



Buckingham Group

The Network Rail (Buxton Sidings Extension) Order

Historic Environment Baseline Report

Annex A

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RSK GENERAL NOTES

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SUMMARY

This document is a Historic Environment Baseline Report prepared in support of a Historic Environment Environmental Statement Technical Appendix for an Environmental Impact Assessment of proposals to upgrade rail infrastructure at Buxton, Derbyshire.

The study area comprises a 11ha site and a 500m buffer, located alongside an existing railway line north of Buxton, Derbyshire, approximately 400m to the north of Buxton Station. This report comprises a compilation of national and regional historic environment archive data and observations made during a site visit.

There are 14 listed buildings and four conservation areas within the study area. The northern access track for the proposed development ('Area D') is partially located within Fairfield Conservation Area (RSK 2).

There are 21 known non-designated heritage assets within the study area, all of which are of Roman or post-medieval date. Only one heritage asset recorded on the Derbyshire HER is located within the Scheme redline boundary, this is the route of the Buxton to Melandra Roman road. In addition, the desk-based assessment has identified seven hitherto unrecorded heritage assets within the Scheme redline boundary. These are of low heritage significance, other than an earthwork identified in LIDAR data which is of unknown significance and proposed for archaeological trial trenching.

1 INTRODUCTION

- 1.1.1 This document is a Historic Environment Baseline Report prepared to inform an assessment of the impact that the Buxton Sidings Extension Scheme (a proposed railway sidings extension, hereafter “the Scheme”) may have on the historic environment. It comprises a compilation of historic environment archive sources and observations made during a site visit.

1.2 Standards and Guidance

- 1.2.1 The National Planning Policy Framework (NPPF, 2012, paragraph 128) advises that local planning authorities should require developers to provide information regarding the impact of development proposals on designated heritage assets and their settings, and non-designated heritage assets including historic structures and landscapes.
- 1.2.2 RSK is a Registered Organisation with the Chartered Institute for Archaeologists (CIfA), an audited status which confirms that work is carried out in accordance with the highest standards of the profession. This assessment and associated gazetteer was compiled according to the CIfA *Code of Conduct* (2014) and *Standard and Guidance for Historic Environment Desk-based Assessment* (2014).
- 1.2.3 RSK operates a quality management system to help ensure all projects are managed in a professional and transparent manner, which enables it to qualify for ISO 9001. Ordnance Survey data is reproduced under licence 100014807. LiDAR data is reproduced © Environment Agency copyright and/or database right 2015. All rights reserved.

1.3 Desk-based Assessment

- 1.3.1 The CIfA (2014, in *Standards and guidance for historic environment desk-based assessment*) defines a desk based assessment as:

“A programme of study of the historic environment within a specified area or site on land, the inter-tidal zone or underwater that addresses agreed research and/or conservation objectives. It consists of an analysis of existing written, graphic, photographic and electronic information in order to identify the likely heritage assets, their interests and significance and the character of the study area, including appropriate consideration of the settings of heritage assets and, in England, the nature, extent and quality of the known or potential archaeological, historic, architectural and artistic interest. Significance is to be judged in a local, regional, national or international context as appropriate.”

- 1.3.2 A heritage asset is 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. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing) (NPPF, 2012 Glossary definition).
- 1.3.3 A designated heritage asset is a world heritage site, scheduled monument, listed building, protected wreck site, registered park and garden, registered battlefield or conservation area designated under the relevant legislation (NPPF, 2012 glossary definition).
- 1.3.4 Relevant legislation is summarised in Technical Appendix G, which is presented in Volume II of the Environmental Statement (ES)..

1.3.5 In heritage terms 'physical impacts' are defined as damage (or harm) to the fabric of a heritage asset, which typically could occur during construction phases. These impacts may be major, for example, where groundworks completely destroy important archaeological remains, to a neutral change to part of a heritage asset, leading to a negligible impact on ability to interpret it, or its context.

1.4 Aims and Objectives

1.4.1 The aim of this report is to gain an understanding of the historic environment within a defined study area on which to base an assessment of the potential for heritage assets to survive within the Site, their potential significance, the likelihood for a significant physical impact as a result of the scheme, and strategies for further evaluation, mitigation or management as appropriate.

1.4.2 The objectives of this baseline assessment are therefore:

- To establish, from documentary sources and a site visit, the known heritage assets within the Scheme redline boundary;
- To assess, from existing sources, the potential for previously unknown heritage assets to be present at the Scheme redline boundary;
- To assess the relative heritage importance of identified assets; and
- To assess the potential for development constraints arising from consideration of the historic environment during the planning process.

1.4.3 Baseline data is used to identify the likely development impact on the historic environment arising from the proposed Scheme. The results of the assessment are presented in Technical Appendix G of the ES (Volume II), which provides a basis for the determination of further stages of investigation and mitigation.

2 ASSESSMENT METHODOLOGY

2.1 Consultation

2.1.1 The Derbyshire County Council (DCC) County Archaeologist confirmed through consultation upon submission of the Scoping Report at the outset of the assessment that the data sources consulted, study areas and methodology of the historic environment assessment (including the scoping out the assessment of visual impacts) was acceptable.

Study Area

2.1.2 The study area comprises the 11ha site and a 500m buffer from the Scheme redline boundary (ES Volume III Figure G1.1), defined in order to identify known heritage assets and determine the likely potential for currently unknown heritage assets to be present upon which physical impacts could occur.

Data Collection

2.1.3 Information and views have been sought from both statutory and non-statutory bodies and repositories of heritage data during the assessment process, including:

- The National Heritage List for England (NHLE);
- The regional Historic Environment Record (HER) maintained by DCC for designated and non-designated heritage assets, historic landscape characterisation (HLC) data, and information on locally-listed parks and gardens and conservation areas;
- Derbyshire Record Office in Matlock for mapping and published sources;
- Historical Ordnance Survey map coverage;
- British Geological Survey for information on the underlying geological deposits.
- Digital terrain model derived from Light Detection and Ranging (LiDAR) data (Digital Surface Model (DSM) & Digital Terrain Model (DTM) derived from Environment Agency LiDAR data taken between 1998-2014); and
- Observations made through a site visit.

2.2 Gazetteer

2.2.1 A gazetteer has been compiled using information from the data sources listed above (Annex B).

2.2.2 All heritage assets within the gazetteer have been allocated a unique reference number, e.g. RSK ID 1, and are presented on Figure G1.1 in Volume III of the ES..

2.3 LiDAR Data

- 2.3.1 Environment Agency Light Detection and Ranging (LiDAR) data is provided as a composite dataset. Data is available at 1m resolution for the study area.
- 2.3.2 A Digital Surface Model (DSM) was generated (which includes heights of objects, such as vehicles, buildings and vegetation, as well as the terrain surface) and a Digital Terrain Model (DTM) produced by removing objects from the Digital Surface Model.

2.4 Site Visit

- 2.4.1 The site was visited by an appropriately qualified archaeologist. Heritage assets identified from desk-based sources and the areas of proposed development impact (including the access track) were visited, described and photographed.
- 2.4.2 A summary of site characteristics was noted, including any visible surface remains potentially indicative of archaeological activity, geographical/ geological features which may have had a bearing on past land use and any features which may constrain subsequent archaeological evaluation was noted.
- 2.4.3 Records were made of any extant archaeological features, such as earthworks or structural remains, any negative features, soil discolourations or cropmarks, present land use, current boundary formation, evidence for previous land use, local topography and aspect, exposed geology, soils, watercourses, exposure, health and safety considerations, surface finds, and any other relevant information.
- 2.4.4 The site was divided into Areas A – D which are referenced throughout this report, and shown on Figure G1.1. in Volume III of the ES.

2.5 Limitations and Uncertainty

- 2.5.1 By its nature, evidence of buried archaeological remains can only be identified during a site visit where features have an above-ground signature; other buried remains may exist.
- 2.5.2 The heritage asset data from the HER consists mainly of secondary information derived from varied sources. There are limitations to the dataset however:
- The dataset can be limited because it lacks random opportunities for research, fieldwork and discovery. There can often be a lack of dating evidence for sites;
 - Documentary sources are rare before the medieval period, and many historic documents are inherently biased; and
 - Primary sources, especially older records, often fail to accurately locate sites and can be subjective in any interpretation.

3 SITE DESCRIPTION

3.1 Location, Topography and Geology

- 3.1.1 The Site is located approximately 500m north of Buxton town centre within the administrative boundary of High Peak Borough Council and Derbyshire County Council (NGR 406509, 374741). The Site is bound to the west by the Buxton – Dove Holes section of the ELR BEJ/Chinley North Junction to Buxton line.
- 3.1.2 Buxton is within the white peak character area of Derbyshire. This land is described as a gently rolling upland plateau with limestone outcrops on hill summits with steeper slopes. The area has medium to large regular fields enclosed by dry-stone walls with narrow strip fields around settlements. The roads are straight with uniform verges. Nucleated limestone villages and isolated limestone farmsteads are characteristic of the area.
- 3.1.3 The Site is located along a valley, on the west bank of Nun Brook. The land therefore slopes slightly downwards towards the east and the south (the direction of flow of the brook, towards the River Wye in Buxton). Area A lies at 310-320 metres Above Ordnance Datum (AOD); Area B lies at 310m AOD; and Area C lies at 305m AOD. Beyond the railway Area A is overlooked by a steep hill to the west; runoff from this hill causes Area A to be waterlogged (thus indicated on modern mapping as marsh).
- 3.1.4 The site is asymmetrical, with a 1km long-axis orientated northeast-southwest. The site comprises pasture (Area A: 4ha), a disused tip (Area B: 2ha), an area of dismantled railway sidings (Area C: 4ha), and an access track from the A6 (Area D: 1ha), therefore totalling c.11ha.
- 3.1.5 For the proposed works the Site will be accessed via a temporary east-west access track running along Area D from the A6, to the east of the Site; and also via an existing track entering Area C from Hogshaw Villas Road to the south.
- 3.1.6 Geology in the study area is complex, however the Site itself is entirely underlain by a single bedrock deposit: Bowland Shale Formation- mudstone, siltstone and sandstone. Superficial deposits (alluvium) are recorded only in part of Area C.

3.2 Site Description

- 3.2.1 The site visit was conducted on 13th November 2015. Access was gained to all areas of the Site. The weather was mixed, with sun, rain and hail. Visibility was good and earthworks visible.

Field boundaries

- 3.2.2 Dry stone walls either side of the access track (Area D) are in disrepair and reinforced by modern fencing in places. The walls relate to a field system shown on tithe mapping (1841).
- 3.2.3 The only other remnant of the 1841 field system is a dry stone wall running east-west along the proposed drainage route between Areas A and B (see photo, Figure 4.3). The wall is not complete and is missing in the west. The wall is not well maintained and is mostly in disrepair, having been superseded by fencing. Further remnants of dry stone wall in a similar state of disrepair were observed alongside Nun Brook, outside the eastern Scheme redline boundary.
- 3.2.4 The northern Scheme redline boundary (with the railway line in Areas A, B & C) is defined by a dry stone wall. The wall includes a gateway across the line in Area A (RSK 38) and is

contemporary with the construction of the railway (1867). It is reinforced by modern fencing in places.

Area A



Figure 3.1. General view of Area A, looking south

- 3.2.5 Area A (Figure G1.1), the northern half of the Site, is a single pasture field (unploughed) currently being used to graze sheep. The field is undulating, generally sloping up from Nun Brook in the east towards the railway in the west.

Area B



Figure 3.2. View of Area B looking north east from the railway bridge

- 3.2.6 Area B (Figure G1.2) occupies the central part of the site to the south of Area A. This area has previously been used as a tip (now disused). This is depicted by the BGS as 'made ground' (<http://mapapps.bgs.ac.uk>). The area is flat but with a raised ground level relative to the adjacent Area A. There was a lower level of visibility in this area due to existing scrub. No archaeological features were identified.

Area C



Figure 3.3. Existing sidings with Area C to the east, beyond. Looking south east

- 3.2.7 To the south of Area B and east of the existing railway sidings is Area C (Figure G1.3), the site of former railway sidings. To the south the Site is accessed via an established trackway (shown on historic mapping from 1973). This area has colonised with young birch trees. The land is relatively flat in Area C, likely a consequence of levelling during the construction and de-construction of the railway sidings.

Area D (Access Track)



Figure 3.4. Area D, looking east

- 3.2.8 Area D (Figure G1.4) is a current access track which would be utilised to access the Site. It is tarmac in the east and grassed in the west.

3.3 'Historic Landscape Character' (HLC)

- 3.3.1 Field strips Buxton show the enclosure of an open field system which is evidently earlier than parliamentary 'Inclosure', which is also well-represented.
- 3.3.2 There is evidence of modern quarrying and Roman lead ore mining¹.
- 3.3.3 Area A is classified HDR9958: Unenclosed/unimproved land - Rough Grassland east of Brown Edge Road. Areas B and C are classified HDR9957: Unenclosed/unimproved land - Disused Workings. The access track Area D crosses HDR10127: Fields and Enclosed Land – Small Regular Fields – Fields North of Hogshaw / HDR106: Ornamental Parkland and Recreational – Golf Course – Fairfield Common Golf Course.

¹ Derbyshire County Council. Part One: Landscape Character Descriptions. White Peak.

4 RESULTS

4.1.1 See the gazetteer (Annex B) for full list of heritage assets, and ES Figure G1.1 in Volume III of the ES for their location.

4.2 Designated Heritage Assets

4.2.1 There are no Scheduled Monuments, Registered Parks and Gardens or Historic Battlefields within the study area.

4.2.2 There are four conservation areas within the study area.

(RSK 1) Buxton – The Park Conservation Area

4.2.3 The northern boundary of Buxton – The Park Conservation Area lies 460m south of the site. It is residential and contains The Park.

4.2.4 The conservation area contains no known heritage assets within the section that lies within the study area.

(RSK 2) Fairfield Conservation Area

4.2.5 Fairfield Conservation Area is the only designated heritage asset located partially within the Scheme redline boundary. The north west corner of the Fairfield Conservation Area extends across the potential temporary northern access route from the A6.

4.2.6 The conservation area primarily comprises the Buxton and High Peak Golf Club, as well as the Church of St Peter, properties fronting on to Waterswallows Road and also those on to St Peters Road.

4.2.7 The conservation area contains seven listed buildings within the section that lies within the study area. The conservation area's western boundary is defined by a non-designated heritage asset, a possible Roman road, and the area contains further non-designated heritage assets including a cross shaft and the findspot of a Roman horseshoe.

(RSK 3) Buxton Hardwick Conservation Area

4.2.8 The northern boundary of the Buxton Hardwick Conservation Area lies 240m south of the site. The designated area includes the town high street (former turnpike road), and is otherwise residential.

4.2.9 Within the section of the conservation area that lies within the study area there are three listed buildings and the non-designated Hogshaw Lane viaduct (which carries the railway northwards and alongside the Site).

(RSK 4) Buxton Central Conservation Area

4.2.10 The eastern boundary of Buxton Central Conservation Area lies 390m south west of the Site. It comprises Buxton Pavilion Gardens and the Crescent.

4.2.11 The conservation area contains three listed buildings within the section that lies within the study area.

4.2.12 There are 14 listed buildings, all grade II, within the study area (Table 4.1).

4.2.13 The nearest listed building, the Church of St Peter, (RSK 13) is located 230m east of the site.

RSK ID	LB Name	Grade
5	DAKIN COTTAGE AND ATTACHED GARDEN WALL	II
6	CHERRY TREE FARMHOUSE AND ADJOINING HOUSE	II
7	NUMBERS 1, 2 AND 3 OLD HALL COTTAGES (FOXES YARD)	II
8	7 BOLLARDS AT JUNCTION WITH STATION ROAD	II
9	HAWTHORNE FARMHOUSE	II
10	HOGSHAW LANE VIADUCT	II
11	LONGDEN COURT TO REAR OF NUMBER 54 (NUMBER 54 NOT INCLUDED)	II
12	5 TO 11 ST PETER'S ROAD	II
13	CHURCH OF ST PETER	II
14	ELM HOUSE AND ATTACHED OUTBUILDINGS	II
15	FAIRFIELD VICARAGE	II
16	PALACE HOTEL	II
17	THE WHITE LION AND ATTACHED STABLE BLOCK	II
18	SCREEN WALL TO FORMER TRAIN SHED	II

Table 4.1. Listed Buildings within study area

4.3 Non-Designated Heritage Assets

- 4.3.1 The HER records 14 non-designated heritage assets (RSK 19-32) within the study area, one of which (Roman road RSK 24) is located within the Scheme redline boundary. This assessment has added another seven non-designated heritage assets to the gazetteer (RSK 33-39), all of which are located within the Scheme redline boundary.
- 4.3.2 Where known, all the recorded heritage assets date to either the Roman or Post-medieval (including 19th century) period. Non-designated heritage assets in the 500m study area are described in the period narrative below.

Prehistoric Periods

- 4.3.3 There are no known prehistoric-period sites recorded on the Derbyshire HER, nor identified through desk-based assessment/site visit within the Scheme redline boundary or study area. Background information from the wider area is summarised below, which demonstrates a low overall potential for previously unknown heritage assets of these periods to be preserved within the Scheme redline boundary.

Palaeolithic Period 450,000 BC-12,000 BC

- 4.3.4 The nearest evidence for Palaeolithic activity comes from Poole's Cavern, a cave located over 2km south west of the site on the southern edge of Buxton.

Mesolithic Period 12,000 BC-4000 BC

- 4.3.5 A Mesolithic hunter-gatherer site is recorded in Buxton approximately 2km from the site: the excavation of Lismore fields in 1984 revealed a temporary structure associated with a later Mesolithic flint industry, overlain by later Neolithic structures. Situated at a point where the Wye valley widens to form a bowl shape, the temporary structure was located at the junction between the limestone and millstone grit geologies. As today, the site then was a wide, low plateau between two tributaries of the River Wye where soils would have been heavy and wet.

Neolithic Period 4000 BC-2000 BC

- 4.3.6 Neolithic activity in the wider area is evidenced by a rich collection of polished stone axes and diagnostic arrowheads collected within a 5km search area from the site, recovered during fieldwalking programmes in the 1970s (<http://www.heritagegateway.org.uk/gateway/>).

Bronze Age 2000 BC-600 BC

- 4.3.7 Bronze Age barrows (burial mounds) were raised across the crests of many of the surrounding moorland tops such as Windlow, Withery Low and Bole Hill. There is a lack of settlement evidence for this period in the locality, but frequent findspots of blackware, beaker, barbed and tanged arrowheads and one bronze rapier have been made in the region (<http://www.heritagegateway.org.uk/gateway/>).

Iron Age 600 BC- AD 43

- 4.3.8 Iron Age findspots are not common in the region but hill forts are known in all directions from the site. Castle Naze is situated 5km north west of Wormhill, with Burr Tor to the north east and Fincop to the south east.

Historic Periods

Romano-British Period AD 43-410 AD

- 4.3.9 Buxton and Melandra Roman road (RSK 24) possibly runs through the Scheme redline boundary/intersects with Area D, the northern access (Figure G1.5).
- 4.3.10 No surface evidence of the Roman road (RSK 24) at its purported crossing point with Area D was observed during the site visit, however, the HER records two previous archaeological interventions designed to identify this feature:
- In 1960 the Buxton Field Club excavated two trenches across the Buxton to Melandra Roman road. No details of results are given in the HER event record, although presumably evidence for the road was interpreted as positive, resulting in the road being labelled 'Roman' on 1973 OS mapping;
 - A watching brief over a mineral water pipeline from Buxton Crescent to Waterswallows, by Wessex Archaeology in 2011/2012 revealed no evidence of pre-modern activity. The pipeline trench crossed the postulated line of the Buxton to Melandra Roman road at one point and a 20m by 2.5m trench was excavated across this line prior to the start of the pipeline groundworks; however no evidence for the road was identified.



Figure 4.1. Intersection of Area D (project proposed access track) and possible Buxton and Melandra Roman road (RSK 24). Looking west

- 4.3.11 There are other Roman roads in the region, including "Bathamgate" running between Buxton and the fort at Brough in Noedale (NAVIO), and purported roads much nearer to the site; 375m east of the site, alongside Fairfield Road a pitched road (RSK 27) was uncovered in 1878 and interpreted as Roman. Alongside the road was a possible Roman milestone (RSK 28). Further evidence for the Roman road is located 180m north of the site, alongside the purported road is the very approximate location of a Roman milestone said to have once stood at Brook House (RSK 32). There are other findspots of Roman material from within the study area (RSK 23, 29 & 30).
- 4.3.12 Overall there is a moderate potential for known and previously unknown Roman period archaeological remains to be preserved within the Scheme redline boundary. There is

particular potential for preserved roadside activity associated with Buxton and Melandra Roman road (RSK 24).

Early Medieval Period AD 410-1066

- 4.3.13 No Early Medieval heritage assets have been identified through desk-based assessment/site visit within the Scheme redline boundary. No known sites of this period are recorded on the Derbyshire HER within the study area.
- 4.3.14 Mounds suspected to be deserted settlements are known throughout the area. A Saxon origin for these is suggested by place-name evidence: -low as a suffix comes from the Saxon -hlaw meaning 'hill'. Wormhill is Old English in origin and therefore also most likely dates to the late-Saxon/early-Medieval period. A translation suggestion of Wyma's Hill is possibly an early reference to Tideswell's parish church and its dedication to St. Margaret, often depicted as a dragon, or worm in Christian documentation. Mention of Wormhill = Wruenele also occurs in the Domesday Book of 1086. A total of four ploughs for the settlement suggests a substantial area of improved land².
- 4.3.15 A connection with Mercia is also evidenced with the suffix -wall or -well from the Mercian -waele meaning spring, Tideswell for example.
- 4.3.16 Although there was clearly an early Medieval presence in the wider area, the site was likely marsh grazing/farm land during this period. There is a low overall potential for previously unknown heritage assets of this period to be preserved within the Scheme redline boundary.

Medieval Period 1066 – 1485

- 4.3.17 No Medieval heritage assets have been identified through desk-based assessment/site visit within the Scheme redline boundary. No known sites of this period are recorded on the Derbyshire HER within the study area.
- 4.3.18 St Margaret's, the parish church for Tideswell was consecrated in 1273 and two stone crosses at Windlow and Gospel Tree (RSK 31), intended to lead travelers between Fairfield and St Margaret's are also thought to date from the Medieval period.
- 4.3.19 The site was likely marsh grazing/farm land during this period. It is possible that the large post-'Inclosure' field systems are amalgamations of an earlier Medieval/early Post-Medieval strip field system, like those seen to the east of Buxton near the golf course.

Post-Medieval Period 1485 – 1800

- 4.3.20 No 1485 - 1800 period heritage assets have been identified through desk-based assessment/site visit within the Scheme redline boundary.
- 4.3.21 The only 1485 – 1800 period heritage asset recorded within the study area is the 1758 cross-country road from Sheffield to Buxton turnpike road (RSK 25).
- 4.3.22 In 1780 Buxton began to be developed into a spa town. The fifth Duke of Devonshire believed Buxton could be made into a town similar to Bath.
- 4.3.23 The Crescent was contemporaneous with lead working rakes in nearby Tunstead. However, the small number of lead mines suggest this was a minor industry compared with other nearby Peak settlements where farmers also called themselves miners.

² <http://opendomesday.org/> Accessed 15/12/15.

- 4.3.24 Up until this period the landscape was predominantly rural/agricultural although it was beginning to be affected by the expanding lime industry. Specifically, Bunting recorded 14 lime-burning kilns in nearby Dove Holes as early as 1650. This village is 5km north of Buxton. With the development of large-scale mineral extraction, such as that 1km to the south east of the site, the character of the landscape began to change during the post-medieval period.
- 4.3.25 Other than the known Post-Medieval field boundaries within the site Scheme redline boundary, given the extent of groundworkings (lime/lead etc) in the area shown on historical mapping (see below), there is a moderate potential for hitherto unknown industrial/agricultural workings of low importance and of Post-Medieval date to be present within the Scheme redline boundary.

19th Century

- 4.3.26 Six heritage assets dating from the 19th century, all extant within the Scheme redline boundary, were added to the gazetteer as a result of this assessment (presented chronologically below).
- 4.3.27 The Derbyshire HER includes one further 19th century asset in the study area: In 1810 the Ashford to Buxton (via Taddington) road was turnpiked (RSK 26).
- 4.3.28 The 1841 tithe map for Fairfield (Figure G1.6) shows the site prior to construction of the railway. All areas within the Scheme redline boundary are situated in fields described in the apportionment as pasture. No field names recorded at the time of survey for these pieces of land are evocative of past land use, such as those related to industry (Table 2). (Apportionment 92 (east of the site) has the name of Kiln Close; the limekiln was depicted on the later 1879 OS map.)
- 4.3.29 With the exception of field boundaries alongside the site access track (Area D, see Figure 5), the only field boundary within the Scheme redline boundary likely to be contemporary with the field system depicted on the 1841 tithe map of Fairfield runs between Areas A and B (Figure G1.7).

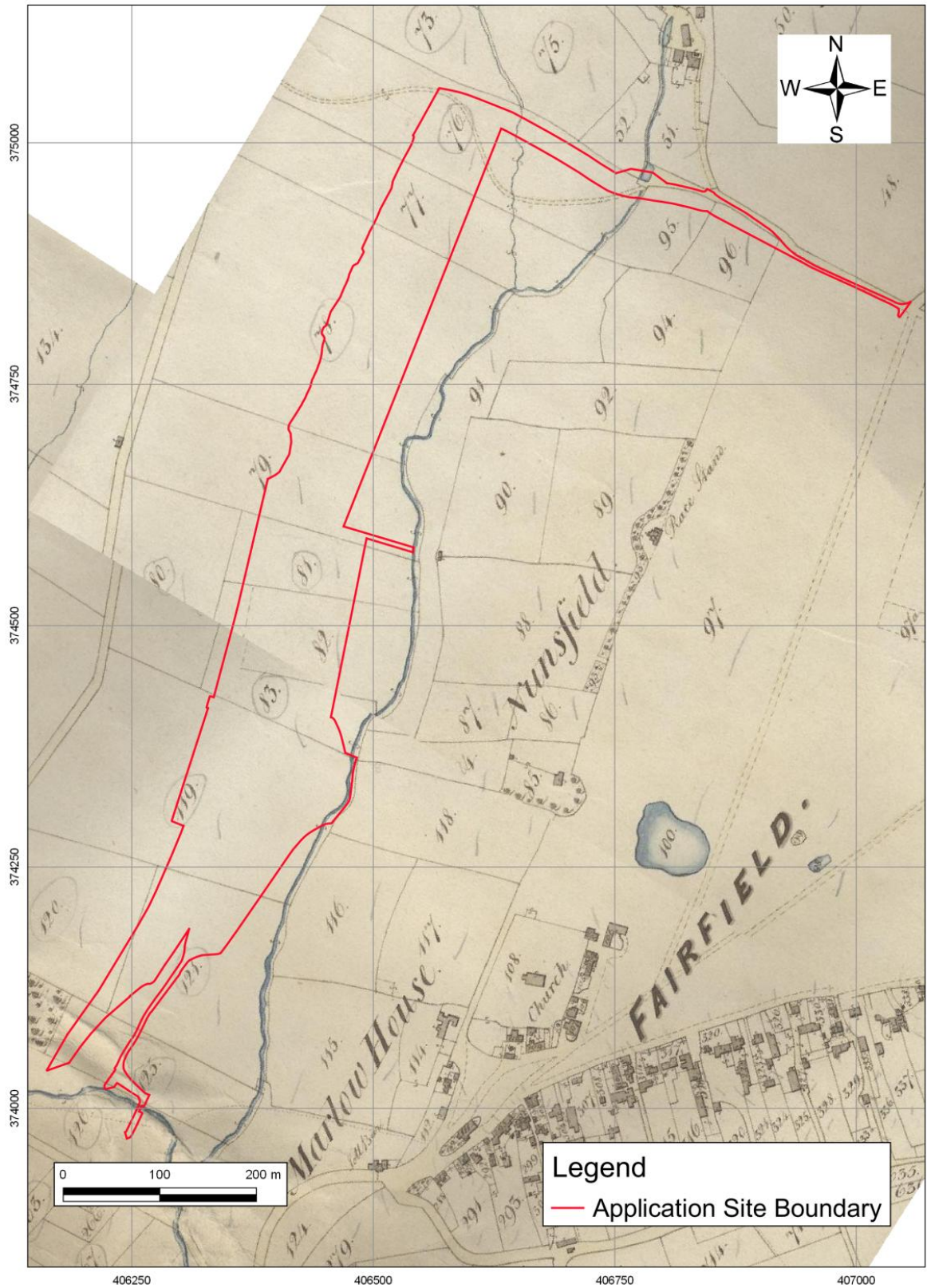


Figure 4.2. The 1841 Tithe Map for Fairfield
Reproduced with permission from the Derbyshire County Archive, Matlock.

Area	Apportionment Number	Field Name	Land Use
A	76	Jobs Piece	Pasture
A	77	Brown Edge	Pasture
A	78	Moor Piece	Pasture
A	79	Brown Edge Piece	Pasture
B	81	Part of Lower Brown Ridge	Pasture
B	82	Part of Lower Brown Edge	Pasture
B	83	Part of Lower Brown Edge	Pasture
C	119	Brown Edge	Pasture
C	121	Brown Edge	Pasture
C	125	Hogshaw	Pasture
D	95	Lower Piffen End	Pasture
D	96	Piffen End	Pasture

Table 4.2. 1841 tithe apportionment details indicating land use and name of the former fields within the Scheme redline boundary

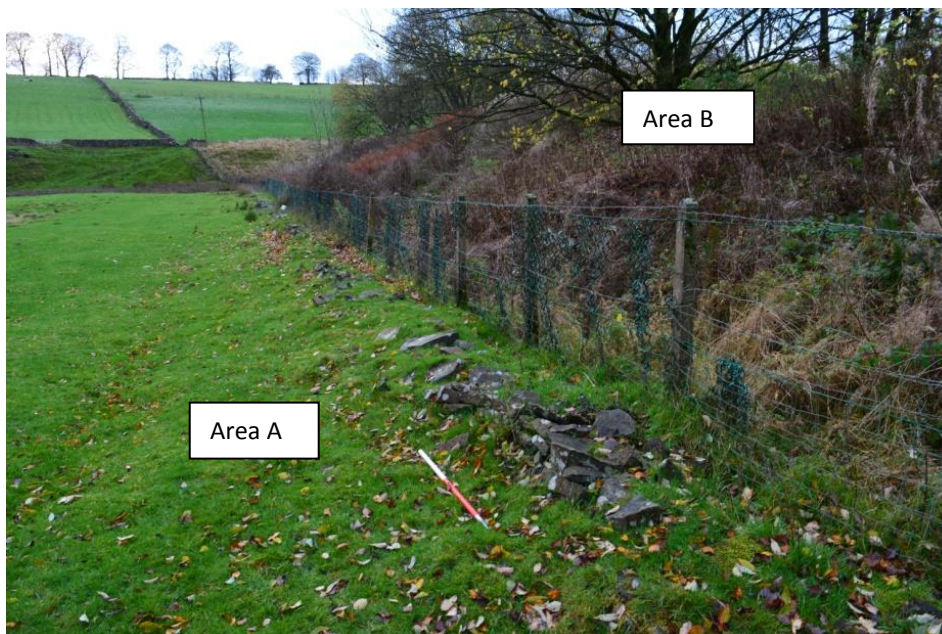


Figure 4.3. Disused dry stone wall between Area A and Area B looking east towards Nun Brook. Field boundary is shown on 1841 tithe mapping. (Note difference in ground level between Area A and B (landfill). 1m scale

- 4.3.30 In 1867 the railway reached Buxton. Two railway stations (located outside the study area for the assessment) were created for Buxton for the MR and LNWR lines (RSK 22); these were twin stations situated next to each other. Railway housing (RSK 21) is also contemporary. The station was opened in 1863³.
- 4.3.31 The 1879 1:2500 OS map gives an indication of land use in the wider area. A brick yard and brick and tile yard were situated to the west of the site. Quarries and limes kilns were common in the surrounding landscape. At the Area D site access to the west of Barms Farm, as across much of Fairfield Common, quarrying was taking place, most likely for the liming of agricultural fields. Brookhouse Farm and Barms Farm were located to the north of the Scheme redline boundary and Nuns Farm located to the south.
- 4.3.32 A pump house was depicted in the north west corner of Area A (RSK 33, see Figure G1.12). No surface indication of this was observed during the site visit. In Area B two rows of trees were present in the location of removed field boundaries depicted on the tithe map (see Figure G1.6). Area C comprised three fields with a railway footbridge in the northern field. In the southern field there was a signal box for the railway. The southern access road crossed Hogshaw Brook in the south.
- 4.3.33 The 1879 1:2500 OS map shows the constructed railway which now defines the Scheme redline western boundary. The dry stone boundary wall observed during the site visit is contemporary with the railway, and includes a set of good quality hewn gate posts in Area A (RSK 38) (Figure G1.8). Metal hinges indicate that a gate would have been hung between them. There is no apparent gateway on the other side of the railway that would suggest a crossing, thus this gate must have allowed for access to the railway line itself.



Figure 4.4. Gateposts c.1867 on the western boundary of Area A, looking south west. Beyond the gate is the railway. 1m scale

- 4.3.34 During construction of the railway, a significant portion of the site alongside was disturbed (as shown on Figure G1.9).

³ <http://www.disused-stations.org.uk/b/buxton/>. Accessed 14/12/15.



Figure 4.5. View of Area A looking south along the highest point of the field, showing previous disturbance, likely through construction of the railway (to the west). 1m scale

- 4.3.35 By the time the 1879 1:2500 OS map was published the farm access track (Area D) was established and it is likely that the bridge over Nun Brook (RSK 36, Figure G1.11) and the revetted tributary (RSK 37, Figure G1.10) (both added to the gazetteer as a result of the site visit) are contemporary with this period.
- 4.3.36 The 1879 map is not reproduced in this report, however the features are shown on the 1898 map (Figure G1.12).



Figure 4.6. Dry stone revetment of tributary (RSK 37) in Area D. 1m scales



Figure 4.7. Bridge (RSK 36) in Area D over the Nun Brook. 1m scale

- 4.3.37 The 1898 1:2500 OS map (Figure G1.12) depicted minor change to the area within the Scheme redline boundary.
- 4.3.38 Area A was fields and a pumping station was still present, labeled *Fairfield U.D.C. water works*.

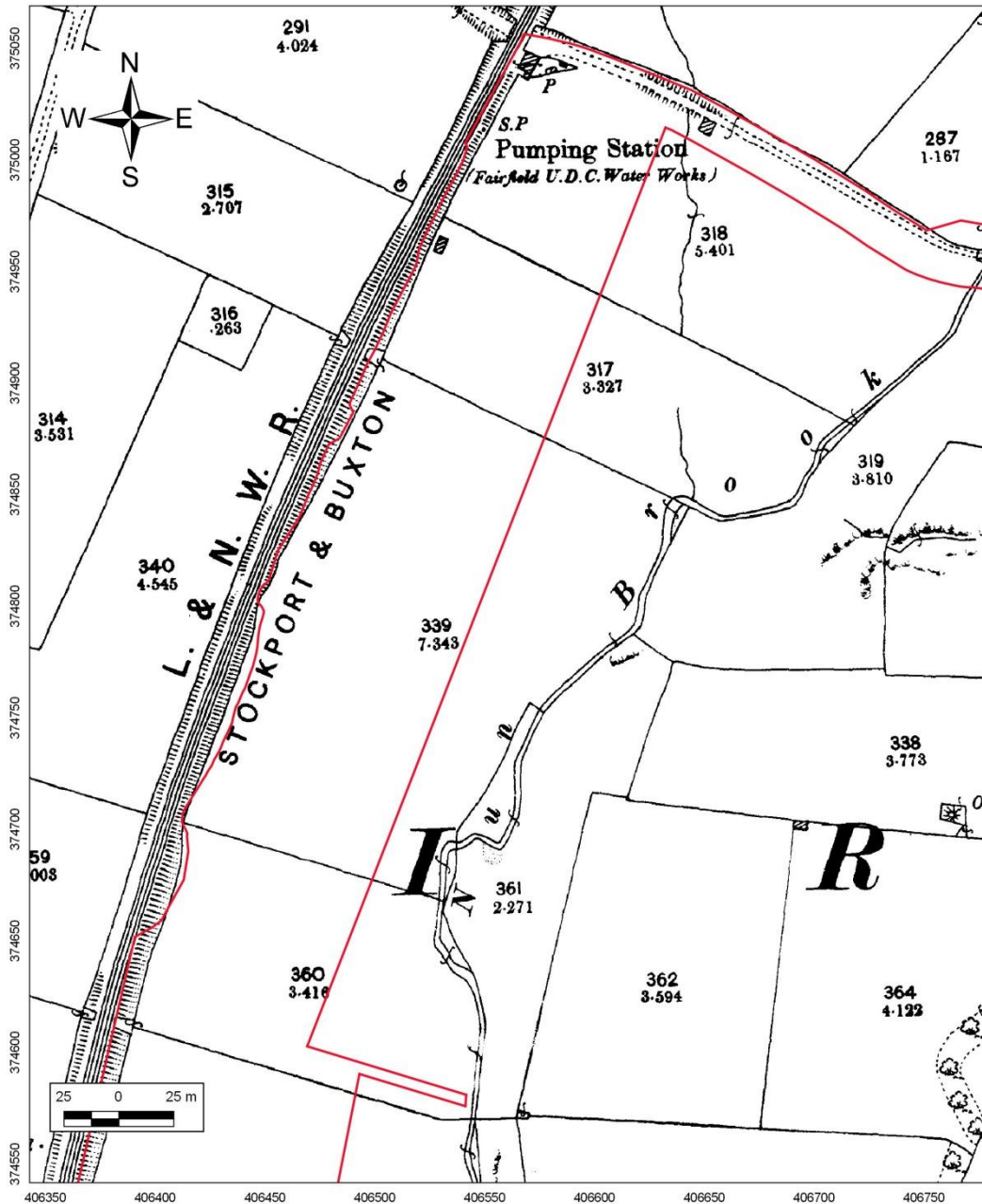


Figure 4.8. 1898 1:2500 OS Map showing Areas A and B. NB Pumping Station (RSK 33), the Nun Brook and bridge (RSK 36), and tributary of the Nun Brook (dry-stone revetted, RSK 37)

4.3.39 Area C underwent the greatest transformation during the late 19th century, with the development of extensive railway sidings and an associated engine shed (RSK 35, Figures G1.13-15) and turntable (RSK 34, Figure G1.15). No surface evidence for the turntable (RSK 34) was observed during the site visit, however, foundation remains of the engine shed (RSK 35), sidings and sleepers were visible preserved extant.



Figure 4.9. Brick foundations of Engine Shed (RSK 35) shown on 1898 OS map, Area C. Looking south east. 1m scales



Figure 4.10. Sidings shown on 1898 OS map, Area C. Looking south east. 1m scales

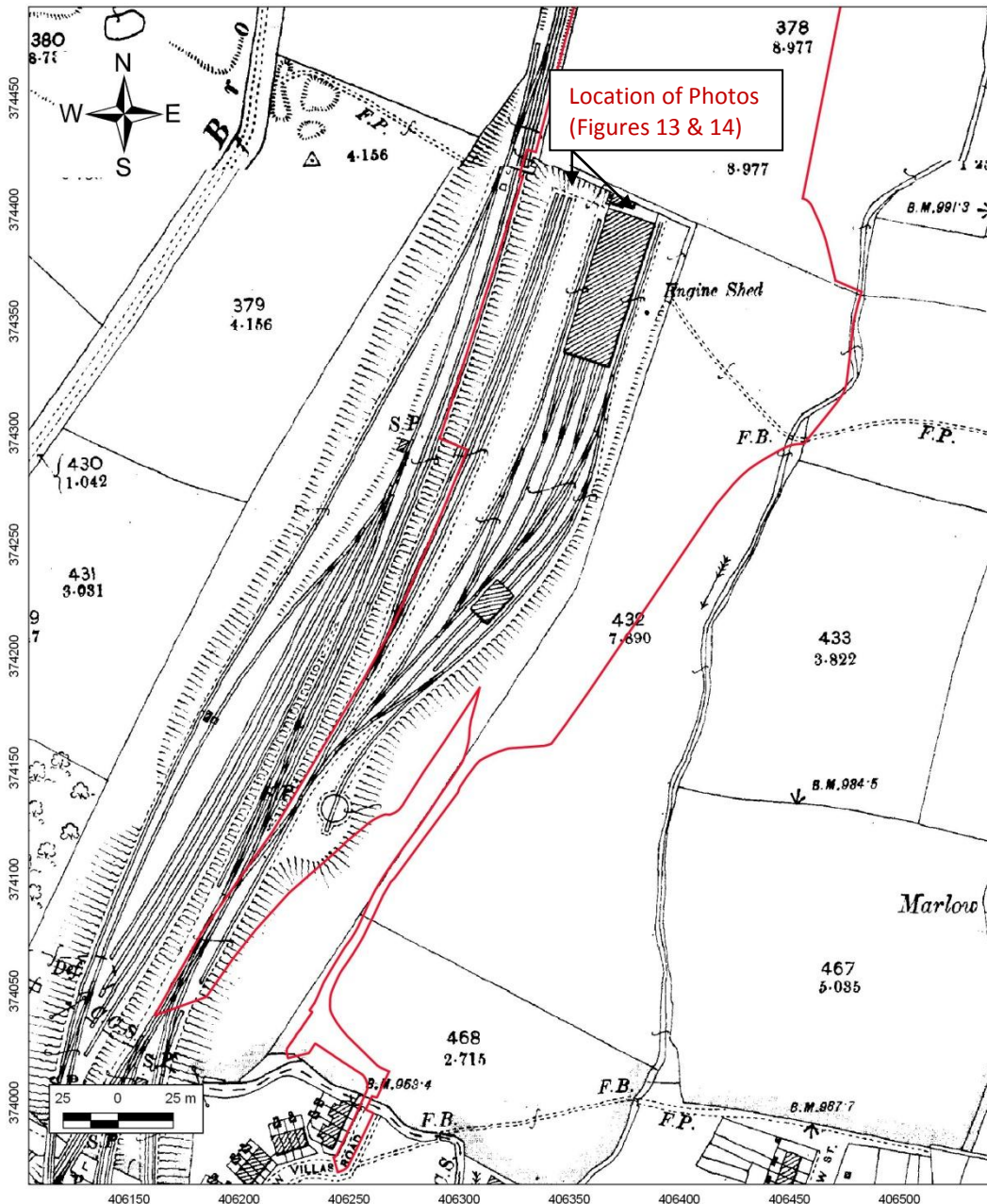


Figure 4.11. 1:2500 1898 OS Map showing Engine Shed (RSK 35) and turntable (RSK 34) in Area C

4.3.40 Given the detailed recording of landscape features within the Scheme redline boundary on superseded OS (and other) mapping throughout the later historic period, other than the known extant structural features observed within the Scheme redline boundary during the site visit, the potential for previously unknown 19th century heritage assets of importance to be preserved within the Scheme redline boundary is low.

20th Century

4.3.41 The 1922 1:2500 OS map showed that the sidings infrastructure in Area C had become more densely developed during the early 20th century.

4.3.42 The 1973 1:2500 OS map showed that Area C was redeveloped, resulting in the removal of all the railway sidings, including the engine shed.

- 4.3.43 Landfill at Area B was established along with a track for access (the Scheme's southern access).
- 4.3.44 Area A no longer had any buildings in it, although the pump remained. The field boundaries in this area were removed, creating a single large field.
- 4.3.45 Buxton MR station was closed in 1967 and the rest of the station was demolished. The LNWR station remained open.
- 4.3.46 In the surrounding area there were major developments in the landscape with the development of a large number of residential properties along the road to the west of the railway line. The removal of field boundaries to create large amalgamated units of land was widespread in the surrounding area.
- 4.3.47 Given the detailed recording of landscape features within the Scheme redline boundary on superseded OS mapping throughout the modern period, the potential for previously unknown 20th century heritage assets of importance to be preserved within the Scheme redline boundary is low.

LiDAR Data (uncertain date)

- 4.3.48 Light Detection and Ranging (LiDAR) data assessment for the purposes of the current project found that a slight linear depression thought at the time of the site visit to be a field boundary (Figure G1.16) is actually part of a larger, possible enclosure (Figures G1.17 & G1.18) within the Scheme redline boundary. The feature comprises parallel linear ditches, joined at the ends with a semi-circular ditch. This is cut by a perpendicular linear ditch which may or may not be related.
- 4.3.49 The enclosure appears to have been cut through by the railway and does not equate to any landscape features, such as former fields or trackways, depicted on historic mapping.



Figure 4.2. Linear element of feature RSK 39 (directly beneath scale) in Area A. Looking east. 1m scale

- 4.3.50 The heritage importance of the feature, and potential for associated remains is, at present, uncertain.

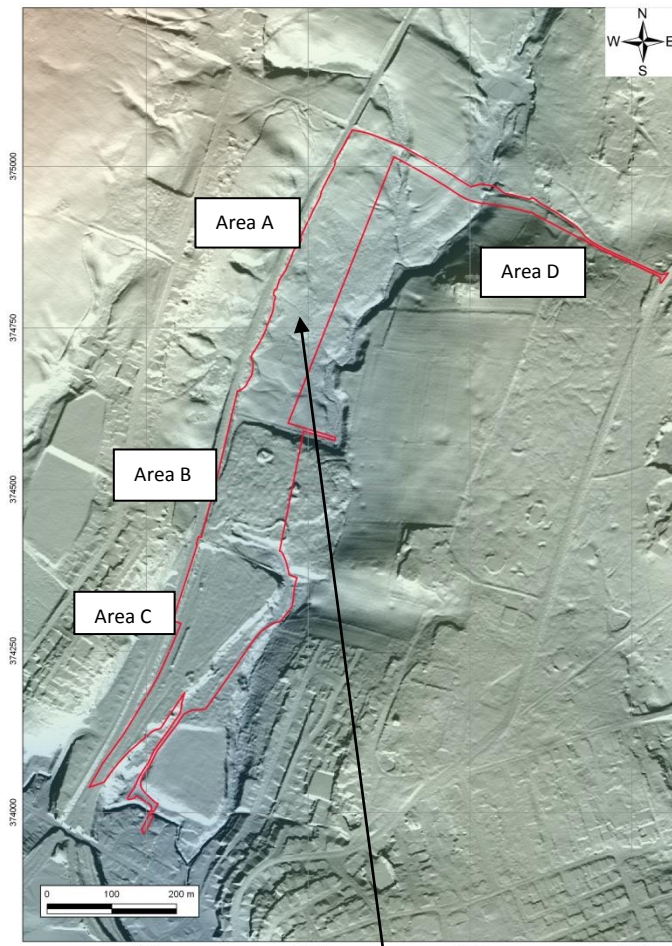


Figure G1.5.
Digital Terrain Model (DTM)
derived from LiDAR data (whole
site boundary)

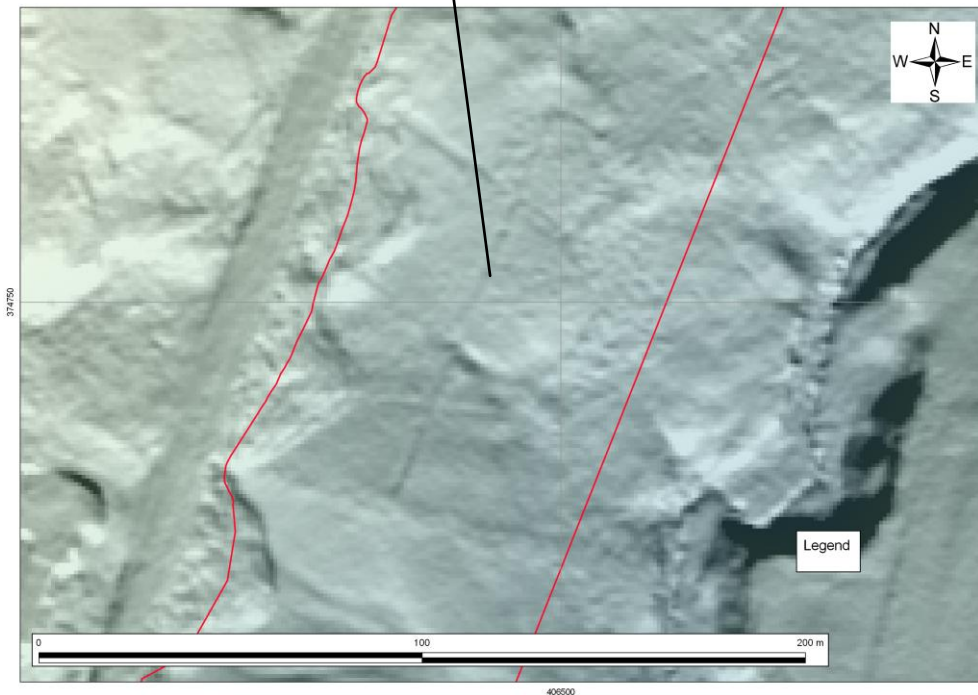


Figure 4.3. DTM LiDAR data – detail of RSK 39 (possible enclosure, uncertain date) © Environment Agency copyright and/or database right 2015. All rights reserved.

4.4 Previous Archaeological Work

4.4.1 Archaeological interventions recorded by the Derbyshire HER and carried out in the study area are summarised in Table 4.3.

4.4.2 As shown on Figure G1.1 (ES Volume III), RSK 42, 43 & 44 were carried out in the vicinity of the Scheme redline boundary.

RSK ID	Name / Findings	Organisation	Year
40	Evaluation, The Railway Hotel, Buxton. Seven trenches found land was disturbed. No artefacts pre 1800s.	Oxford Archaeology North	2004
41	Archaeological desk-based assessment report.	North Derbyshire Archaeological Trust	1981
42	A watching brief was undertaken during the excavation of a pipeline within the Buxton Area of Archaeological Interest, from Nunsfield Farm to Waterswallows. No evidence of pre-modern activity was encountered at any stage. The pipeline trench crossed the postulated line of the Buxton to Melandra Roman road at one point, and a 20m by 2.5m trench was excavated across this line prior to the start of the pipeline groundworks; however no evidence for the road was identified.	Wessex Archaeology	2012
43	Trench (approximate location) across the Roman road. [No further information given]	Buxton Field Club	1959
44	Trench (approximate location) across the Roman road. [No further information given]	Buxton Field Club	1960
45	An archaeological desk-based assessment was carried out at Spring Gardens, Buxton.	CgMs	2007

Table 4.3. Summary Results of Previous Archaeological Events in the Study Area

5 ARCHAEOLOGICAL POTENTIAL

Area A

- 5.1.1 In general the potential for previously unknown archaeological remains to be present in Area A is assessed as low, however a potential enclosure of uncertain origin has been identified in LiDAR data as part of this assessment. Further works to determine the feature's significance are required.
- 5.1.2 Further known heritage assets of low importance within the Scheme redline boundary (Area A) include stone walls dating from at least 1841, a stone wall with gateposts (RSK 38) dating from 1867, and a pumping station dating from 1879.

Area B

- 5.1.3 Area B has no archaeological potential due to its use as landfill in the 20th century which will have destroyed any pre-existing archaeological deposits.

Area C

- 5.1.4 The assessment has demonstrated that material remains of railway sidings c.1898-1973 including an engine shed (RSK 35) and potentially a turntable (RSK 34) are preserved within the Scheme redline boundary.
- 5.1.5 Area C has limited potential for the survival of archaeological remains predating the 19th century due to the construction of the railway sidings; the foundations are likely to have truncated any previous archaeological deposits.

Area D

- 5.1.6 Area D crosses the line of a possible Roman road (RSK 24). Previous archaeological assessments have demonstrated that Roman material remains may be preserved beneath the existing access track to the site.
- 5.1.7 Further known heritage assets of low importance within the Scheme redline boundary (Area D) include stone walls alongside the access track dating from at least 1841, a bridge over the Nun Brook (pre-1841) (RSK 36) and dry-stone revetment of a tributary to the Nun Brook (uncertain Post-Medieval date) (RSK 37).

6 CONCLUSIONS

- 6.1.1 There are areas of known and potential archaeological interest within the Scheme redline boundary, predominantly from the Roman and post-Medieval periods, which have been identified through a combination of desk-based sources and a site visit.
- 6.1.2 Construction of the Buxton Sidings Extension Scheme would involve several activities that have the potential for a physical impact on buried archaeological resources, including groundworks for access, compounds, and drainage, and/or installation of the new sidings.
- 6.1.3 As part of the Environmental Impact Assessment, a historic environment impact assessment has been undertaken (Technical Appendix G in Volume II of the ES).

7 REFERENCES

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