



**CULTURAL HERITAGE  
DESK-BASED ASSESSMENT**

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**CAM HIGH ROAD,  
UPPER WENSLEYDALE,  
YORKSHIRE DALES  
NATIONAL PARK**

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**CAM HIGH ROAD,  
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YORKSHIRE DALES NATIONAL PARK**

**CULTURAL HERITAGE DESK-BASED ASSESSMENT**

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YORKSHIRE DALES NATIONAL PARK**

**CULTURAL HERITAGE DESK-BASED ASSESSMENT**

**Summary**

*Northern Archaeological Associates Ltd (NAA) was commissioned by Cam Forest Trust to undertake a desk-based assessment of a section of Cam High Road, Upper Wensleydale, Yorkshire Dales National Park. This assessment is in support of a planning application (C/44/257A) for the extraction of timber via the road, between the B6255 at Far Gearstones Farm (NGR 378300 480300), and Cam Fell Plantation (NGR 381040 481325).*

*The study identified a total of 15 heritage assets within a 500m corridor centred on the road, all of which are undesignated heritage assets, and mostly comprise sites of post-medieval date, of local importance. Some of these sites are related to usage of the landscape for extractive purposes (quarries and lime-kilns exist within the corridor and the wider landscape) and some relate to agricultural exploitation (small enclosures and sheepfolds). The road comprises a mid-18th century turnpike, which was in use as a significant highway for approximately 50 years, before becoming redundant, as the road was realigned up a neighbouring valley. The road is considered of regional importance, and its associated culverts, milestones, boundary markers and fords are considered of local importance. The post-medieval road follows the alignment of an earlier Roman road, leading to the fort of Virosidum at Bainbridge, which is also considered of regional importance. Associated ditches and earlier road alignments appear to survive, though the agger has not been definitively proved to exist in the limited archaeological work undertaken on the road, which also indicates many of the supposed Roman ditches have been recut in modern times. There are no designated assets within the corridor (Listed Buildings, Conservation Areas, Scheduled Monuments, Historic Parks and Gardens or Registered Battlefields).*

*This desk-based assessment has demonstrated that the proposed access route will not have an impact on any designated assets or known non-designated sites of national importance. The assessment has identified that there is a low potential for archaeological remains dating from the prehistoric, and medieval periods. However, there is a moderate to high potential of uncovering Roman and post-medieval archaeological remains within the road corridor, associated with the two known phases of road use. The proposed access route could have an impact on the setting of the undesignated heritage assets of the Roman and turnpike roads, and therefore some thought needs to be given to the design of the proposed track, so that it is in keeping with the surviving elements of both roads.*

*In order to more fully evaluate the archaeological potential for the site, and given that there has been a lack of archaeological investigation in the vicinity, a programme of archaeological recording is likely to be recommended by Yorkshire Dales National Park*



*Authority, in accordance with NPPF Paragraph 128. This is likely to comprise archaeological recording of the extant road surfaces and other features, prior to sealing by the new road surface. It is anticipated that the subsequent impact on any identified heritage assets could be mitigated through a programme of archaeological excavation or monitoring, recording and publication in accordance with NPPF Paragraph 141.*

## 1.0 INTRODUCTION

- 1.1 Northern Archaeological Associates Ltd (NAA) was commissioned by Cam Forest Trust to undertake a desk-based assessment of a section of Cam High Road in the Yorkshire Dales National Park. The road lies in the Parish of Horton in Ribblesdale, in the Craven District of North Yorkshire (Fig. 1). This assessment is in support of a planning application (C/44/257A) for the resurfacing and upgrade of a section of the existing trackway known as Cam High Road from the B6255 at Far Gearstones Farm (NGR 378300 480300) to Cam Fell Plantation (NGR 381040 481325). This upgrade is required in order to enable vehicular access for the removal of felled timber from the Cam Fell Plantation. A description of the development is provided in the Design and Access Statement prepared by David Hill and submitted in support of an outline planning application.
- 1.2 The track forms part of the Dales Way from the B6255 up to Cam End (NGR 380164 480439), where it joins the Pennine Way. It then continues north-east, running past Cam Fell Plantation and on to Bainbridge.
- 1.3 The purpose of the assessment and heritage statement is to help establish the archaeological / historical sensitivity and significance of the area surrounding the proposed development and the potential impact of the scheme on this significance. The report will be used by Yorkshire Dales National Park Authority (YDNPA) to help make an informed planning decision on this application.
- 1.4 This report provides details of all known historic and archaeological sites (“heritage assets”) within a 0.5km corridor centred on the road. It also assesses the potential for unrecorded heritage assets of archaeological interest to be present within this corridor. It sets out the significance of those heritage assets (including their setting) which could be affected by the development proposals and assesses the effects of construction and operational impacts on this significance. It concludes with recommendations for mitigation measures which could be taken to avoid, reduce or remedy any identified adverse effects.

## 2.0 BACKGROUND INFORMATION

### *Proposed Works*

- 2.1 Planning permission is being sought for the upgrade of an existing farm track at Far Gearstones Farm, a new bridge to cross Gayle Beck, the repair of a 3200 metre section of the Cam High Road to make it suitable for timber haulage and the construction of a new track between West Gate and Cam Plantation.
- 2.2 The proposed repair of the Cam High Road will involve filling in eroded/damaged sections of the road surface with clean 100mm limestone

and topping the surface with 400mm limestone quarry waste, which will be rolled to give a firm surface of between 100mm and 300mm. No widening of the existing road surface will be required. A view of the existing track surface is shown in Plate 6 and an example of the proposed surface, as submitted with the planning application, is shown in Plate 3.

- 2.3 There are a number of locations on the Cam High Road where culverts need to be installed to prevent water running on the road surface and there are a number of existing culverts which will require maintenance. The locations of both existing and proposed culverts are shown on Figures 2 and 3. There will also be a requirement for some water breaks to be constructed on the steeper slopes of the road, in order to ensure efficient and effective diversion of running water from the road surface. This work will involve the digging of short ditch sections at the side of the road in the locations shown on Figures 2 and 3. Once completed, the track will allow timber waggons to access the plantation, running at each end of the day.

### ***Geology and soils***

- 2.4 The solid geology of the Dales Way section comprises interbedded limestone, argillaceous and sandstone bedrock of the Yoredale Group. To the east of the junction with the Pennine Way, the road crosses onto the Middle Limestone, and follows the boundary between the two groups. The soils are identified as slowly permeable seasonally water-logged fine loamy upland soils with a peat surface horizon of the Wilcocks 1 Association (Soil Survey of England and Wales 1993).

### ***Landscape Character***

- 2.5 The Landscape Character Assessment for Yorkshire Dales National Park (Yorkshire Dales National Park Authority 2001, 149) classifies the area of Cam High Road as forming part of the '*Three Peaks and Central Moors and Fells*'. The differential wear of the layered limestones and sandstones has formed elevated hills with pronounced flat plateaus, overlooking the central dales. These are often steep, dramatic and exposed, such as Ingleborough Hill to the south-west (Plate 1).
- 2.6 The landscape is characterised by isolated pockets of limestone grassland, sub-divided by drystone walls, and uninhabited moorland. Tree cover is confined to gullies and rock outcrops on hillsides, except for extensive coniferous plantations, such as Cam Plantation, which form '*dark, alien intrusions*' across the centre of the area (Plate 2). The key characteristics of this landscape include:
- Exposed sandstone and limestone crags and screes, creating dramatic, steep-sided, upstanding plateau peaks;
  - Extensive coniferous plantations across the centre of the area;
  - Uninhabited moor tops; and

- Roads and footpaths which are isolated in character, with panoramic views of the central dales and Three Peaks.

2.7 With the exception of the isolated and discrete episodes of enclosure, this landscape has generally remained static since at least the early 19th century, and therefore has historic value which makes it locally significant. The route has particular significance as an important access route through the dales, which has been greatly revived by its status as a part of two long-distance footpaths, and a long-distance bridle-way.

### ***Route description and topography***

2.8 From the western end, the proposed access route enters a field to the east of the drive to Far Gearstones Farm, at approximately 320m AOD, and follows closely the line of the drystone wall along the edge of the B6255, before joining the Dales Way and following a further field wall south and downslope. The route crosses onto the floodplain of Gayle Beck through a drystone wall via a farm gate, and runs directly eastwards across the plain to a ford across the beck, at 313m AOD.

2.9 The route crosses the ford, and runs up the bank eastwards for 350m, gradually climbing to 329m AOD, where it crosses Axletree Gill. The route climbs to the south-east up the beckside for 115m, before turning sharply at 340m AOD. The route then follows an easterly bearing for 1090m up Broad Ray, to a height of 445m AOD. The route is joined by, and becomes, the Pennine Way, 930m from the end of this section.

2.10 The route then turns northwards again, following a north-easterly bearing for 1154m, rising constantly and crossing a further drystone wall at West Gate, at a height of 505m AOD. From West Gate, the proposed route leaves the Pennine Way, and follows an east-north-east bearing once again, heading downslope to a junction with existing tracks at the base of the slope at 443m AOD. Apart from this latter section, which deviates downslope across an open pasture field, the entire route follows the line of an existing track.

## **3.0 PLANNING CONTEXT**

3.1 The historic environment legislation and policies relevant to this development are:

- *National Planning Policy Framework (NPPF) (2012);*
- *The Yorkshire and Humber Plan Regional Spatial Strategy to 2026 (May 2008); and*
- *The Yorkshire Dales Local Plan 2006 (saved policies March 2009)*

**National Planning Policy Framework (NPPF) (March 2012)**

- 3.2 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It states, in the foreword, that '*our historic environment – buildings, landscapes, towns and villages – can be better cherished if their spirit of place thrives, rather than withers.*' The historic environment is defined in terms of all aspects of the environment resulting from the interaction between people and places through time. It includes all surviving physical remains of past human activity, whether visible, buried or submerged, and also landscaped and planted flora. Any remains of these activities are classified as a "heritage asset".
- 3.3 Heritage asset is defined in the NPPF Annex 2: Glossary. It is deemed to embrace all manner of features, including: a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets (a World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area) and assets identified by the local planning authority (including local listing). One of the Core Planning Principles within NPPF is to, '*conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life for this and future generations.*'
- 3.4 Policy 12 *Conserving and enhancing the historic environment* sets out the framework for local planning authorities to make informed decisions. The paragraphs of particular relevance to the proposed development are set out below.
- 3.5 **Paragraph 128** sets out the information requirements for applications where development potentially affects heritage assets. It states that planning applicants should provide, as part of the application process, appropriately detailed descriptions of heritage asset significance and the contribution of setting to that significance. The level of detail should be proportionate to the importance of the asset and no more than is sufficient to understand the potential impact of the proposal on that significance. It also states that where an application site includes, or is considered to have the potential to include, heritage sites with archaeological interest, local planning authorities should require submission of a desk-based assessment and, where desk-based research is insufficient to properly address the interest, a field evaluation.
- 3.6 **Paragraph 129** sets out the policy principle whereby local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by the proposal, including any development effects on the setting of assets. This assessment should be taken into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

- 3.7 **Paragraph 132** sets out the policy principle guiding the consideration of applications for consent relating to designated assets. It states that when considering the impact of the proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, and that the more important the asset, the greater the weight should be. It also states that significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, Grade I and II\* registered parks and gardens, and World Heritage Sites, should be wholly exceptional. Paragraphs 133 and 134 refer to the level of consideration to be given depending on the level of harm to designated assets.
- 3.8 **Paragraph 133** states that where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, the local planning authority should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or that it can be demonstrated that there is no alternative viable use of the site.
- 3.9 **Paragraph 134** states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.
- 3.10 **Paragraph 135** sets out policy principles guiding the consideration of applications for consent relating to non-designated assets. It states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 3.11 **Paragraph 137** states that local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.
- 3.12 **Paragraph 141** sets out policy principles guiding the recording of information related to heritage assets and making it publicly accessible. It states that, there should be a requirement to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact. Developers should publish this evidence and deposit copies of the reports with the relevant historic environment record and deposit archives with the local museum or other public depository.

***The Yorkshire and Humber Plan Regional Spatial Strategy to 2026 (May 2008)***

3.13 The *Regional Spatial Strategy (RSS)* is known as the *Yorkshire and Humber Plan* (2008). On the 29th January 2013 the Government laid before Parliament a statutory instrument revoking the RS for Yorkshire and Humber (save certain policies relating to the York Green Belt). This revocation is due to take effect from the 22nd February 2013. Therefore, whilst at the time of writing, the RS policies form part of the Statutory Development Plan, these policies may not form part of the Development Plan at the time of determination and therefore should carry little weight.

3.14 **Policy Env 9** of the RSS deals with the '*Historic Environment*'. The elements of this Policy of relevance to this application are set out below:

*'The Region will safeguard and enhance the historic environment, and ensure that historical context informs decisions about development and regeneration. Plans, strategies, investment decisions and programmes should conserve the following regionally-distinctive elements of the historic environment, enhance their character and reinforce their distinctiveness*

5. *Roman military and civil settlements and communications, especially in North Yorkshire*

8. *Historic landscapes including registered battlefields, parks and gardens*

***The Yorkshire Dales Local Plan 2006 (revised March 2009)***

3.15 The Yorkshire Dales Local Plan 2006 (revised March 2009) is the current plan used to guide decisions on planning applications.

3.16 Within the General Policies of the Local Plan, **Policy GP1** highlights the **National Park Purposes** and states that:

*'the two statutory purposes of the Yorkshire Dales National Park are to conserve and enhance the natural beauty, wildlife and cultural heritage of the National Park and promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public.*

*Development will not be permitted that prejudices those purposes unless it can be demonstrated that there is an overriding need for the development and that any harm can be mitigated.'*

3.17 **Policy GP2 General Design** policy states amongst its points that '*development will only be permitted if it respects the existing natural, built and historical features in and around the site*'.

3.18 The main section of the Local Plan which deals with the historic environment is **Section 10 Built Heritage and the Historic Environment**.

The opening paragraph states that *'the villages, traditional buildings and the historic environment of the Yorkshire Dales National Park contribute greatly to the character and quality of its landscape and are an irreplaceable record of the social and cultural development of the area. Their character, interest and settings should therefore be carefully protected. [The] objective, of safeguarding the historic environment whilst allowing essential change to take place in a sensitive manner, is supported in government, regional and structure plan policy'*.

3.19 **Policy B1 Historic Landscapes** states that *'development that would cause loss or damage to the integrity of historic landscapes or introduce incongruous elements into such landscapes will only be permitted if all the following criteria are met.*

- *it can be demonstrated that the development is essential and that there is no suitable or less damaging alternative.*
- *the wider social benefits of the proposal clearly outweigh the negative impacts, particularly visual impacts.*
- *any negative impacts are minimised.'*

The policy continues to state that *'there are extensive areas of the National Park that contain a range of historic features that may not be of sufficient individual importance to justify statutory protection but which, collectively, comprise an historic landscape'*. Amongst the characters which are listed is *'the ancient route network'*.

3.20 **Policy B3 Other Sites of Archaeological Significance** states that *'development that would damage a regionally or locally important or potentially important archaeological site or its setting will not be permitted unless both the following criteria are met:*

- *The wider benefits of the development outweigh the importance of the archaeological site.*
- *There is no alternative solution for the development that would have a lesser impact.*

*Where research indicates that archaeological remains are likely to exist, proposals for development will not be determined until suitable archaeological field evaluation has been undertaken. The developer will be required to provide the evaluation at its expense in accordance with a specification supplied by the National Park Authority.'*

The justification states that *'archaeological remains are an irreplaceable component of the National Park landscape. They are of increasing educational value, but remain fragile and vulnerable. Protection through designation and planning control, together with appropriate site management, are needed to ensure that archaeological features survive in*



*good condition. As a finite resource, the National Park Authority aims to resist any unnecessary loss. Regionally and locally important sites vary in their historical significance and although some may not individually be of major importance in their own right, collectively they may constitute an historically important archaeological landscape.'*

3.21 **Policy TA8 Access Tracks** is also relevant. It states that *'new or improved access tracks including forestry, agricultural and moorland tracks will only be permitted if all the following criteria are met.*

- *The proposal would be essential for the efficient operation of the business.*
- *All other possible opportunities have been fully considered.*
- *The layout and design is to a high standard, reflecting the surrounding environment and located to minimise impacts on the special qualities of the National Park.*
- *Opportunities for public access are provided where appropriate.*

*Any access track that would have a significant adverse impact on the special qualities of the National Park, particularly proposals that would have a negative impact on the landscape quality and nature conservation value, will be refused.*

#### **4.0 ASSESSMENT METHODOLOGY**

4.1 This assessment has been prepared in accordance with the following guidance on the preparation of desk-based assessments, assessment of significance and implications of change:

- *Institute for Archaeologists (2004, revised November 2012) Standard and Guidance for Historic Environment Desk-based Assessment;*
- *English Heritage (2008) Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment;*
- *English Heritage (2011) Seeing the History in the View: A Method for Assessing Heritage Significance within Views, and*
- *English Heritage (2011) The Setting of Heritage Assets: English Heritage Guidance.*
- *West Yorkshire Archaeology Advisory Service (2009) Yorkshire, Humber and the North-East: A Regional Statement of good Practice for Archaeology in the Development Process.*

- 4.2 The study area was defined through liaison between NAA and the Senior Conservation Archaeologist for the Yorkshire Dales National Park Authority (YDNPA). The study area comprises a 0.5km corridor centred on the course of the proposed access route. The assessment consisted of a comprehensive desk-based review of published and readily accessible documentary, cartographic and aerial photographic information relating to heritage assets within this study area.

### ***Aims of Assessment***

- 4.3 The principal aims of the Cultural Heritage assessment were to:
- *identify known heritage assets which could be directly or indirectly affected by the proposed development;*
  - *identify areas with the potential to contain unrecorded archaeological remains within the areas impacted on by the development;*
  - *identify any areas which require further evaluation in order to more fully understand the significance of the effects of the development on heritage assets;*
  - *assess the construction and operational effects of the proposed development and ancillary works upon heritage assets and their settings; and*
  - *propose mitigation measures which could be built into the development proposals to avoid, reduce or remedy any potential adverse effects identified.*

### ***Information Sources***

- 4.4 This report is based upon a review of available information held by the following organisations:
- *Yorkshire Dales National Park Authority (YDNPA);*
  - *English Heritage National Monuments Record (NMR)*
  - *North Yorkshire County Record Office*
  - *Internet (maps, landscape assessment and planning).*
- 4.5 The following data sources were utilised for the assessment:
- *Yorkshire Dales National Park Authority Historic Environment Record (HER);*
  - *Aerial photographs;*

- *Published and unpublished historical and archaeological studies;*
- *Cartographic sources (including Tithe and historic Ordnance Survey maps);*
- *English Heritage National Monuments Record: Archaeology;*
- *English Heritage National Monuments Record: Aerial Photographs;*
- *English Heritage National Heritage List for England*

4.6 Consultation responses were received by the applicant from Horton-in-Ribblesdale Parish Council, Natural England, and Yorkshire Dales National Park Authority, following the submission of the previous planning application for the route, and to a lesser extent as a result of the more recent application. The consultation responses are summarised in Appendix 1.

#### ***Limitations***

4.7 There were no limitations to the material available for study.

#### ***Site Walkover Survey***

4.8 An inspection survey of the proposed access route was carried out on the 10th of December 2012. The survey utilised the plans of the proposed route as supplied by David Hill Chartered Surveyors, and both the route and a suitable buffer were examined in detail. In addition, specific designated assets within the wider landscape were also inspected in order to more fully assess the impact of the proposed development on their setting, views and amenity. The objectives of the survey were:

- *to confirm the presence and condition of previously recorded assets;*
- *to understand the character and significance of the historic landscape within which the road is located;*
- *to assess the potential for impact on unrecorded heritage assets;*
- *to assess current ground conditions and land use; and*
- *to assess the potential effects of impact on the significance of the setting of identified heritage assets and the historic landscape.*

## 5.0 BASELINE HISTORIC ENVIRONMENT

Prehistory	Palaeolithic	450,000 to 12,000 BC
	Mesolithic	12,000 to 4,000 BC
	Neolithic to Early Bronze Age	4,000 to 1,500 BC
	Middle Bronze Age to Iron Age	1,500 BC to AD78
Roman		AD 78 to 410
Early Medieval		AD 410 to 1066
Later Medieval		AD 1066 to 1536
Post-Medieval		AD 1536 to 1900
Modern		AD 1900 to current

**Table 1 Time periods used**

- 5.1 For the purposes of this report, the proposed access route has been divided into four sections which relate to separate figures – 2a, 2b, 3a and 3b. These divisions are shown on Figure 1. Specific heritage assets recorded within the study area are listed in Appendix 2 and their location within each section is shown on Figures 2 and 3. Within this report heritage assets are identified by a unique reference number (**HA**) particular to this text. Appendix 2 also provides HER Primary Record Numbers and NMR Unique Identifiers as appropriate, and includes previously unrecorded assets. Where possible, assets have been assigned to time periods, as defined in Table 1.

### *Previous Archaeological Interventions*

- 5.2 An assessment of condition of the route between the B6255 and Cam Houses was carried out in 1986 by the Yorkshire Dales National Park Authority. The survey identified that 0.5km (10%) of the route was in good order, 3.16km (64%) was described as ‘adequate’ and 1.29km (26%) of the route was seriously damaged (YDNPA technical report cited in Archetype 2003, 7).
- 5.3 A watching brief by Archetype in 2005 on a stretch of the Cam High Road between Wether Fell and Bainbridge, east of the proposed access route and outside the study area, identified a gravel surface 0.05m to 0.10m deep, preserved beneath hill-wash and the later metalled surface of the turnpike road (Archetype 2005).
- 5.4 A further survey was carried out by the YDNPA in 2007, between Far Gearstones and Kidhow Gate, in order to assess the impact of recreational motor vehicles on the route. The survey recorded sections of the route as extensively damaged by recreational vehicles (YDNPA 2007, 8), most of the damaged rutted sections lie to the north-east of Cam End, and the

section of the proposed access route was recorded as being '*in good condition*'. The route has now been classed as a restricted byway, and a traffic regulation order (TRO) is in place.

- 5.5 In 2008, a topographic survey, evaluation and watching brief were carried out by Archaeological Services WYAS (ASWYAS) on a section of the proposed route (Fig. 3a and 3b). The work comprised: the survey of four 30m sections of the road (SA1 to SA4); the excavation of trenches across three sections of the road and ditches (T1 to T3); and the recording of three samples of culvert to be reinstated during the works (C3 to C7). The excavations failed to identify any evidence of ancient track surface or associated ditches, with modern track surfaces identified above natural deposits. The ditches appeared from their profiles to have been machine-cut. Investigations of the culverts also failed to securely date them.

### ***Heritage Assets (Figs. 2 and 3)***

- 5.6 A total of 15 heritage assets were identified within the agreed study area. These comprise non-designated assets considered to be of county or local importance. There are no designated assets within the study area or its immediate vicinity whose significance could be affected by the scheme.

### ***Designated Assets***

- 5.7 There are no Scheduled Monuments, Listed Buildings, Conservation Areas, Registered Parks and Gardens or Registered Battlefields within 0.5km of the proposed route.

### ***Undesignated Assets***

#### *Prehistoric Activity (Palaeolithic to Iron Age periods)*

- 5.8 Cam High Road has been suggested as following the line of a prehistoric routeway, as it follows the water-shed along high ground (Archetype 2003, 6). There is certainly evidence to suggest that during the later prehistoric period, the area was extensively farmed, with a combination of enclosed and unenclosed settlements, and there is evidence of prehistoric settlement within the vicinity. Approximately 1km NNE of the eastern end of the proposed route, and north of the road, an unexcavated Iron Age or Romano-British settlement, comprising five conjoined settlements with associated hut circles, was identified in 1974, overlain by a later enclosure (NMR 45875). However, Hindle (1993, 26) notes that '*all the possible prehistoric tracks are difficult to authenticate. [...] The problem with such routes is that there has been a tendency to assume that any track running across isolated high ridges and passing the odd tumulus must automatically have prehistoric origins*'; this is almost certainly the case with Cam High Road.
- 5.9 On the basis of the evidence, the potential for the uncovering of prehistoric remains within the boundary of the proposed route are considered to be

low.

*Roman*

- 5.10 Cam High Road (**HA07**) is described in archaeological records and documentary sources as a well-preserved section of Roman road, which runs from Ingleton to the Roman Fort at Bainbridge, known as *Virosidum* (meaning either '*the Settlement of True Men*' or '*the Settlement by the Ure*') (**Fig. 1**).
- 5.11 The route is extensively described by Margary in his book *Roman Roads in Britain* (1967, 383), which provides a comprehensive survey of the Roman road network. Margary identifies the road as *No 73 Ingleton – Brough by Bainbridge*, and records it as 19 miles in length. Roman roads generally comprised metalled surfaces (gravel laid on top of stone 5-6m wide) raised into an *agger* or curve-topped platform, with parallel drainage ditches. Streams tended to be crossed by culverts, whilst marshes utilised timber corduroys as their base.
- 5.12 From Ingleton, the Roman road is said to run north-east along the present course of the B6255 as far as Far Gearstones, where it diverts east from the B6255 as an unmade track across the fell. The road follows a broadly straight alignment up Cam Fell to a height of 230m before curving down the valley side to Bainbridge. It has been described as '*the clearest length of Roman road in the Dales*' (White 1997, 38). The Roman road was probably constructed by Agricola around AD80, to serve the fort at Bainbridge, and its location deep in Brigantian territory may indicate a connection with the Brigantian campaigns of *Quintus Petillius Cerialis* who was governor of Britain c.AD71. It is likely to have continued in use throughout the Roman period.
- 5.13 No trace of the road survives to the south of Ingleton but it probably either joined another Roman road near Lower Bentham or continued to the fort of *Calacum* at Casterton, Burrow in Lonsdale. Warburton's map of 1720 (**Fig 5**) and Bowen's map of 1750 (**Fig 6**) both record the road as '*The Devils Causeway*' and depict it taking the latter route, albeit very schematically.
- 5.14 The first records of the Roman fort at Bainbridge are by Camden in 1586, in his '*Britannia*' in which he incorrectly describes the fort as '*Bracchium*'. He does not mention the road network which serves it, though he records '*traces of many houses*' below the fort to the east, presumably of medieval date (White 1997, 38).
- 5.15 The position of the fort was key to the control of the principal passes through the Pennines (*ibid*); it is suggested that the fort at Bainbridge slightly post-dates the construction of the road, the visible remains of the fort being of a late Flavian date, AD 90-105. The fort was not abandoned until late and extensive rebuilding was undertaken at the fort in the late 4th century, so the road network was presumably still active at this point.

- 5.16 The fort is located close to the Swaledale-Arkengarthdale lead orefield which was extensively exploited in the medieval and post-medieval periods, and there are suggestions that the fort was associated with Roman lead production (Archetype 2003, 6), though evidence for this is perhaps mostly conjectural. Recent analysis of metal-working debris from early excavations at the fort in the 1950s and 1960s, indicate that three different metal working processes were present within the fort: iron smithing, cupelling silver and casting copper alloys. The cupellation is only represented by one fragment of a heating tray, so assaying is more likely than silver refining because of the size of the fragment (Gardner 2009, 10). The road network would have been important for the movement and control of resources between the different forts.
- 5.17 A survey of the road undertaken in 2003, identified that *'the Roman road is constructed in a deep notch cut into the hillside, taking advantage of the 'strike' of the strata to create a stable platform. This notch is particularly obvious in profile along the highest stretch of road'* (Archetype 2003, 4).
- 5.18 ASWYAS recorded this terrace as being between 5m and 10m in width, widening to a maximum 24m, with a ditch running along the north-western (upslope) side of the track. However, their topographic survey identified a possible earlier alignment of road below the edge of the terrace on which the current road sits. This is described as two low parallel banks, with a drain on their north-western side, and an 8m gap between the banks. It is suggested that this could mark the course of an earlier, perhaps Roman, road, with the current track being a later re-alignment associated with the 18th century turnpike; however, their subsequent excavations did not uncover any evidence of an earlier road surface. Earlier road alignments are also suggested to the south and east of the Axletree Gill bend, on Broad Ray (**Fig. 2a - HA12**), where a series of ditches suggestive of a phase of the Roman road, or later medieval hollow ways, are visible.
- 5.19 On the basis of the evidence, the potential for the uncovering of Roman remains within the boundary of the proposed route is considered to be medium to high.

#### *Medieval*

- 5.20 There is no archaeological evidence for activity during the Early Medieval period within the study area and little by way of documentary information until after the Norman Conquest. The road is likely to have continued in use following the end of Roman governance, as a convenient routeway through the Dales, but there is not likely to have been significant investment in it at this time. The road fell within the independent British Kingdom of Craven, of which little is known; Craven existed as an administrative unit at the time of the Norman Conquest, when it was recorded as the Wapentake of *Cravescire*, and later as an archdeaconry in the Domesday Survey of 1086 (White 1997, 45). A number of settlements within the vicinity may also have a pre-conquest origin: Bainbridge is

recorded as *Burgh Hill* in 1066, and was held by Arnketil. Following the 'Harrying of the North', Wensleydale, Swaledale, Teesdale and most of what is now Richmondshire, were granted to Count Alan of Brittany and formed part of the new Honour of Richmond (White 1997, 52).

- 5.21 The land above Bainbridge, within which Cam High Road is located, formed part of the 'Forest of Wensleydale' also known as the 'Forest of Bainbridge'. Hunting was a favourite pastime of the Norman lords, and large areas of the upper Dales are described in medieval documents as *forest* or *free chase*, meaning a large tract of land set aside for the hunting of deer and wild boar, rather than strictly a densely wooded area (White 1997, 55). Between 1146 and 1170 the forest was granted to Robert, son of Ralph, Lord of Middleham, and Bainbridge was developed as the headquarters of forest government; for centuries, Bainbridge was the only place of importance south of the river (Page 1914). The forest covered the chases of Bishopdale, Coverdale and Lanstrothdale (depicted in **Fig. 4**). In 1229, the boundaries of the forest are described by Ranulf, Lord of Middleham, and appear to include land around Cam High Road, though the study area may have lain slightly to the west:

*'The rivulet called Merbek, flowing from little Staggeswell and falling into the Jor is the boundary between the land of my monks of Jorevall and my forest of Wendesleydale on the north side of the Jor towards the east, and a place called Husagh Morvill, as the rain water falls in the head of West Hell Gill and so by the course of the water to Yoresheved is the boundary between my forest and Westmoreland towards the west. Blayngbek which comes from Grenescher and falls into Semar, and so as the water of Bayne falls into Jor is the boundary between their land and my forest on the south side of Jor towards the east, and from the east side of Swartfell in a right line to Stubbyngrig and so to Carkeld, and so to Jor, are the divisions between my forest of Wendesleydale and the forest of Mallerstang towards the west'* (Page 1914, 200).

- 5.22 The areas devoted to hunting gradually diminished in size, as land was bestowed on monasteries and priories through endowments from Norman lords, in return for prayers for the souls of themselves and their families (White 1997, 56). The land around Cam Fell seems to have fallen under the influence of Abbeys of Furness, Jervaulx and Fountains.
- 5.23 The settlement of Cam Houses ('*Camp*'), which lies just north-east of Cam Plantation, is first mentioned in 1190 in the Coucher Book of Furness Abbey, and is named in the Yorkshire Lay Subsidy in 1301 as *Cambehous*, a property belonging to Jervaulx Abbey who '*had a grant of free pasture in Wensleydale with the rights of felling timber for building from the forest, working lead and iron mines, and taking game found killed by wolves*' (Page 1914, 200). The place name *Cambe* comes from the Old English *Camb* or the Old Norse *Kambr* meaning '*crest, ridge of a hill*' (Ekwall 1960, 83).



- 5.24 In 1338, a dispute with the Abbey of Furness makes reference to 10 acres of enclosure pasture at Cold Keld (Old Norse for *Cold Spring*), on the Cam High Road to the north-east of the study area, and 40 acres between Cam Houses and Birkwith, 5.7km to the south, which was a lodge owned and controlled by Jervaulx (Archetype 2003, 6). There is reference to Jervaulx having access and rights to grazing between the two settlements (*ibid*) and it is likely that the area would have been accessed via Cam High Road.
- 5.25 In 1394, John de Pudsay was appointed by the monks of Jervaulx to farm the Manor of Horton. Records indicate that wood for the repairs of tenants' houses was brought up to Cam Houses from Birkwith for collection which again indicates a functioning monastic routeway at this time (*ibid*). References in the memorandum books of Fountains Abbey record '*Coldkeld on Came*' and '*Kambesgate*' in the early 15th century (*ibid*), the latter clearly referring to a road through the *gata* element in the name (Ekwall 1960, 193).
- 5.26 Despite direct and inferred documentary references to the continued use of the road during the medieval period, the potential for the uncovering of significant medieval remains within the boundary of the proposed route is considered to be low.

### ***Post-medieval***

- 5.27 Speed depicts the area in 1610 in schematic fashion (**Fig 4**). Whilst some road networks are shown, the plan does not depict the road through to '*Baynbridg*', though '*Cam Hill*', '*Langstreth Dale Chase*' and '*Byshopdale Chase*' are shown. However, other documentary evidence indicates that Cam High Road continued as an important routeway during the post-medieval period until the late 18th century.
- 5.28 In 1652-3, George Fox, the founder of the Religious Society of Friends, is thought to have utilised the route as he travelled through Wensleydale to Dentedale. His route would have taken him along the road, and he mentions that there was an inn at Far Gearstones, which was a thriving cattle market for drovers in the 17th century; he also details a lot of the violence which he encountered along the route (Lancaster University Quakers in North West England website). References to a market at Gearstones continue through into the 19th century: in 1822, '*a large and well-attended market was held [at Gearstones] every Wednesday for flour and corn*' (Baines 1822, 480). This confirms the route as an important drove road at this time. Sections of the road are edged by later stone walls, set wide from the edge of the track, which are characteristic of post-medieval droveways.
- 5.29 The road is not properly depicted until Warburton's map of 1720 (**Fig 5**) and Bowen's map of 1750 (**Fig 6**) which show the '*Devils Causeway*' as a broadly straight and direct route between the forts at Casterton and Bainbridge. Little further detail is given, though '*Cam Hill*' is again

depicted.

- 5.30 The name '*Devils Causeway*' probably derives from the unpredictability and dangerousness of travel in the area. The remote, wilderness of this area is clearly being recognised as a significant factor in terms of landscape character from as early as the mid-16th century, although perhaps not in the same positive light as it is considered today.
- 5.31 The forest on the south side of the Ure was described as '*lonely and dangerous for the traveller*' in the post-medieval period (Page 1914). In 1609, a '*guide law*' was in place for those passing through the forest, obliging each to pay '*thre farthinges to some guyde to gyde them through the forrest by reason of the wyldnes of the said forrest and for that the same was not inhabyted in former tymes nor passable*'. The forest horn was blown at Bainbridge at 10 every night (*ibid*). It is likely the guides were helping travellers along Cam High Road, amongst other routes.
- 5.32 In 1751, the Richmond to Lancashire Turnpike Act was given Royal Assent by George II, and the Richmond to Lancaster Turnpike Trust was founded in the same year. The section of new turnpike between Ingleton and Richmond was managed by Alexander Fothergill, a Quaker from Raydale, who was appointed surveyor, and the Cam High Road (**HA08**) was selected as an obvious route for the turnpike through the fells. Fothergill kept a diary between 1751 and 1774, which detailed the progress of the development of the road. The diary records how he supervised the labour on the roads and the fixing of gates, managing and paying multiple groups of workers along each stretch, often from his own pocket. He was also responsible for the appointment of toll keepers and the collection of tolls.
- 5.33 Cam High Road and Cam Houses are mentioned frequently in these accounts, with the difficulties of the terrain and weather often cited, as well as difficulties often with the quality of the work. Problems were also detailed of local residents not maintaining the roads adequately, and water damage and erosion was often cited as a cause (Hartley 1985).
- 5.34 The road was opened in 1754, and in 1756 it was recorded that the route was 60 miles in length, 40 miles of which had been repaired and made good (ASWYAS 2008, 1). The road was 6 yards (5.5m) wide (White 1997, 98). It became an important part of the route network associated with the cotton industry, and from 1787, there are records of cotton imported along the turnpike from Lancaster, being processed at Gayle Mill, near Hawes (NAA 2008, 5-6).
- 5.35 A depiction of the route of the turnpike is given in Figure 7, dated to 1751, which depicts '*Cam Hill*' '*Axletree End*' and '*Gearstones*' as significant landmarks. Jeffery's map of 1771 (**Fig 8**) and Tute's map of 1787 (**Fig 9**) both depict the route clearly, rising over '*Cam Hill*' before skirting south of '*Dod Fell*', with a minor route depicted running north of the latter to Hawes. '*Cam Houses*' is depicted for the first time on both maps.

- 5.36 In 1795, the route across Cam Fell was replaced just east of Far Gearstones by a different route to Hawes, via Newby Head and Widdale, which still exists as the B6255; as Hindle (1993, 112) indicates, this new route was not depicted on cartographic sources prior to this date, and was probably not even a minor track. Cam High Road continued to be depicted on its old alignment on cartographic sources in the early 19th century: Cary's map of 1803 (**Fig 10**) indicates substantial roads on both West Cam Road (the divergent north road from the fork at Dodd Fell towards Hawes) and Cam High Road, though it is possible that the former is being confused for the new route up through Widdale.
- 5.37 The first true depiction of the new route is given on Greenwood's map of 1817 (**Fig 11**), which depicts the road clearly, and depicts Cam High Road as now little more than a minor trackway, running north-west passed Cam Houses, in comparison to the now more established Widdale road. The new route became an established part of the road network; the late 19th century milestone (**HA10**) near to the entrance to Far Gearstones gives distances to Richmond and Lancaster, indicating it remained a major route through the Dales at this time.
- 5.38 The landscape through which Cam High Road passes has remained largely open moorland, though more dramatic changes in the landscape occurred in the vicinity during the 19th century, when large areas of common land were enclosed by Acts of Parliament. *Camshouse Pasture* is recorded as being enclosed in 1851 (Page 1914, 210), though plans for '*the division of Camshouse Pasture in the township of High Abbotside and parish of Aysgarth*' indicate an award in July 1881 (NYCRO NRRD GM 11 and 12 [MIC 482, 355, 1579, 1506/2, 1506/7]).
- 5.39 The First Edition Ordnance Survey 6" to 1 mile mapping of 1853 (**Fig 12**) and the Third Edition of 1910 (**Fig 13**), both show a similar level of detail, with little evidence of change to the route in the intervening period.
- 5.40 A Boundary Marker, marking the boundary between Ingleton and Horton in Ribblesdale parishes, is depicted to the west of Gayle Beck at the gate at Holme Hill (**Fig. 2a - HA13**). The marker, comprising two boundary stones, is damaged and only the '*Ingleton*' section survives (**Plate 4**). At the Pennine Way / Dales Way junction, a milestone is shown on the First Edition mapping (**Fig. 2b - HA06** marked '*Settle 12*'); it is no longer extant, but may have fallen and become buried in peat.
- 5.41 A '*ford*' (**Fig. 2a - HA02**) is shown across Gayle Beck (**Plate 5**), which was rebuilt in the 1980s by the National Park Authority (Downs *pers. comm.*). A '*double conduit*' for Axletree Gill is also shown east of the ford (**HA01**), which according to a survey in December 2002 no longer survives (Archetype 2003). A series of bench marks are also depicted on the surface of the road; eight are depicted on the line of the proposed route on the earlier edition, but by the later edition it was reduced to three. According to Archetype (2003), some of these are supposed to still survive on the road

surface, but have not been located.

- 5.42 The post-medieval period saw an increase in industrial activity within the area, typified by small-scale quarrying and the calcining of limestone in limekilns for improving agricultural land and, to a lesser extent, mortar for construction purposes. The old Cam High Road ceased to be a major routeway from the late 18th century, but it is suggested that it continued in use for the transport of quarried stone, peat, and mined materials (Archetype 2003, 7), though no mining is recorded in the immediate vicinity of the route.
- 5.43 Quarries were located at the foot of the limestone scars, or where bedrock was otherwise close to the surface. Limekilns required coal, which was found in thin seams on the moor tops. The kilns were generally located close to a limestone outcrop, downhill from the coal supply but uphill from the fields to be improved, so as to minimise the transport effort required (Raistrick 1968, 114). They were also a convenient way to dispose of boulders from field clearance. The quarries at Gayle Beck (**HA09**) and Cam Plantation (**HA05**) may have been positioned to utilise the track for movement of stone, or may have been quarried for stone for the construction of the turnpike itself. The road ceased to be maintained, or at best was maintained sporadically, from this point forward.
- 5.44 On the edge of Little Intake Gill, now within the plantation, a small enclosure 'Little Intake' (**HA03**) is shown south-west of Cam Houses, with an associated lime-kiln (**HA04**), shown as 'old' on the Third Edition, and a limehouse (**HA11**) identified in the survey in 2002 (Archetype 2003, **Fig. 1**). A short distance to the west, a quarry (**HA05**) is depicted adjacent to a track leading down from Cam High Road to Cam Houses, though this is labelled as a 'sandstone quarry' on the First Edition, so may not be associated with the limekiln. The enclosure, limehouse and lime kiln were recorded as still standing in 2002, though damaged by forestry (Archetype 2003).
- 5.45 On the basis of the evidence, which comprises metalling associated with the regionally significant turnpike and associated waymarkers and other features, the potential for the uncovering of post-medieval remains within the boundary of the proposed route is considered to be high.

#### *Modern*

- 5.46 Cam Plantation was planted in the 1960s (**Plate 2**); 30,000 tonnes of timber are cited to be available (Archetype 2003, 2).
- 5.47 Cam High Road continues to form significant part of the regional route network with sections of its route utilised by three long distance routeways – the Pennine Way, the Pennine Bridleway and the Dales Way.

- 5.48 The Pennine Way, which follows the line of the Cam High Road for part of its length eastwards from Cam End (**Fig. 1**), was the idea of the journalist and rambler Tom Stephenson. He first published the route in an article for the *Daily Herald* in 1935, and later lobbied Parliament for the creation of an official trail. The route opened in 1965, and covers 431 km between Edale in Derbyshire and Kirk Yetholm in Northumberland.
- 5.49 The Pennine Bridleway, which follows the same route as the Pennine Way at Cam Fell, was devised by Lady Mary Towneley in 1986, who rode with two friends from Hexham in Northumberland to Ashbourne in Derbyshire using old drove roads and packhorse routes. Recognising that the route was in a poor state, she campaigned for improvement to the bridleway and the creation of the Pennine Bridleway, which was approved for opening by the Secretary of State in 1995 between Derbyshire and Cumbria, with the route finally opened to Northumberland in 2005 (Archetype 2004).
- 5.50 The Dales Way, which runs for 78 miles from Ilkley in West Yorkshire to Bowness-on-Windermere in Cumbria, utilises the westernmost section of the proposed route from Far Gearstones across the Gayle Beck before joining the Pennine Way / Pennine Bridleway section.
- 5.51 In the 1970s, sections of Cam High Road to the south-west of Bainbridge (between the village and Marsett Lane) and in the centre (between Beggarman Road and Oughtershaw Road) were surfaced in tarmac, but otherwise the route remained as a green lane. The route was walked and described by Arthur Wainwright in 1985, as part of his book *Wainwright on the Pennine Way*.

#### *Site Walkover Survey*

- 5.52 The site was visited on the 10th December 2012, accompanied by Ted Downs, representing Cam Forest Trust. The survey data was recorded by means of a Magellan Meridian mapping grade GPS (Global Positioning System), which is capable of accuracies of less than 5m. The surveyed features were photographed using a Ricoh G600 digital camera, at a resolution of 10 megapixels.
- 5.53 To the west of Gayle Beck, the walkover identified the broken boundary marker (**Fig. 2a - HA13**), inscribed with '*Ingleton*', adjacent to the gate at the base of the slope leading down from the B6255. This marker was presumably installed when the track formed part of the turnpike in the mid to late 18th century. The gate at this point will not be removed by the proposed works (Downs *pers. comm.*).
- 5.54 Leading from this gate towards the ford, and just north of the existing track, are a series of hollow ways (**HA15**), of uncertain date; these will not be affected by the works.
- 5.55 The ford (**HA02**) comprises a well-built stone structure edged with timber

- sleepers, with a modern foot-bridge on the west side, built on a concrete base (Plate 5). There are associated drystone walls on both banks. The ford was installed in the 1980s, and will be removed for the construction of the new bridge. On the east side of Gayle Beck, part of the bank to the north will also be cut back.
- 5.56 The track at this point forms part of the Dales Way. It passes eight grouse shooting butts, two adjacent to the track, (**HA14**) before climbing steadily eastwards to its junction with the Pennine Way near Cam End. The Dales Way track contains seven sections of surviving road metalling (**RM1 to RM7; Fig. 2**), which are thought to be associated with the former turnpike road surface. The sections vary between 8m and 94m in length, and can extend to the full width of the existing track, but for the most part survive as isolated sections, 0.5m and 2m in width, within the raised area between the wheel ruts
- 5.57 The Dales Way section appears to contain the best preserved sections of metalling, partly due to the fact it has not been as extensively resurfaced as the Pennine Way section (**Plate 6**). For the most part, the metalling comprises compacted sub-angular and sub-rounded stones with a maximum size of 0.1m, laid as an irregular but compact surface, and is probably of 18th century date (confirmed by Wright, 1985, 22). Occasional sections, such as RM7, include quite large stones in their matrix, up to 0.3m in width, which may be surviving Roman fabric, visibly eroding out from beneath the 18th century surface.
- 5.58 The Pennine Way was resurfaced in 2008 by the Yorkshire Dales National Park Authority, and was partly damaged by a firm which ran tractors and trailers on the surface, causing the erosion of deep ruts (**Plate 7**). The firm undertook poor repairs of these using incorrect stone, which exacerbated some of the surface problems (*Downs pers. comm.*, **Plate 8**). Most of the Pennine Way section of track has been visibly resurfaced, and though a further seven sections of metalling were also noted (**Fig. 3 – RM8 to RM14**), for the most part these are partly obscured by later resurfacing works. The surviving surfaces here range between 1m and 20m in length, and are not more than 2m in width (**Plate 9**). The stonework is similar to that identified on the Dales Way.
- 5.59 Roadside ditches survive on the north and south sides of the track for the Dales Way section, but appear to only survive on the north side for the Pennine Way, though intermittent southern sections do survive. It is possible that the latter ditches have silted up, or have been sealed under later tracks, where the track has extended to double-width. A detailed survey of the ditches was not feasible during the walkover, and further work on these is recommended. The origins of the ditches are not known, and it is possible they may be of Roman date, or have Roman antecedents, though there is some debate regarding this (ASWYAS 2008, 12).
- 5.60 A number of stone built culverts were also seen, which could be of 18th

century date (**Plate 10**). Some of these are still active, but some have failed and are now infilled. Proposals to reinstate the culverts will involve the re-excitation of some of the failed culverts, though the active culverts will not be affected.

- 5.61 Two Ordnance Survey bench marks identified in 2003 and supposedly located on the road surface were not seen, possibly due to the icy conditions which obscured sections of the road surface.
- 5.62 At the north-eastern end of the road, at West Gate, the track runs downslope at an angle, ending at the plantation, and will be benched into the hillside, which is steep at this point. A rapid assessment of this area did not identify any archaeological features. The West Gate will not be affected by the proposed works.

## **6.0 STATEMENT OF SIGNIFICANCE**

- 6.1 The proposed new access route is to be constructed for the most part on the line of Cam High Road, which is recorded as a main trans-Pennine 1st century AD Roman road (Margary 73), possibly utilising an existing prehistoric route, and connecting the forts at Casterton (*Calacum*) and Bainbridge (*Virosidum*). The road remained in use throughout the Roman period and appears to have continued in use as a significant routeway and access road, right up to the present day, having undergone various changes in use over the course of the centuries.
- 6.2 Whether it remained in use during the Early Medieval period is unknown. It is thought to have served as an access route to grazing pastures during the medieval period and to have evolved into an important drove road by the post-medieval period. It was incorporated in to the Richmond to Lancaster Turnpike road in 1751 and became part of the network of routes supporting the cotton industry, allowing movement of cotton from Lancaster to the mills in the Yorkshire Dales. The section of turnpike road across Cam Fell was closed and re-routed along the course of the present B6255 in 1795. Although the road across the fell ceased to be properly maintained from this date, the track is thought to have continued in use for the transport of quarried stone, peat, and mined materials.
- 6.3 Today, Cam High Road is utilised by three long distance routeways – The Dales Way, the Pennine Way and the Pennine Bridleway. It is seen as important recreational resource, enjoyed by walkers, cyclists and horse riders. The setting within the remote and wild landscape, together with the historical background to the road, in particular, its Roman origins, is an important factor in the public appreciation, understanding and enjoyment of this asset.

### ***Site Specific Values***

- 6.4 Using the baseline data provided above, this section sets out a statement of

significance specific to Cam High Road, which is the main heritage asset that would be affected by the proposed development.

6.5 The following assessment of significance evaluates Cam High Road according to guidance set out in *Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment* (English Heritage, 2008) and focuses on four high level themes:

- **Evidential Values** - the potential capacity of the site to yield primary evidence about past human activity (potential archaeological remains).
- **Historical Values** - the potential of the site to offer a connection between the present and the past through association with people, events and aspects of life.
- **Aesthetic Values** - the potential for people to derive sensory and intellectual stimulation from a place, through design, art, character and setting.
- **Community Values** - the potential for the site to hold meaning for people to relate to it or whose collective experience or memory it holds (often closely related to Historical and Aesthetic values).

6.6 While a site might encapsulate a number of these values, not all of these will be of equal weighting in terms of defining an asset's overall heritage significance and in some cases, especially relating to evidential and historic factors, the elements affecting significance may vary spatially across the site. It should also be stressed that significance has been assessed according to current knowledge and that this may alter in the light of new or additional information about the road.

### Significance criteria

- **Exceptional:** Elements classified as of exceptional value - may include date, rarity, completeness, duration, setting or historic associations - the alteration or development of which would destroy or markedly compromise the historic character of an asset and would reduce its potential as a future heritage resource.
- **Considerable.** Element classified as of considerable value - may include well preserved but not complete features or structures - without which the historic character and understanding of an asset would be diminished but not destroyed.
- **Moderate.** Element classified as of some value - may include poorly preserved or severely damaged elements, as well as those which have low rarity value but might be good local examples of a type. The removal or alteration may have a degree of impact on the



historic character and understanding of asset but may be suitably mitigated against by a programme of archaeological recording.

- **Marginal:** those aspects which have only a minor evidential, historic, aesthetic or communal value or might be considered intrusive. The removal or alteration would have a limited affect on the historic character and understanding of an asset and can be suitably mitigated against by a programme of archaeological recording.
- **Negative:** those aspects of little or no intrinsic interest or which damage or obscure the historic character and understanding of an asset.

**Table 2: Cam High Road – assessment of significance**

<p><b>Evidential Value</b></p>	<p><b>Possible prehistoric routeway (local importance):</b> no evidential value on basis of existing information, although the possibility that the Roman road could have adopted the line of an existing prehistoric routeway cannot be discounted.</p> <p>The potential for <b>unrecorded prehistoric remains</b> to be present within the route corridor is considered low. If such deposits were identified, depending on their nature, extent and condition they could be of <i>marginal to considerable significance</i> in terms of improving understanding of prehistoric route networks within the Brigantian territories, the history and development of the road and the effect of Roman occupation on the native community.</p> <p><b>Roman road (regional importance):</b> Cam High Road is considered to be of <i>considerable significance</i> in terms of preserving an alignment and indication of likely form and scale of a former Roman road, for which there is limited surviving physical evidence but which is thought to have run between two known Roman forts. For sections of the route across the fell, Cam High Road displays characteristics typical of a standard Roman road – i.e. straight alignment, metalled surface, side ditches and culverts crossing streams. However, it is recognised that similar construction techniques are also seen associated with turnpike roads.</p> <p>In terms of surviving <b>structural remains</b> dating to the Roman period, the section of proposed new access route is considered to be of <i>marginal significance</i>. Despite common acceptance, that the Cam High Road is Roman in origin, as yet, there is no definite physical evidence to confirm that structural remains dating from the Roman period actually survive within the corridor of the proposed new access route.</p> <p>Investigations along the section of the route east of Cam End have not produced any evidence to confirm that the surviving road surface, side ditches or culverts date from the Roman period. In one section along the route, there is evidence for a possible earlier alignment of the current road (HA12), this is said to possibly relate to an earlier Roman alignment but is unconfirmed.</p> <p>There have been no investigations along the section of route to the west of Cam End, although occasional sections of preserved road metalling, such as RM7, include quite large stones in the matrix, which might be surviving Roman fabric eroding out from beneath the 18th century turnpike road</p>
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<p>surface, although again the date of this context is unconfirmed.</p> <p>A watching brief to the north-east, outside of the study area identified two phases of road surface, the earlier of which was purported to be of Roman date, although there was no definite evidence to substantiate this (Archetype 2005).</p> <p>There have been no Roman finds or other sites identified within the 500m study area.</p> <p>Within the proposed route corridor, particularly to the west of Cam End, the potential for <b>unrecorded remains</b> associated with road construction, usage and maintenance during the Roman period is considered medium to high. If such remains were found to be present, then they would be of <i>considerable significance</i> as they could contribute to the knowledge and understanding of the road's origin, construction and use, which is currently lacking.</p> <p><b>Possible medieval road (local importance):</b> no evidential value in terms of <b>form</b> or surviving <b>structural remains</b>.</p> <p>The potential that <b>unrecorded remains</b> relating to usage of the road during this period could be present within the route corridor cannot be discounted, but on the basis of the existing information, this potential is considered low. If present, such remains are likely to be of <i>marginal</i> or <i>moderate significance</i>.</p> <p><b>Richmond to Lancaster Turnpike road (regional importance):</b> Following a period of use as a droveway, the Cam High routeway was re-used in the 18th century as part of the Richmond to Lancaster Turnpike. In terms of alignment and form, the turnpike phase of the road's history, is well preserved and of <i>considerable significance</i>.</p> <p>In terms of the <b>survival of structural remains</b> associated with the turnpike road, the evidential value of the section of Cam Road within the proposed route corridor, is also of <i>considerable significance</i>. Several sections of surviving road metalling (RM1 to RM14) thought to be associated with the former turnpike road surface are visible along the route and have also been identified during previous archaeological works on the track (Archetype 2003, ASWYAS 2008).</p> <p>The turnpike road also contained within it a series of culverts and conduits, some of which are still active. Although it has been suggested that the culverts may be of Roman origin, it is considered more likely that they were installed and maintained as part of the 18th century turnpike phase.</p> <p>Although a number of milestones and boundary markers were installed as part of the construction of the turnpike, only one broken boundary marker (HA13) has so far been recorded as surviving within the section of the proposed route corridor.</p> <p>In terms of the <b>condition of structural remains</b> there are elements of the existing structure of the Cam High Road within the proposed route corridor which are considered to be of <i>negative significance</i> in terms damaging or obscuring aspects of the historic character of the turnpike road. These primarily relate to poorly maintained ditches and culverts and those sections of the route where the surface has been damaged, and subject to unsympathetic repair.</p> <p>Within the proposed route corridor, the potential for <b>unrecorded remains</b> associated with the 18th century turnpike and possibly use of the route as an earlier droveway, is considered high. Such remains would be of <i>considerable significance</i> in terms of improving understanding of the usage, development and maintenance of the routeway during the post-medieval</p>
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	<p>period and the extent to which the later usage of the road preserved, deviated or destroyed earlier route alignments, possibly dating from the Roman period.</p>
<p><b>Historical value</b></p>	<p>The historical value of Cam High Road is of <i>considerable significance</i>.</p> <p>Cam High Road has maintained its significance as an important route through the Dales from the 1st century, through to its re-use as a turnpike road in the mid 18th century. Arguably, it is only following the redirection of the turnpike in the late 18th century that the route became of marginal importance to local traffic, although it is possible that it may have remained in use during the 19th century, as an access track for the transport of quarried stone, peat and mined materials out from the fell.</p> <p>The incorporation of sections of the route into three long distance routeways (Dales Way, Pennine Way and Pennine Bridleway) is also of historical significance. The historical value of the monument in terms of its history as an important routeway for nearly 2,000 years contributes to the users' appreciation and enjoyment of the route.</p> <p>The route has links to historical people and events from the Roman period through to the modern day, and forms an important component in the regional history of the area.</p> <p>The route has historical associations with the medieval monastic expansion into the Dales, and is named as a significant element during disputes between different houses.</p> <p>The unpredictability of travel on the road is alluded to by writings in the 17th century, and its naming as 'The Devil's Causeway' on 18th century mapping.</p> <p>During the construction of the turnpike, the progress was documented in depth by Alexander Fothergill, who refers at length to the road in his diaries, which cover 23 years as a surveyor on the route and within the area.</p>
<p><b>Aesthetic value</b></p>	<p>The route up Cam Fell from Gayle Beck has clear aesthetic appeal for short and long distance walkers, cyclists and horse-riders.</p> <p>The isolation and remoteness of the route, is of <i>exceptional significance</i> to the road and its setting and evokes strong emotions in the majority of visitors. There is a sense of climbing up onto the fell along an ancient way, with direct sensory interaction between the recreational traffic and the track through feelings of walking on ancient metallated surfaces, identifying the alignment and position of the route with its historical connection to its past, and the feel of leaving the modern world behind as the route climbs up the fell. The closure of the route to motorised traffic through a Traffic Regulation Order has increased the aesthetic appeal for those who use the track.</p> <p>The significant views out across Cam Fell towards Pen-y-Ghent and Ingleborough reinforce this feeling of isolation and provide some spectacular distant key views and vistas. Similarly, views to the site from the uplands are important, particularly for those approaching on foot from the network of long-distance routes and footpaths which cross the area; the most significant of which must be the route following the old Roman road.</p> <p>The aesthetic quality of the route was one of the aspects frequently mentioned during consultations, with consultees commenting on the impressive views and feelings of peace and seclusion. Robert White states that 'at present it is one of the longest stretches of Roman road in northern England which walkers can enjoy with little likelihood of vehicle activity and imagine themselves in a landscape little changed from 200 years ago'</p>

	(White 2013).
<b>Community value</b>	<p>The community value of the Cam High Road is of <i>considerable significance</i>. The route has enjoyed resurgence in use and popularity during the 20th century, with the creation of the Pennine Way, the Pennine Bridleway and the Dales Way, which all make use of the same route for walking, cycling and horse-riding.</p> <p>Its history as a Roman road and as an 18th century turnpike is known, understood and appreciated by the recreational traffic which make use of the route. This is clear from the range of responses submitted from various associations and individuals during earlier surveys and within recent press coverage.</p> <p>It is one of the few sites in the locality where Roman archaeology is publically accessible within a rural setting and it is perhaps fair to say that the Roman period, more than any other in our history, has the power to capture the imagination.</p> <p>The routeway is of particular importance to the local communities of Hawes and Bainbridge. For centuries, it has been an important routeway in the community and a key historic element within the local landscape, providing an important facility for outdoor pursuits, agricultural activity and access.</p>

## 7.0 ASSESSMENT OF IMPACT

### Introduction

- 7.1 A description of the proposed works is set out in the *Design and Access Statement* submitted in support of the planning application documents (Hill 2012). A synopsis of the proposals is outlined in Paragraphs 2.1 to 2.3 and summarised below.
- 7.2 The works required to make use of the proposed access route for the timber extraction and future management of Cam Plantation, include:
- a new section of track linking Cam Plantation to the Cam High Road at West Gate;
  - repair of the Cam High Road;
  - replacement of the bridge across Gayle Beck; and
  - the upgrade of an existing farm track and changes to a field entrance at Far Gearstones Farm.
- 7.3 Effects of development can be both beneficial and adverse. This section identifies those aspects of the historic environment likely to be significantly affected by the development either during the construction or operational phases and describes the nature of those significant effects

### ***Designated Heritage Assets***

- 7.4 There are no designated heritage assets within or adjacent to the study area and the proposals will have no direct or indirect impact on any designated heritage asset or their settings.

### ***Undesignated Heritage Assets***

- 7.5 The proposals have the potential to affect the following undesignated heritage assets:
- the Cam High Road (**HA07/HA08**);
  - associated drainage ditches and culverts (which could belong to either phase of road construction);
  - earthworks associated with earlier alignments of Cam High Road (as identified for example in **HA12**);
  - the lime kiln, limehouse and enclosure (**HA03, HA04, HA11**); and
  - unrecorded archaeological remains dating from the prehistoric to post-medieval periods.

### ***Construction impacts***

*New section of track from Cam Plantation to West Gate*

#### *Description of works*

- 7.6 It is intended to use a cut-and-fill construction technique to form this new section of track. The track will be surfaced using local stone from Ingleton or Horton-in-Ribblesdale quarries in order to match the surface of Cam High Road and there will be an area of new broadleaved planting to screen the track from close views.

#### *Predicted effects*

- 7.7 There are no predicted effects on any recorded heritage assets from these works.
- 7.8 There is a slight potential that unrecorded remains relating to activity dating from the prehistoric to post-medieval periods could be present within this area. Such remains are likely to be of local importance and could suffer damage or loss as a result of the proposed works. The significance of the effects of such an impact, were they to arise, are predicted to be no greater than **minor adverse**.

### *Cam High Road repairs*

#### Description of works

- 7.9 No widening of the road is proposed, just repair and maintenance including the re-excavation of ditches, repair of culverts and construction of water breaks.
- 7.10 The works will also require the repair and resurfacing of the existing Cam High Road in order to provide a suitable access into the plantation for timber wagons. The surface will be maintained with the same stone as currently on the route. These works will involve filling in eroded/damaged sections with 100mm limestone and topping the surface with 400mm of limestone quarry waste (Section 2.2).

#### Predicted effects

- 7.11 The proposed works have the potential to adversely affect the evidential, aesthetic and communal value of Cam High Road. The re-excavation of the ditches, the construction of new water breaks, and the repair of culverts could result in the loss or damage of below ground remains associated with both the Roman and later phases of the road's history. The proposed resurfacing will result in the burial of road metalling associated with the former turnpike road.

#### Ingleton to Brough Roman Road (HA07)

- 7.12 Cam High Road is technically a Roman *route*, preserving an alignment of a former road, with arguably little or no surviving physical evidence for surviving Roman remains.
- 7.13 On the basis of existing information, there appears to be low potential for the survival of structural remains associated with the Roman road within the Pennine Way / Pennine Bridleway section to the east of Cam End. Investigations undertaken by ASWYAS in 2008, did not identify any evidence for Roman road surfaces. The ditches, where investigated, appeared to have been machine-cut in recent times and the culverts could not be securely dated. Ten new culverts are proposed along this section (**Fig. 3**) but there will be no new water breaks.
- 7.14 The potential for Roman road remains to survive within the section of road running west from Cam End to the B62555 is currently unknown. In the absence of firm information derived from investigation, the potential for unrecorded remains of this date to be present within this section is assumed as a worst case scenario to be medium to high. A total of 15 new water breaks are proposed along this section but no new culverts are proposed (**Fig. 2**).
- 7.15 The potential for physical loss or damage to sub-surface remains associated with the Roman road is limited and the significance of the effects of impact

on the evidential value of the Roman road is considered **minor adverse**.

Richmond to Lancaster Turnpike Road (HA08)

- 7.16 Physical remains of the turnpike still survive; these include extant surface metalling, side ditches and culverts. There is the potential for localised loss or damage of remains associated with these features through the re-excavation of the side ditches and construction of new culverts and water breaks. The predicted significance of effects of this impact on the evidential value of the monument as a whole is considered to be no greater than **minor adverse**.
- 7.17 The resurfacing of the trackway will effectively bury the existing metalled surface of the road and has the potential to compress or disturb the existing track surface during resurfacing works as a result of vehicular traffic. The locations and extent of surviving road metalling are shown on Figures 2 and 3 (**RM1 to RM14**). This metalling is better preserved within the section to the west of Cam End (**Fig. 2**). To the east of Cam End, evidence for surviving sections of road metalling is very limited due to the effects of recent resurfacing works undertaken in 2008 by the Yorkshire Dales National Park Authority, which has covered up large sections of the track (**Fig. 3**).
- 7.18 The metalled surface will no longer be visible but will be preserved in situ beneath the new surface layers. The significance of the effects of this impact on the evidential value of the monument is considered to be **minor adverse**.

Boundary marker (HA13)

- 7.19 The boundary marker (**HA13**) lies adjacent to an access gate and could be vulnerable to accidental impact by vehicles both during construction and timber haulage operations. Other as-yet unidentified or lost milestones or boundary markers may survive within the boundary of the proposed access route, and may be impacted upon during construction. The significance of the effects of impacts on the boundary would be **minor adverse** but should be avoided through appropriate mitigation.

Earlier Road Alignments (HA12)

- 7.20 The proposed new access route may have a construction impact on earthworks relating to earlier alignments of the road (**HA12**). The date of these earthworks is unknown and they could potentially be of Roman, medieval or post-medieval dates. The full extent of these earthworks is currently undefined by survey.
- 7.21 There is potential for impact on these earthworks through the movement of tracked vehicles off the line of the road, and the excavation of water breaks or the re-excavation of ditch alignments. The significance of the effects of impacts on the earlier road alignments is considered to be **minor adverse**

but should be avoidable through appropriate mitigation.

*Lime kiln, Enclosure and Limehouse (HA03, HA04, and HA11)*

- 7.22 The lime kiln, enclosure and limehouse (**HA03**, **HA04** and **HA11**) could be vulnerable to damage or loss during the clearance of the plantation.

*Replacement of the bridge across Gayle Beck*

*Description of works*

- 7.23 It is intended to construct a new clear-span road-bridge across Gayle Beck to replace the existing ford (**HA02**), which has been demonstrated to be of 20<sup>th</sup> century date, replacing an earlier, probably 18<sup>th</sup> century, antecedent. The existing weir will be removed to improve the migration of fish.

*Predicted effects*

- 7.24 There are no predicted effects on any recorded heritage assets from these works. The ford will be removed, but now has no historical significance.

*Upgrade of an existing farm track and changes to a field entrance at Far Gearstones Farm*

*Description of proposed works*

- 7.25 The proposed changes to the existing farm track and field entrance are minimal. The track will be surface with stone to match the Cam High Road and the new gate will be a 5" timber horse gate as commonly seen on the Pennine Bridleway.

*Predicted effects*

- 7.26 There are no predicted effects on the historic environment associated with these construction works.

### ***Operational impact on heritage assets***

- 7.27 The main operational impact will be on the significance of the setting of the Cam High Road and its aesthetic and community values.

- 7.28 The setting of a heritage asset, whether designated or not, is protected under the National Planning Policy Framework (NPPF). In terms of the guidance, a heritage assets setting is defined as:

*“the surrounding in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.” (NPPF 2012, 56)*



- 7.29 As such, setting does not necessarily have to relate spatially to a given site but might be any element which affects our understanding, appreciation and enjoyment of the heritage asset.
- 7.30 The resurfacing will significantly alter the existing character of the road and its perception as an ancient routeway within the local historic landscape. The existing surface of the road is currently a non-uniform surface set at, or below, the existing ground level.
- 7.31 Although sections of preserved historic metalling are interspersed with sections of modern surface material, both have been rutted and worn through time. This lack of uniformity combined with the isolation and remoteness of the route, contribute to the significance of the setting of this monument and the perception of this being an ancient route. The proposed resurfacing will raise the existing surface levels of the road and result in a uniformity of surface throughout its full length. This will inevitably result in the alteration of the perception of the route from one of ancient routeway to modern access track. The significance of the effects of the impact on the setting of the road's aesthetic and community value is considered to be **moderate adverse**.

#### *Landscape Character*

- 7.32 The Yorkshire Dales National Park is an area which has been designated for special protection because of its natural and historical importance. One of the statutory purposes of designating National Parks is to conserve the cultural heritage found in their landscape.
- 7.33 Critics of the proposed scheme argue that the resurfacing of the route would alter the landscape character of the area, by introducing an incongruous element into this protected landscape. The juxtaposition of timber wagons and recreational users is also referred to, and concerns are raised as to how this will be managed, and what effect it will have on the 'tranquillity' and 'wild and remote feel'.

## **8.0 RECOMMENDATIONS FOR MITIGATION**

### ***Construction impacts - further information requirements***

- 8.1 The following section sets out mitigation proposals to reduce or remedy the identified construction impacts.
- 8.2 None of the identified construction impacts are of sufficient significance to require either major amendments to, or the rejection of, the proposed access route.
- 8.3 The following measures are recommended in order to provide further evidence on the proposed survival (or otherwise) of archaeological remains within the corridor of the proposed access route, and to mitigate the loss of heritage asset significance which will be caused by the development, in

accordance with NPPF Paragraph 128 and Policy B3 of the Yorkshire Dales Local Plan.

- 8.4 It is the conclusion of this assessment that loss of the heritage assets can be adequately mitigated through a staged programme of archaeological investigation, recording and publication, and that these works can be undertaken post-determination and should be a requirement of a planning condition.
- 8.5 In order to mitigate the effects of the development and the loss of heritage asset significance, the following mitigation measures are recommended.

#### *Topographic Survey*

- 8.6 During the works undertaken by ASWYAS prior to refurbishment of the track in 2008, approximately 120m of the track length between the Dales Way / Pennine Way junction and the guide post 450m north-east of West Gate (1.75km approximately) were surveyed, equating to 7% of the track length. As this section has been previously assessed, no further mitigation survey is proposed in this area.
- 8.7 The section from Gayle Beck to the Dales Way / Pennine Way junction measures 1.5km approximately, and 7% survey of this section is proposed, to build upon the work previously undertaken by ASWYAS. This equates to 105m, or three 35m sections (or equivalent).
- 8.8 No survey is proposed within the section between Far Gearstones and Gayle Beck, as the road does not appear to survive in this area.

#### *Trial Trenching*

- 8.9 The topographic survey should be followed by a programme of archaeological trial trenching, to validate the survey and enable agreement of the final mitigation strategy with the Yorkshire Dales National Park Authority.
- 8.10 During the 2008 works undertaken by ASWYAS, three machine-excavated trenches were cut across the road, between the Dales Way / Pennine Way junction and the guide post 450m north-east of West Gate; therefore, no further trenching is proposed in this section.
- 8.11 Two trenches are recommended across the section from Gayle Beck to the Dales Way / Pennine Way junction, to assess the survival and make-up of the road in this section.
- 8.12 No trenching is proposed within the section between Far Gearstones and Gayle Beck, as the road does not appear to survive in this area.

### *Watching Brief*

- 8.13 A watching brief during the main works on the track should be undertaken during the construction phase. This should comprise:
- monitoring works on the track resurfacing between Far Gearstones and Gayle Beck;
  - the removal of the ford and the installation of the bridge footings;
  - land formation works to the east of the bridge;
  - clearance works on any of the ditches;
  - excavation of new water breaks, and any works on the culverts, which should not be otherwise affected by the resurfacing works.
- 8.14 A watching brief would also be maintained on the section of track between Cam High Road, and Cam Plantation.

### *Mitigation*

- 8.15 If well-preserved archaeological remains are identified by the archaeological recording, then in accordance with NPPF Paragraph 141, an appropriate scheme of investigation is likely to be required by Yorkshire Dales National Park Authority. If further archaeological investigations are considered appropriate, these should be proportionate to the significance of the remains and the impact of the proposed development on this significance. Works could comprise either detailed excavation or additional survey work in advance of construction.

### ***Operational impact on heritage assets***

- 8.16 Consideration needs to be given to the design aspects of the proposed new access route along Cam High Road (**HA07/HA08**), in particular within the section between Gayle Beck and West Gate, in order that the new track surface does not have a negative impact on the setting of the Roman road and the 18th century turnpike.
- 8.17 This is in accordance with Policy B1 of the Yorkshire Dales Local Plan which addresses potential damage to undesignated '*historic landscapes*' and specifically cites '*the ancient route network*' (of which Cam High Road forms a part) as being part of these landscapes.
- 8.18 The policy states that any development which will have a negative effect on a landscape will only be allowed to progress where there is no suitable or less damaging alternative, and any negative impacts are minimised.
- 8.19 Policy TA8 of the Yorkshire Dales Local Plan states that new or improved tracks which have a '*significant adverse impact on the special qualities of*

*the National Park* will be refused unless it can be demonstrated that there is no other viable route for the operations (as is the case here), and that the layout and design of the track is *'to a high standard, reflecting the surrounding environment'*.

- 8.20 In assessing the physical impact on the route from recreational vehicle use, prior to the TRO, it was recognised in the YDNPA report (2007, 18) that *'repair and maintenance'* will mitigate against damage to archaeological features and the route itself. Nevertheless, some thought therefore needs to be given to designing a track surface which is in keeping with the setting of the historic road, and that does not have a detrimental impact on this setting.
- 8.21 The track surface should be of uniform colour and character, and ideally as close in form to the original turnpike surface as possible, within the limitations of its use for wagons. The track surface between Far Gearstones and Gayle Beck is not an issue.

***Principles guiding recording and provision of information***

- 8.22 All fieldwork and post-excavation work undertaken during the course of this scheme should be agreed in writing, as a Written Scheme of Investigation, with the Yorkshire Dales National Park Authority. All work should be undertaken in accordance with appropriate professional standards as endorsed by English Heritage and the Institute for Archaeologists.
- 8.23 Paragraph 135 sets out policy principles guiding the consideration of applications for consent relating to non-designated assets. It states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required, having regard to the scale of any harm or loss and the significance of the heritage asset. In this case, it is felt that, subject to suitable mitigation, the scale of harm to the heritage asset does not out-weigh the need for development of this site.
- 8.24 Subject to the implementation of the recommended mitigation strategy, it is considered that in terms of construction the proposed development would not be in conflict with national and local planning policies as these relate to the historic environment.

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[http://www.lancs.ac.uk/quakers/01\\_quakers\\_home.html](http://www.lancs.ac.uk/quakers/01_quakers_home.html)

MAGIC website [www.magic.gov.uk](http://www.magic.gov.uk)

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## Appendix 1: Consultation responses

The planning application for the proposed new route had been previously submitted in March 2012 by the Cam Forest Trust and had been refused. A range of responses were received in relation to this refusal. The following represents a summary of consultation responses received to the planning application in relation to the historic environment and landscape character.

Consultees Name	Organisation	Date	Summary of Main Points
Ian Fleming	Horton In Ribblesdale Parish Council	3rd April 2012	<ul style="list-style-type: none"> <li>Concerns regarding the proposed access route's 'visibility from surrounding open land, that it runs along a long distance trail and is not the best route in landscape terms'</li> </ul>
Robert White	<i>Yorkshire Dales National Park Authority</i>	29th March 2012, updated January 2013	<ul style="list-style-type: none"> <li>Discussed physical impacts and indicated that though the route was damaged, archaeological evidence could survive where the road has been realigned, and that the roadside ditches could preserve archaeological evidence within their earlier fills. also indicated the importance of assessing the culverts, which could be of Roman origin</li> <li>Discussed resurfacing and stated that, though resurfacing will have some beneficial effects on the archaeological resource, the long term impact of running timber wagons on the track surface has not been assessed and that erosion pressure leading to compaction and wearing out of surfaces will have an impact, which will require maintenance and may have implications for the archaeological resource.</li> <li>stated that the new bridge is unlikely to have any significant archaeological effect.</li> <li>In conclusion he stated that 'there is a broader historic environment issue with regard to how the present road is experienced – at present it is one of the longest stretches of Roman road in northern England which walkers can enjoy with little likelihood of vehicle activity and imagine themselves in a landscape little changed from 200 years ago. This experience will be largely lost if the development proceeds'. He concluded that the traffic will have 'a considerable effect on the tranquillity of the area'.</li> </ul>



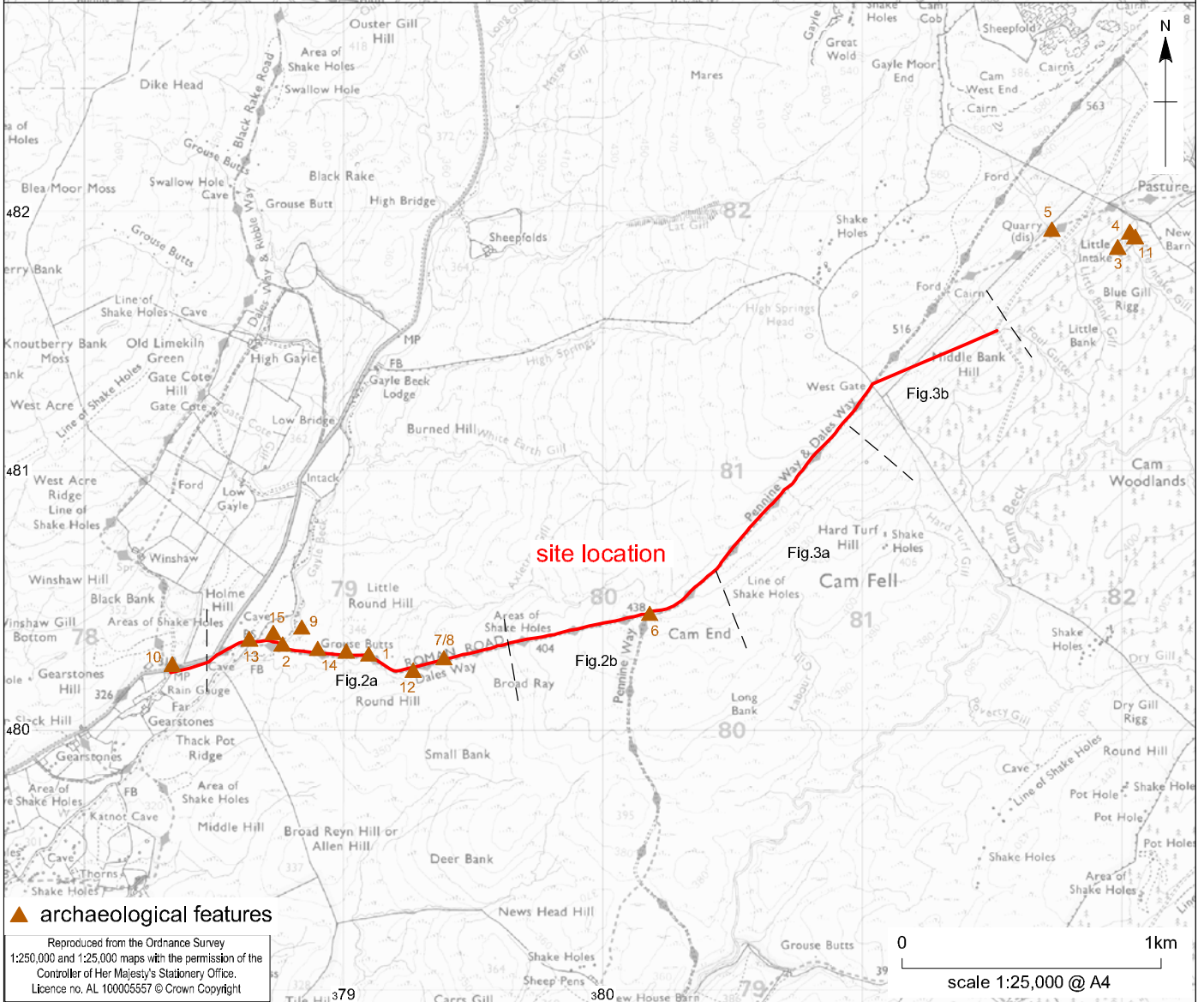
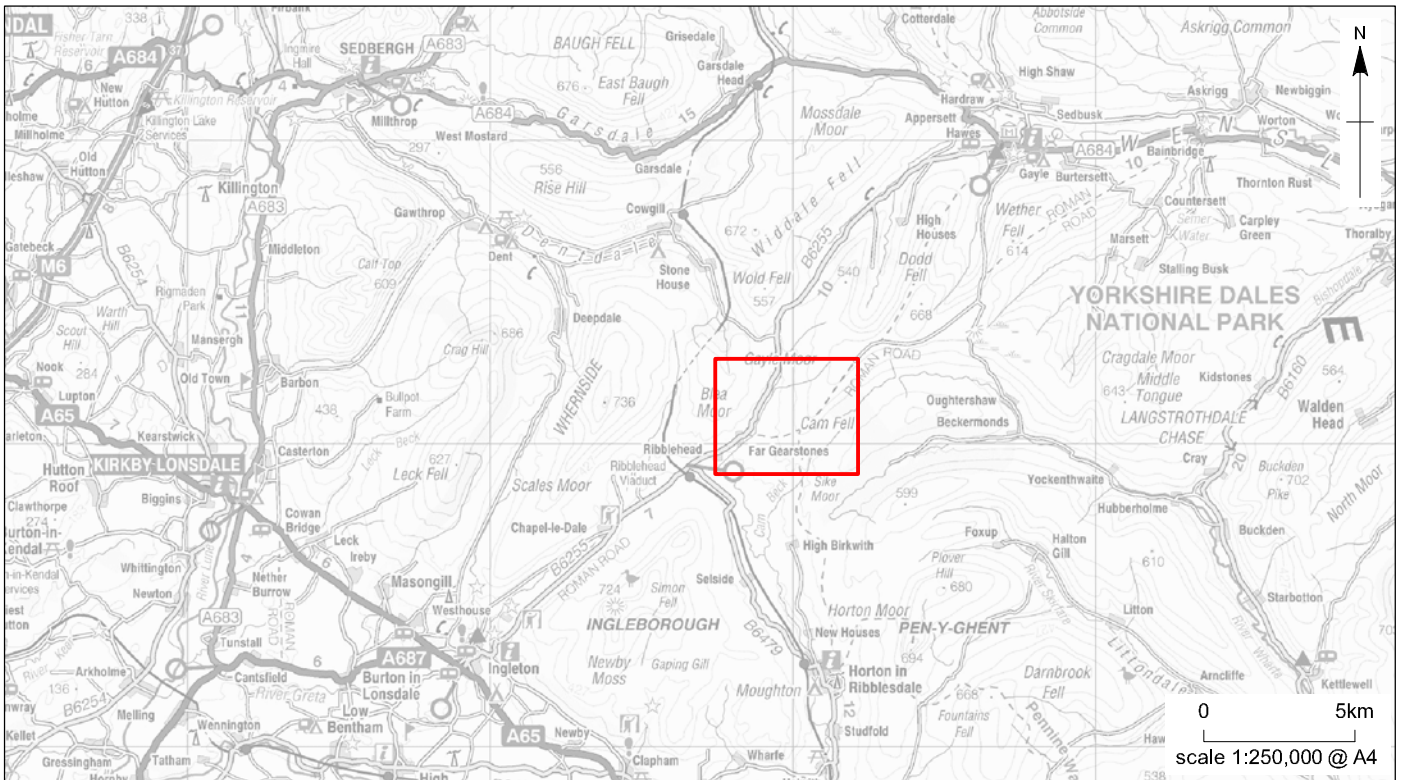
Consultees Name	Organisation	Date	Summary of Main Points
Merlin Ash	Natural England	March 2012	<ul style="list-style-type: none"> <li>• Stated that the previous application failed ‘to address the impact of the proposed development on the character and visual amenity of the area including the impact on the nationally designated landscape [of the Yorkshire Dales National Park], and the visual impact on recreational users of the national trail and bridleway’.</li> <li>• Reiterated concerns that the proposal could have a negative effect on the track’s surface, and that upgrades and maintenance of the Cam High Road would be required ‘in order to ensure that the proposal does not have a negative impact on the surface of the track’ as ‘the use of vehicles of the size and weight proposed on the track as existing would be detrimental to the surface of the track’.</li> <li>• Highlighted concerns regarding the proposed schedule for timber extraction, and stated that timber extraction should avoid use of the track during peak times.</li> </ul>
Jayne Gill	Ramblers’ Footpath Officer for Craven Area of the YDNP	March 2012	<ul style="list-style-type: none"> <li>• reiterated concerns raised by Natural England regarding the combination of use of the track by recreational users and timber haulage wagons. She felt that the use of wagons on the road would go against the spirit of the TRO ‘maintaining the wild and remote feel in this area’.</li> <li>• Raised concerns regarding the excavations of ‘this very old road’ near to Gayle Beck which she feels ‘would surely destroy the ancient foundations of this right of way’.</li> </ul>

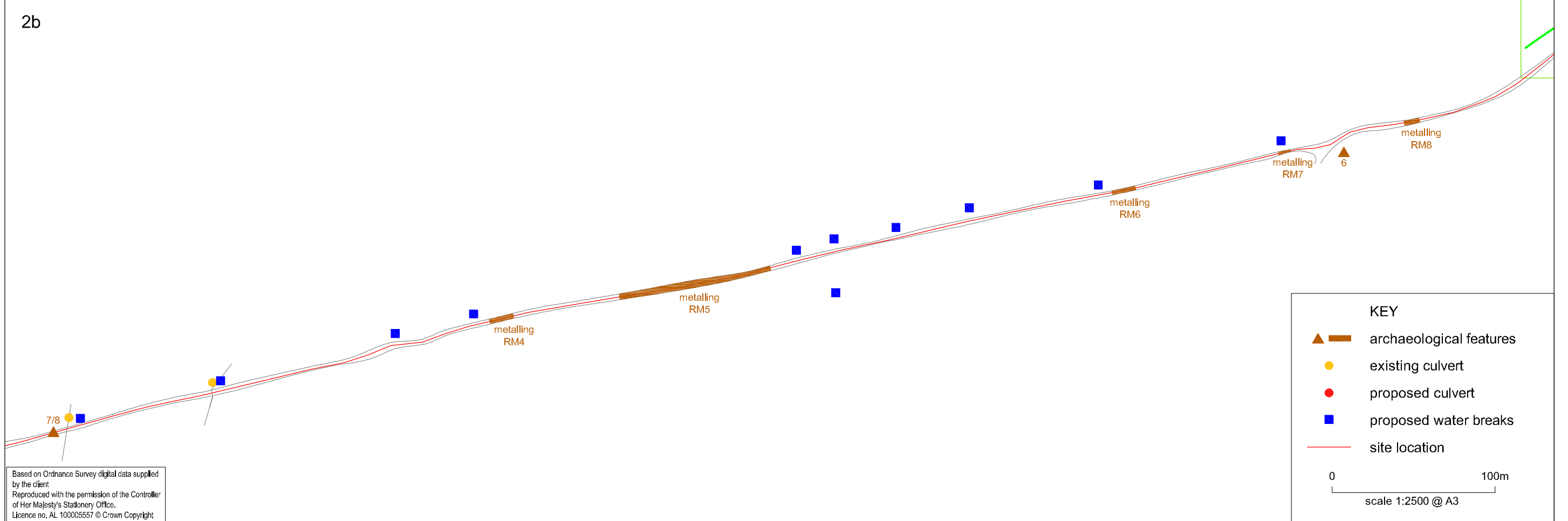
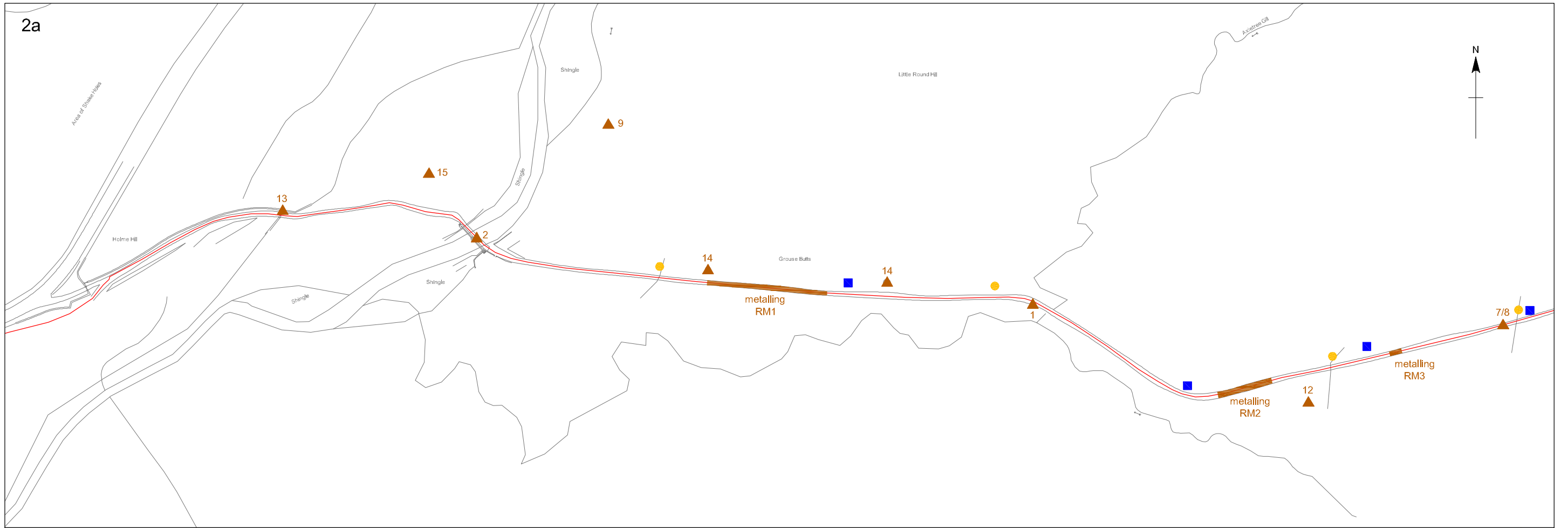
## Appendix 2: Known Heritage Assets within the Study Area

Heritage assets (HA) recorded within the study area are listed below and shown on Figures 2 and 3. Sites are identified by a unique reference number (HA...), by their Yorkshire Dales Historic Environment Record number (HER...) and/or their National Monuments Record Unique Identifier (NMR). A central grid reference, brief site description and date are provided for all sites.

The significance of all heritage assets has been assessed and grades have been applied to denote whether they are considered to be of national (grade 1), regional (grade 2), county (grade 2/3) or local (grade 3) importance.

HA No.	HER No.	NMR No.	NGR Grid Ref.	Description	Period	Grade
1	MYD24885	560619	SD 7910 8028	Axletree Double Conduit – no longer extant	Post-medieval	3
2	MYD24888	590622	SD 7874 8034	Ford, now rebuilt	Post-medieval/ Modern	3
3	MYD26090	592109	SD 8199 8186	Little Intake Enclosure	Post-medieval	3
4	MYD26091	592110	SD 8204 8190	Little Intake Lime Kiln	Post-medieval	3
5	MYD26092	592111	SD 8173 8192	Sandstone Quarry	Post-medieval	3
6	MYD26093	592112	SD 8017 8045	Milestone 'Settle 12' – no longer extant	Post-medieval	3
7	MYD33159	966404	SD 8160 8180	Ingleton to Brough Roman Road	Roman	2
8	MYD33265		SD 7941 8032	Cam High Road - Turnpike	Post-medieval	2
9	MYD33285	967067	SD 7884 8039	Stone Quarry	Post-medieval	3
10	MYD35168		SD 7834 8023	Milestone	Post-medieval	3
11	MYD36263		SD 8204 8189	Limehouse	Post-medieval	3
12	MYD39299	967047	SD 7931 8032	Roman Road Earthworks, part of HA07	Roman	3
13	MYD55023		SD 7864 8034	Boundary Marker	Post-medieval	3
14	MYD55103		SD7903 8029	Shooting Butts	Modern	3
15			SD 7873 8036	Hollow Ways	Unknown	3

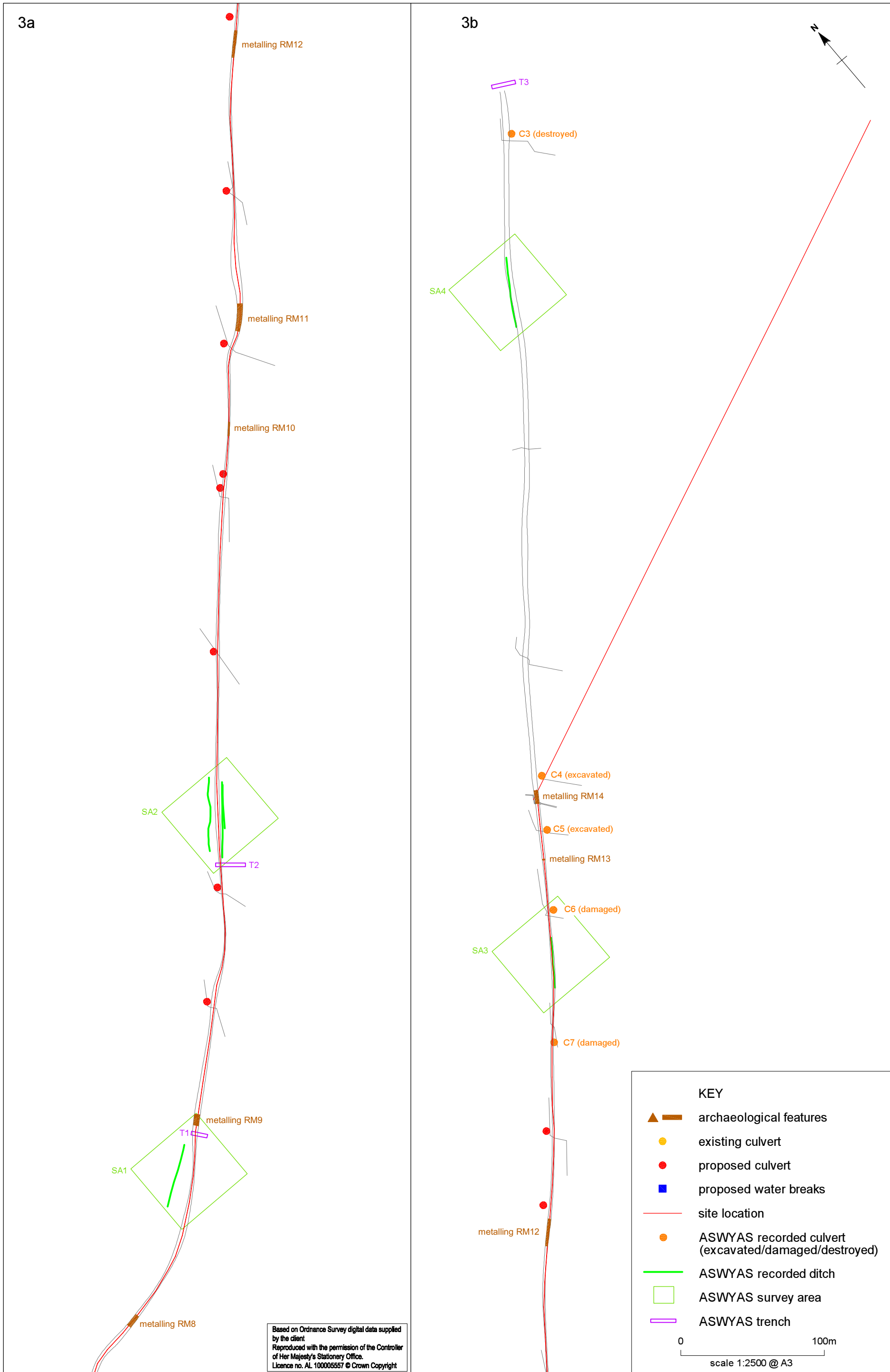




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Cam High Road, Yorkshire Dales National Park: western end of proposed track repairs

Figure 2



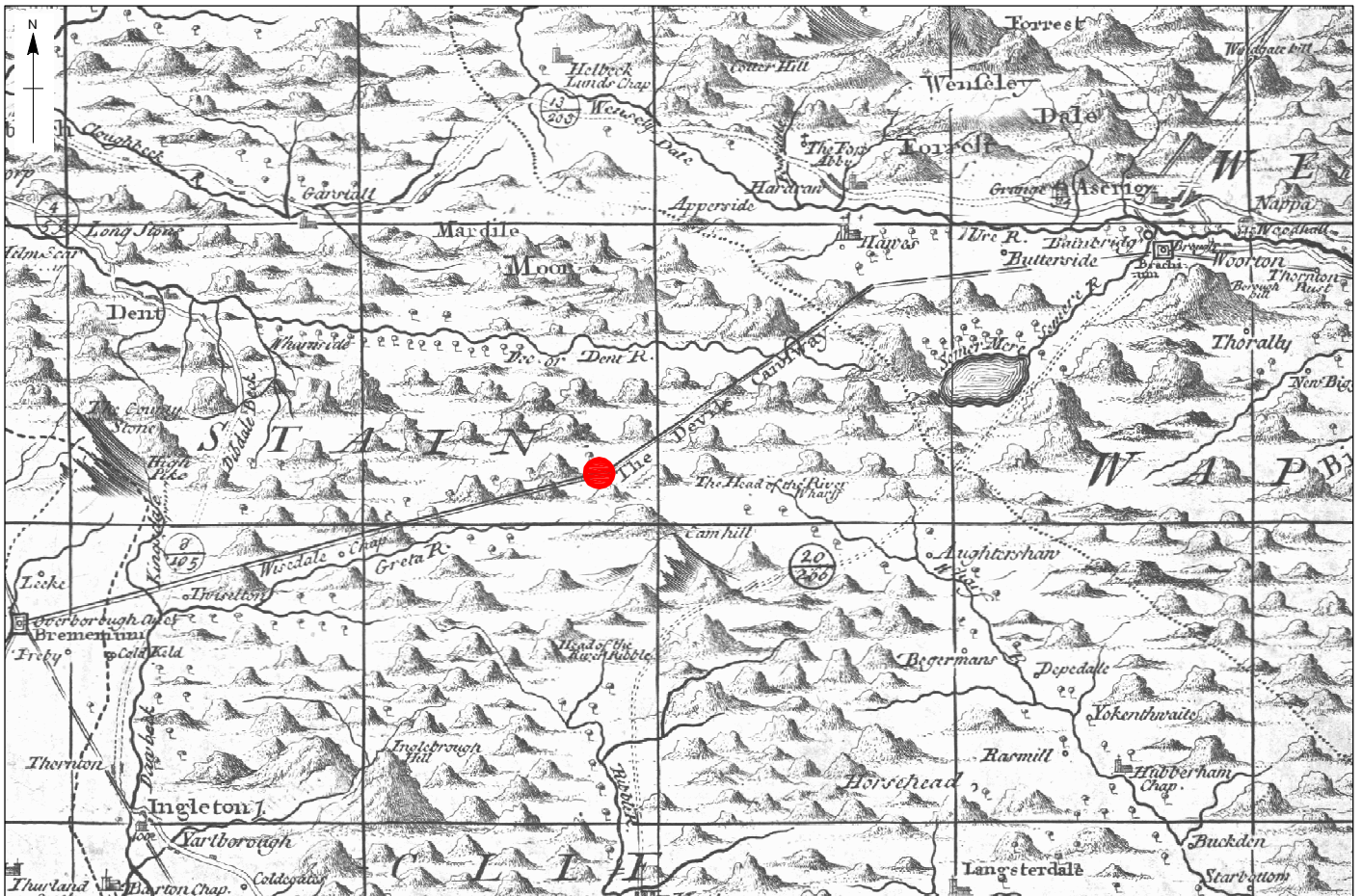




Cam High Road, Yorkshire Dales National Park: John Speed's Map of Yorkshire, 1610 (NYCRO MIC 1919/195)

Figure 4





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Cam High Road, Yorkshire Dales National Park: John Warburton's Map of the counties of North Yorkshire and Humberside 1720 (BVVPB website)

Figure 5

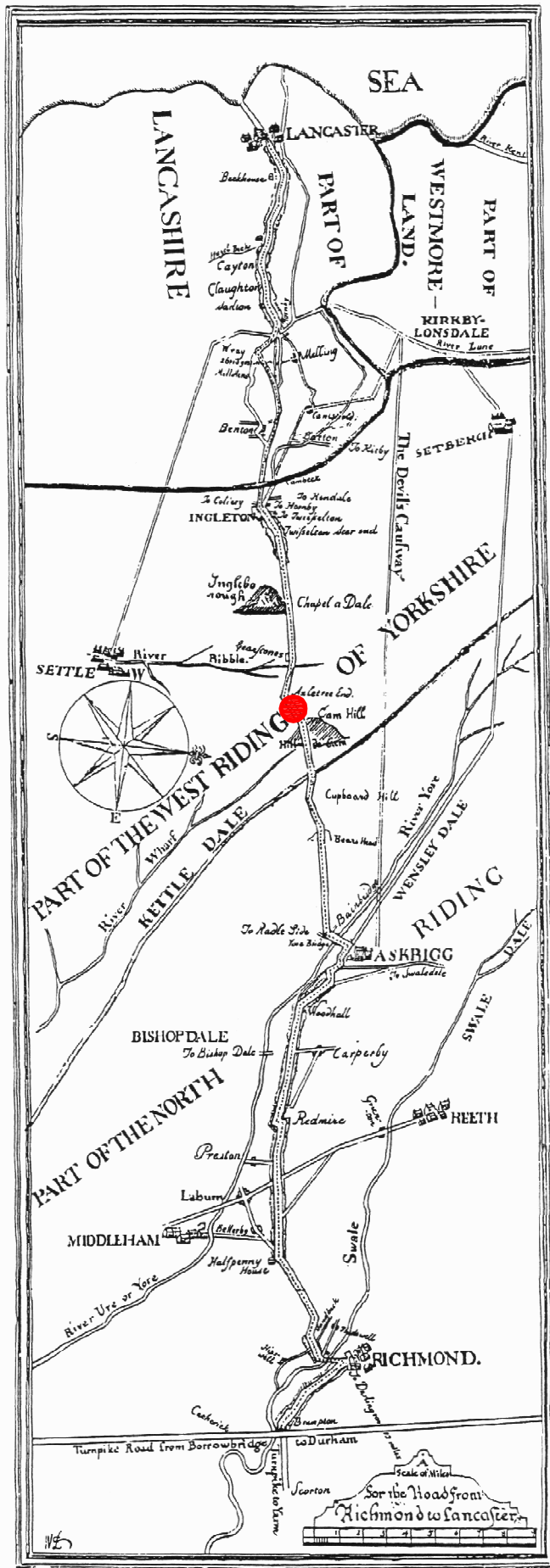


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Cam High Road, Yorkshire Dales National Park: Bowen's Map of Yorkshire 1750

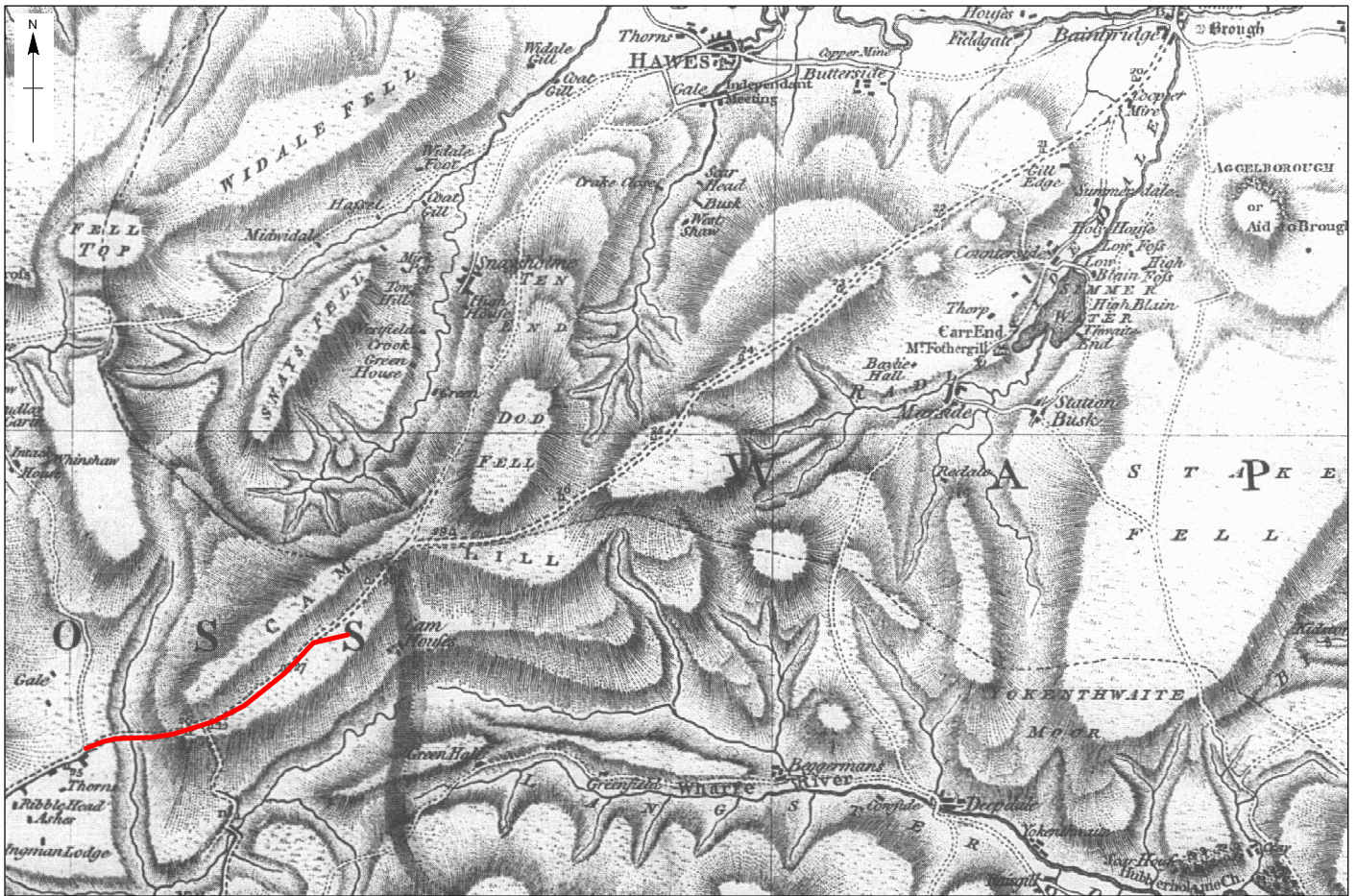
Figure 6



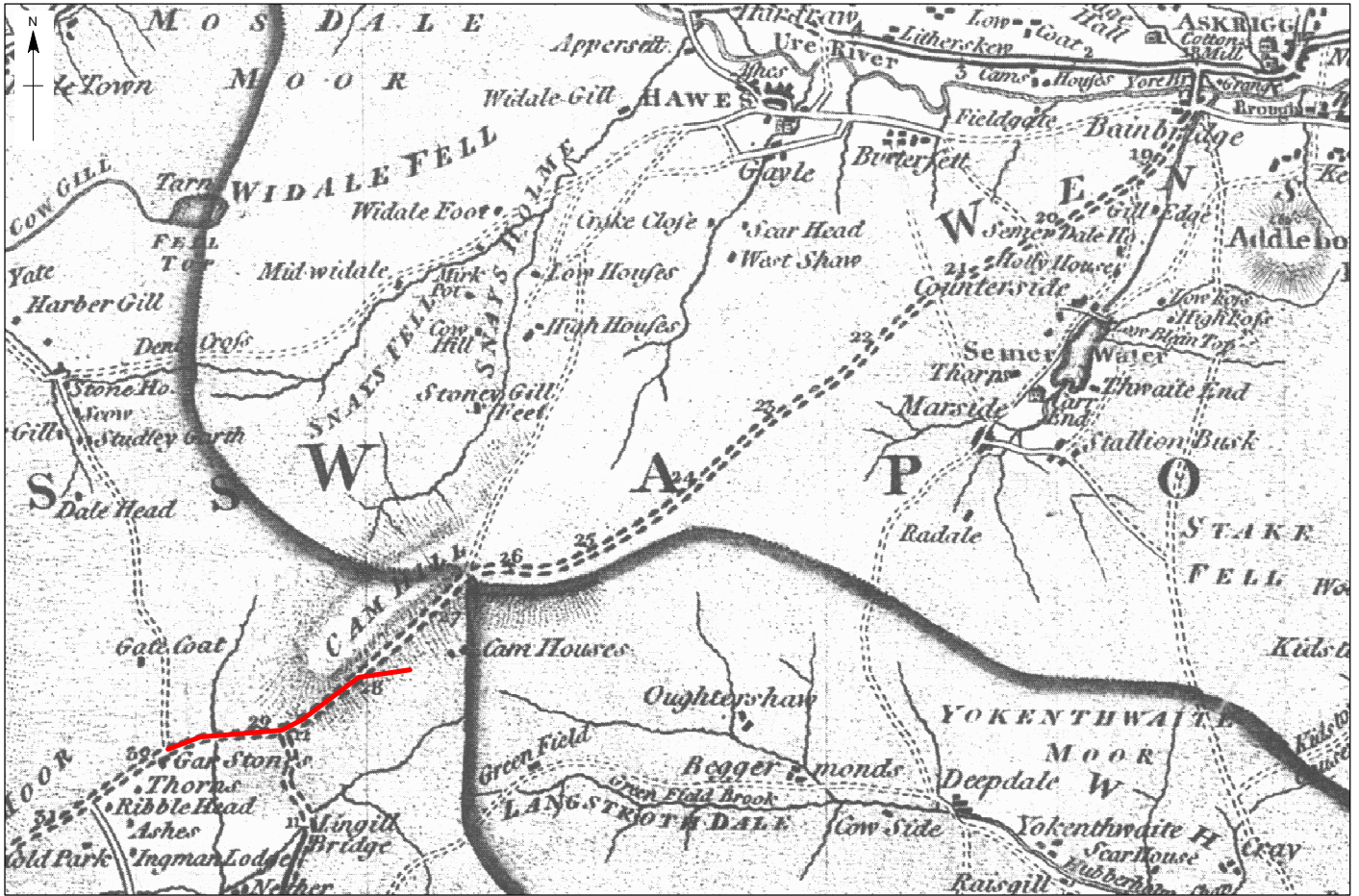


Cam High Road, Yorkshire Dales National Park: A Copy of a Map of the Richmond to Lancaster Turnpike Road, 1751 (reproduced from Hartley 1985, 271)



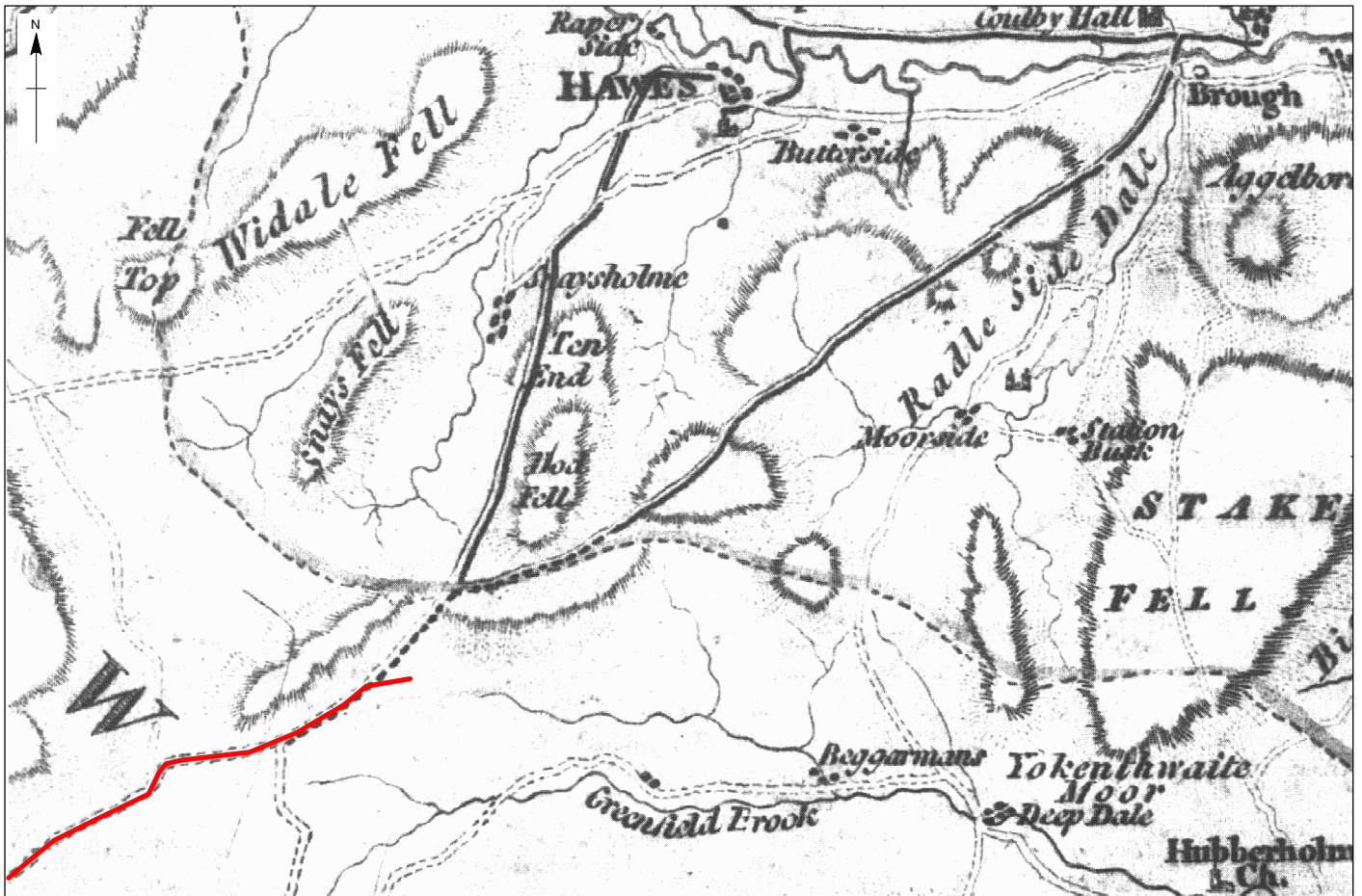


©NAA 2013 Cam High Road, Yorkshire Dales National Park: Thomas Jefferey's Map of Yorkshire 1771 (NYCRO MIC 1919/282) Figure 8



©NAA 2013 Cam High Road, Yorkshire Dales National Park: John Tuke's Map of the County of York 1787 (NYCRO MIC 1919/154) Figure 9





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Cam High Road, Yorkshire Dales National Park: J Cary's A Map of North Riding

Figure 10

1803 (NYCRO MIC 1919/213)



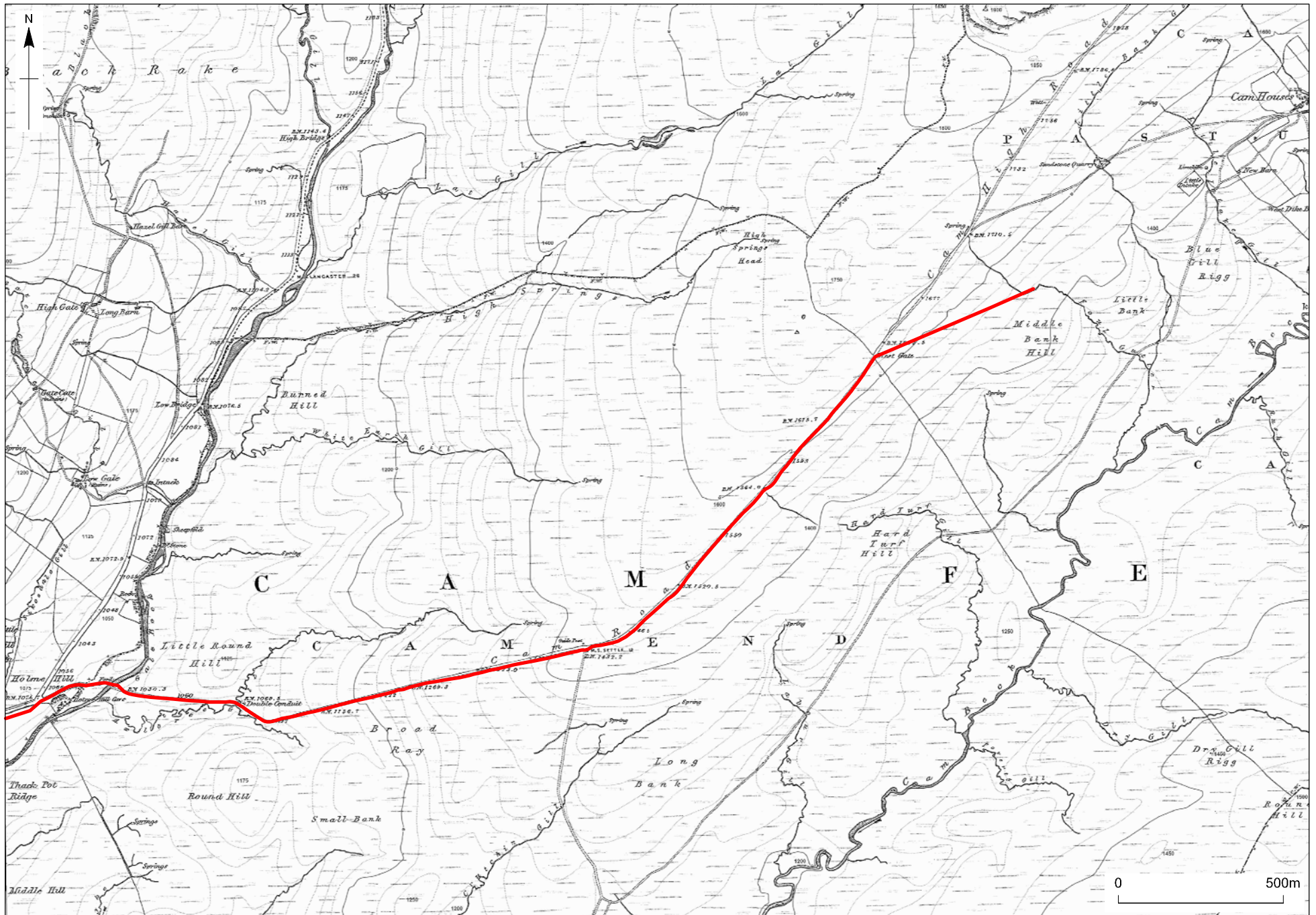
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Cam High Road, Yorkshire Dales National Park: Greenwood's Map of Yorkshire

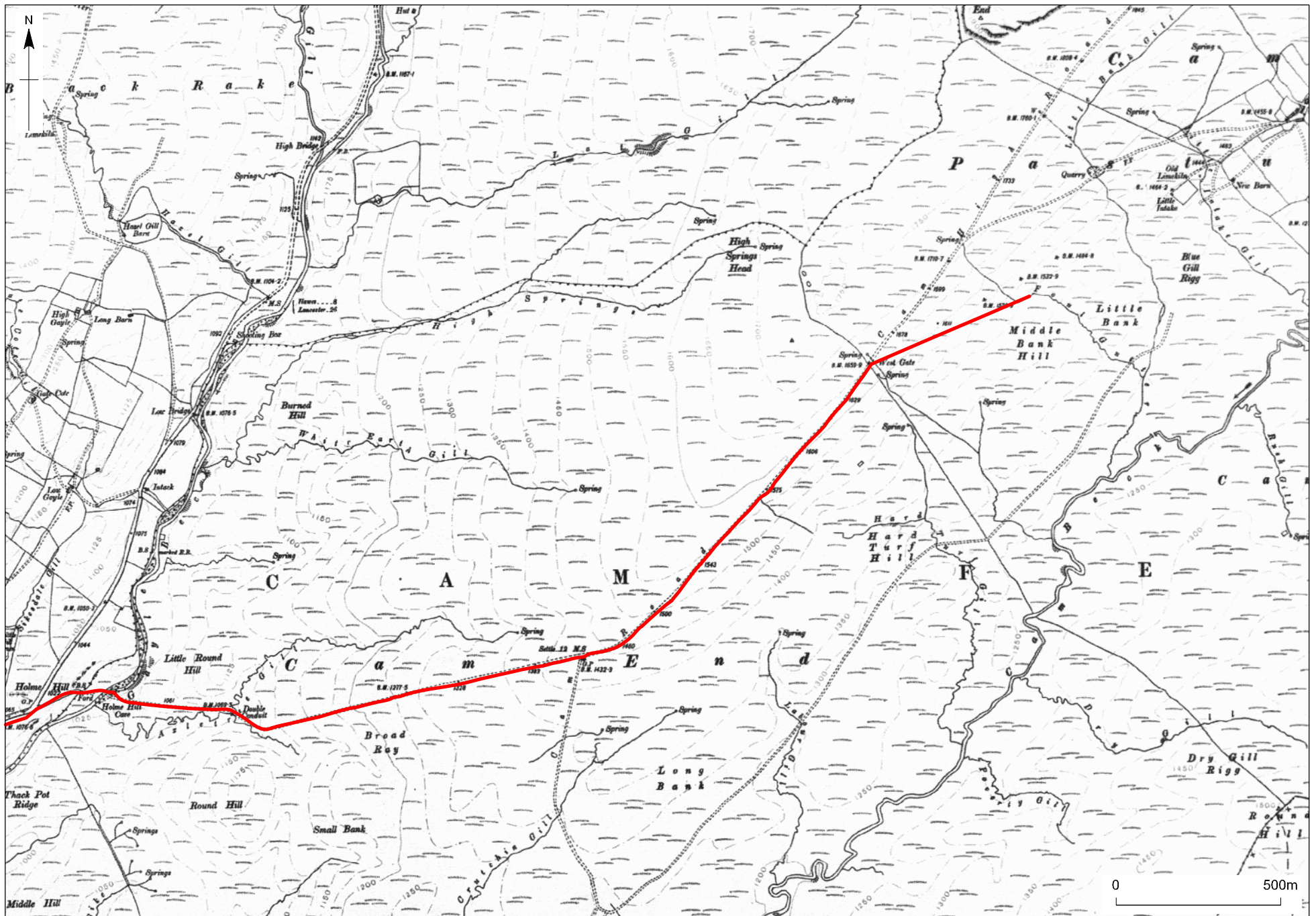
Figure 11

1817 (NYCRO MIC 1919/42)

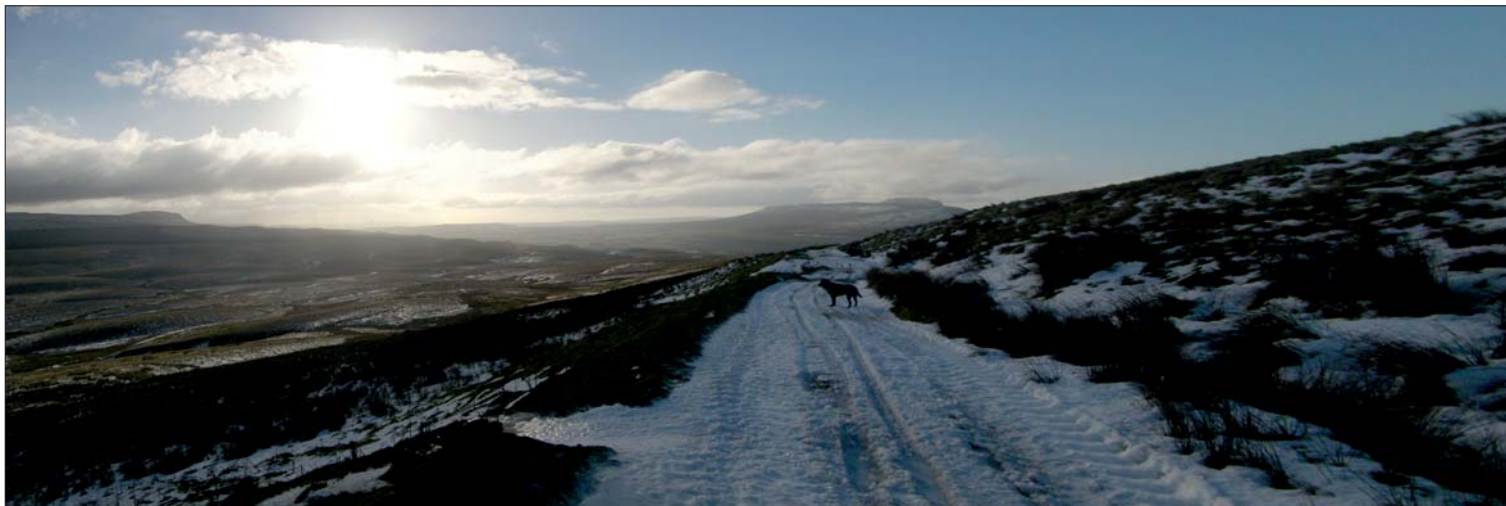




Cam High Road, Yorkshire Dales National Park: First Edition Ordnance Survey map 1853, 6" to 1 mile scale. Sheet 81 (NYCRO 1830/121)







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Cam High Road, Yorkshire Dales National Park: Pen-Y-Ghent and Ingleborough seen from West Gate on Cam High Road

Plate 1



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Cam High Road, Yorkshire Dales National Park: 'Dark Alien Intrusions' - Cam Plantation from Cam High Road

Plate 2



Cam High Road, Yorkshire Dales National Park: 'Proposed New Road Surface' (C\_44\_257A\_ADX3)

Plate 3



Cam High Road, Yorkshire Dales National Park: boundary marker, HA 13

Plate 4



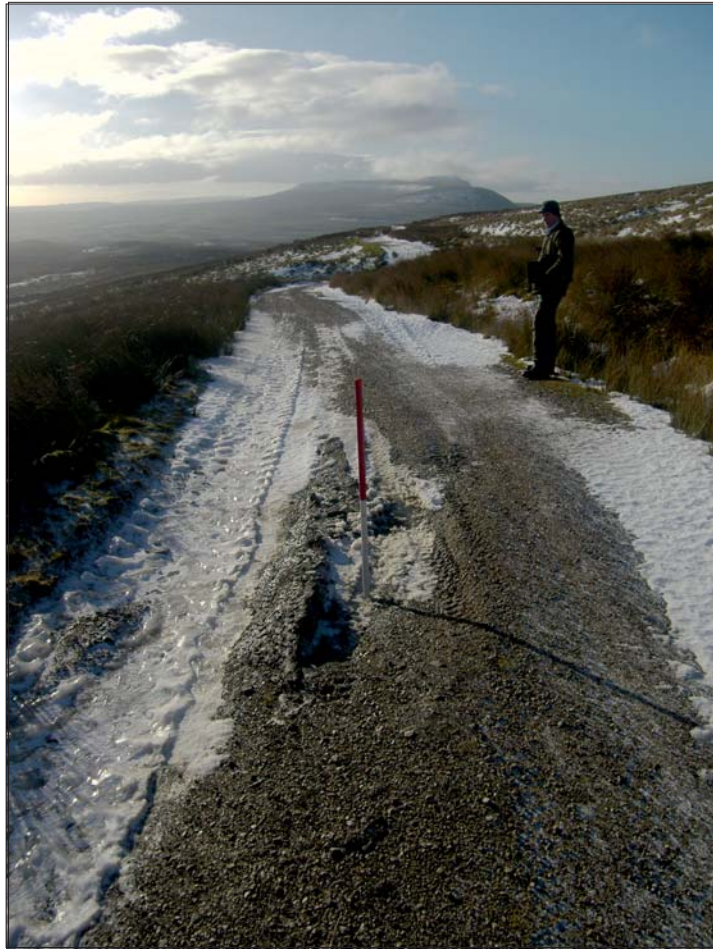


Cam High Road, Yorkshire Dales National Park: modern ford and footbridge, HA02 Plate 5

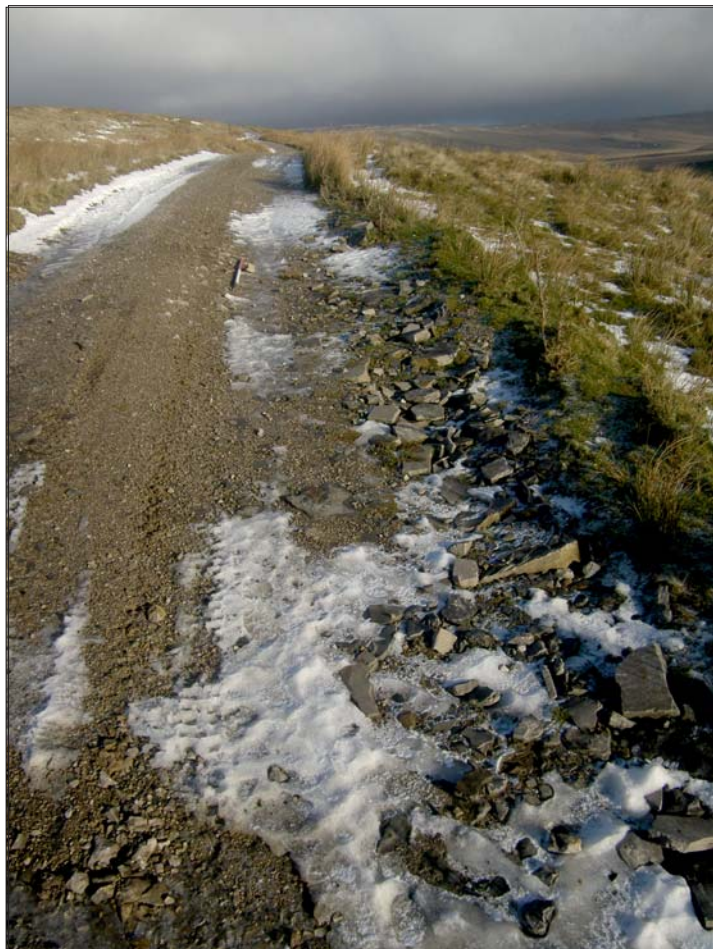


Cam High Road, Yorkshire Dales National Park: Dales Way - example of existing track surface and side ditches Plate 6





Cam High Road, Yorkshire Dales Plate 7  
National Park: Pennine Way - rutting in track surface



Cam High Road, Yorkshire Dales Plate 8  
National Park: Pennine Way - poor repair of track





Cam High Road, Yorkshire Dales Plate 9  
National Park: Pennine Way - example of track surface



Cam High Road, Yorkshire Dales Plate 10  
National Park: Dales Way - example of intact culvert