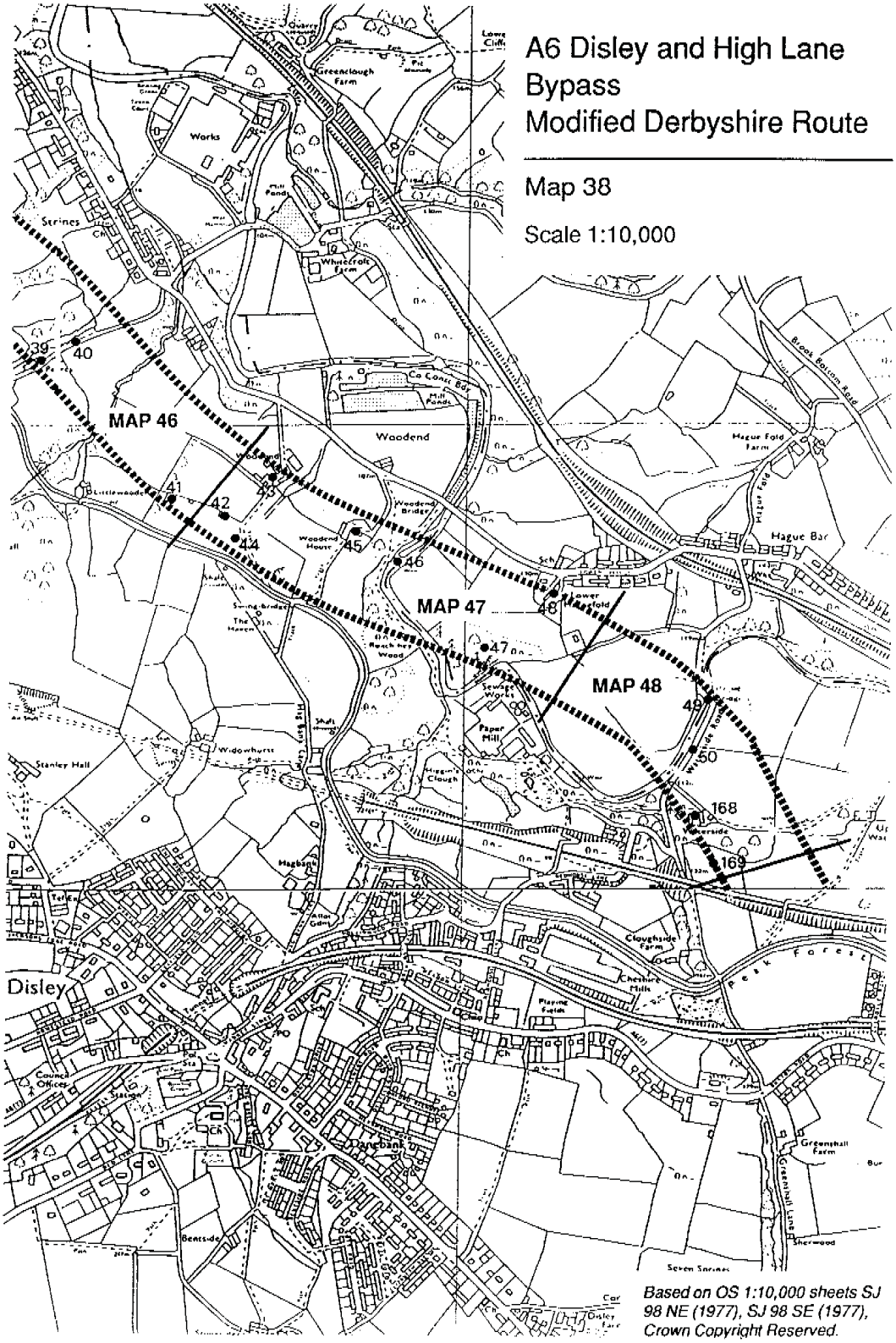

A6 Disley and High Lane Bypass
Purple Route
Map 36
Scale 1:2500
ORIGINAL AT A3
Base map provided by Travers Morgan Engineering
CUT LINE
Bridgemont
Bothomes Hall
Ringstone Clough
Ringstone Works
157
158
159
160
161
162
163
164
165
166
167


A6 Disley and High Lane Bypass
Modified Derbyshire Route
Map 37
Scale 1:10,000
ORIGINAL AT A3
MAP 42
MAP 43
MAP 44
MAP 45
MAP 46
Torkington
Hawk Green
Windlehurst
Golf Course
Based on OS 1:10,000 sheets SJ 98 NW (1983) and SJ 98 NE (1977).

A6 Disley and High Lane Bypass
Modified Derbyshire Route

Map 38

Scale 1:10,000

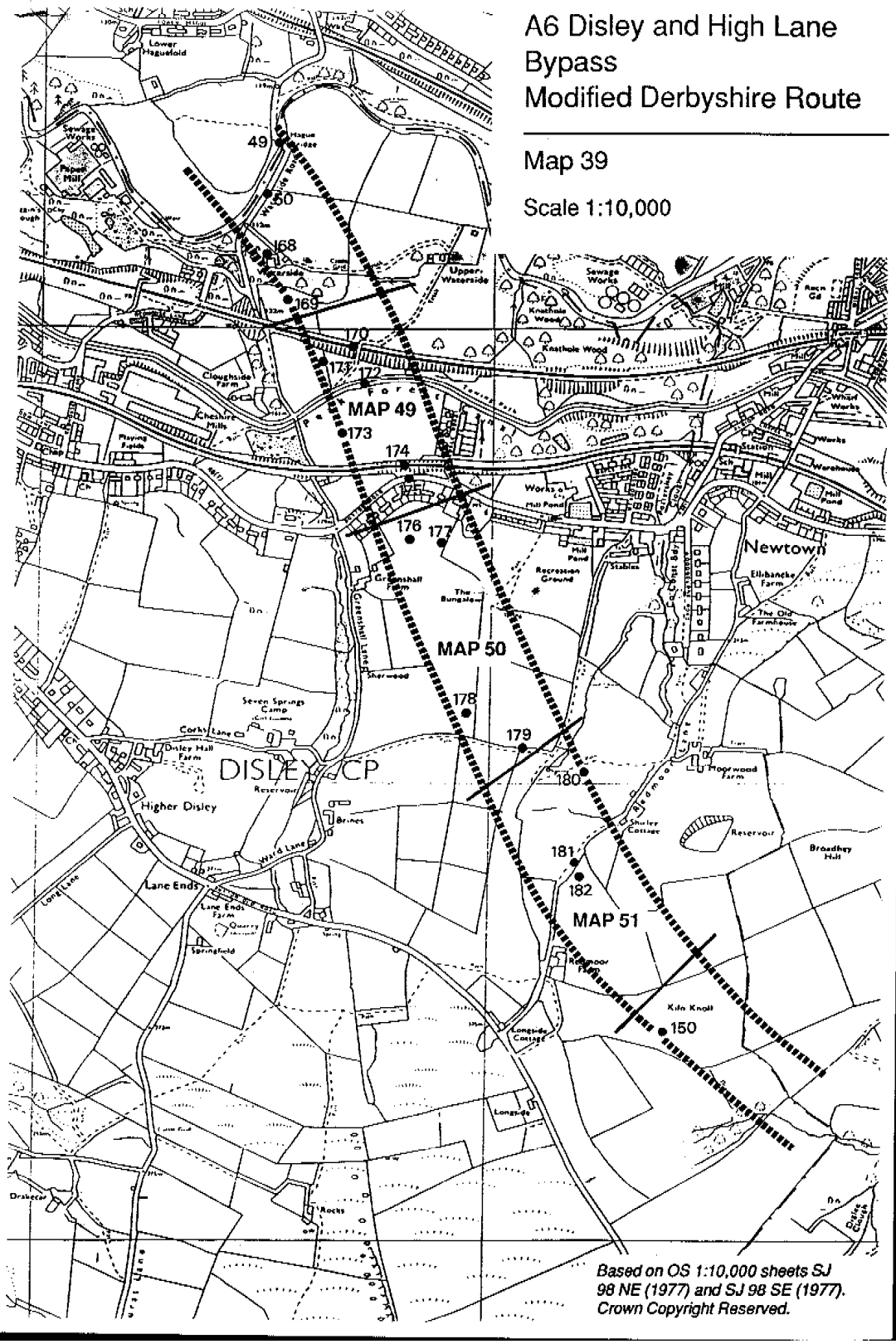


Based on OS 1:10,000 sheets SJ 98 NE (1977), SJ 98 SE (1977), Crown Copyright Reserved.

A6 Disley and High Lane Bypass
Modified Derbyshire Route

Map 39

Scale 1:10,000

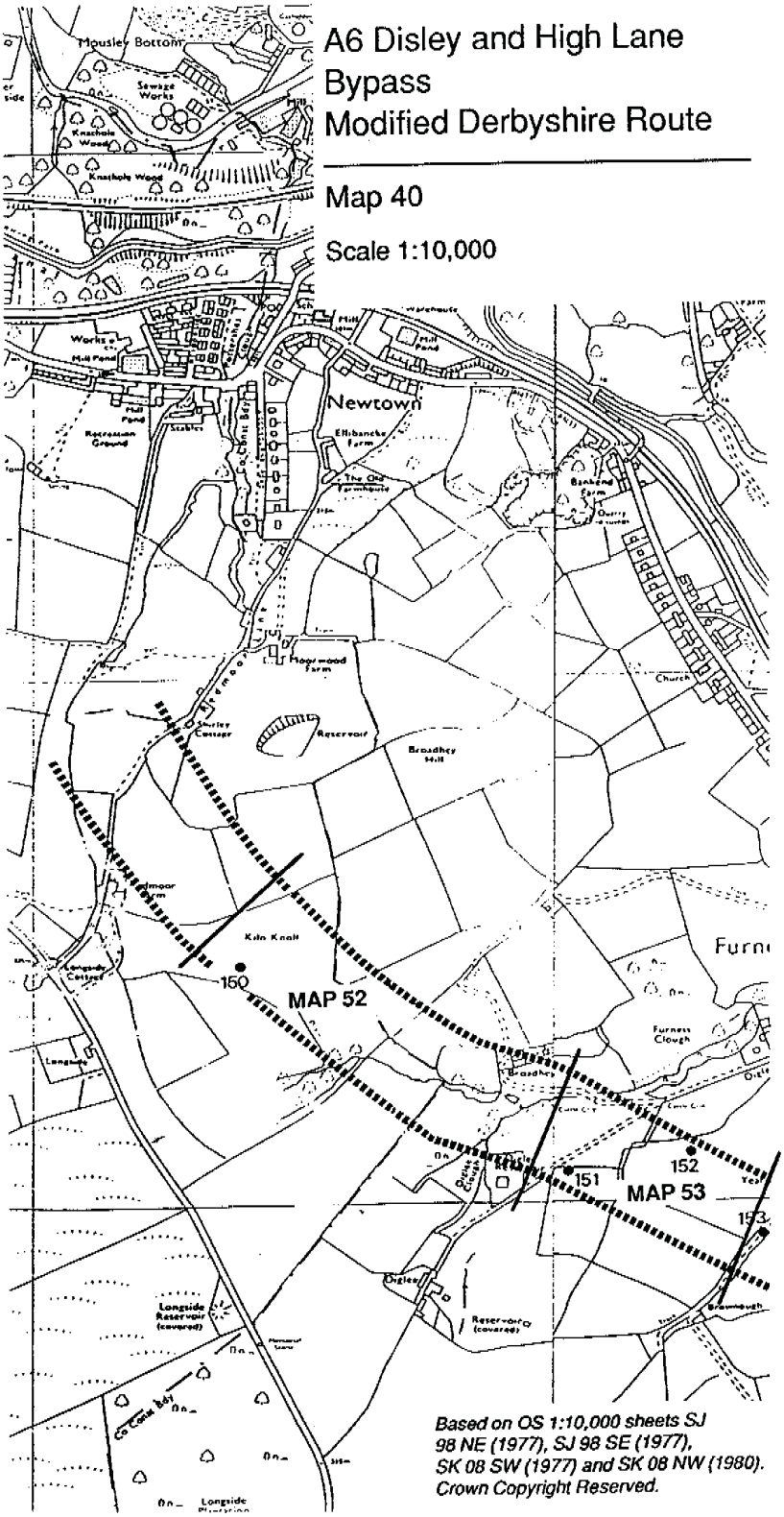


Based on OS 1:10,000 sheets SJ 98 NE (1977) and SJ 98 SE (1977). Crown Copyright Reserved.

A6 Disley and High Lane Bypass
Modified Derbyshire Route

Map 40

Scale 1:10,000

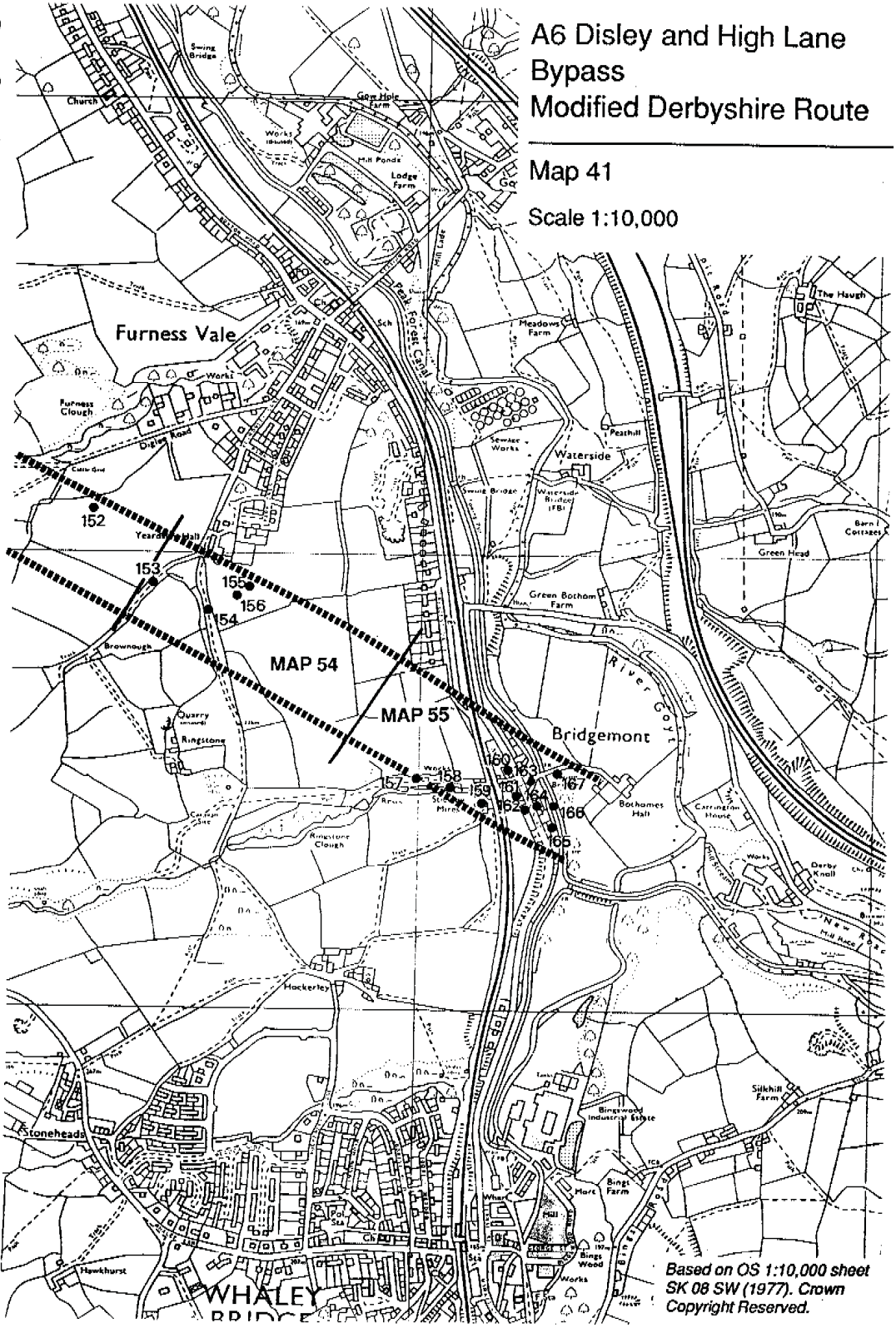


Based on OS 1:10,000 sheets SJ 98 NE (1977), SJ 98 SE (1977), SK 08 SW (1977) and SK 08 NW (1980). Crown Copyright Reserved.

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.

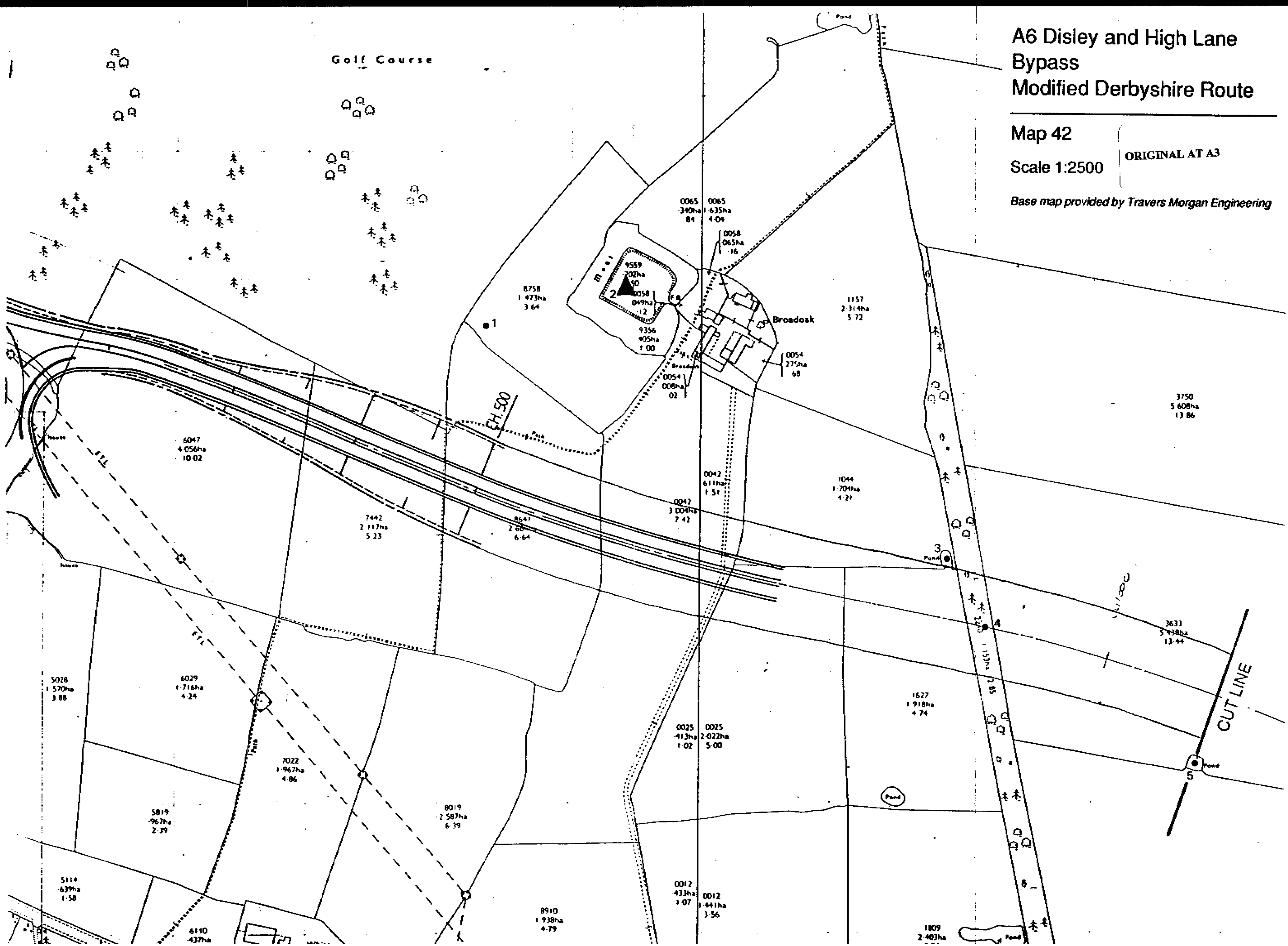
A6 Disley and High Lane Bypass
Modified Derbyshire Route

Map 42

Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineering



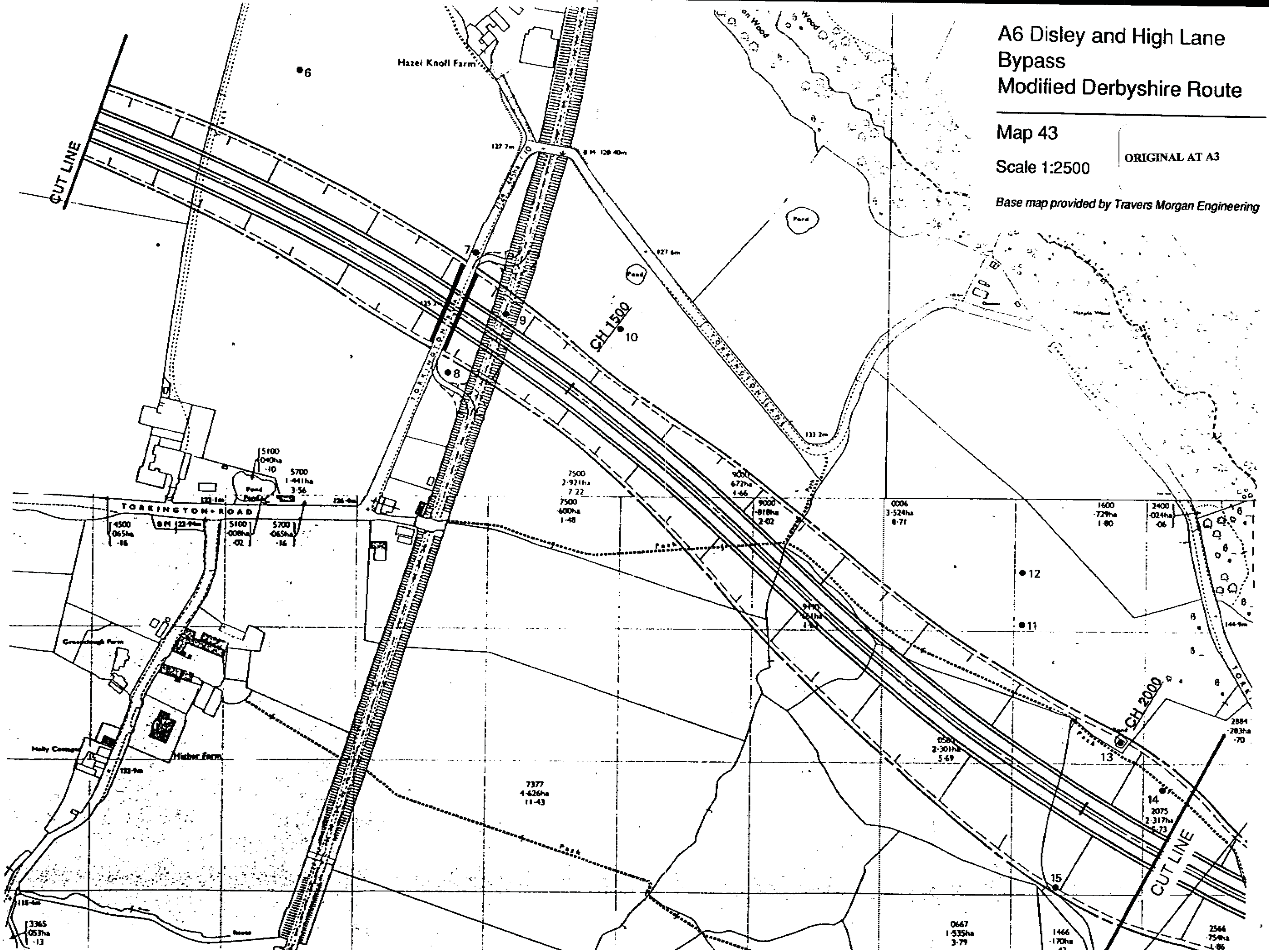
A6 Disley and High Lane Bypass
Modified Derbyshire Route

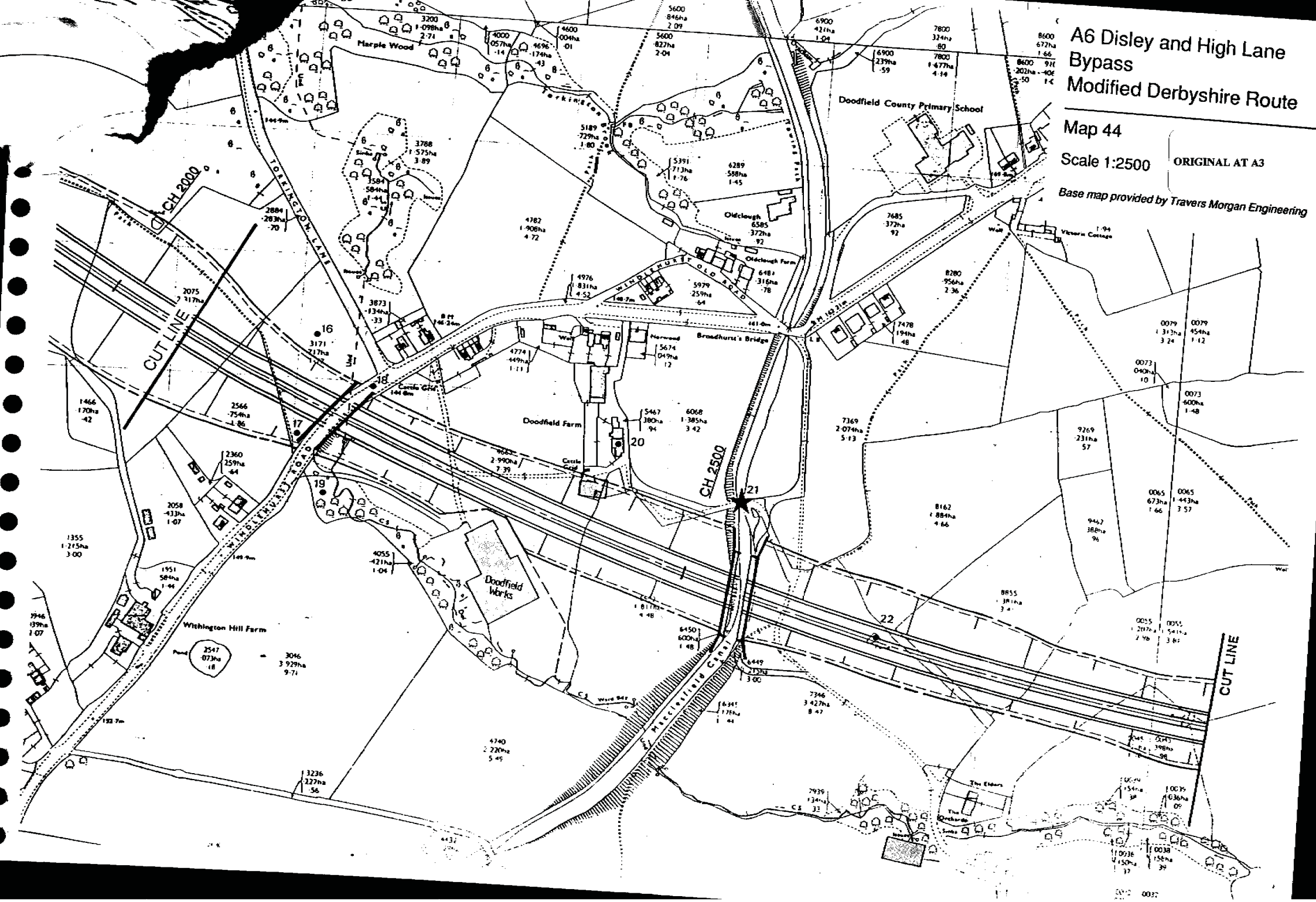
Map 43

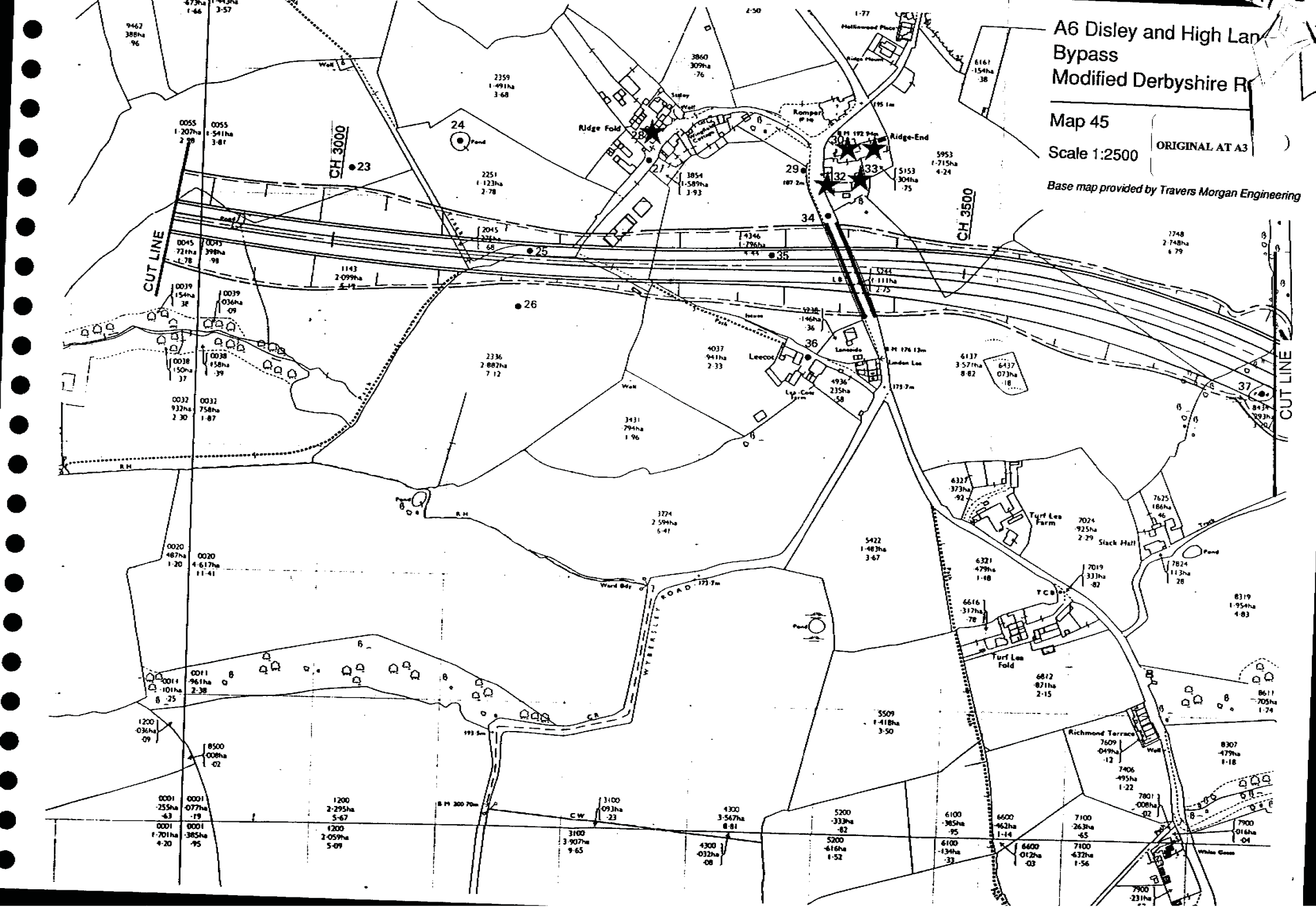
Scale 1:2500

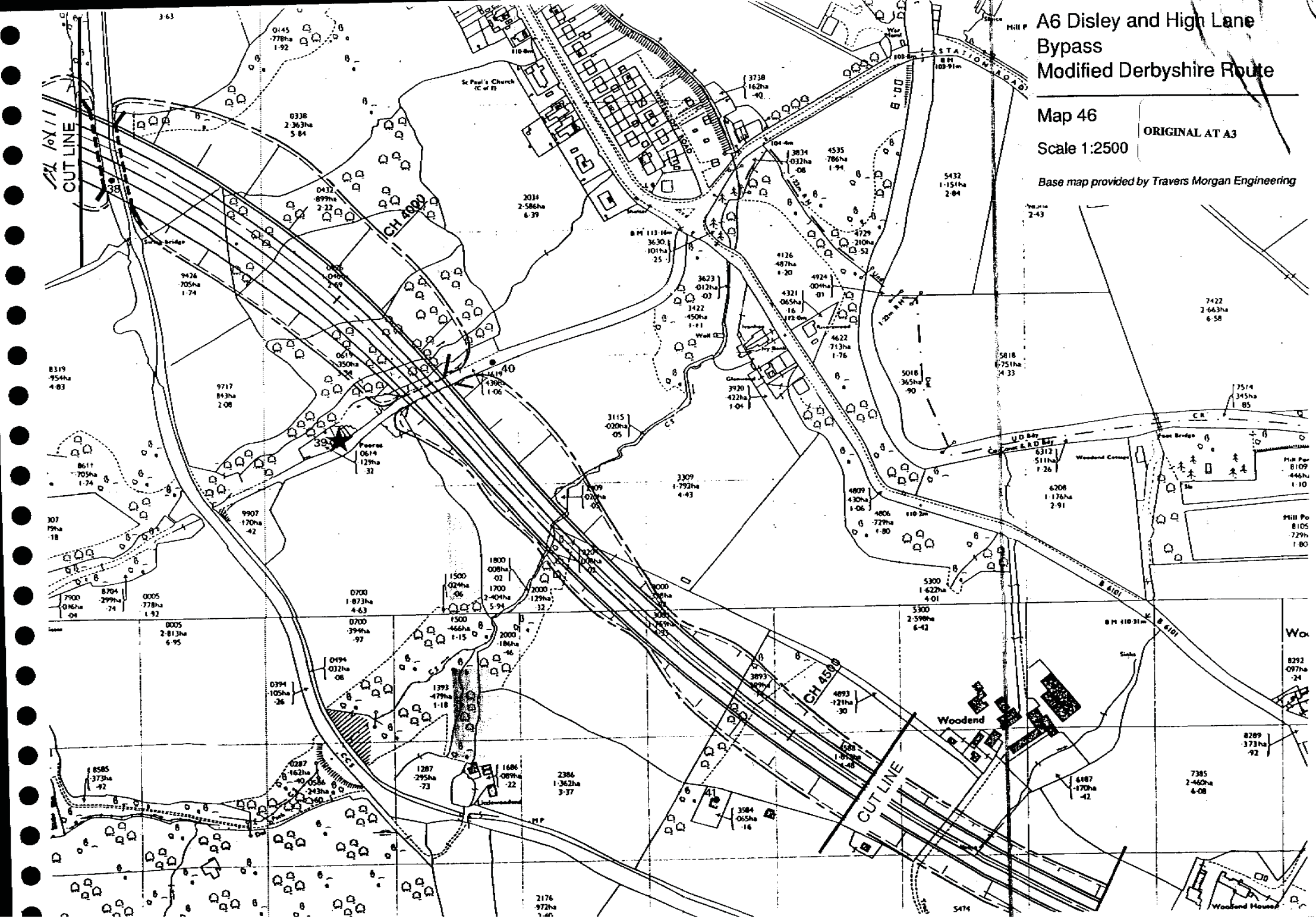
ORIGINAL AT A3

Base map provided by Travers Morgan Engineering




A6 Disley and High Lane Bypass
Modified Derbyshire Route
Map 44
Scale 1:2500
ORIGINAL AT A3
Base map provided by Travers Morgan Engineering
CH 2000
CH 2500
CUT LINE
CUT LINE
Harple Wood
Doodfield County Primary School
Oldclough
Oldclough Farm
Broadhurst's Bridge
Doodfield Farm
Doodfield Works
Withington Hill Farm
Macclesfield Canal
Torkington Lane
Windlehurst Road
Windlehurst Old Road
16
17
18
19
20
21
22


A6 Disley and High Lan
Bypass
Modified Derbyshire R
Map 45
Scale 1:2500
ORIGINAL AT A3
Base map provided by Travers Morgan Engineering
CH 3000
CH 3500
CUT LINE
CUT LINE
Ridge Fold
Ridge-End
Leecote
Turf Lee Farm
Turf Lee Fold
Stack Hall
Richmond Terrace
WYBERSLEY ROAD
23
24
25
26
29
34
35
36
37


A6 Disley and High Lane Bypass
Modified Derbyshire Route
Map 46
Scale 1:2500
ORIGINAL AT A3
Base map provided by Travers Morgan Engineering
CUT LINE
CH 4000
CH 4500
Woodend
STATION ROAD
CUT LINE

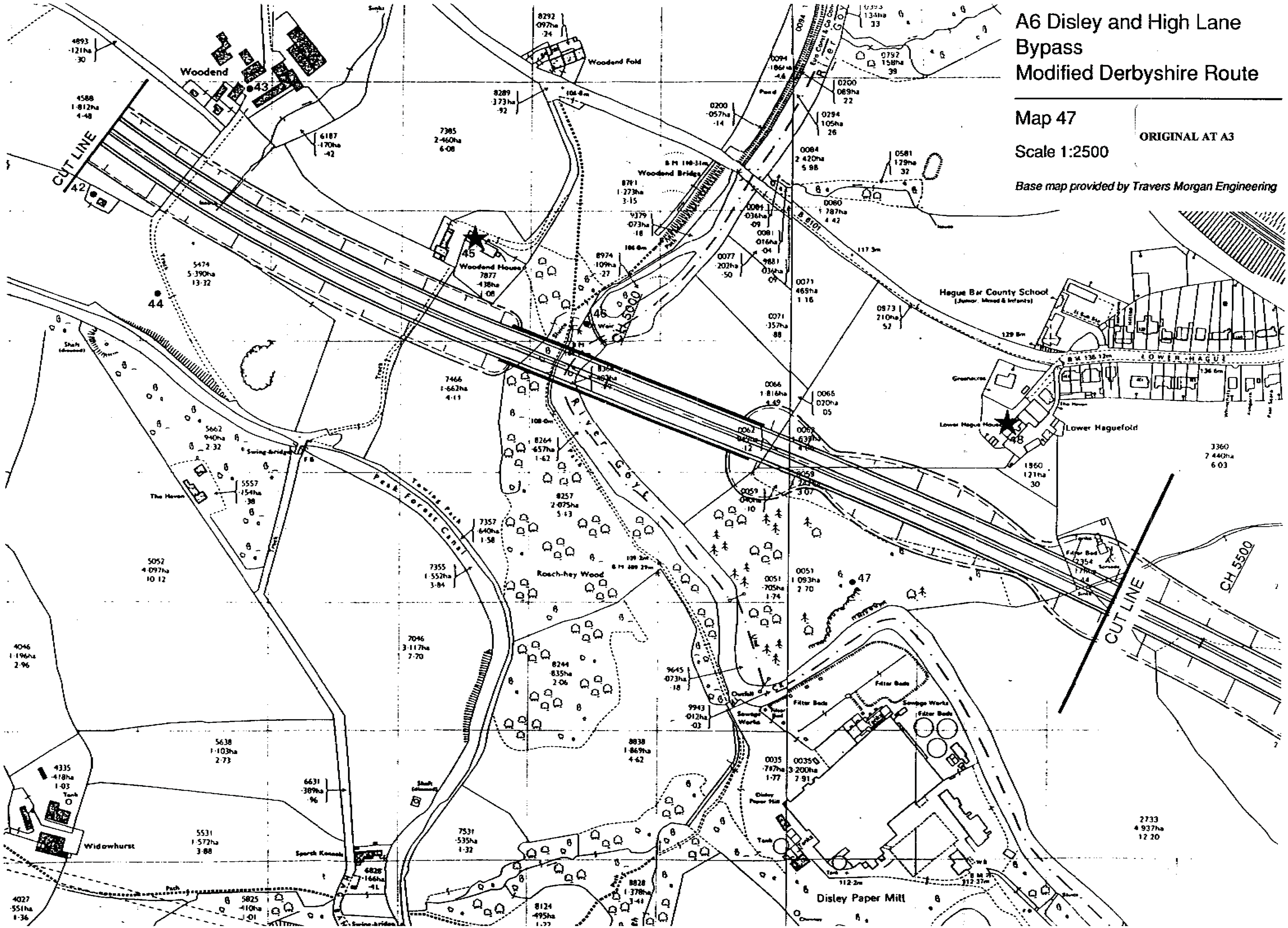
A6 Disley and High Lane Bypass Modified Derbyshire Route

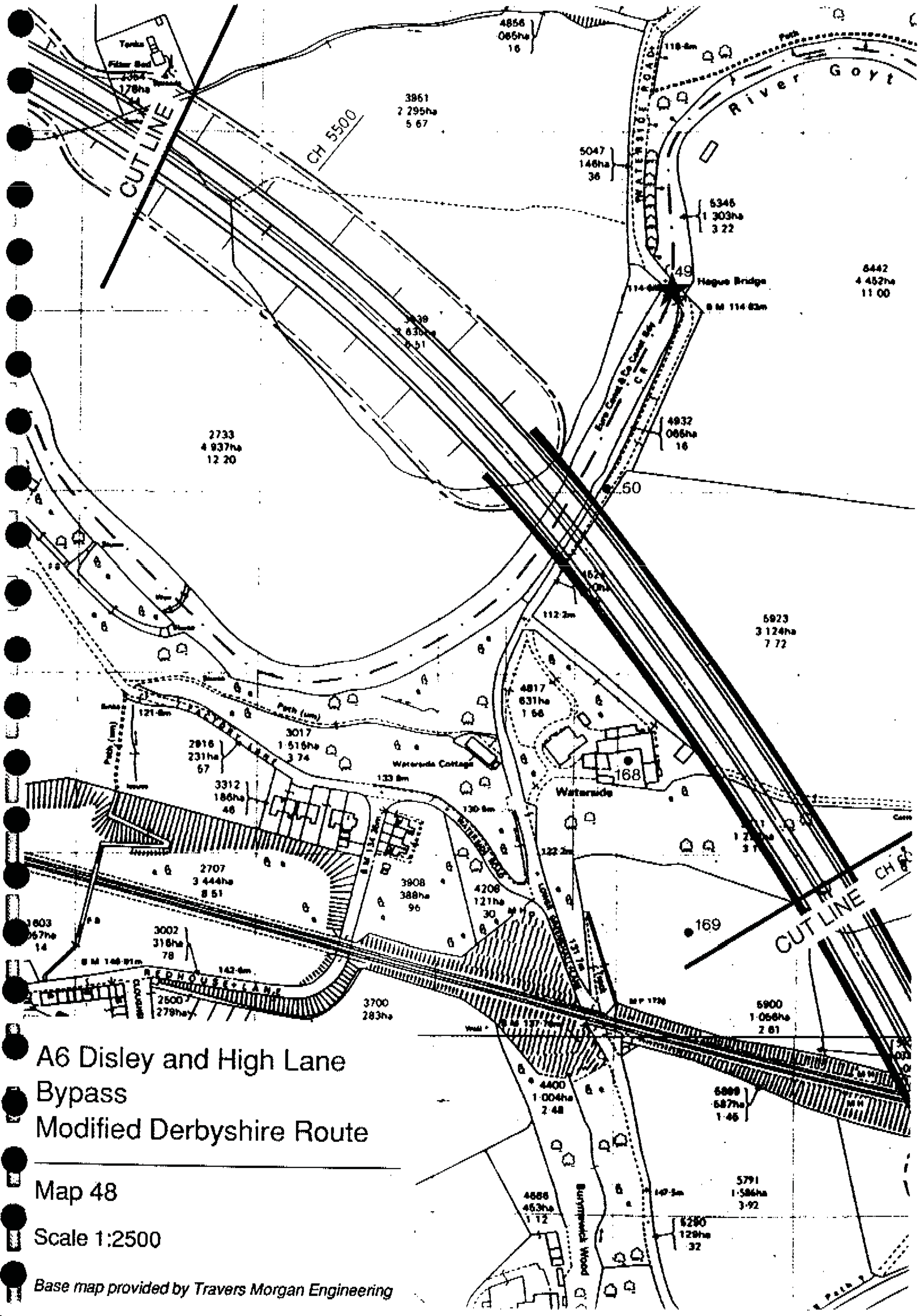
Map 47

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

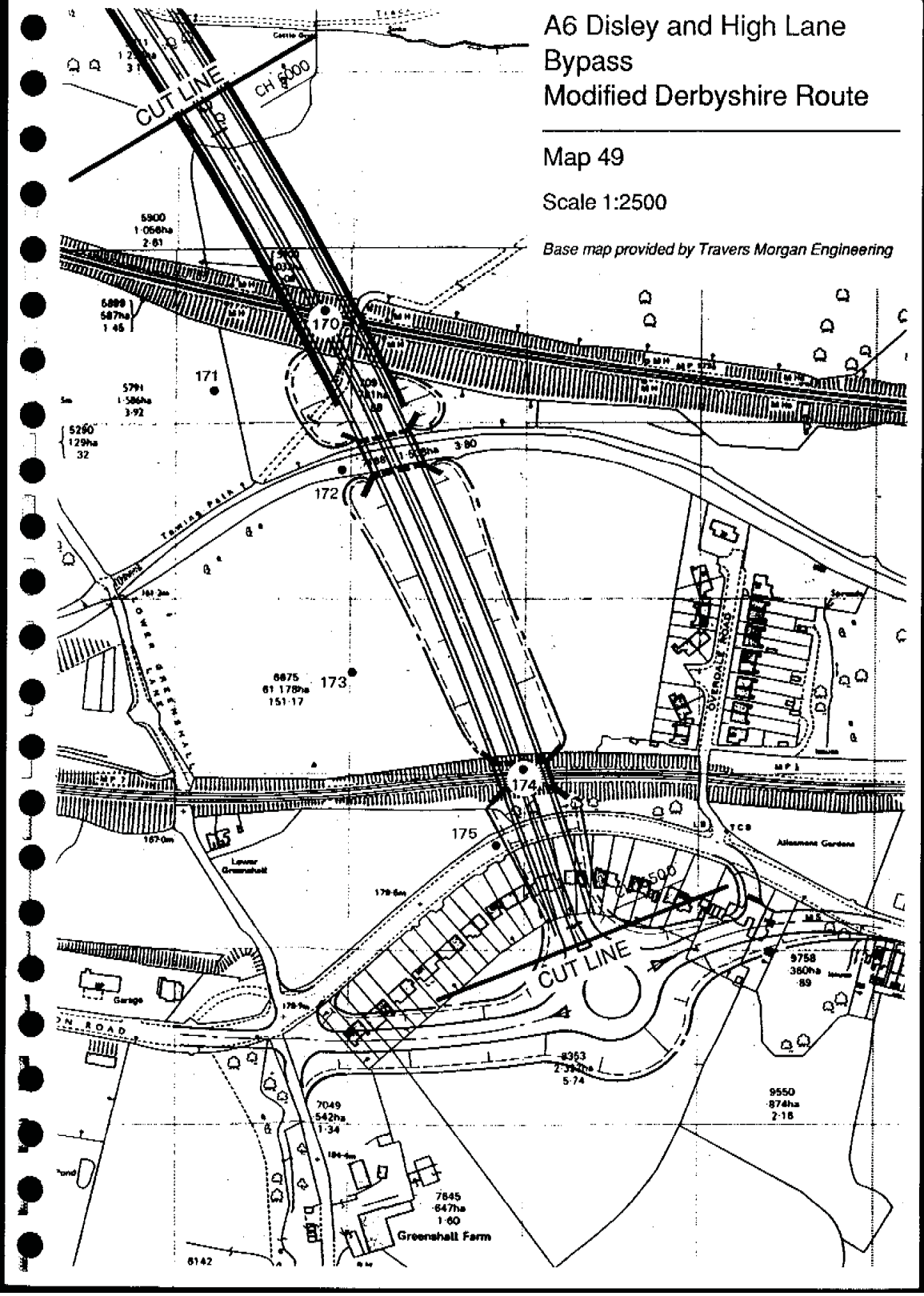
Base map provided by Travers Morgan Engineering

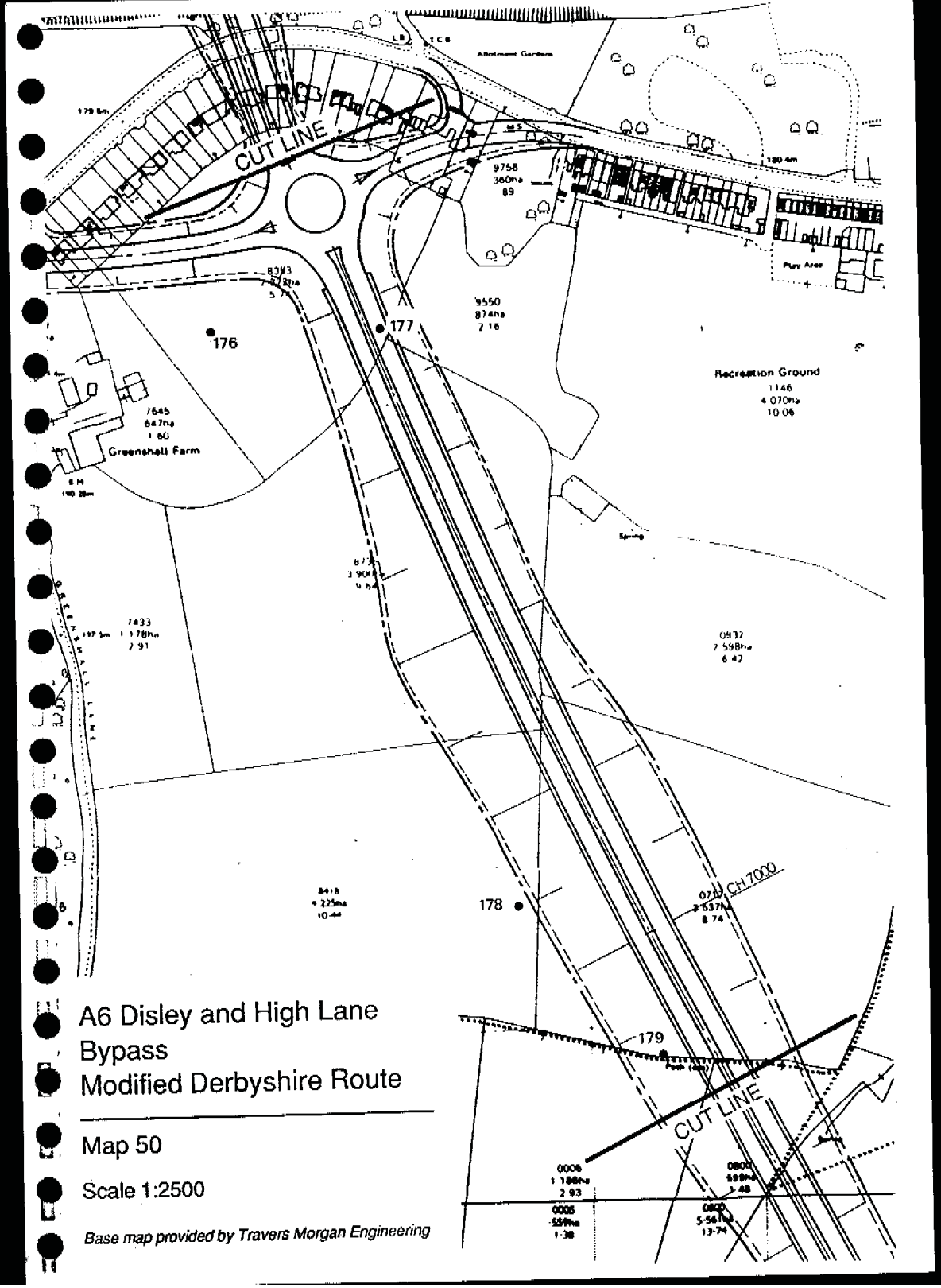
A6 Disley and High Lane Bypass
Modified Derbyshire Route

Map 49

Scale 1:2500

Base map provided by Travers Morgan Engineering



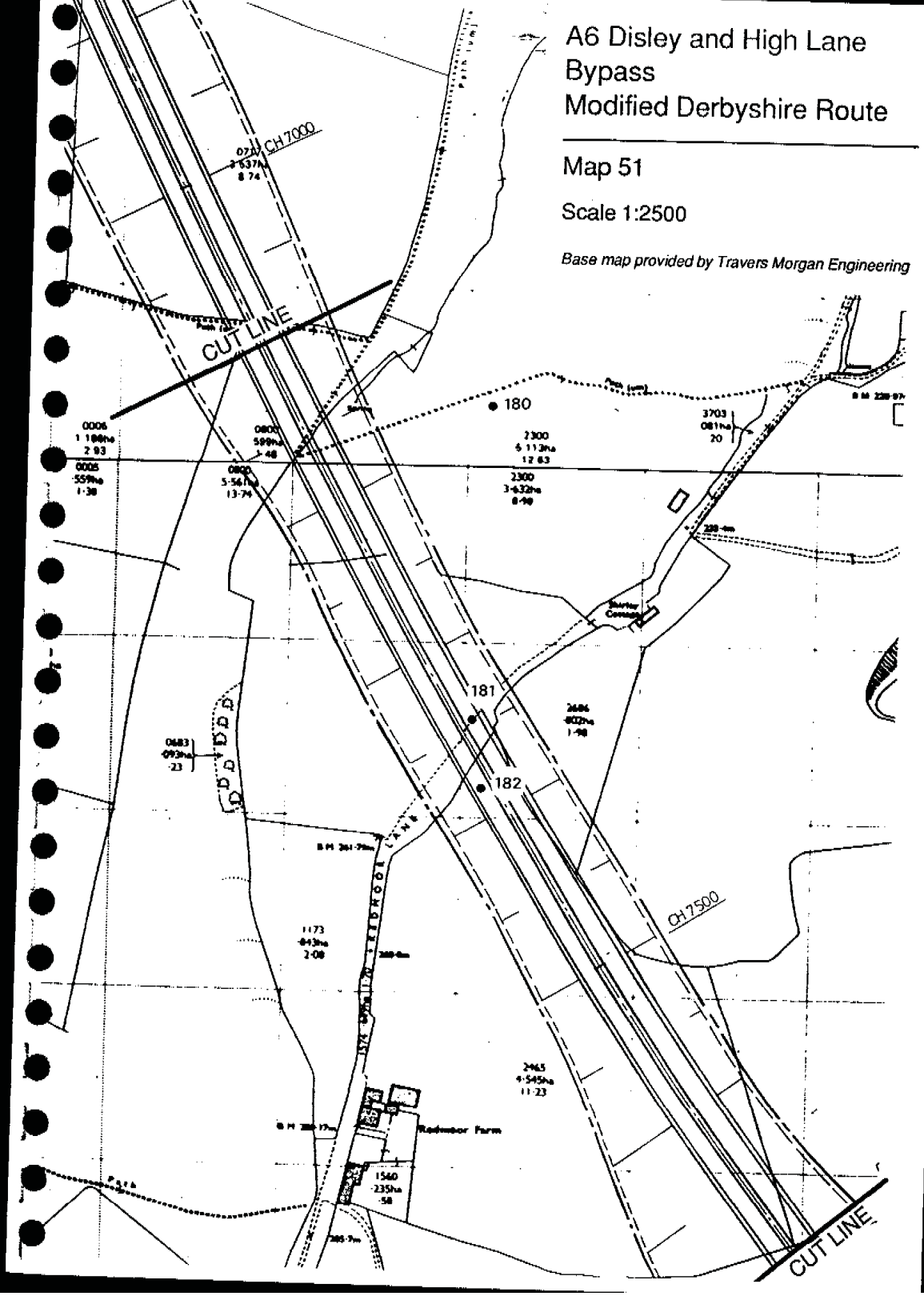


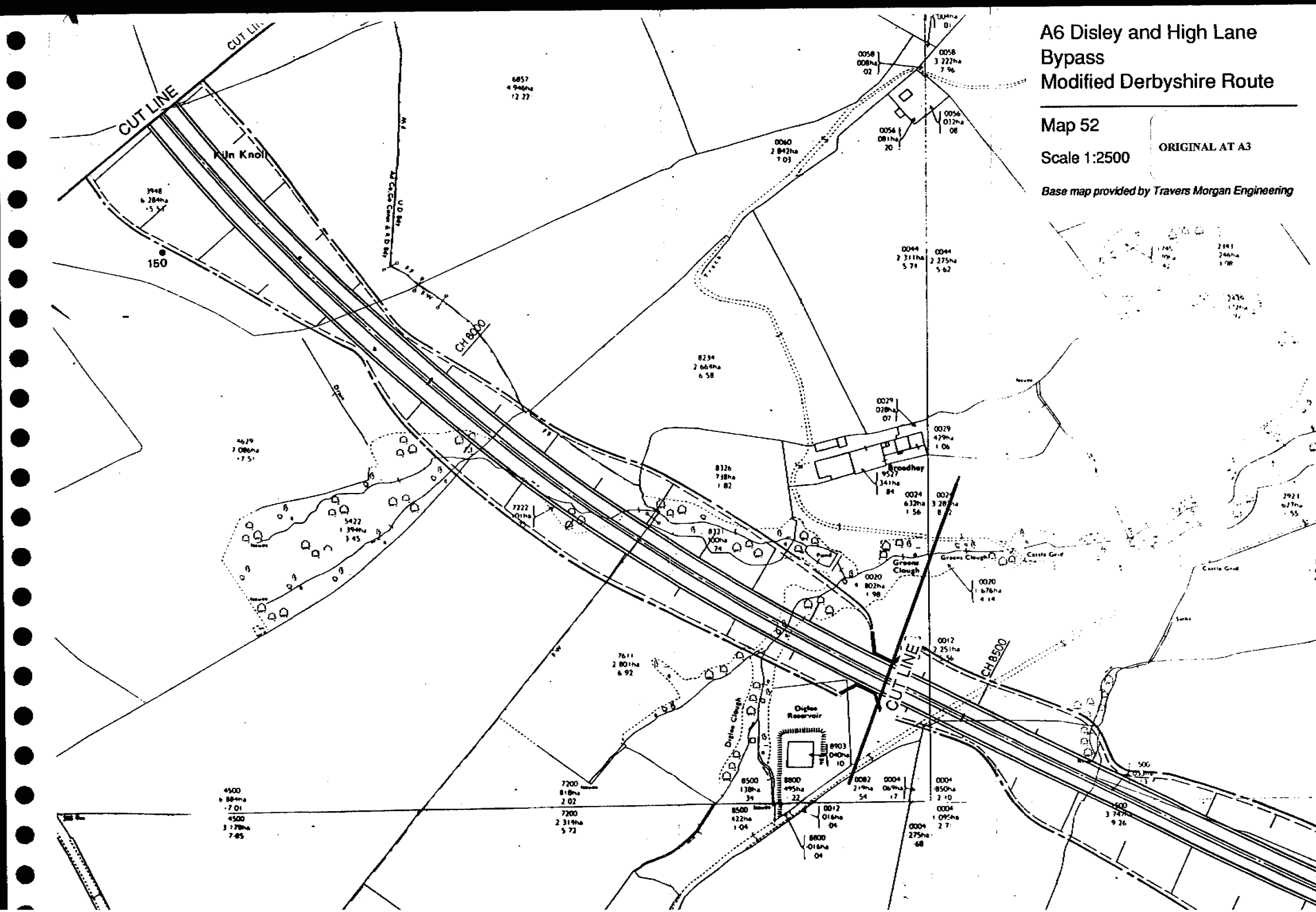
A6 Disley and High Lane Bypass
Modified Derbyshire Route

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
CH7000
CUT LINE
180
181
182
CH7500
CUT LINE



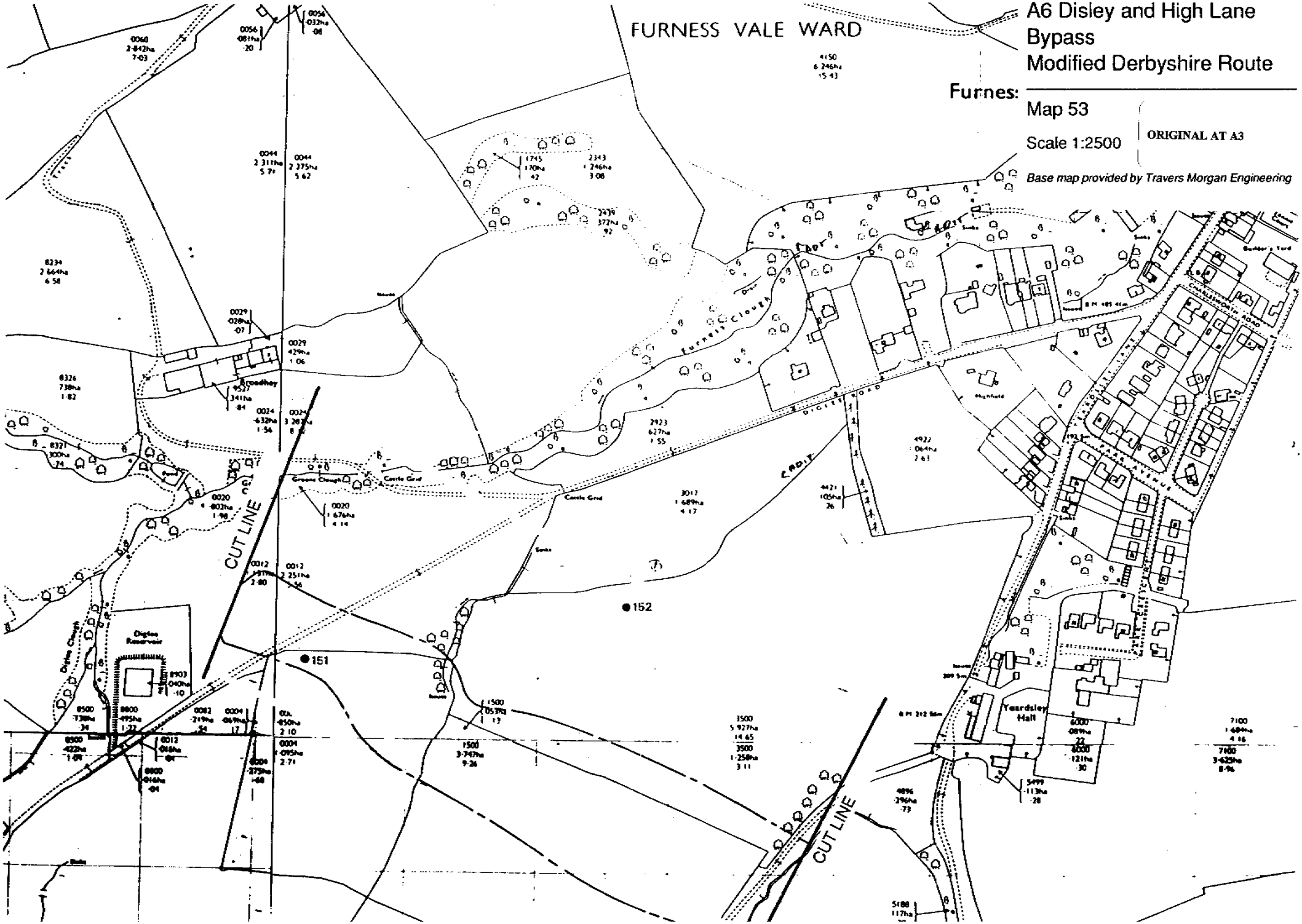
A6 Disley and High Lane Bypass
Modified Derbyshire Route

Map 52

Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineering



A6 Disley and High Lane Bypass
Modified Derbyshire Route

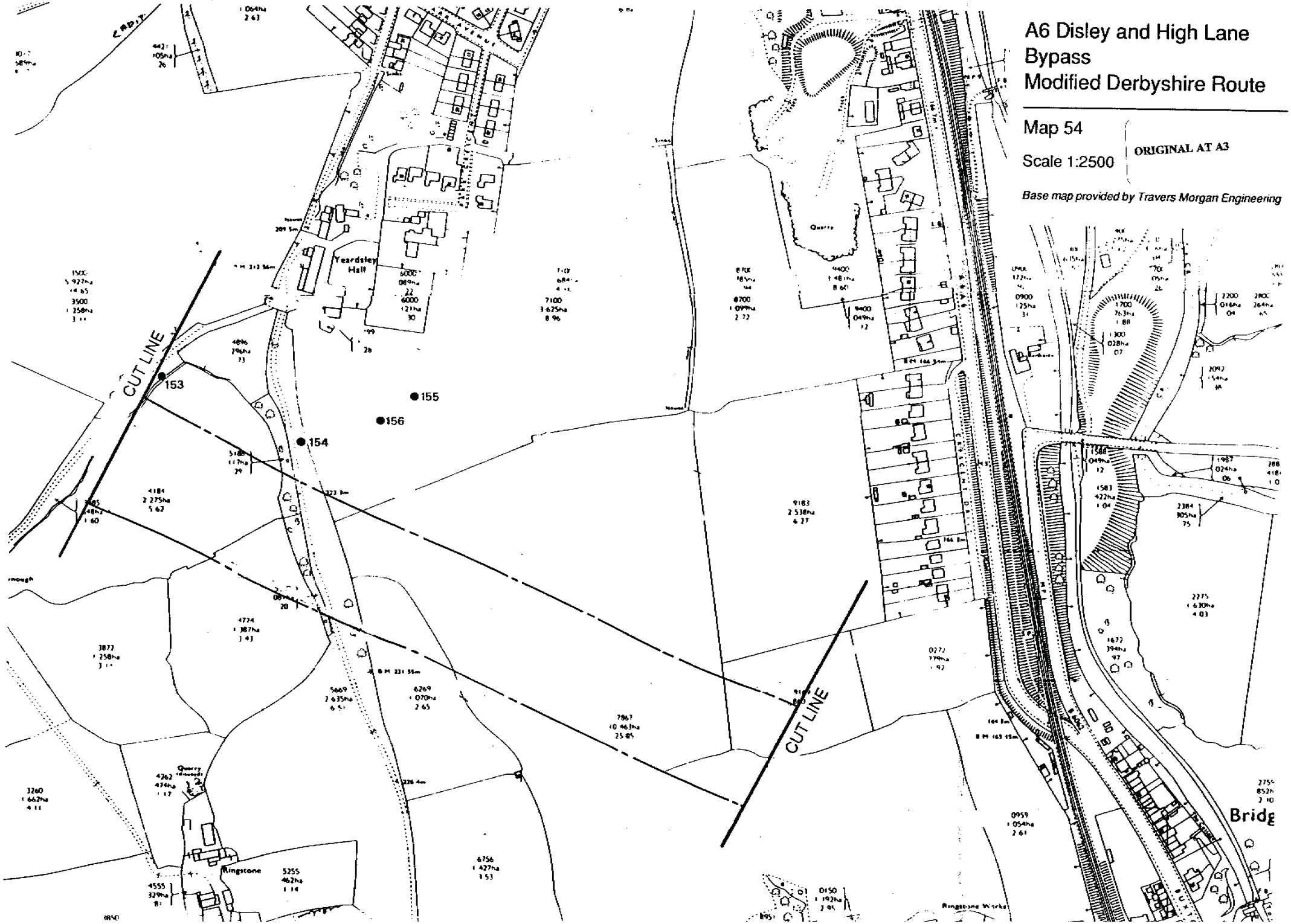
Furnes:

Map 53

Scale 1:2500

ORIGINAL AT A3

Base map provided by Travers Morgan Engineering



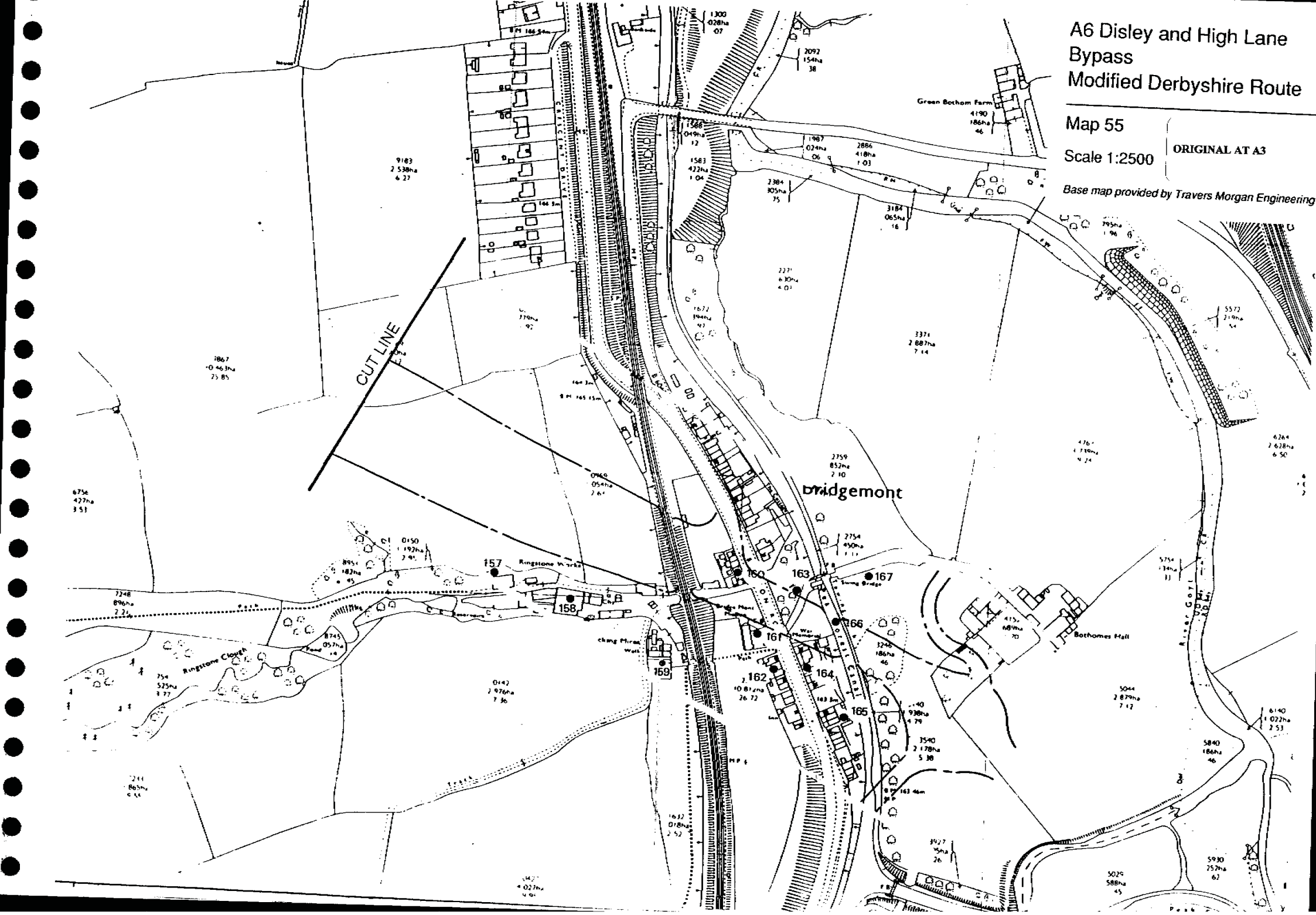
A6 Disley and High Lane Bypass
Modified Derbyshire Route

Map 54

Scale 1:2500

ORIGINAL AT A3

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
CUT LINE
Bridgemont
Bothomes Hall
Ringstone Clough
Ringstone Works
Green Bothom Farm
157
158
159
160
161
162
163
164
165
166
167