

A Walkover Survey of the Proposed Cycle Path Route from Bakewell to Buxton.



ARS Ltd Report 2010/23
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May 2010

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**A Walkover Survey of the Proposed Route Cycle Path Route from
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ARS Ltd Report 2010/23**

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Archaeological Research Services Ltd

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EXECUTIVE SUMMARY

In March 2010 Archaeological Research Services Ltd were commissioned by the Peak District National Park Authority to undertake a walkover survey of the proposed cycle path route from Bakewell to Buxton.

The walkover survey located and recorded 53 features; the majority of which are related to the former railway line which the majority of this route follows. A number of features relating to Post-Medieval industrial and agricultural activity have also been identified including lime kilns and lead mines. A single linear upstanding earthwork, possibly relating to a relict field boundary of Romano-British origin has been identified in close proximity to the proposed cycle path. This earthwork does not appear to continue onto the level ground adjacent to the River Wye.

1. Introduction

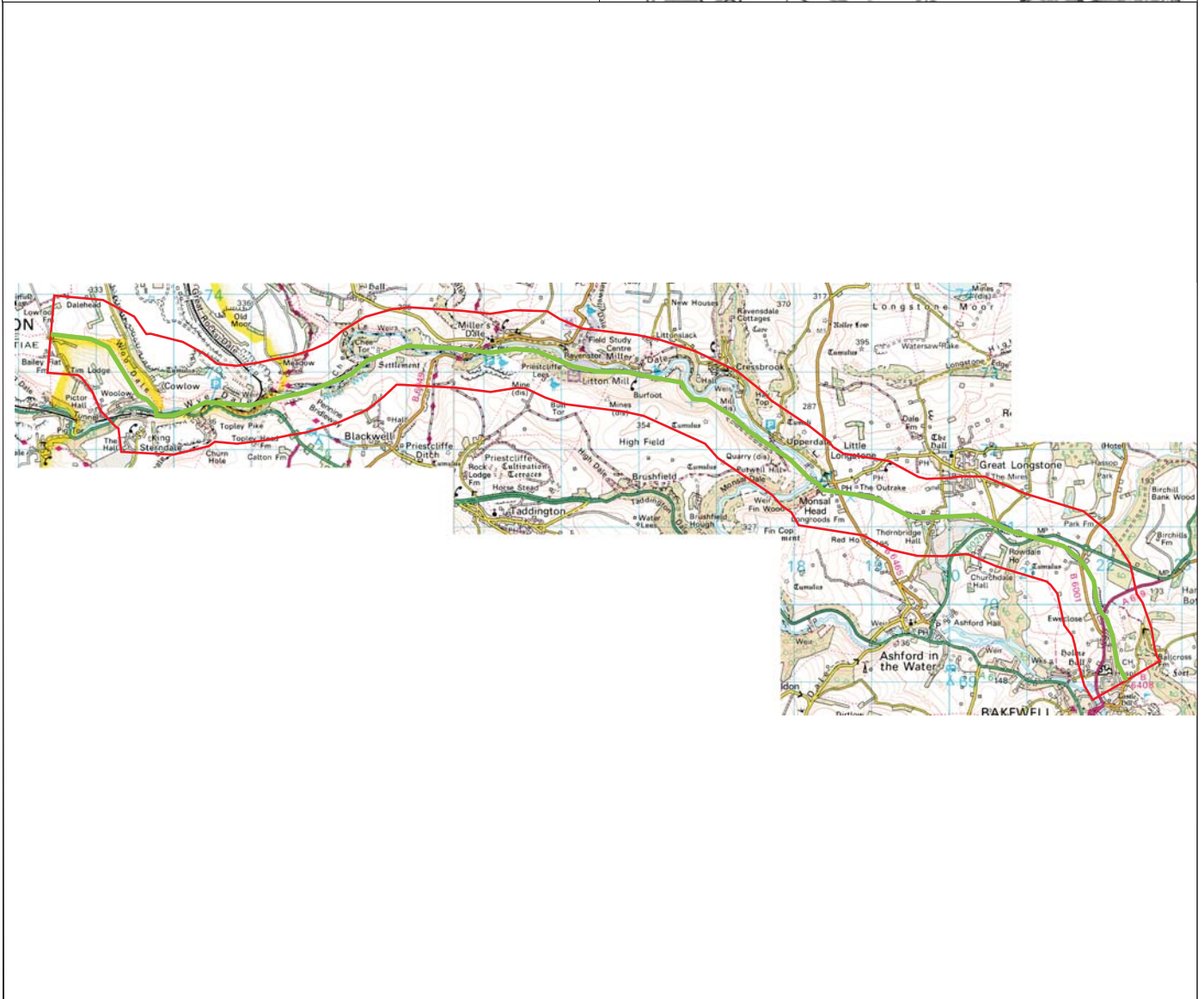
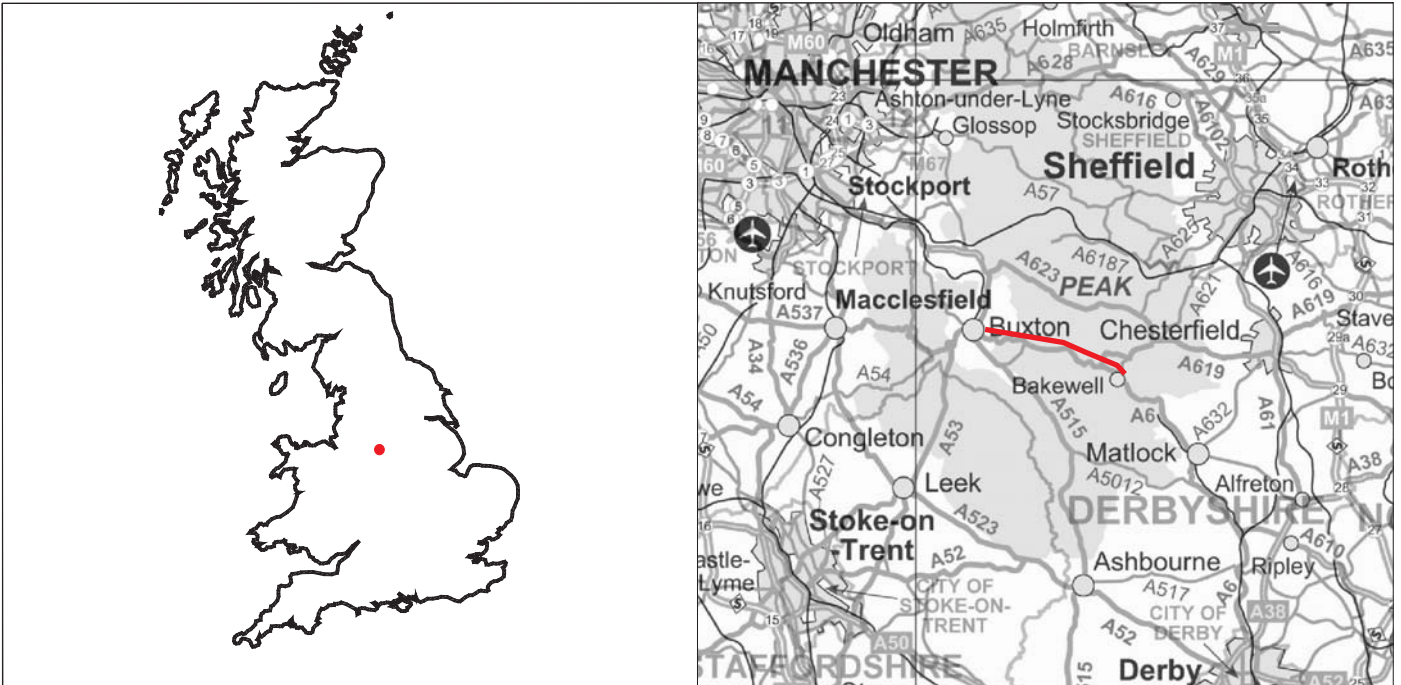
- 1.1 In March 2010 Archaeological Research Services Ltd were commissioned by the Peak District National Park Authority to undertake an archaeological walkover survey of a proposed cycle path route from Bakewell to Buxton. A Desk-Based Assessment has also been undertaken by Archaeological Research Services Ltd (Smalley 2010).

2. Location and Geology

- 2.1 The study site runs from Red Gap Farm (NGR 408415, 373480) in the west to Bakewell Railway Station (NGR 422283, 369021) in the east. The cycle route is c.16.5km in length (see Figure 1). Much of the proposed cycle route will follow the Monsal Trail on the former line of the Manchester, Buxton, Matlock and Midland Railways.
- 2.2 The solid geology of the majority of the study site is undifferentiated Dinantian Rocks, consisting of Limestone with Subordinate Sandstone and Agrillaceous Rocks across the central and western part of the study site. The Bowland High Group and Craven Group formations are situated across the east of the study site from Little Longstone to Bakewell. Three outcrops of Carboniferous Mafic Lava are present at Miller's Dale. Discrete areas of superficial geology are present across the eastern half of the study site, comprising an area of Till across the region of Great Longstone and two areas of Peat deposits to the west of Monsal Head. Alluvium deposits are likely to be present along the route of the River Wye (British Geological Survey 2008).
- 2.3 The topography of the study site varies greatly; much of the proposed cycle route follows the River Wye Valley. From west to east, the study site starts at Red Gap Farm at approximately 326m Above Ordnance Datum (AOD), the proposed route then drops into and along Woo Dale down to 275m AOD, the proposed path continues along the route of the River Wye gently dropping in height from an average of 240m AOD to 175m AOD. The proposed route emerges from the Wye Valley at Monsal Head and continues along the Monsal Trail and former railway line to Bakewell, gently dropping in height from 200m AOD to 150m AOD to the west of Castle Hill, Bakewell.

3. Aim of the Project

- 3.1 The objective of the walkover survey was to gather sufficient information to establish, where possible, the presence or absence, character, extent, state of preservation and date of any archaeological features within the specified survey area.




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Site Code: [Buxton to Bakewell Cycle Path](#)
 Drawing Ref: [Report Fig. 1](#)
 Date: [March 2010](#)
 Drawn: [HS](#)
 Scale: [Not to Scale - Illustrative Only](#)

Key:

- Site location
- Proposed route of cycle path



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Figure 1: Site Location

4. Background

- 4.1 The Desk Based Assessment undertaken by Archaeological Research Services Ltd (Smalley 2010) states that the proposed cycle path route crosses a landscape rich in archaeological activity. Areas along the route have been utilized in the past from the Bronze Age onwards (Smalley 2010).
- 4.2 Prehistoric activity is evident within 500m of sections of the proposed route including Bronze Age tumuli in the proximity of Wye Dale and Romano-British settlements near Chee Tor and Cow Low. Although such activity is known in the local environs only one Romano-British feature is in close proximity to the proposed route of the cycle path itself.
- 4.3 There is considered to be a high potential for Post-Medieval activity along the length of the route; including industrial activity such as kilns and the former railway line. The construction of the railway is likely to have truncated, removed or obscured any archaeological deposits along the proposed route of the cycle path.

5. Methodology

- 5.1 The walkover survey was carried out by Richard Smalley on 18th, 19th, 22nd, 23rd and 24th March 2010 and consisted of the survey area being walked in a systematic fashion on the immediate vicinity of the proposed cycle path in order to fulfil the objectives of this stage of the assessment. Once features had been identified they were mapped using a Magellan Mobile CX Professional Global Positioning System. They were then photographed and a description was made of the features. Features that could not be recorded using a GPS, such as those within rail tunnels, were positioned using a measuring wheel. The results of the walkover survey are recorded in Appendix. 1.

6. Results

- 6.1 The walkover survey identified 53 features along the proposed cycle path route. Many of these were related to the former railway line; however some are of an industrial nature. The features are discussed in further detail below.
 - 6.1.1 Prehistoric and Romano-British

The Desk Based Assessment undertaken by Archaeological Research Services Ltd identified a moderate potential for Prehistoric activity along the proposed route. Situated within close proximity to the proposed cycle path route south of Cowlow is a subtle linear earthwork (**F53**) and is likely to correspond to an earthwork feature identified by aerial photography during the Derbyshire NMP project (ARS Ltd 2010). This feature could only be identified clearly in the evening sunlight (Figure 50), is not discernable in the immediate vicinity of the proposed cycle path route (Figure 51) and does not continue onto the level ground adjacent to the River Wye. This feature may represent a derelict field boundary of possible Romano-British date associated with the nearby settlement and field system of Cowlow.

6.1.2 Medieval

The HER records two mill sites on the banks of the River Wye: Blackwell Mill and Tideswell Mill. Medieval settlement foci are located away from the study area; however a number of areas of ridge and furrow are located within a 500m radius of the proposed cycle route at Great Longstone (ARS Ltd 2010). No Medieval activity was identified during the walkover survey.

6.1.3 Post Medieval

Seven features identified during the walkover survey can be attributed to the Post-Medieval period.

The blocked up entrance to the former Putwell Hill Lead Mine (**F24**) can be seen approximately 145m south east of the former Monsal Dale railway station (see Figure 25). Reference is made to the mine entrance on an information board at the site of the former Monsal Dale station and a well used path branching off from the Monsal Trail suggests that the site is often visited. This feature is little more than a blocked up natural fissure in the rock face

Miller's Dale Quarry extends over a large area on the slopes of the hills south of Miller's Dale and north of Priestcliffe; however around the grid reference 414238,373239 elements of these works (**F27**) encroach towards the proposed route of the cycle path. Feature 27 is a stone built structure located close to the southern edge of the proposed cycle path and is likely to be related to limeworks at Miller's Dale (see Figure 28). The majority of the quarry works are located further up the slope, to the south of the study area.

A rectangular stone structure (**F35**) is evident on the stretch of the Monsal Trail between the Cressbrook and Litton tunnels. The building measured approximately 15m x 3m and had an internal dividing wall. No other structures, such as platforms, were noted nearby so it is unlikely that this building was related to the railway. This structure may represent a former dwelling, predating the railway, possibly built to serve the nearby Buddle Lead Mine (See Figure 36).

Situated along the valley of Woo Dale are three Post-Medieval features of agricultural origin. The remnants of a limestone wall (**F50**) are visible within an area of level ground where a gully enters the Woo Dale. The wall descends the dale side at 90 degrees to the footpath but ceases 5 meters from the proposed route of the cycle path (Figure 52). The wall probably dates to the period of enclosure from the 17th to 19th century. This feature will not be impacted upon by the proposed cycle path.

Situated at the northern end of Woo Dale is a rectangular feature cut into the limestone bedrock with the vestiges of a wall constructed from limestone blocks at the front (**F51**). The feature measures 6.2m in length and 3.5m in width (Figures 53-54). The feature is located eight metres from the proposed route of the cycle path and will not be impacted by the proposed development. The feature may have acted as a shepherds hut and is of probable Post-Medieval date.

Finally, a raised farm track constructed from irregular limestone blocks is situated at the northern end of Woo Dale, at the bend of the public footpath (**F52**). The

raised farm track is at a height of 1.5m with an overall length of 21m (Figures 55-56). The feature is situated over 10m from the proposed route of the cycle path and will be unaffected by the proposed development.

6.1.4 19th and 20th Centuries

The majority of features identified during the walkover survey are related to the former railway line and therefore date from the 19th and early 20th centuries. A number of brick and stone bridges cross the proposed route of the cycle path. These have been recorded and a list can be seen in Appendix 1.

Bakewell Train Station (**F13**) was constructed in 1862 and went through a number of alterations in parallel with the growth of the town in 1866, 1870 and 1873. Weighbridges and offices were constructed at the site in 1882 (Hudson 1989). The station at Bakewell is now used as offices. The station buildings survive in a good state of preservation (see Figure 14) however no evidence of former platforms survive. A metal signpost (**F14**) survives within the grounds of the station. The signpost reads “MR” which probably stands for “Midland Railway” and is likely to date to the construction of the station. In 1923 the line changed in operation from Midland Railway to L.M.S (London, Midland and Scottish Railways). This sign post can be seen in Figure 15.

Hassop Train Station (**F10**) is located approximately 1.6km north of Bakewell station. The station was opened in 1863 and was closed in 1967. Until recently the station was used as a book shop. The basic external structure of the station seems to be in good condition. However, a number of windows have been filled in and discolouration of some of the stonework provides evidence of the triangular verandas that used to exist above the fenestration arches (see Figure 11). There is no surviving evidence of former platforms at this station on the Monsal Trail. Situated to the south of the station platform is the remains of a concrete pedestal, with iron prongs (**F11**). This feature is located in the region of the former signal box and therefore may be associated with this structure.

Great Longstone Station (**F4**) was built in 1863 by Mr Charles Humphreys (Hudson 1989) and comprises two parallel platforms which were elongated in 1903 (Hudson 1989). The Grade II listed station house was constructed in 1863 and was undergoing restoration during the walkover survey (see Figure 5). This structure is now a private residence. In 1913 the name of the station was changed from ‘Longstone’ to ‘Great Longstone’ as it is known today (Hudson 1989).

Monsal Dale station (**F22**) opened in 1866. Old photographs of the site show two parallel platforms, of which only the southern or ‘down’ platform survives (see Figure 23). To the east of the station site a structure of brick construction (**F21**) is evident (see Figure 22). This building is likely to have been related to the former railway, perhaps a 20th century line side hut constructed some time after 1922.

The station building (**F30**) at Miller’s Dale was constructed in 1863. The eastern half of the building is now used as a Peak District National Park information centre and a Ranger post; the western half is now an empty shell. Two long, parallel platforms survive at this station (see Figure 31). To the east of the

station are the Miller's Dale Viaducts. The South Viaduct (**F29**) is Grade II* listed and forms part of the proposed cycle path route and was constructed in 1862-3. The viaduct is of stone construction with iron railings (see Figure 30).

A stone built structure with an iron box shaped container above (**F31**) can be seen approximately 430m west of the Miller's Dale railway station. This would have contained liquid such as diesel for the railway industry; the elevated container would allow gravity fed insertion into engines. Feature 31 can be seen in Figure 32. The original plan of Miller's Dale railway station shows a structure in the same location as this structure which may suggest that it forms part of the original design of the railway line in 1863 (Hudson 1989). However the station at Miller's Dale went through a great deal of development between the 1870s and early 1900s (Hudson 1989).

The East Buxton Limeworks (**F32**) (see Figure 33) are located approximately 560m west of the former Miller's Dale railway station. These limeworks consist of two large lime kilns built around 1867 and worked until 1944. The site has a good level of preservation with tunnel entrances and draw arches can be seen.

Blackwell Mill Halt is generally accepted as having been the smallest station in the country and was constructed for the employees of the railway in 1863 and closed in 1966. The small station house at Blackwell Halt (**F38**) was still standing at the time of the walkover survey; however the building is in disrepair and the entire station site, including the staggered short platforms (**F39** and **F40**), is heavily overgrown with woodland and shrubbery. The station house is of stone construction with areas of brick repair. Some internal features still survive within the building including a hearth/brazier and a brick floor. Blackwell Halt station can be seen in Figures 39-41.

In close proximity to Blackwell Halt a piece of disused equipment from the railway (**F41**) and probably relates to a ground signal associated with Miller's Dale Junction. The age of the feature is difficult to ascertain as the area also contains discarded modern material from the active railway line immediately to the north of the site (see Figure 42).

Other features likely to be related to the former railway's infrastructure include a number of concrete structures which are likely to be related to former line side huts used as shelter for workers and for storing equipment (**F1**, **F2**, **F8**, **F9** and **F36**). These line side huts appear to have been constructed after 1922 and before the line closure in 1968. A former electricity/communication pole (**F28**) is present at Miller's Dale. This feature is likely to date to the 20th century, a number of photographic examples are seen throughout this period. A former signal post base is present to the east of Monsal Dale Station (**F20**), the signal post is present on the 1898 Ordnance Survey. A wooden post (**F23**), possibly relating to a former sign post stating the approach of Cressbrook tunnel, is present to the east of the tunnel and may be of late 19th – early 20th century in date. An oblong concrete plinth (**F25**) is present to the west of Litton Mill. This feature may relate to a signal post present on the 1922 Ordnance Survey. The base of a signal post is also present close to Chee Tor Tunnel (**F33**), this feature relates to a signal post present on the 1898 Ordnance Survey. The heavily overgrown remains of a brick structure possibly representing the remains of a

line side hut (F7) are also evident in the cutting between Great Longstone and Hassop stations. This feature may relate to a small structure seen on the 1883 Ordnance Survey which disappears by the 1898 Ordnance Survey, were a signal post is constructed nearby.

All the tunnels along the proposed route were accessed and investigated. A metal plaque (F43) was identified on the northern wall of Headstone Tunnel approximately 362m from its eastern entrance. The plaque is sub-circular in shape and the number '156' is marked in black on a white background (see Figure 44). All of the tunnels contained brick arched niches at regular intervals; however one niche (F45) in Litton Tunnel had been extended into the natural rock wall behind and may have been used for storage (Figure 46). The remains of a former fire hydrant (F46) are evident just within the western entrance to Litton Tunnel. Two stone rectangular features are evident at 55m (F47) and 204m (F48) from the western entrance of Chee Tor Tunnel and can be seen in Figures 48 and 49; these features may date to the construction of the tunnel or line, c.1860-63.

Situated adjacent to the westernmost railway viaduct along the proposed cycle path route is a small feature constructed from angular dressed stone blocks (F49). From its method of construction and stonework, this feature appears to date from the same period as the construction of the railway (Figure 57). The feature may be associated with the construction of the viaduct which rises above the proposed route of the cycle path.

7. CONCLUSION

- 7.1 As a result of the walkover survey 53 features were identified along the route of the proposed cycle path. A number of these features, such as railway stations and lime kilns, correspond with information available on from the HER and NMR. However, a number of smaller features related to the former railway infrastructure that does not appear on the HER and NMR have also been identified.
- 7.2 A single linear earthwork has been identified to the south of Cowlow and is likely to correspond to an earthwork feature identified through aerial photographic analysis (ARS Ltd 2010). This feature may represent a relict field boundary, possibly of Romano-British date, associated with the settlement and field system of Cowlow, the core of which is situated 400m to the north. This feature was only identifiable in low sunlight and does not extend onto the level ground adjacent to the River Wye.
- 7.3 The majority of features recorded during the walkover survey date from the 19th and 20th centuries and are related to the former railway line; however a number of Post Medieval industrial sites and agricultural features have also been recorded.

8. PUBLICITY, CONFIDENTIALITY AND COPYRIGHT

- 8.1. Any publicity will be handled by the client.
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10. ACKNOWLEDGEMENTS

- 10.1. Archaeological Research Services Ltd would like to thank all those involved in this project. In particular Archaeological Research S Ltd would like to thank the Senior Conservation Archaeologist Sarah Whiteley.

11. References

Archaeological Research Services. 2010. *An Archaeological Desk Based Assessment of the Buxton to Bakewell Cycle Path, Derbyshire.*



Figure 2: Feature 1- Concrete structure, line side hut. Scale = 1m.



Figure 3: Feature 2- Concrete structure, line side hut. Scale = 1m,



Figure 4: Feature 3- Road Bridge near Great Longstone Railway Station. Scale = 1m.



Figure 5: Feature 4- Platform at Great Longstone Railway Station. Scale = 1m.



Figure 6: Feature 5- Possible Drain on North Side of Track, West of Great Longstone Station. Scale = 1m.



Figure 7: Feature 6- Road Bridge near Great Longstone Railway Station. Scale = 1m.



Figure 8: Feature 7- Brick Structure at the cutting at Rowdale between Great Longstone and Hassop Stations. Scale = 1m.



Figure 9: Feature 8- Concrete structure, line side hut. Scale = 1m.



Figure 10: Feature 9- Concrete structure, line side hut. Scale = 1m,



Figure 11: Feature 10-Hassop Railway Station. Scale = 1m.



Figure 12: Feature 11- Concrete Pedestal with 2 Iron Prongs near Hassop Station . Scale = 1m.



Figure 13: Feature 12- Culvert. Scale = 1m.



Figure 14: Feature 13- Bakewell Station. Scale = 1m.



Figure 15: Feature 14- MR Sign at Bakewell Station .
Scale = 1m.



Figure 16: Feature 15-Bridge. Scale = 1m.



Figure 17: Feature 16- Bridge. Scale = 1m.



Figure 18: Feature 17-Bridge. Scale = 1m.



Figure 19: Feature 18- Monsal Viaduct. Scale = 1m.



Figure 20: Feature 19-Bridge East of Monsal Railway Station. Scale = 1m.



Figure 21: Feature 20- Circular Concrete Pedestal with Iron Ring. Scale = 1m.



Figure 22: Feature 21- Brick Structure Near Monsal Rail Station. Scale = 1m.



Figure 23: Feature 22- Platform at Monsal Rail Station. Scale = 1m.



Figure 24: Feature 23- Wooden Post Near Cressbrook Tunnel. Scale = 1m.



Figure 25: Feature 24- Entrance to Putwell Hill Mine. Scale = 1m.



Figure 26: Feature 25- Oblong Concrete Plinth with Internal Iron Ring. Scale = 1m.



Figure 27: Feature 26- Bridge Near Litton Tunnel. Scale = 1m.



Figure 28: Feature 27- Stone Structure Related to Miller's Dale Quarry. Scale = 1m.



Figure 29: Feature 28- Former Electricity/Communications Pylon. Scale = 1m.



Figure 30: Feature 29- Miller's Dale Viaduct (South). Scale = 1m.



Figure 31: Feature 30- Miller's Dale Rail Station.
Scale = 1m.



Figure 32: Feature 31- Stone Structure West of Miller's Dale Station. Scale = 1m.



Figure 33: Feature 32- East Buxton Lime Kilns.
Scale = 1m.



Figure 34: Feature 33- Square Stone Feature with Iron Banding. Scale = 1m.



Figure 35: Feature 34- Possible Electricity/Communications Box. Scale = 1m.



Figure 36: Feature 35- Former Stone Structure: Possible Dwelling. Scale = 1m.



Figure 37: Feature 36- Concrete structure, line side hut. Scale = 1m.



Figure 38: Feature 37- Bridge. Scale = 1m,



Figure 39: Feature 38- Station House at Blackwell Halt. Scale = 1m.



Figure 40: Feature 39- Northern Platform at Blackwell Halt. Scale = 1m.



Figure 41: Feature 40- Southern Platform at Blackwell Halt. Scale = 1m.



Figure 42: Feature 41- Ground signal. Scale = 1m,



Figure 43: Feature 42- Lodge to Picton Hall. Scale = 1m.



Figure 44: Feature 43- Plaque in Headstone Tunnel.



Figure 45: Feature 44- Typical Arched Niche Evident in the Tunnels. Scale = 1m.



Figure 46: Feature 45- Niche Extended into Natural Rock Face. Scale = 1m.



Figure 47: Feature 46- Fire Hydrant in Litton Tunnel. Scale = 1m.



Figure 48: Feature 47- Rectangular Stone Feature in Chee Tor Tunnel. Scale = 1m.



Figure 49: Feature 48- Rectangular Stone Feature in Chee Tor Tunnel. Scale = 1m.



Figure 50: Feature 53 - Low linear earthwork orientated approximately north-south situated in close proximity of the proposed cycle path.



Figure 51: Feature 53 - Close up view of earthwork in the vicinity of the proposed cycle path.



Figure 52: Feature 50 - Remnants of limestone wall of Post-Medieval date. Scale = 2m



Figure 53: Feature 51 - Rectangular feature cut into limestone bedrock with the vestiges of a wall constructed from limestone blocks, looking east. Scale = 2m



Figure 54: Feature 51 - looking south. Scale = 2m.



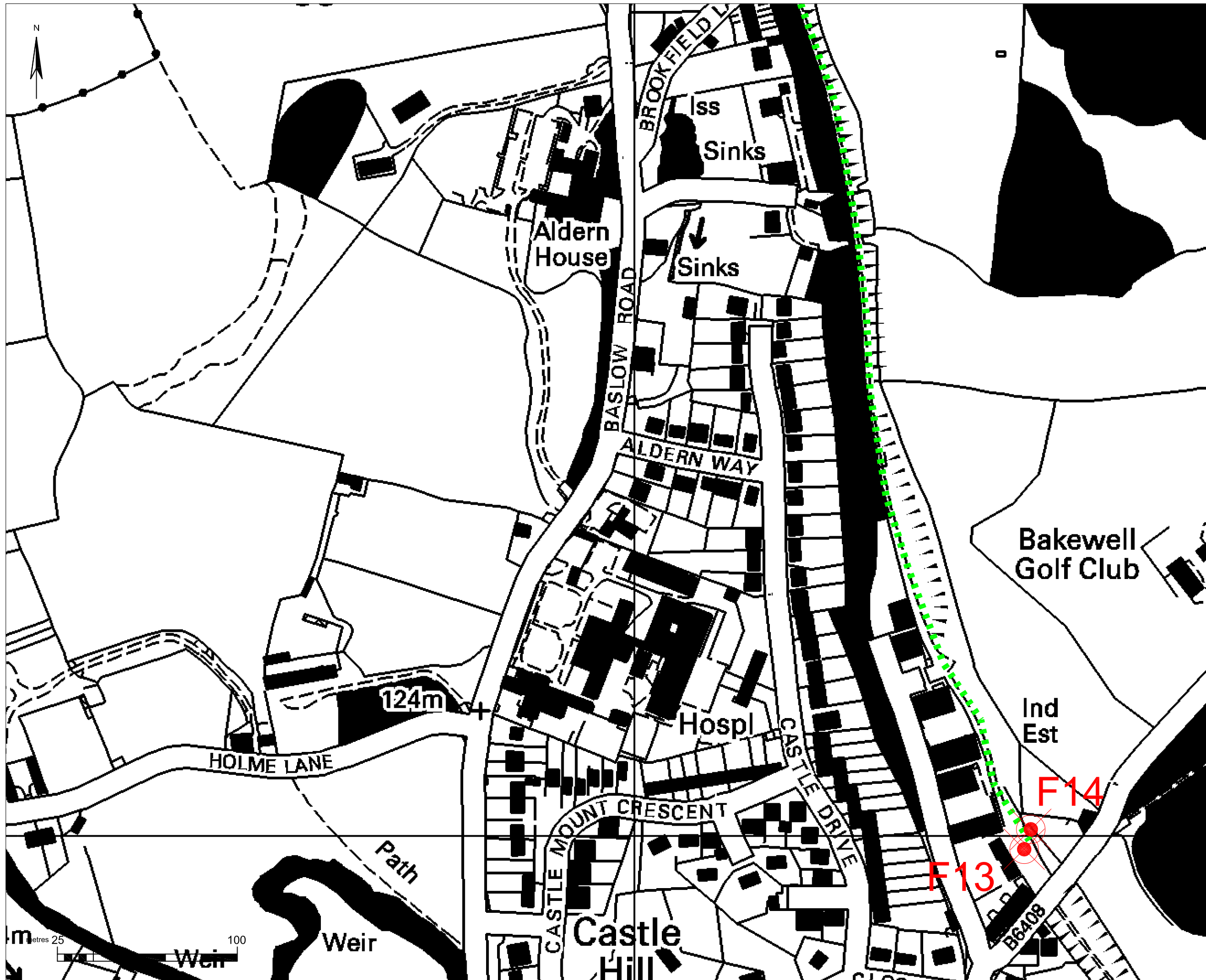
Figure 55: Feature 52 - Looking north towards the raised farm track. Scale = 2m.



Figure 56: Feature 52 - Looking along the raised farm track. Scale = 2m.



Figure 57: Feature 49 - Small feature constructed of angular dressed stone adjacent to railway viaduct



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 M33 7HH

Site Code: CYC10
 Drawing Ref: Figure 58
 Date: May 2010
 Drawn: RAJS
 Scale: 1:2500 at A3

Title:
 Walkover Survey Results

Key:

⊗ Feature

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 BAKEWELL TRAIN STATION

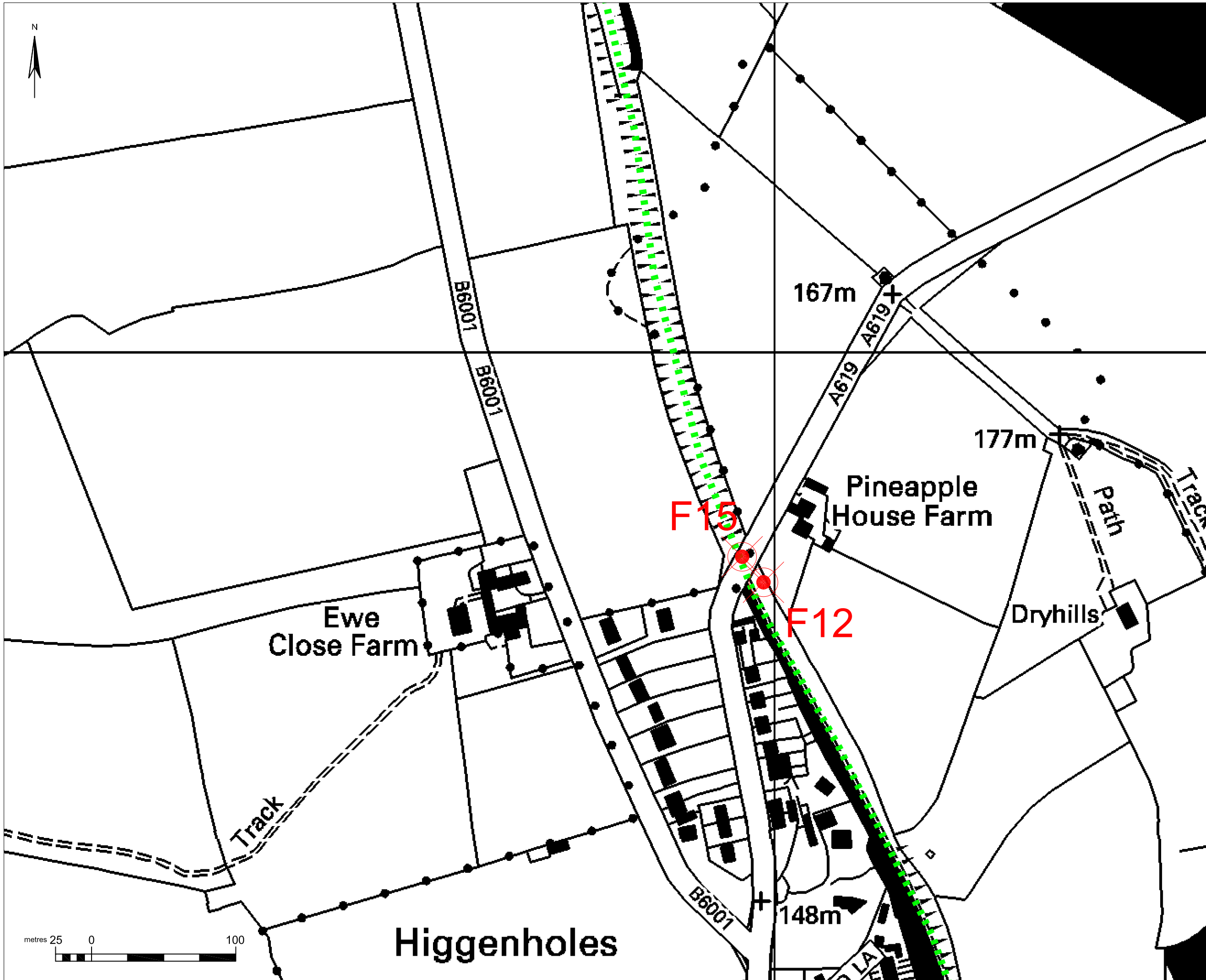
F14: 422270.4 , 369006
 'MR' SIGN AT BAKEWELL TRAIN STATION

--- PROPOSED CYCLE PATH ROUTE

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Site Code: CYC10
 Drawing Ref: Figure 59
 Date: May 2010
 Drawn: RAJS
 Scale: 1:2500 at A3

Title:
 Walkover Survey Results

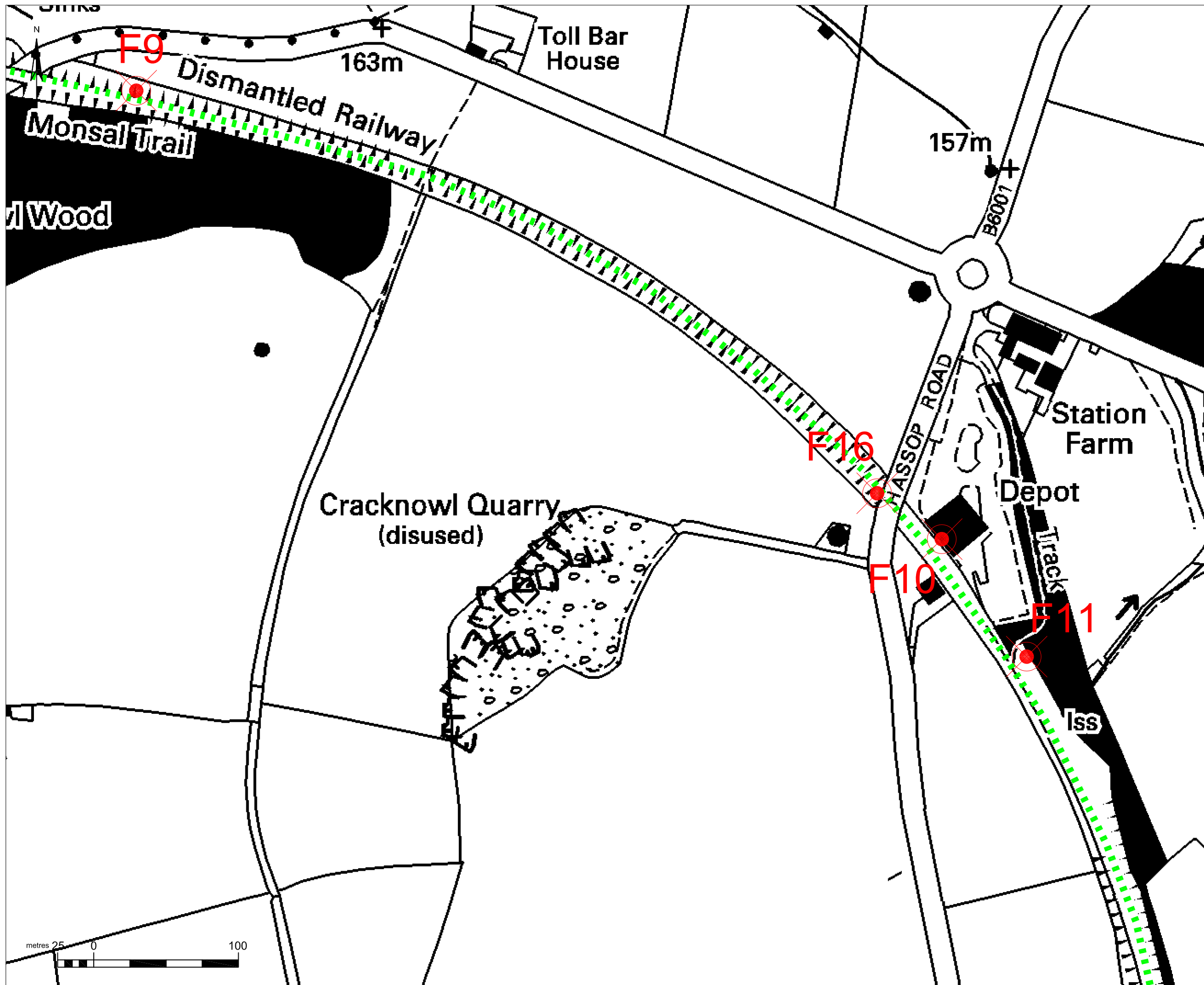
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CULVERT
- F15:** 421972.7 , 369859.1
BRIDGE
- PROPOSED CYCLE PATH ROUTE

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 Scale: 1:2500 at A3

Title:
 Walkover Survey Results

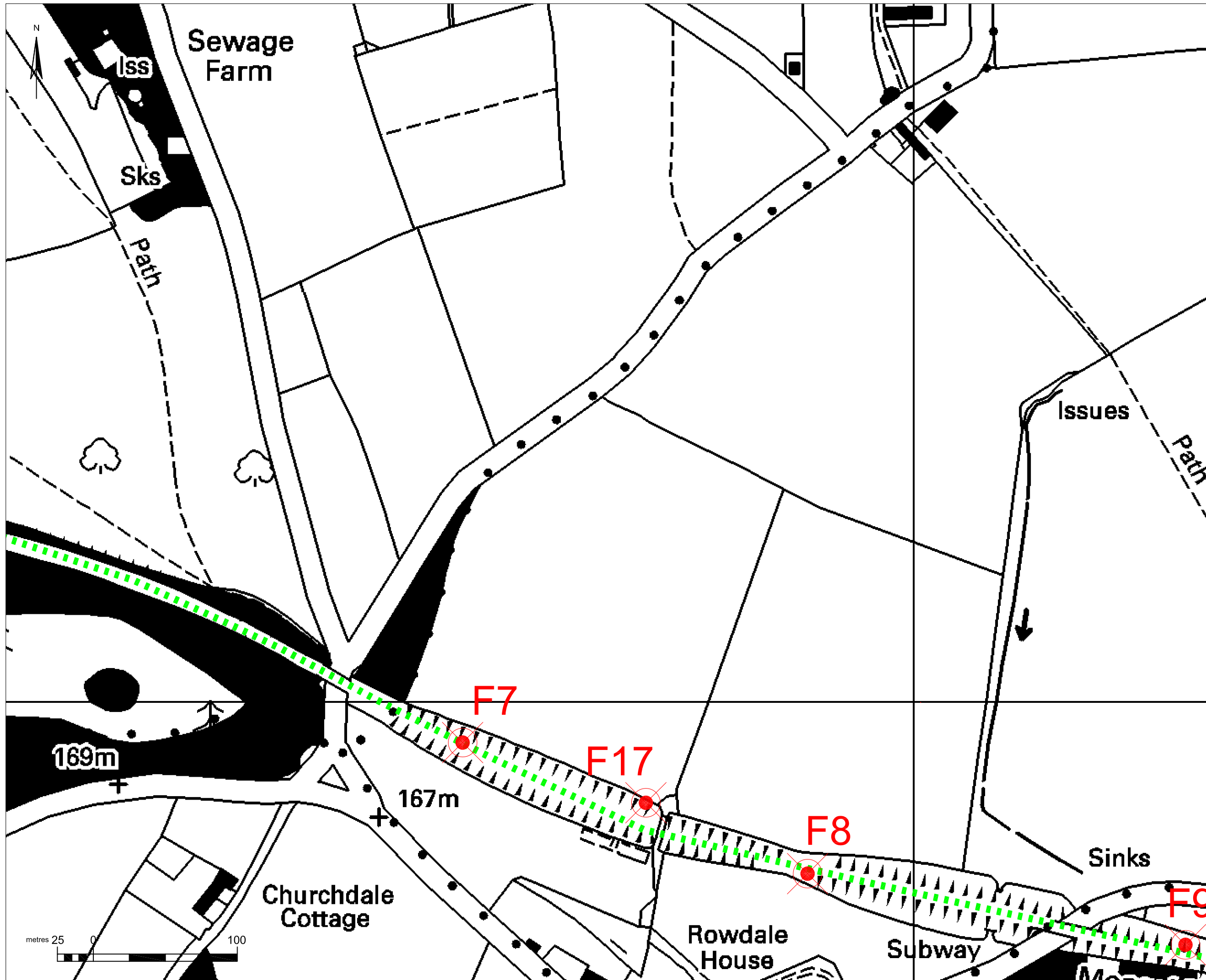
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- F10:** 421740.9 , 370521.9
HASSOP TRAIN STATION
- F11:** 421799.6 , 370440.7
CONCRETE PEDESTAL
- F16:** 421696.2 , 370553.6
BRIDGE
-  PROPOSED CYCLE PATH ROUTE

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Site Code: CYC10
 Drawing Ref: Figure 61
 Date: May 2010
 Drawn: RAJS
 Scale: 1:2500 at A3

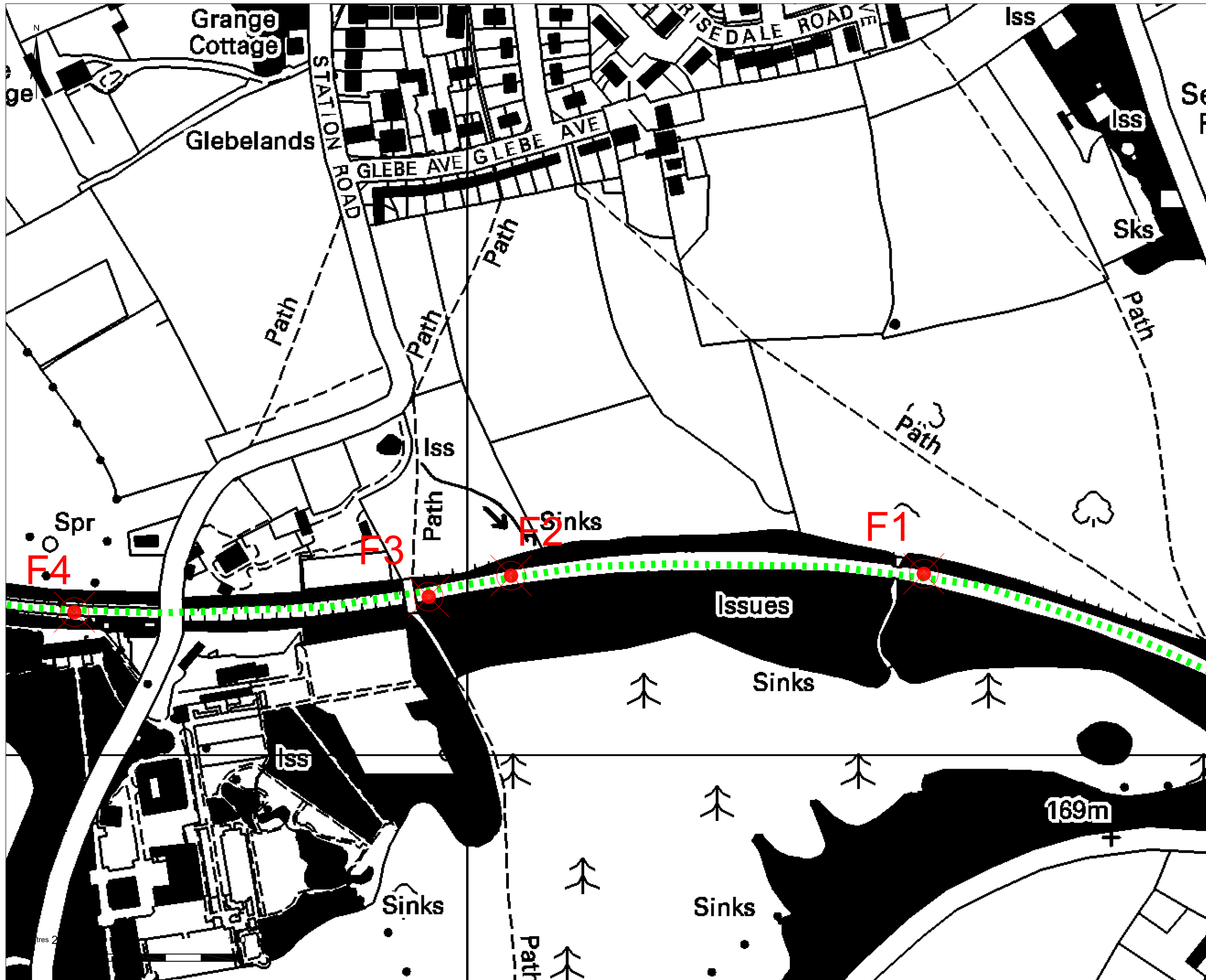
Title:
 Walkover Survey Results

- Key:
-  Feature
 - F7:** 420681.9 , 370972.2
BRICK STRUCTURE
 - F8:** 420921.5 , 370881.2
CONCRETE STRUCTURE
 - F9:** 421184 , 370831.8
CONCRETE STRUCTURE
 - F17:** 420809.2 , 370930.4
BRIDGE
 -  PROPOSED CYCLE PATH ROUTE

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Site Code: CYC10
 Drawing Ref: Figure 62
 Date: May 2010
 Drawn: RAJS
 Scale: 1:2500 at A3

Title:
 Walkover Survey Results

Key:

⊗ Feature

F1: 420312.7 , 371126.3
 CONCRETE STRUCTURE

F2: 420026 , 371125
 CONCRETE STRUCTURE

F3: 41996808 , 371110.4
 BRIDGE

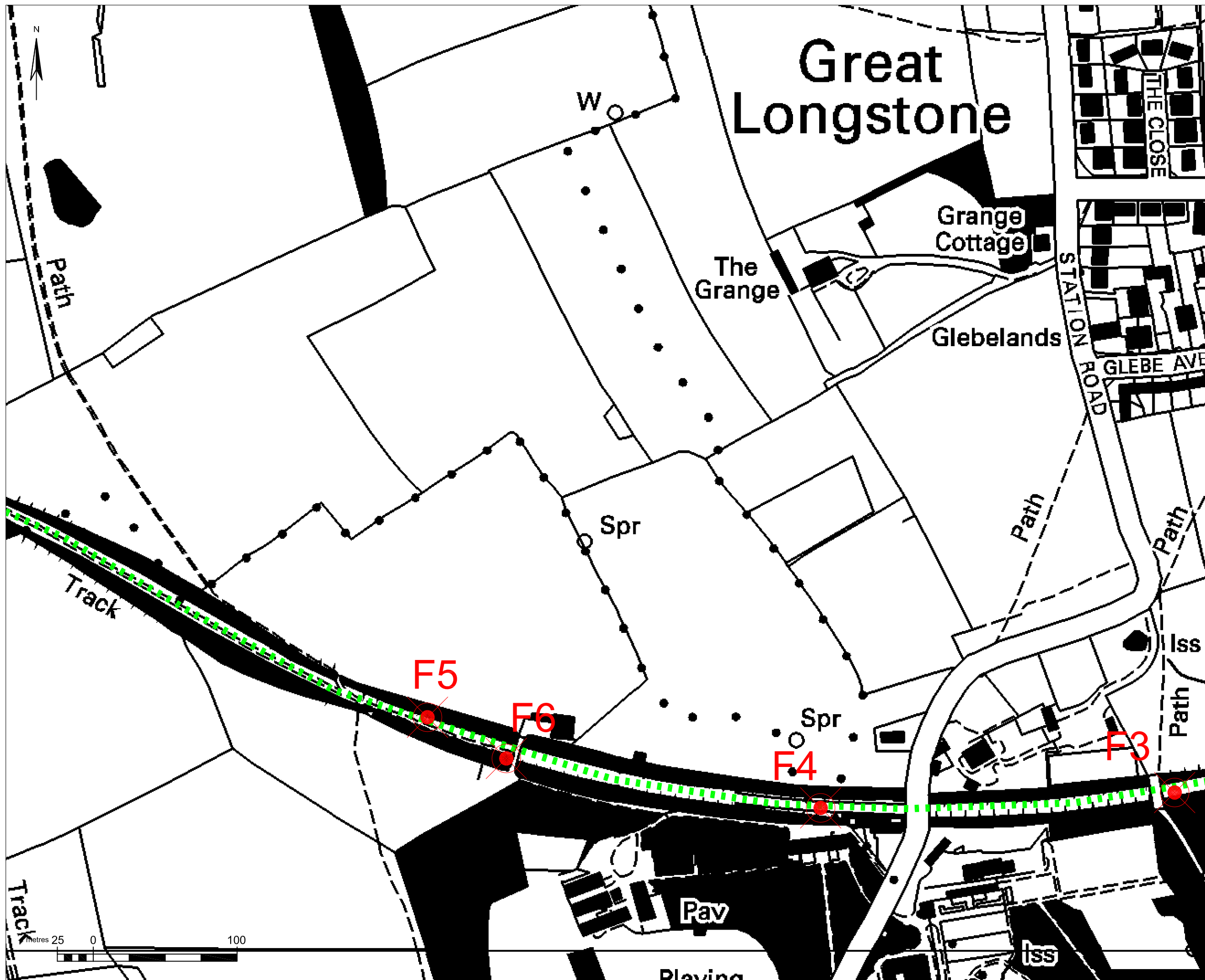
F4: 419722.7 , 371099.7
 GREAT LONGSTONE TRAIN
 STATION

--- PROPOSED CYCLE PATH
 ROUTE

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Site Code: CYC10
 Drawing Ref: Figure 63
 Date: May 2010
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 Scale: 1:2500 at A3

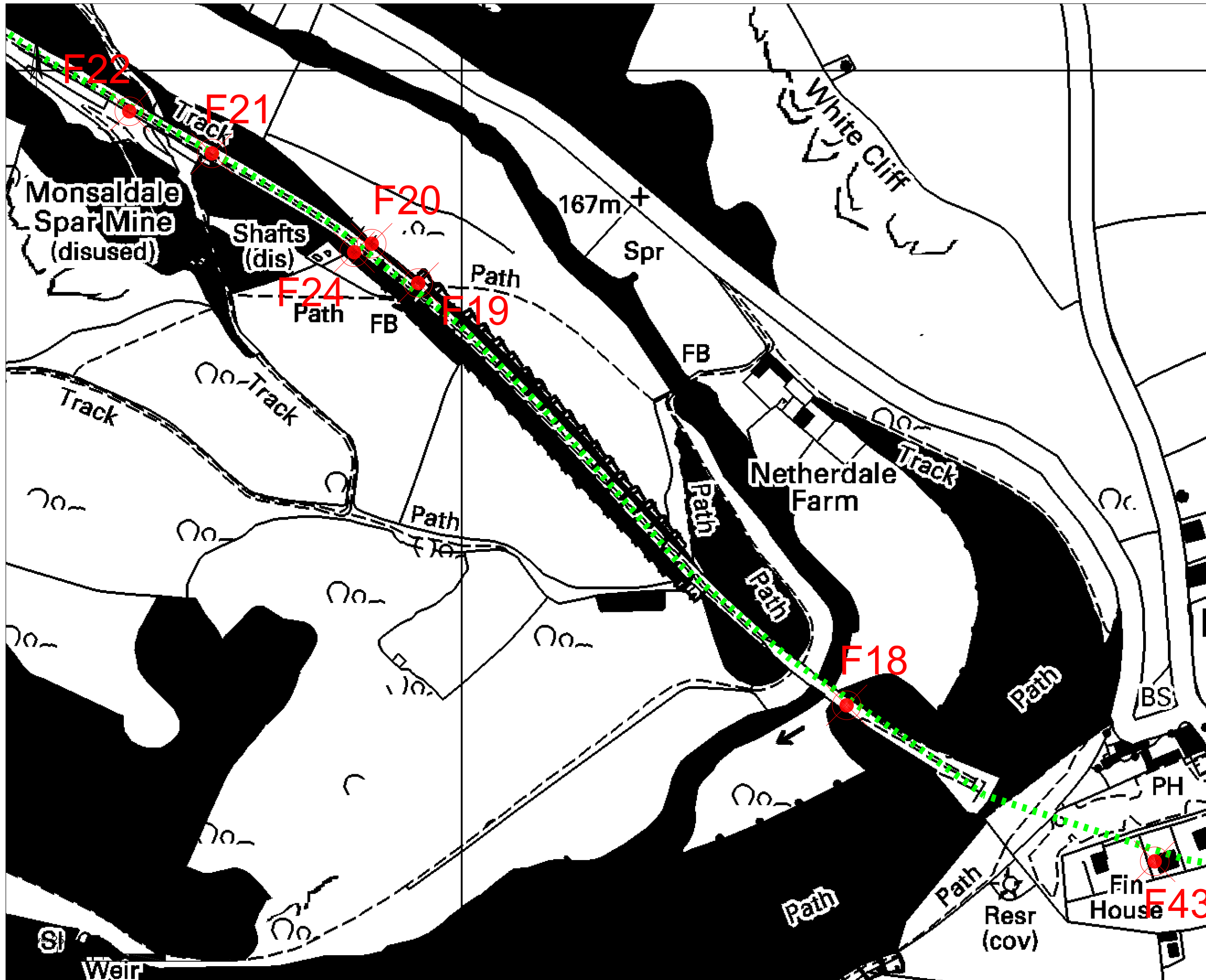
Title:
 Walkover Survey Results

- Key:
-  Feature
 - F3:** 41996808 , 371110.4
BRIDGE
 - F4:** 419722.7 , 371099.7
GREAT LONGSTONE TRAIN STATION
 - F5:** 419449.4 , 371162.7
STONE DRAIN
 - F6:** 419504.2 , 371134.1
BRIDGE
 -  PROPOSED CYCLE PATH ROUTE

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 Scale: 1:2500 at A3

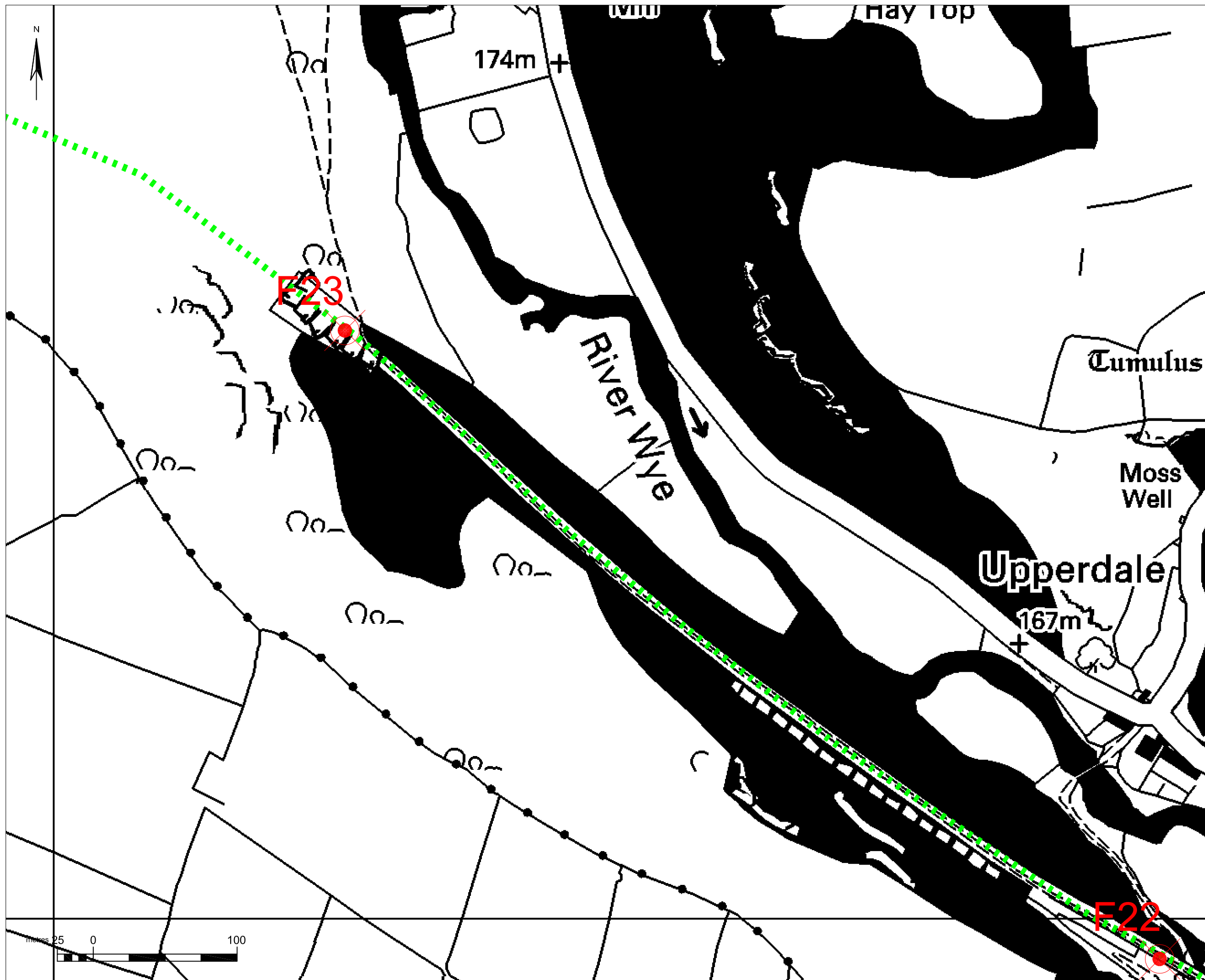
Title:
 Walkover Survey Results

- Key:
-  Feature
 - F18:** 418263.6 , 371559.8
MONSAL VIADUCT
 - F19:** 417966 , 371853
BRIDGE
 - F20:** 417933.7 , 371880.3
CONCRETE PEDESTAL
 - F21:** 417822.7 , 371943
BRICK STRUCTURE
 - F22:** 417765.3 , 371972.2
MONSAL RAILWAY STATION
PLATFORM
 - F24:** 417921.5 , 371874.4
ENTRANCE TO PUTWELL HILL
LEAD MINE
 - F43:** -
PLAQUE IN HEADSTONE
TUNNEL
 -  PROPOSED CYCLE PATH
ROUTE

Notes:
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Site Code: CYC10
 Drawing Ref: Figure 65
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 Drawn: RAJS
 Scale: 1:2500 at A3

Title:
 Walkover Survey Results

Key:

⊗ Feature

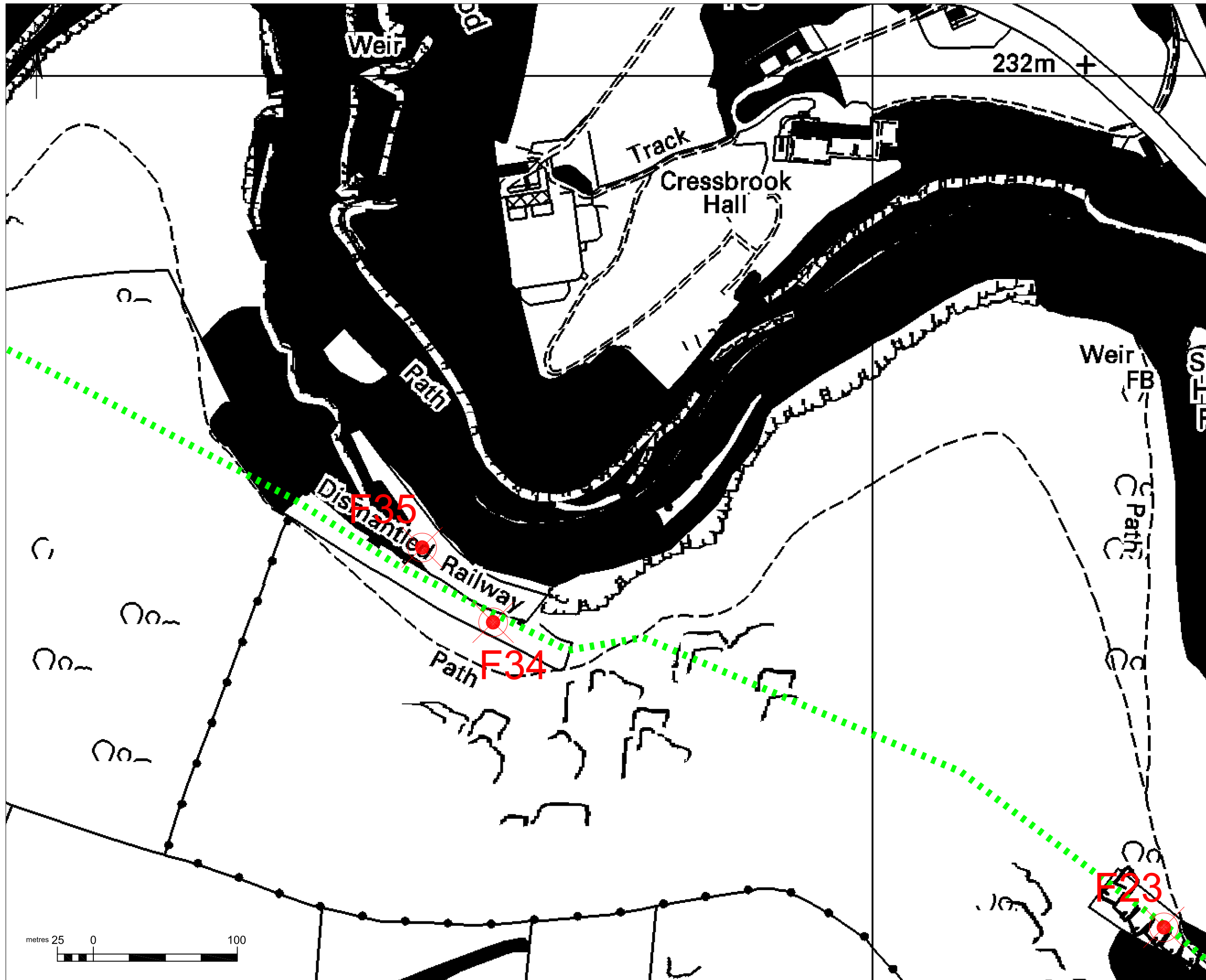
F22: 417765.3 , 371972.2
 MONSAL RAILWAY STATION
 PLATFORM
F23: 417198.9 , 372409.2
 POSSIBLE SIGNAL POST

--- PROPOSED CYCLE PATH
 ROUTE

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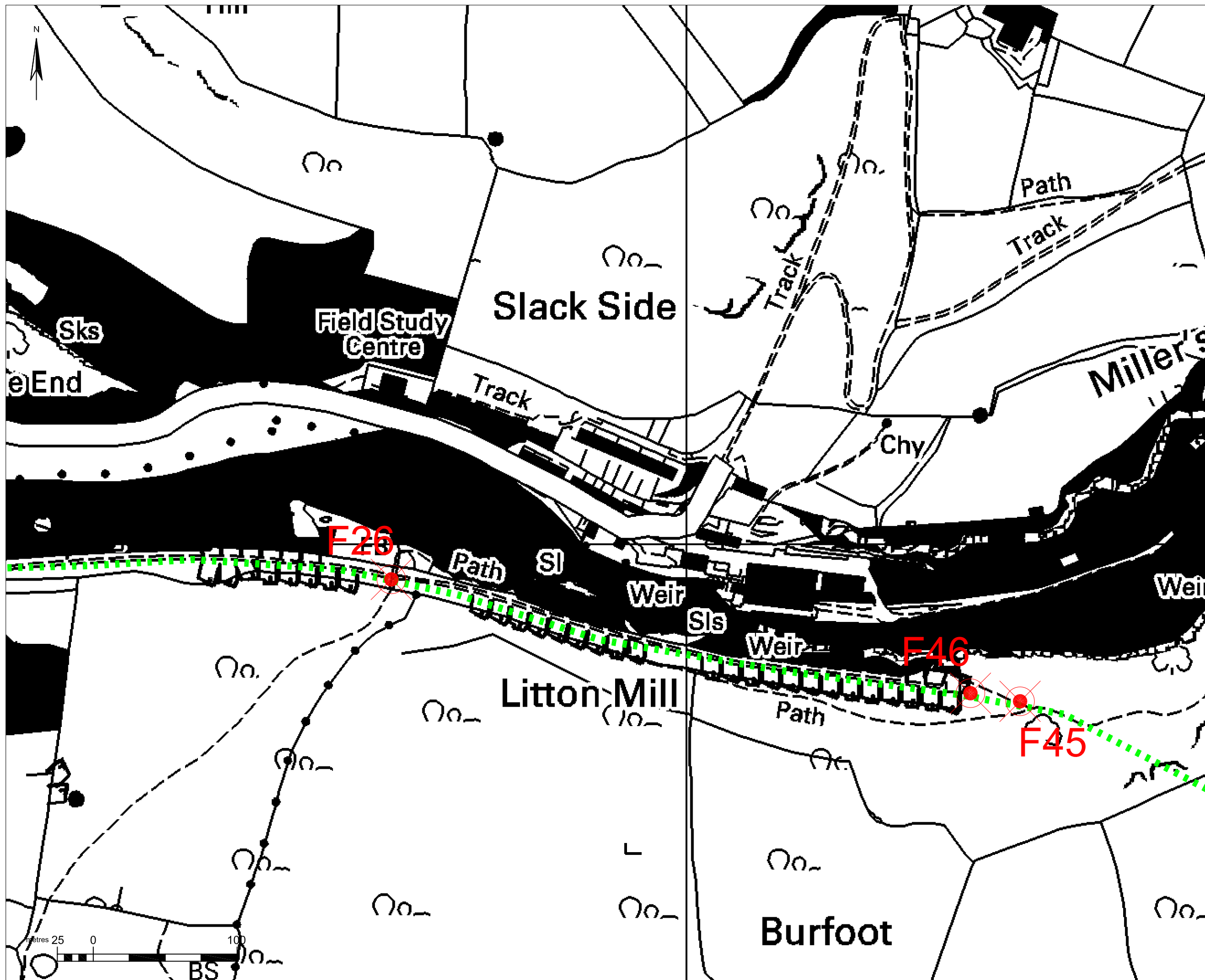
Site Code: CYC10
 Drawing Ref: Figure 66
 Date: May 2010
 Drawn: RAJS
 Scale: 1:2500 at A3

Title:
 Walkover Survey Results

- Key:
-  Feature
 - F23:** 417198.9 , 372409.2
POSSIBLE SIGNAL POST
 - F34:** 416733 , 372621
POSSIBLE SIGNAL/POWER BOX
 - F35:** 416683.7 , 372672.9
REMAINS OF STONE BUILDING
 -  PROPOSED CYCLE PATH ROUTE

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Site Code: CYC10
 Drawing Ref: Figure 67
 Date: May 2010
 Drawn: RAJS
 Scale: 1:2500 at A3

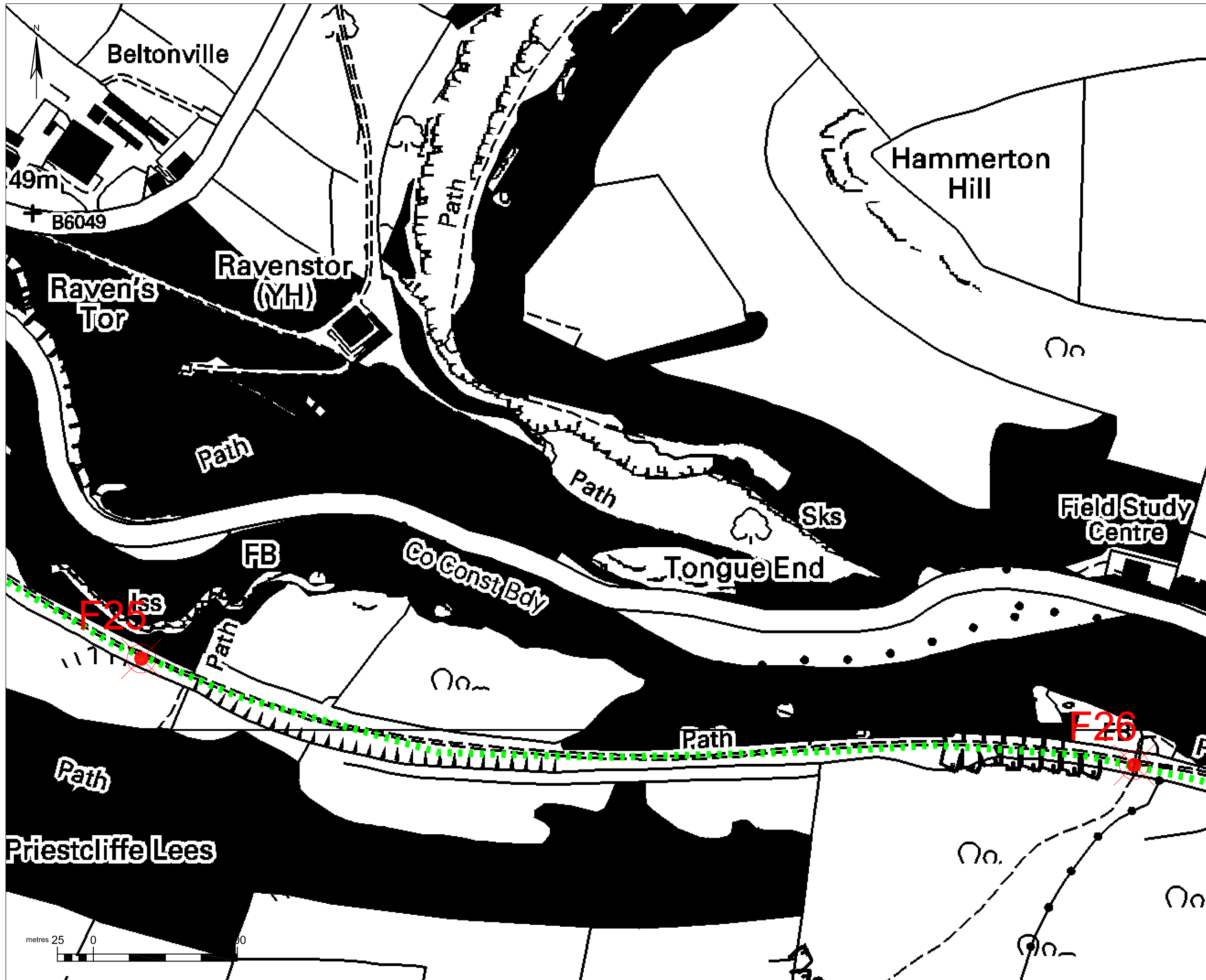
Title:
 Walkover Survey Results

- Key:
-  Feature
 - F26:** 415791.6 , 372975.7
BRIDGE
 - F45:** -
EXTENDED NICHE IN LITTON TUNNEL
 - F46:** -
FIRE HYDRANT IN LITTON TUNNEL
 -  PROPOSED CYCLE PATH ROUTE

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Site Code: CYC10
 Drawing Ref: Figure 68
 Date: May 2010
 Drawn: RAJS
 Scale: 1:2500 at A3

Title:
 Walkover Survey Results

Key:

⊗ Feature

F25: 415102.2 , 373409.7
 CONCRETE PEDESTAL

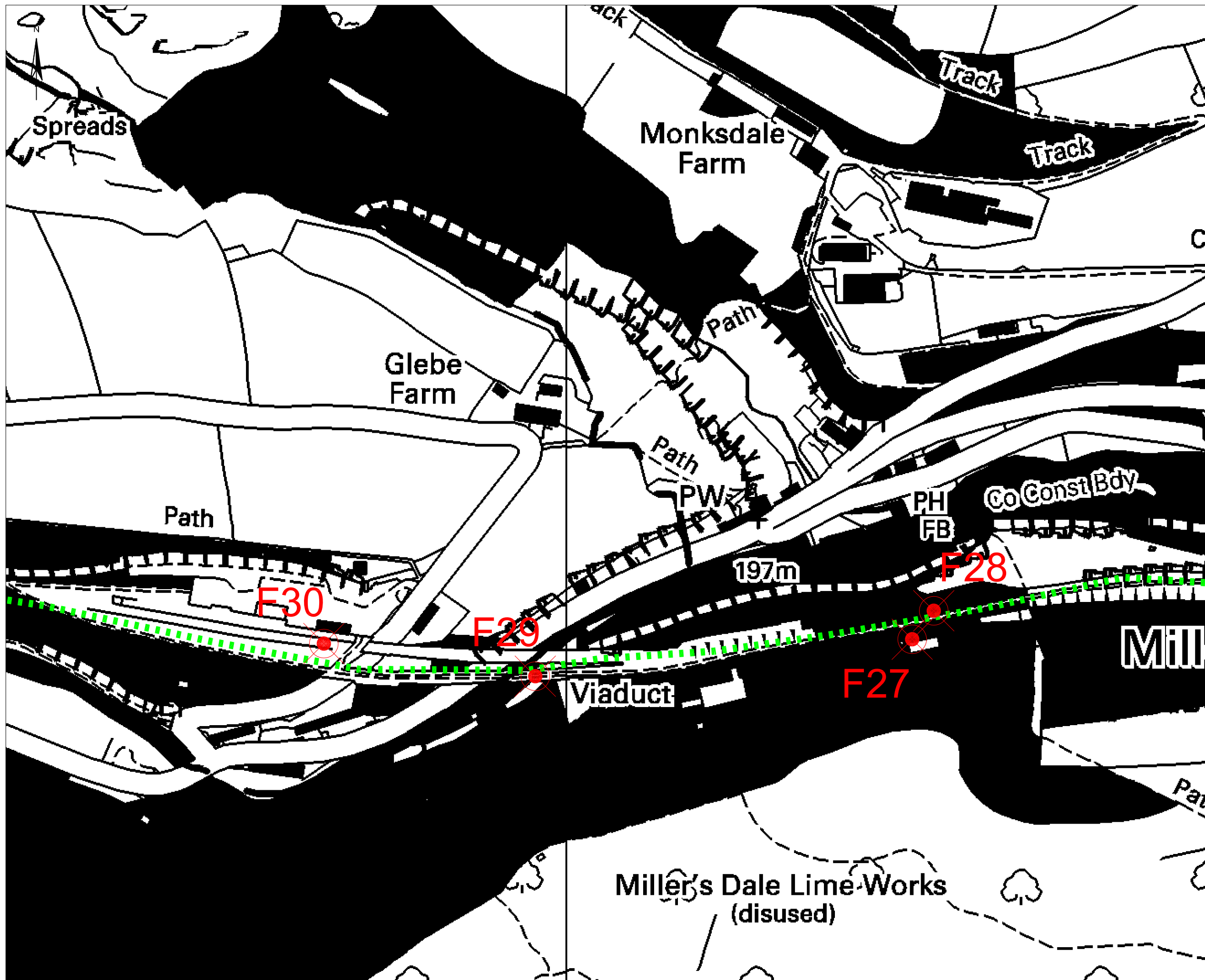
F26: 415791.6 , 372975.7
 BRIDGE

--- PROPOSED CYCLE PATH ROUTE

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Site Code: CYC10
 Drawing Ref: Figure 69
 Date: May 2010
 Drawn: RAJS
 Scale: 1:2500 at A3

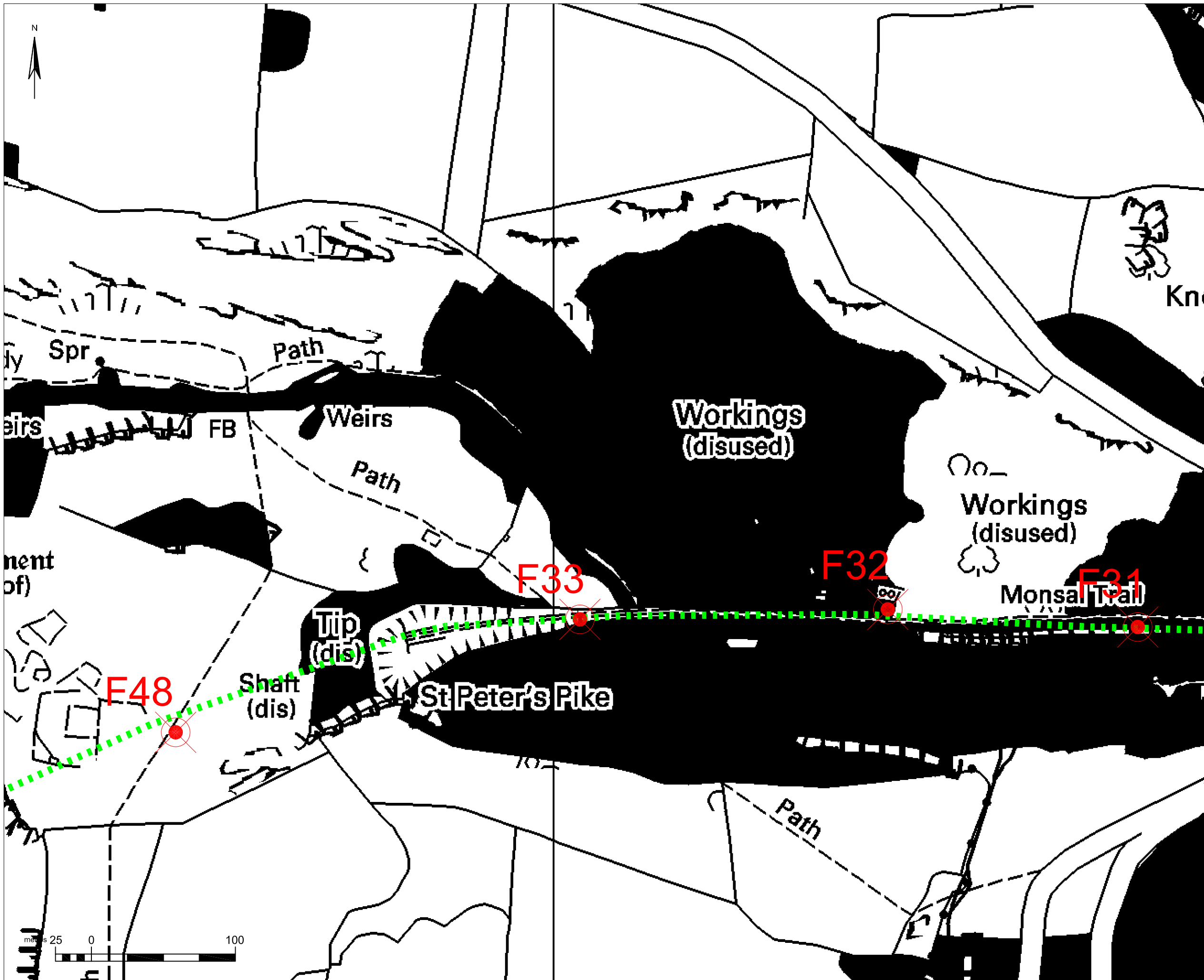
Title:
 Walkover Survey Results

- Key:
-  Feature
 - F27:** 414238 , 373239.5
REMAINS OF STONE STRUCTURE
 - F28:** 414253 , 373259.3
FORMER ELECTRICITY PYLON
 - F29:** 413976 , 373213.8
MILLER'S DALE VIADUCT
 - F30:** 413829 , 373236.5
MILLER'S DALE STATION
 -  PROPOSED CYCLE PATH ROUTE

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Site Code: CYC10
 Drawing Ref: Figure 70
 Date: May 2010
 Drawn: RAJS
 Scale: 1:2500 at A3

Title:
 Walkover Survey Results

Key:

⊗ Feature

F31: 413403.6 , 373291
 REMAINS OF STONE
 STRUCTURE WITH METAL TOP

F32: 413230 , 373303.2
 EAST BUXTON LIMESWORKS

F33: 413016.1 , 373296.3
 SQUARE STONE FEATURE
 WITH IRON BANDING

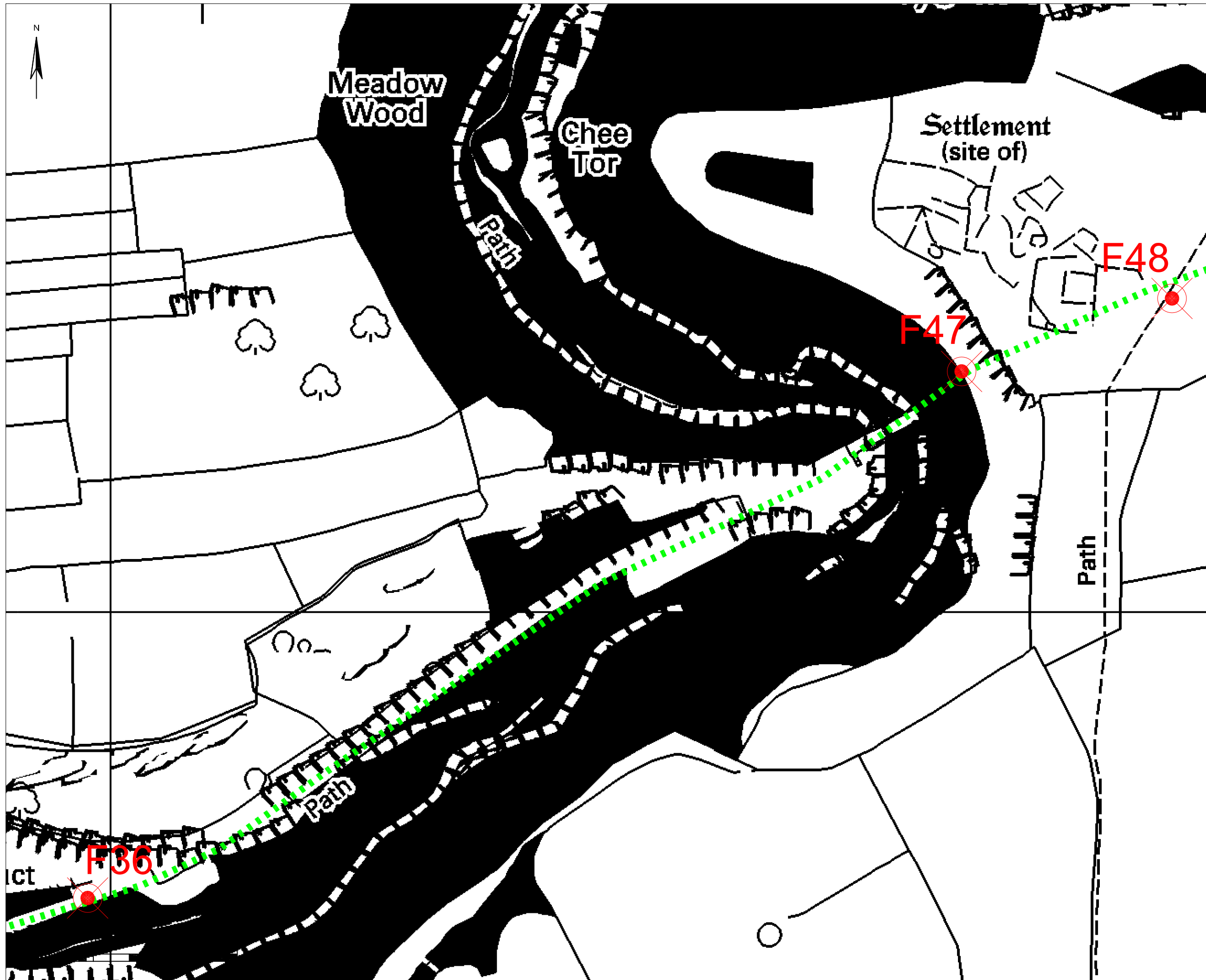
F48: -
 RECTANGULAR STONE
 FEATURE IN CHEE TOR
 TUNNEL

--- PROPOSED CYCLE PATH
 ROUTE

Notes:
 Point 48 is within tunnel

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Site Code: CYC10
 Drawing Ref: Figure 71
 Date: May 2010
 Drawn: RAJS
 Scale: 1:2500 at A3

Title:
 Walkover Survey Results

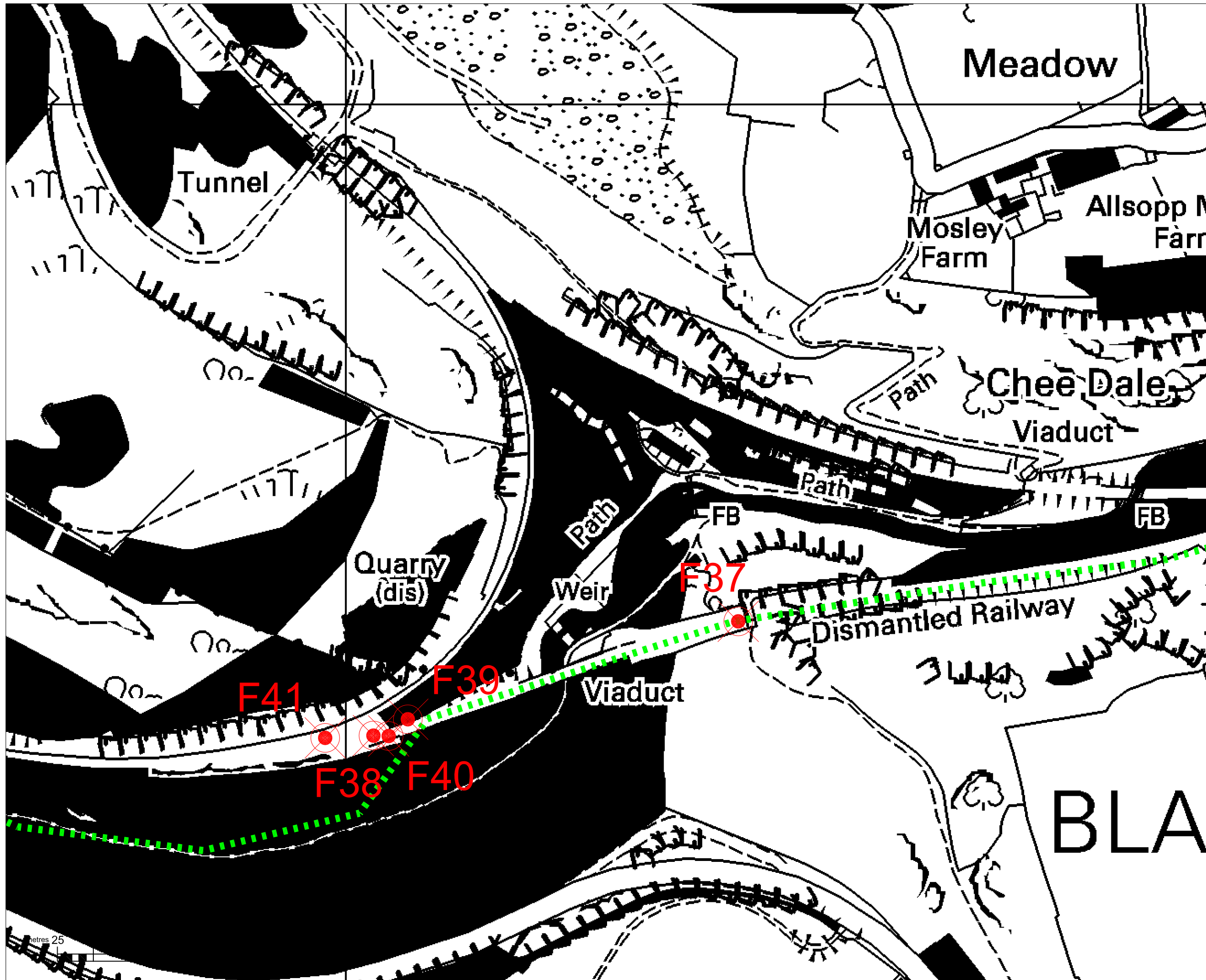
Key:

- Feature
- F36:** 411982.1 , 372801.6
CONCRETE STRUCTURE
- F48:** -
RECTANGULAR STONE
FEATURE IN CHEE TOR
TUNNEL
- F48:** -
RECTANGULAR STONE
FEATURE IN CHEE TOR
TUNNEL
- PROPOSED CYCLE PATH
ROUTE

Notes:
 Points 47 and 48 are within
 tunnel

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Site Code: CYC10
 Drawing Ref: Figure 72
 Date: May 2010
 Drawn: RAJS
 Scale: 1:2500 at A3

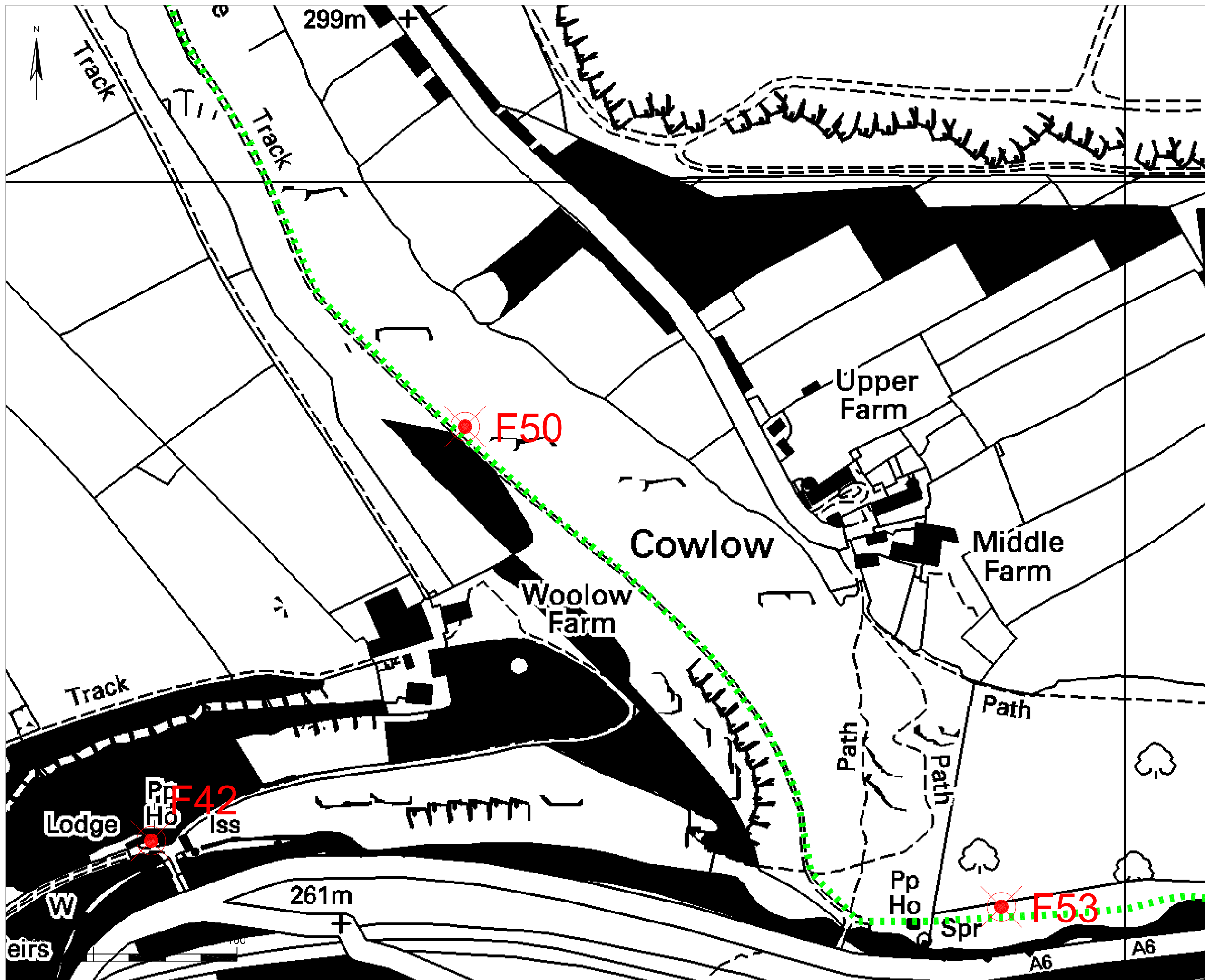
Title:
 Walkover Survey Results

- Key:
- Feature
 - F37:** 411270.8 , 372641.4
BRIDGE
 - F38:** 411017.4 , 372562.1
BLACKWELL HALT STATION HOUSE
 - F39:** 411041.3 , 372573.4
NORTHERN PLATFORM AT BLACKWELL HALT
 - F40:** 411028 , 372561.8
SOUTHERN PLATFORM AT BLACKWELL HALT
 - F41:** 410983.9 , 372560.5
DISCARDED RAILWAY EQUIPMENT
 - PROPOSED CYCLE PATH ROUTE

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Site Code: CYC10
 Drawing Ref: Figure 73
 Date: May 2010
 Drawn: RAJS
 Scale: 1:2500 at A3

Title:
 Walkover Survey Results

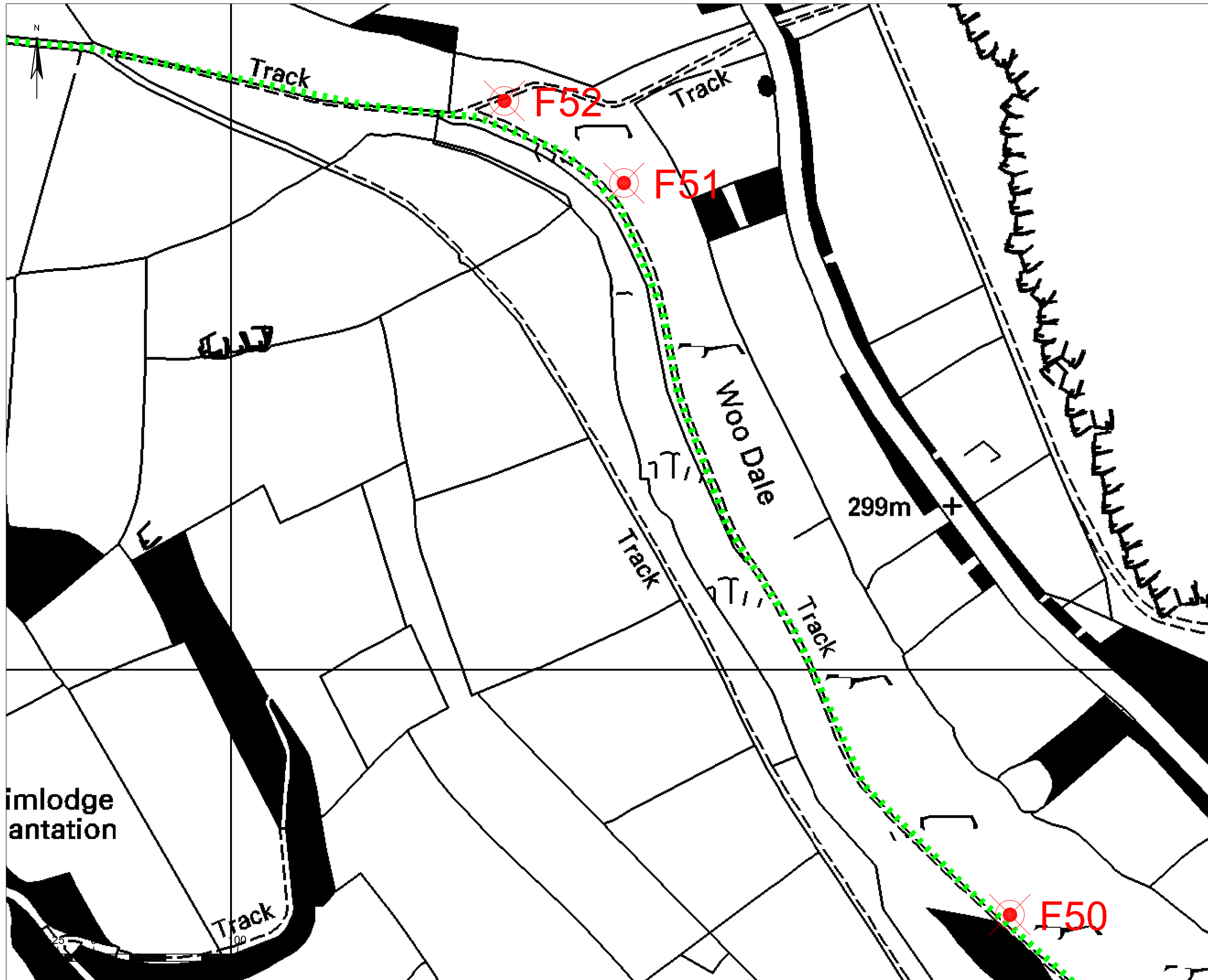
Key:

- Feature
- F42:** 409321.8 , 372542
LODGE TO PICTON HALL
- F50:** 409540, 372830
LIMESTONE WALL
- F53:** 409912, 372496
LINEAR EARTHWORK
- PROPOSED CYCLE PATH ROUTE

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Site Code: CYC10
 Drawing Ref: Figure 74
 Date: May 2010
 Drawn: RAJS
 Scale: 1:2500 at A3

Title:
 Walkover Survey Results

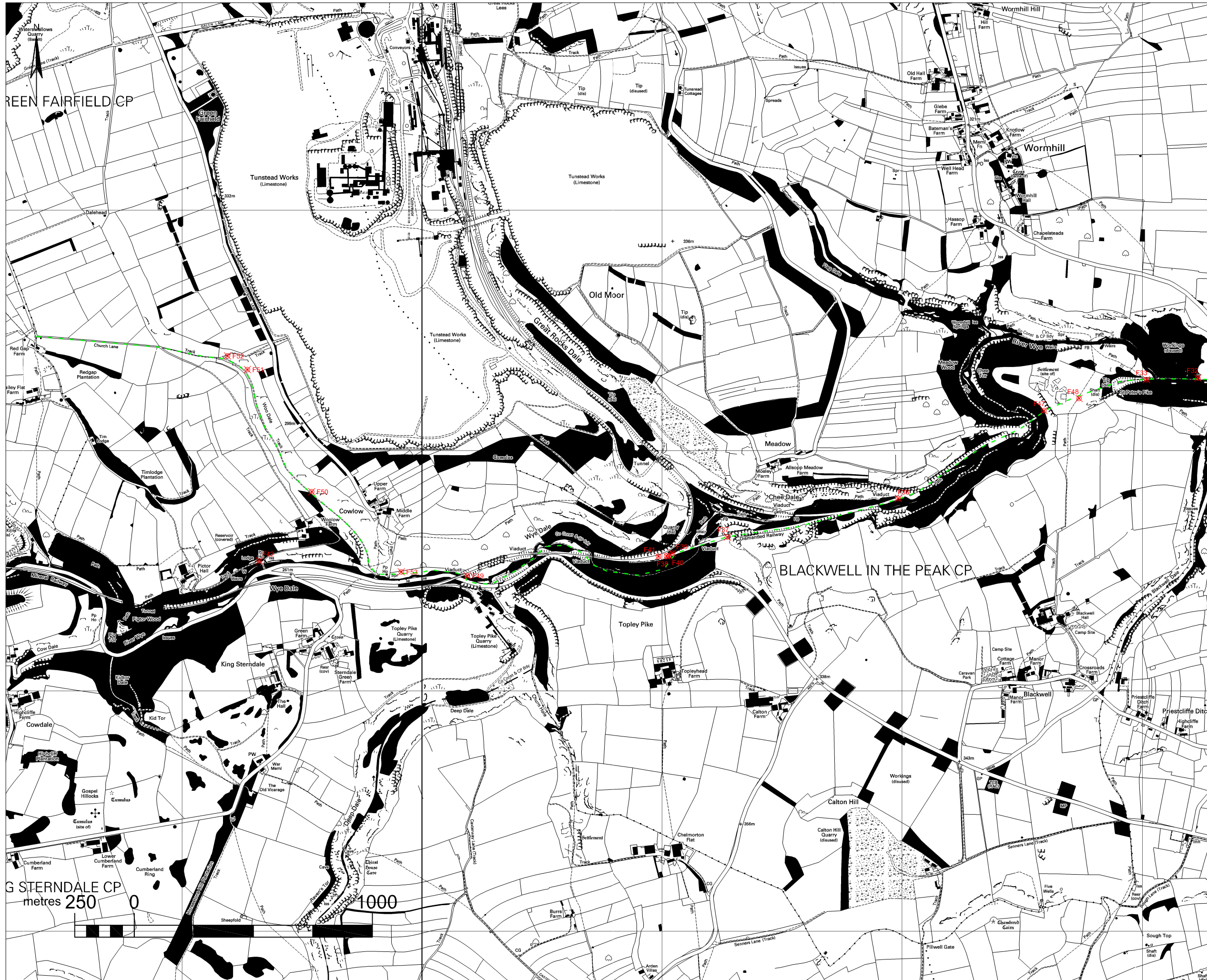
Key:

-  Feature
- F50:** 409540, 372830
LIMESTONE WALL
- F51:** 409272, 373338
RECTANGULAR FEATURE CUT INTO BEDROCK
- F52:** 409189, 373395
RAISED FARM TRACK
-  PROPOSED CYCLE PATH ROUTE

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Site Code: CYC10
 Drawing Ref: Figure 75
 Date: May 2010
 Drawn: RAJS
 Scale: 1:15000 at A3

Title:
 Walkover Survey Results

Key:
 ⊗ Feature

PROPOSED CYCLE PATH ROUTE

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Site Code: CYC10
 Drawing Ref: Figure 76
 Date: May 2010
 Drawn: RAJS
 Scale: 1:15000 at A3

Title:
 Walkover Survey Results

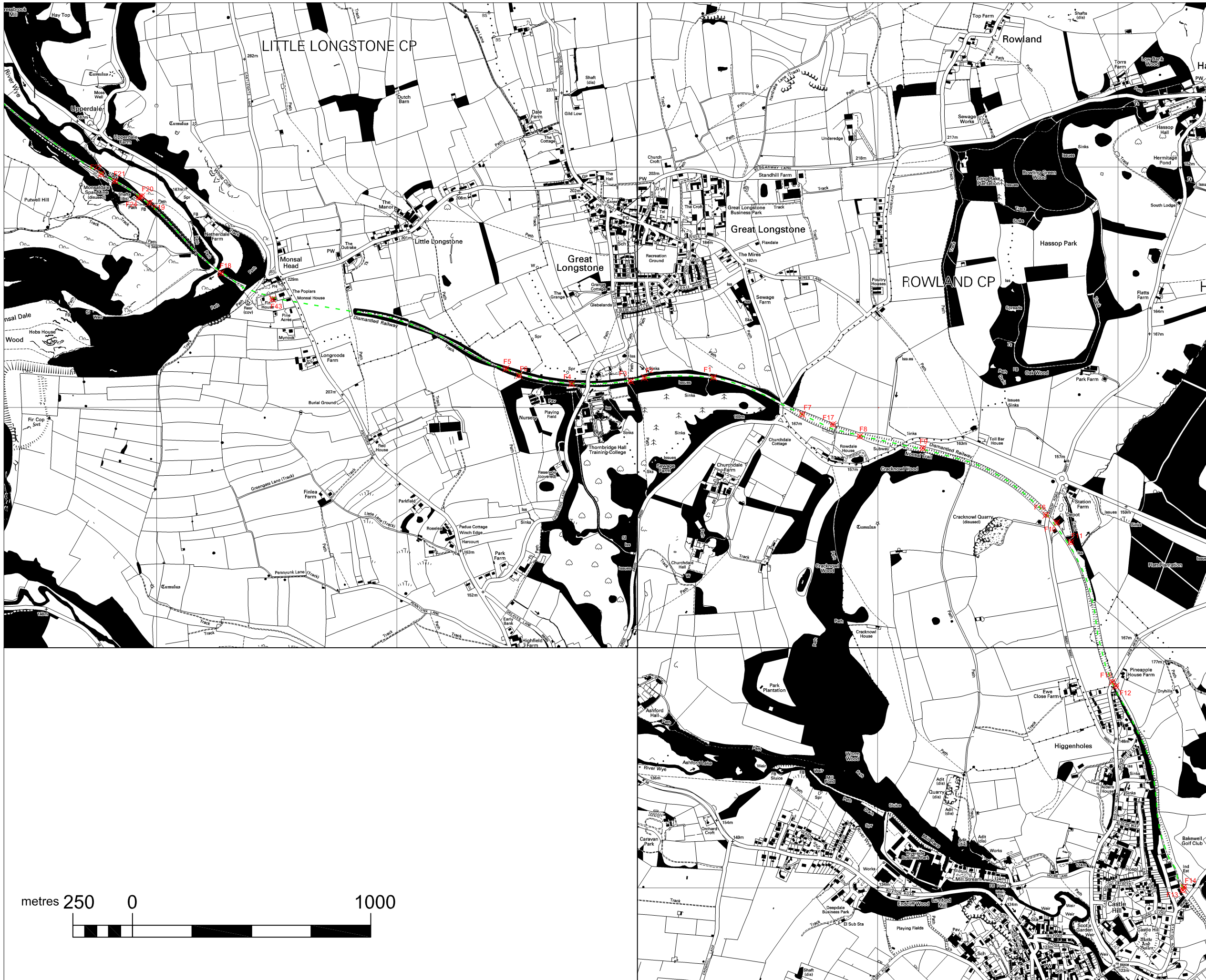
Key:
 X Feature

PROPOSED CYCLE PATH
 ROUTE

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Site Code: CYC10
 Drawing Ref: Figure 77
 Date: May 2010
 Drawn: RAJS
 Scale: 1:15000 at A3

Title:
 Walkover Survey Results

Key:

⊗ Feature

⋯ PROPOSED CYCLE PATH ROUTE

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APPENDIX I: RESULTS OF THE WALKOVER SURVEY

Feature Number	Grid Reference		Description
F1	420312.7	371126.3	Concrete structure with short concrete walls. 2.70mx1.65m. Possible former line side hut, post 1922 construction
F2	420026	371125	Concrete structure with short concrete walls. 2.70mx1.65m. Possible former line side hut, post 1922 construction
F3	419968.8	371110.4	Road bridge over railway line, known as Wager's bridge, limestone construction c.1860
F4	419722.7	371099.7	Great Longstone Railway Station c. 1862
F5	419449.4	371162.7	Possible drain. Stone lined. North side of track, c.1860-63
F6	419504.2	371134.1	Road bridge over railway line, known as White's bridge, limestone and brick construction c.1860
F7	420681.9	370972.2	Heavily overgrown remains of brick structure located in the cutting at Rowdale between Great Longstone and Hassop Stations, possible line side hut c.1860
F8	420921.5	370881.2	Concrete structure with protruding reinforcing bars, possible line side hut, post 1922 construction
F9	421184	370831.8	Concrete structure with short concrete walls. 2.70mx1.65m. Possible former line side hut, post 1922 construction
F10	421740.9	370521.9	Hassop Railway Station c. 1862
F11	421799.6	370440.7	Concrete pedestal with 2 iron uprights. Identical feature 4.5m to the south. Possible remains of signal box
F12	421987.5	369841.4	Culvert into drain. 2.40mx1.15m 20 th century
F13	422265.8	368992.2	Bakewell Railway Station c.1862
F14	422270.4	369006	MR' sign at Bakewell Station c.1862
F15	421972.7	369859.1	Road bridge over railway line, known as Pineapple bridge, gritstone construction c.1860
F16	421696.2	370553.6	Road bridge over railway line, known as Station bridge, gritstone construction c.1860
F17	420809.2	370930.4	Road bridge over railway line, known as Lowdale bridge, gritstone and brick construction c.1860
F18	418263.6	371559.8	Monsal Viaduct, c.1860-63
F19	417966	371853	Road bridge over railway line, known as Buckey's bridge, limestone construction c.1860
F20	417933.7	371880.3	Circular concrete pedestal with internal iron ring. Former signal post c.1890s
F21	417822.7	371943	Brick building near Monsal Railway Station, possible former line side hut, post 1922 construction
F22	417765.3	371972.2	Platform at Monsal Railway Station c.1862
F23	417198.9	372409.2	Wooden post with attachment. Possible sign post. Near entrance to Cressbrook Tunnel, late 19 th – early 20 th century
F24	417921.5	371874.4	Entrance to Putwell Hill Lead Mine
F25	415102.2	373049.7	Oblong concrete plinth with internal iron ring. Possible former signal post, seen on 1922 Ordnance Survey
F26	415791.6	372975.7	Road bridge over railway line, known as Litton bridge, blue engineering brick construction c.1860
F27	414238	373239.5	Overgrown remains of stone structure related to Miller's Dale Quarry Limeworks c.1878, seen on 1883 Ordnance Survey
F28	414253	373259.3	Former communication pole, 20 th century

F29	413976	373213.8	Miller's Dale Viaduct (South), c.1860-63
F30	413829	373236.5	Miller's Dale Station, c.1962
F31	413403.6	373291	Stone built structure with metal top west of Miller's Dale Station, late 19 th century
F32	413230	373303.2	East Buxton Limeworks, 1867-1944
F33	413016.1	373296.3	Square stone feature with iron banding. Base of former signal post, seen on 1889 Ordnance Survey
F34	416733	372621	Former power junction box, 20 th century
F35	416683.7	372672.9	Overgrown remains of stone structure between Cressbrook and Litton Tunnels, seen on 1883 Ordnance Survey
F36	411982.1	372801.6	Concrete structure. possible former line side hut, possibly identified on 1898 Ordnance Survey
F37	411270.8	372641.4	Road bridge over railway line, c.1860
F38	411017.4	372562.1	Blackwell Halt Station House. 2.90mx4.8mx3m, c.1860
F39	411041.3	372573.4	Northern Platform at Blackwell Halt. 17m long, c.1860
F40	411028	372561.8	Southern Platform at Blackwell Halt. 17m long, c.1860
F41	410983.9	372560.5	Old railway infrastructure equipment, possible ground signal associated with Miller's Dale Junction
F42	409321.8	372542	Lodge to Picton Hall
F43	-	-	Plaque in Headstone tunnel. Sub-circular in shape. Marked with number '156.' 362m into tunnel from eastern entrance, c.1860
F44	-	-	Arched brick niche. Located at regular intervals inside all the tunnels, c.1860
F45	-	-	Arched brick niche. Extended into natural rock face of Litton tunnel. 380m from eastern entrance on southern wall, c.1860
F46	-	-	Remains of fire hydrant in Litton Tunnel. 450m from eastern entrance on southern wall, 20 th century
F47	-	-	Rectangular stone feature 55m from western entrance of Chee Tor tunnel, c.1860
F48	-	-	Rectangular stone feature 204m from western entrance of Chee Tor tunnel, c.1860
F49	410170	372476	Small feature constructed from angular dressed stone blocks, possible associated with the construction of the adjacent railway viaduct, late 19 th century.
F50	409540	372830	Limestone wall descending from higher ground 90 degrees to track. The wall ceases five metres to the east of the track and proposed route of the cycle path. The field boundary probably dates from the period of enclosure in the Post-Medieval period
F51	409272	373338	Rectangular feature cut into the limestone bedrock with vestiges of a wall constructed from limestone blocks. The feature measures 6.2m in length and 3.5m in width. It is located 8m from the proposed cycle path. This feature may of acted as a shepherds hut and is of probable Post-Medieval date
F52	409189	373395	Raised farm track constructed of irregular limestone blocks at a height of 1.5m, with an overall length of 21m. This feature dates to the Post-Medieval period
F53	409912	372496	Subtle linear earthwork, orientated approximately north-south. Representing a relict field boundary possibly associated with the Romano-British field system of Cowlow. This feature terminates in the northern vicinity of the proposed cycle path.

APPENDIX II

BRIEF FOR ARCHAEOLOGICAL DESK-TOP STUDY AND WALKOVER SURVEY PEAK DISTRICT NATIONAL PARK AUTHORITY CULTURAL HERITAGE TEAM

Site : Monsal Trail and Woo Dale, Derbyshire

Location: Bakewell, Monsal Dale, Millersdale, Wye Dale, Woo Dale, Derbyshire

Date: 15 December 2009

Agent: Peak District National Park Authority

Background:

The Peak District National Park Authority is working with Cycle England to develop a cycle route between Buxton and Matlock in Derbyshire. Part of this route is currently being assessed towards an intended start of works in 2010. To assess the impact of any development works on any historic environment features on the route a desk-top study and walk-over survey has initially to be undertaken. The results of this will provide a strategy for any further archaeological work that will be required to be undertaken prior to the submission of an application.

Archaeological background

Much of the cycle route will follow the Monsal Trail on the former line of the Manchester, Buxton, Matlock and Midlands Railway. The intention is that the existing tunnels, which have been closed for public safety reason, will be re-opened. The interior of the tunnels should be investigated.

The Manchester, Buxton, Matlock and Midlands Junction Railway Act of 1846 led to the establishment of the upper section of this line between Ambergate and Rowsley, followed by its extension to Buxton under the Midland Railway (Rowsley and Buxton) Act of 1860. The Ambergate to Rowsley section opened on June 4 1849, with the Buxton extension being opened between 1863 and 1867. By 1871 the whole of the line was being run by Midland Railway. The Matlock to Buxton line was closed in 1968 as part of Dr Beeching's cuts.

Current proposals have the route leaving the Monsal Trail at Wye Dale car park and turning north-west up Woo Dale. An extensive Romano British settlement, known as Cow Low, survives some 200m to the north-west of the dale. Remains here include earthwork lynchets, terraces, stone banks and enclosures, lying within a contemporary field system.

SCOPE OF DESK-BASED STUDY:

In order to put the site in context the study should collate information for the cycle route corridor plus a 500m buffer zone on either side. The following sources should be investigated:

Sources to be consulted, in order to complete the assessment (constraints on source availability should be noted)

- Derbyshire Historic Environment Record(s).
- Historic Landscape Character information held by the Peak District National Park Cultural heritage team.
- Plans and maps of the site and its environs, including medieval and early modern pictorial and surveyed maps and including pre- and post-war Ordnance Surveys.
- Place name evidence.
- Aerial photographs.
- Historical documents and photographs held in relevant museums, libraries and archives.
- Relevant archaeological archives held in local museums.
- Appropriate archaeological and historical journals and books.
- Trade and Business Directories.
- Listed Building records (where appropriate).
- Geological/soil surveys
- Engineers test-pitting data
- Records of previous mineral extraction

Report presentation:

- A report will be produced that assembles and summarises the available evidence.
- The results will be synthesised, put in context, and the character of the archaeology present be discussed.
- The report will comment on the quality and reliability of the evidence and indicate whether it might need to be supplemented by site evaluation.
- The report will be suitably illustrated with clear plans, and sections where appropriate.
- All maps examined should be reproduced (if possible) with the site outline marked on them.
- All sources referred to should be included in the bibliography, even if the results were negative; N.B. references should always include page numbers, where appropriate.

REQUIREMENTS FOR ARCHAEOLOGICAL WALK-OVER SURVEY

Archaeological potential

Features associated with the operating railway still survive on the trail. These include, for example, for example station platforms, passenger shelters and railway worker's huts. The walk-over survey should result in further information on the presence and preservation of any archaeological features and deposits.

The intention is that, as part of the project, the existing tunnels which have been closed for public safety reason will be re-opened. The interior of the tunnels should also be surveyed.

Current proposals have the route leaving the Monsal Trail at Wye Dale car park and turning north-westwards through Woo Dale. An extensive Romano British settlement, known as Cow Low, survives some 200m to the north-west of the dale. There is potential, within and on the edge of the Dale, for the survival of earthwork features of prehistoric, medieval and post-medieval date.

Objectives

The objectives of the survey should be to gather sufficient information to establish, where possible, presence/absence, character, extent, state of preservation and date of any archaeological features and deposits within the specified areas.

The survey should investigate the whole of the area(s) indicated on the accompanying plan. Archaeological features, exposed archaeological deposits and finds should be recorded, with an approximate grid reference. Surface finds may be collected for dating purposes.

Survey Techniques

The techniques chosen should be selected to cause the minimum amount of disturbance and should comply with all health and safety regulations. Reference should be made to the desk-based assessment which has been prepared for this site and any subsequent observations from the PDNPA's archaeological officers .

The following work will be required:

- A systematic walk-over of the area of interest noting presence or absence of archaeological monuments should be undertaken.
- The location of the archaeological features is to be plotted on a 1:2500 scale map base to an accuracy of not less than 5 metres where possible. Where extensive areas of earthworks occur (e.g. groups of lead mining shafts and waste heaps) their approximate area should be mapped. A brief text description, including discussion of relationships with associated monuments, should be prepared for each archaeological feature/group of features.

The work shall be carried out by appropriately qualified and experienced staff; details of staff numbers and their relative experience should be included, plus their responsibilities in carrying out the work. Staff c.v.'s should be included (unless already supplied to Peak District National Park Authority Service in previous project specifications).

Monitoring

The Peak District National Park Authority Cultural Heritage team will be responsible for monitoring the fieldwork. A minimum of one week's notice of the commencement of fieldwork must be given by the archaeological contractor to the Peak District National Park Authority Service in order that arrangements for monitoring may be made.

Report

The walk-over survey should result in an illustrated report including background information, methods, detailed results and assessments of the survey, conclusion and discussion. Any drawings, plans and photographs should be included, plus clear location maps and grid references. Specifically, it should include:

- an outline of the survey techniques utilised and the limitations and/or problems encountered.
- a summary of the archaeological periods and monuments encountered, in chronological order, to assess the diversity and survival of the resource. This should

include an interpretation of the earthworks and any observed relationships and estimates of their dates.

- a catalogue which includes the following fields of information, per : unique site identifier; national grid reference (grid letters plus minimum of eight figure); monument type (where known). Where a monument type is given, it should be an approved term, as given in the standard thesaurus of monument types (RCHME 1999). Where a monument type cannot be confidently given, the reasons for this should be given in the accompanying text description.

- A set of base maps at the recommended scale, cross-referenced to the catalogue. The maps should clearly and accurately indicate those areas which were difficult to survey or were impenetrable and require further work. Where appropriate, copies of earlier maps should be included.

The report will be made available to the Peak District National Park Authority Cultural Heritage team and the Derbyshire County Council Archaeology Service for incorporation in the County Sites and Monuments Record. As well as a printed copy of the report, copies of the electronic files should be provided in the following formats:

- 1 copy in Word for Windows or compatible format.
- 1 copy of illustrations in tifs at 600dpi or as jpeg files.

OASIS

The Derbyshire Sites and Monuments Record is taking part in the pilot study for the *Online Access to Index of Archaeological Investigations* (OASIS) project. The overall aim of the OASIS project is to provide an online index to the mass of archaeological grey literature that has been produced as a result of the advent of large-scale developer funded fieldwork. The archaeological contractor must therefore complete the online OASIS form at <http://ads.ahds.ac.uk/project/oasis/>. If the archaeological contractor does not have internet access a paper copy of the form can be obtained from the Peak District National Park Authority. Contractors are advised to contact the Derbyshire SMR prior to completing the form. Once a report has become a public document by forming part of a planning application or being otherwise submitted to the Derbyshire SMR in response to a statutory duty or requirement the SMR may place the information on a website. Please ensure that you and your client agree to this procedure in writing as part of the process of submitting the report to the Derbyshire SMR.

Sarah Whiteley
Senior Conservation Archaeologist

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