C. Henshaw, Archaeological Consultant

HERITAGE STATEMENT

Land at Little Hayes Farm, Donkey Lane, Cheadle

Date: July 2012
Report No.: DLC12

Heritage Statement

Land at Little Hayes Farm,

Donkey Lane,

Cheadle,

Staffordshire

Produced for

Mr John Heath, c/o MDB Architecture Ltd

on behalf of

Mrs P Wilson and others

Written by

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NON-TECHNICAL SUMMARY

This report reviews and refines the results of an earlier desk-based assessment concerning land at Little Hayes Farm, Donkey Lane, Cheadle. In particular, it seeks to trace the lines of a 19th-century tramway across the site so that these can be respected during any development work on the site. The history of the Woodhead colliery is explored in greater detail, in order to illuminate the history of the tramline and to place it within its historical context. The tramline is demonstrated to have been established in the early-19th century, heading from the colliery buildings on the site eastwards to the Uttoxeter Canal. The tramway also featured several branch lines to local coal pits, one of which, coming from the pit at Hammersley Hayes, enters the site across its northern boundary. Finally, the course of the section of tramline running between the colliery buildings on the site was altered during the mid- to late-19th century, its earlier curved course being straightened out. The report demonstrates that the earlier course of the tramway is followed by a footpath across the site, and reconstructs all the historic courses of the trackwork across the site by analysis of historic maps.

1.0 INTRODUCTION

1.1 Mr John Heath has commissioned a Heritage Statement on behalf of Mrs P Wilson and others, regarding a proposed housing development on land at Little Hayes Farm, Cheadle. Clare Henshaw, Archaeological Consultant, was subsequently appointed to the project.

2.0 AIMS & OBJECTIVES OF THE PROJECT

2.1 The aim of this report is to review and refine the results of a previous desk-based assessment associated with the site, and in particular to present evidence for the alignment of a 19th century tramway across the site. An assessment of the archaeological impact of any development on the site was established by the previous desk-based assessment (Slatcher 1999).

3.0 METHODOLOGY

3.1 This Heritage Statement is written in accordance with the *IfA's Standard and Guidance for Archaeological Desk Based Assessment (revised Oct 2008)* as well as the *National Planning Policy Framework*, Sections 126-141. Archaeological assessment of the proposed site has been accomplished through the use of the following sources: HER data, historic maps, Aerial Photographs and relevant documentary sources.

4.0 PLANNING POLICY CONTEXT

4.1 The National Planning Policy Framework (NPPF) was published on 27th March 2012 and outlines the Government's national policies on the conservation of the historic environment. Sections 126 - 128 in the report describes the key role that planning plays in conserving our heritage assets and in the creation of sustainable places. The Government's overarching aim is the proper conservation of the historic environment and its heritage assets so they can be enjoyed for the quality of life they bring to this and future generations, as well as recognising the wider social, cultural, economic and environmental benefits of heritage conservation. Recognition is also given to the need for Managed Change - a necessity if heritage assets are to be maintained in the long term.

4.2 Section 129 requests that Local Councils and other development approval bodies should require an applicant to provide a description of the significance of the heritage assets affected by a proposed development. The level of detail should be proportionate to the importance of the heritage asset and no more than is sufficient to understand the potential impact of the proposal on the significance of the heritage asset. It functions as a logical progression to a statement of environmental effects which most councils commonly require.

5.0 THE SITE

5.1 The construction area, hereafter called 'the site', is bounded to the east and northeast by field boundaries, to the west by the A521 road between Cheadle and Froghall, to the south by the Ness Grove housing estate, to the northwest by Donkey Lane and the Weaver Close and Silver Street housing estates.

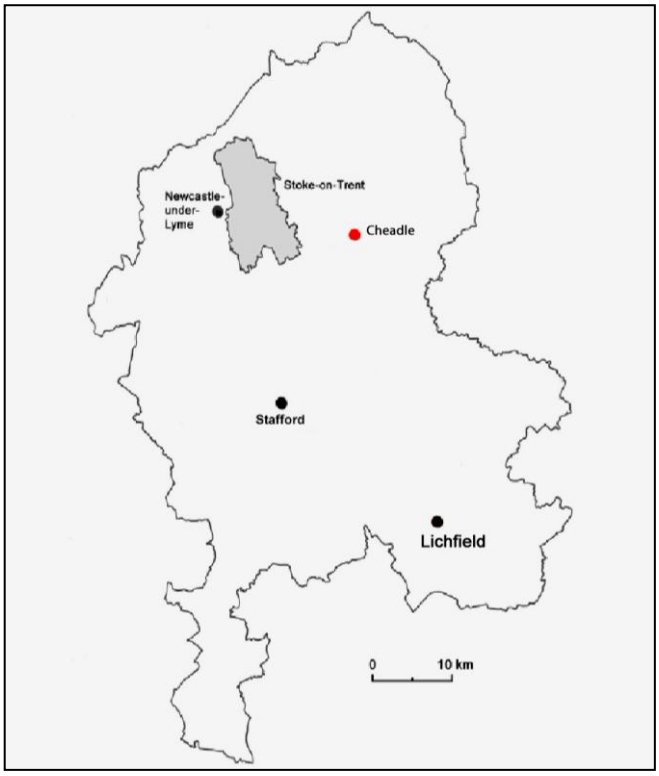

Figure 1: Site Location

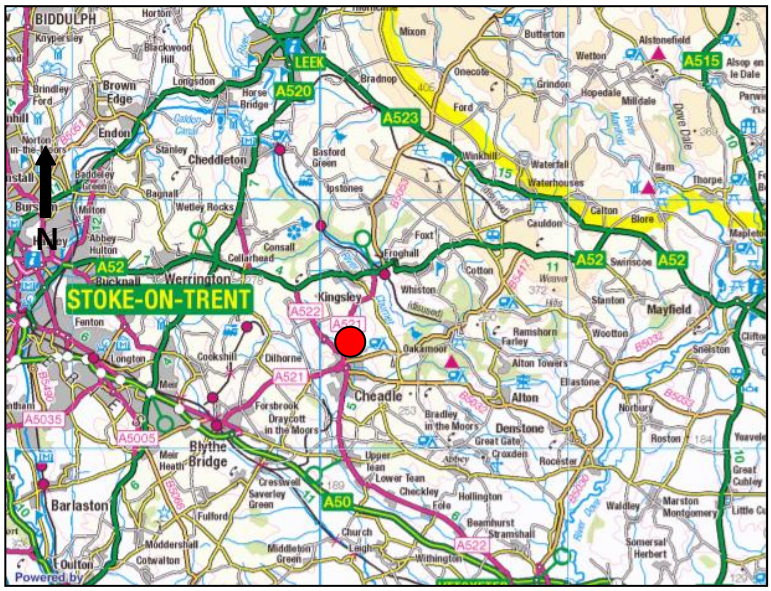

Figure 2: Site Location (image contains Ordnance Survey data © Crown copyright and database right 2011)

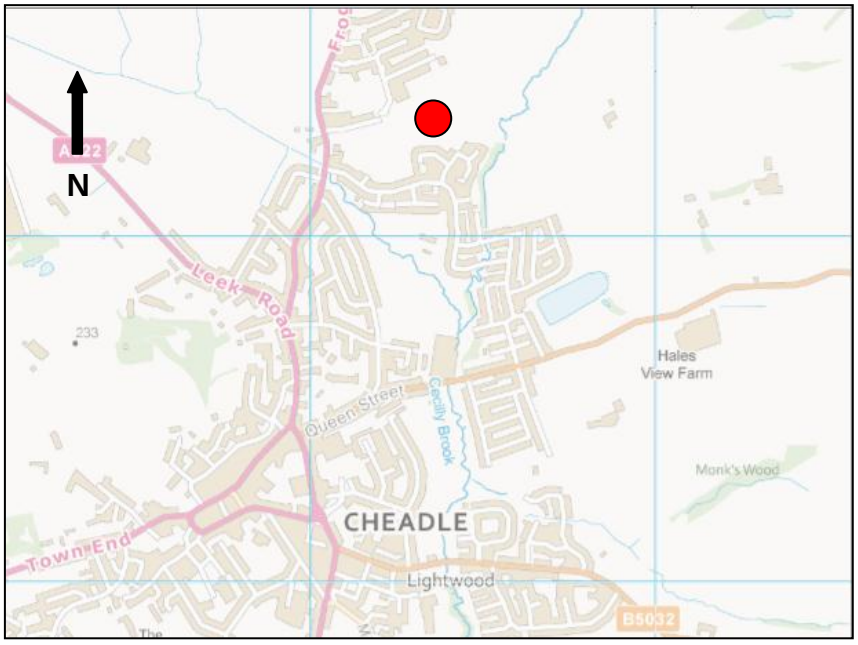

Figure 3: Site Location (image contains Ordnance Survey data © Crown copyright and database right 2011)

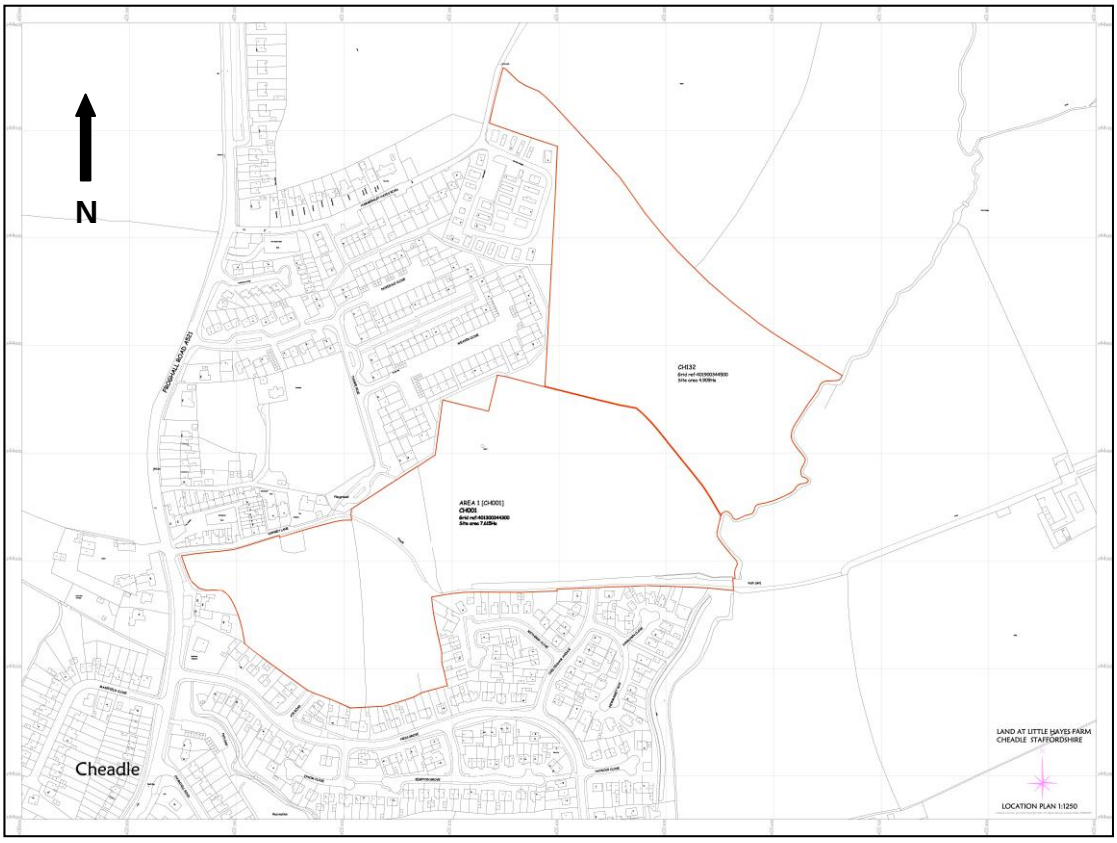

Figure 4: Site Plan, not reproduced to scale (kindly provided by Mr John Heath)

6.0 ARCHAEOLOGICAL & HISTORICAL BACKGROUND

6.1 This report is intended to complement a desk-based assessment of the site undertaken by John Samuels Archaeological Consultants thirteen years ago (Slatcher 1999), and a review and revision of much of the information contained therein informs what follows. It should be noted that the site analysed here contains an additional field immediately northeast of the site analysed in the earlier assessment.

6.2 The study site is located just less than 1km north of the centre of the town of Cheadle, on the eastern side of the main road to Froghall. Cheadle was probably established during the early medieval period; the town's Old English name means 'wood called *chet*', where *chet* derives from Brittonic *ceto*, also meaning 'wood' (Horovitz 2005, p 186). Despite this proximity, there is no evidence of occupation dated to the medieval period or earlier at the study site (Slatcher 1999, p 6). The site is labelled Woodhead on later maps, but may have taken this name from the Woodhead Colliery established there, which was itself named from the Woodhead estate based on Woodhead Hall, near Wood House Farm, about 1km to the east of the site; the name means 'the head or end of the wood', perhaps the same wood enshrined in the name of Cheadle itself (Horovitz 2005, p 587). It is possible that the mining of coal in the area began during the medieval period, although there is no evidence for this within or near the study site (Slatcher 1999, p 6).

6.3 The Cheadle Copper Works were established in the vicinity of the study site by the Cheadle Copper and Brass Company at some time shortly after 1767; this facility was charged with smelting and refining copper and copper ore (Slatcher 1999, p 7; Hamilton 1967, p 150). The company had been formed in 1734 by Thomas Patten and his associates, and became one of the most important brass and copper producers in England, expanding to take in premises in Lancashire, Flintshire and Glamorgan (Hamilton 1967, pp 149-151). Although the company carried its success into the 19th century, the Cheadle Copper Works was closed in 1792, probably because most of the company's copper ore came from Wales, and so was best smelted there (Slatcher 1999, p 7). Slatcher suggests that the copper smelter may have

survived up to 1842, when the Tithe survey mapped a large building on the study site of a similar size to the smelter at Whiston (Slatcher 1999, p 7); however, the building he refers to is more likely part of the colliery workings. Indeed, a trial pit investigation undertaken on the site in 1999 found traces only of the colliery buildings and Little Hayes Farm, and unless the copper works was also in this specific location, it is doubtful that it was located within the study site at all (Anon. 1999).

6.4 Part of the site played host to the Woodhead Colliery. When the land became part of the Woodhead estate, or whether it was always a part of it, is uncertain. However, by the mid-18th century the Leigh family of Woodhead Hall was actively pursuing the mining of coal, and in 1762 entered into a partnership with other miners of Cheadle (Chester 2002, pp 37-41). It is possible that the site supported coal workings by this date. The partnership was dissolved in 1784, and the working of collieries on the Woodhead estate was left to John Leigh. Leigh worked with William Hurst, who probably had Bedbrook Farm, immediately south of the site, and together they had assembled the complex of colliery buildings at Woodhead by 1800, including the main shaft and a weighing machine (Chester 2002, p 63); Leigh also took out leases on the coal under Broad Haye Farm and Hammersley Hayes to the north (Chester 2002, pp 64-65 & 68). A tramway connecting these coal pits to the Woodhead colliery and the colliery to the Uttoxeter Canal about 2.5km to the east was begun in the early-19th century; sale of half share of it was advertised in 1812 in the Staffordshire Advertiser (12th June), but this was a fundraising exercise, and it was not finished for another fifteen years (Chester 2002, p 65). Eventually, the tramway was connected with a pre-existing railroad from the colliery in Gibridding Wood, in order to complete the final leg to the canal (Chester 2002, p 69).

6.5 The First Series Ordnance Survey (hereafter OS) map of 1834 depicts the tramway between Woodhead and the canal, with various branch lines leading to the coal pit at Hammersley Hayes and across the road to coal pits a short distance to the west (not shown here; see figure in Slatcher 1999, p 16). A sale catalogue advertising the sale of the Woodhead Colliery Estate by

auction in November 1841 reveals that the colliery land itself occupied only the triangular western third of the present study site, as well as two fields extending north from the western end of the site on either side of the main road (see Figure 5); taken altogether, this plot was called Bedbrook Farm in the catalogue (not to be confused with the Bedbrook Farm immediately south of the site, marked on the 1st edition OS map!), and was the first of three divisions of the colliery estate, the others being Hales Farm and Eastwall Farm both further east. The 1842 tithe survey and associated map (see Figure 6a) also allows a closer look at the colliery, describing it as in the ownership of the assignees of John Leigh, who was dead by then, and tenanted by William Bowers (listed as a coal owner at Woodhead as early as 1834 in the White's Trade Directory for that year); the eastern two thirds of the present study site comprised two fields, called 'Intake' (no. 494; literally 'taken-in' from unenclosed land) and 'Far Broad Hays' (no. 495), both, among others, in the ownership of James Beech and tenanted by James Fallows.

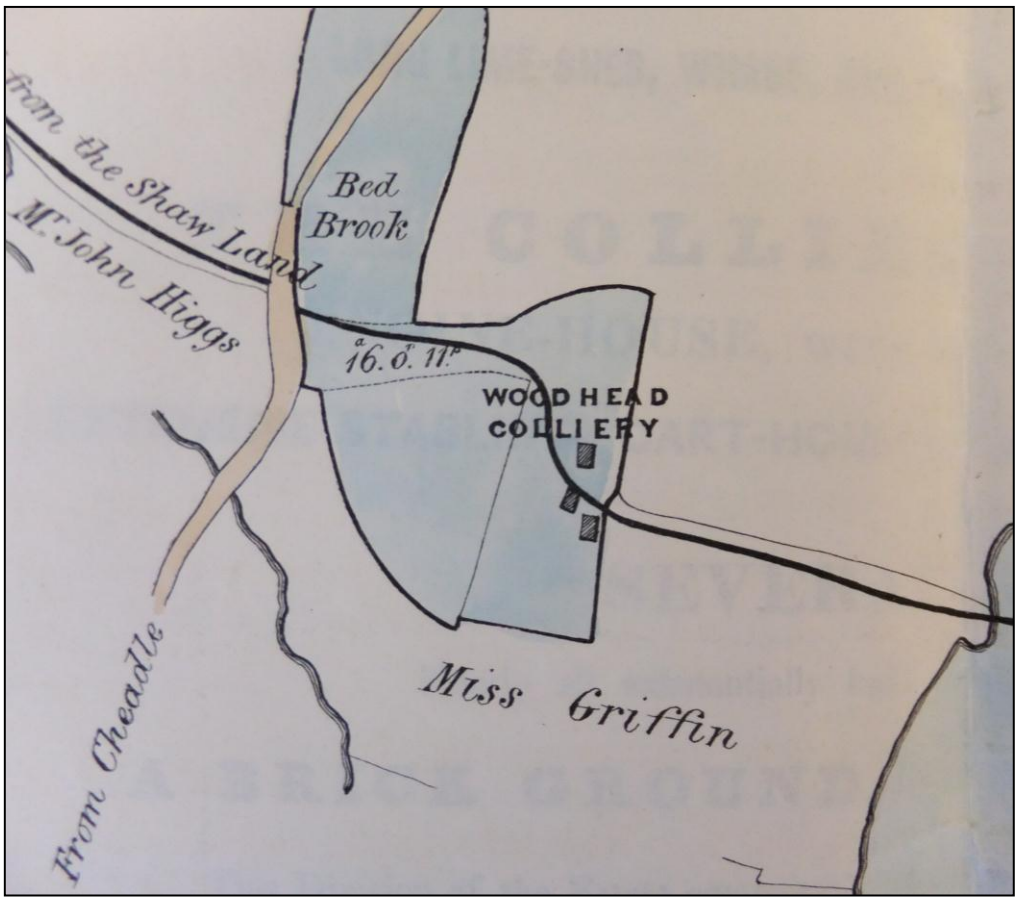

Figure 5: Sale Catalogue map of Woodhead Colliery, 1841

Figure 6a: Tithe map, 1842; Note that north is to the left, and the dashed lines represent the tramway

Figure 6b: Tithe map detail, 1842; Note that north is to the left, and the dashed lines represent the tramway

6.6 The tithe map (see Figure 6b) shows that the triangular part of the site was divided into three fairly large enclosures (nos. 479, 480 and 481), with a set of three smaller ones in its southern corner (nos. 476, 477 and 478). The larger two of the three large enclosures were called 'Near Ash Field' and 'Far Ash Field' (481 and 479 respectively), suggesting that the whole triangular plot had once been a single undivided 'Ash Field'. Three of the four colliery buildings depicted on the map were lined up along the eastern edge of Far Ash Field, the southernmost by far the largest, and the northernmost straddling the boundary with the third of the large enclosures (480), which was described as a brick kiln and yard and contained the fourth of the buildings, no doubt the kiln concerned. Far Ash Field is explicitly said to contain a pit, identifiable as the middle of the three buildings by comparison with the later 1880 OS map (see below). The three small enclosures to the south were all described as gardens in the hands of various tenants, whilst the two fields extending north on either side of the main road (outside the present study site) were described as 'Car Pits' and 'Marl Pit and House' (respectively west and east, nos. 487 and 491).

6.7 Surprisingly, considering they were ostensibly produced only one year apart, the tithe map and catalogue map display a number of discrepancies: the triangular plot is only divided into two large enclosures on the catalogue map, representing Near and Far Ash Field on the tithe map, with no indication of the brick kiln enclosure towards the northern corner or the three small garden enclosures in the southern corner; secondly, the catalogue map shows only three colliery buildings, omitting the brick kiln building. Finally, the tithe map shows the tramway following the line of Donkey lane and continuing as far as far as the northern corner of the brick kiln enclosure, connecting with the branch line coming south from Hammersley Hayes and running along the eastern boundary of the colliery land, whilst the catalogue map shows it curving slightly south of this line, and does not depict the branch line. It is possible that the brick kiln and its enclosure were newly made in 1842, and perhaps also the gardens, and as the First Series OS map of 1834 also shows the branch lines, we can assume that the catalogue map was simplified and omitted them, but both this and the tithe map were not drawn to the most

accurate of cartographic standards, neither can be trusted to be truly representative of the actual arrangement.

6.8 The precise line of the tramway within the site boundary cannot therefore be recovered for certain. The 1834 OS map appears to show the same line as the catalogue map, although it is drawn at too small a scale to provide an accurate line. However, comparison with later maps is fruitful. The footpath heading east from the old colliery site, along the southern edge of the eastern half of the present study site, certainly represents the line of the tramway; it is therefore likely that the curving line of the footpath between the above footpath and the end of Donkey Lane, which is first depicted on the 1880 OS map and remains in existence today, represents the line of the earlier tramway, particularly as it is shown passing between the coal pit and southernmost of the colliery buildings on the 1880 map, just as it passes between the two southernmost colliery buildings on the catalogue map. The annotated map of the study in this report therefore shows course of the tramway along this footpath, as well as that of the southern end of the branch line to Hammersley Hayes where it passes through the study site (see Figure 11); the line of the track connecting these two tramways depicted on the tithe map now runs just outside the northern boundary of the study site. Although no one map shows all of these elements of the tramway in existence at once, this arrangement appears, from all the available evidence, to represents the situation *c*. 1840.

6.9 By 1880 the 1st Edition OS map (reproduced in 1888 OS map at 1:10,560, as shown in Figure 7) indicates that the tramway across the colliery site had been realigned, this time turning slightly northwards at the western end of the section along the southern boundary of the study site, and extending in a more or less straight line towards the western end of Donkey Lane; this is also shown on the annotated map of the study site (see Figure 11). Two of the four buildings shown on the tithe map had disappeared by this date, the brick kiln having disappeared entirely, whilst an old coal shaft on the location of the other missing buildings suggests that this had been the pit-head building (as mentioned above). In addition, a new building had been

added in a small enclosure on the southern side of Donkey Lane, and the small garden enclosures shown at the southern corner of the site had also been enlarged, simplified and regularised by this date, encompassing nearly half of the old Far Ash Field. The tramway terminated just short of Donkey Lane, no longer crossing the road to the west. Instead, the various western coal pits, the furthest of which was located about 3km away at Kingsley Moor, were now served by a long tramway that terminated on the western side of the road at a coal wharf. At the entrance to the site, a long building had been added, whilst in the field to the north of the study site that was originally part of the colliery land, a series of buildings had been arranged around three sides of a small rectangular enclosure, where there had earlier been a single house. This was apparently built by William Bowers, the tenant in 1842, and contained cart sheds, stables and a row of dwellings for his men (Chester 2002, p 38). The Bowers family appears to have retained an interest in Woodhead colliery throughout the 19th century: in 1900, William Eli Bowers is listed in the Kelly's Trade Directory at Woodhead colliery, and in 1912 his executors were listed at both Woodhead and Park Hall collieries.

6.10 However, the colliery was evidently flagging by the late-19th century, and by 1899 the OS map of that year shows that the tramway between the colliery and the canal had been removed, as had the relatively new building at the entrance to the site (see Figure 8). Meanwhile, the enclosures at the southern corner of the site had again been slightly reorganised, and now included within them part of the southernmost colliery building, which had presumably been separated from its northern end by demolition of the intervening part. By 1924, the OS map for that year shows that this building had been extended, whilst some of the adjoining boundaries had again been slightly altered or removed (see Figure 9). The 1937 OS map labels this building Little Hayes Farm, indicating that the colliery had been entirely superseded by a farming concern by this date (see Figure 10). At some point the estate attached to this farm must have shed the field to the north of the present study site containing William Bowers' houses and service buildings. In the 1940 Kelly's Trade Directory Alfred Walter Brown is listed as a farmer at Little Hayes Farm.

Figure 7: OS map, 1888, reproducing detail visible on the larger scale OS map of 1880

6.11 The study site now contains little evidence of the history described above, although its boundaries largely preserve the boundaries of the plots described above; the only exception to this is the western edge of the north-eastern field, which has been overrun by the adjacent housing development. A site visit associated with the earlier desk-based assessment noted some *in situ* stone sleepers along the path of the tramway along the southern boundary of the study site (Slatcher 1999, p 8), but otherwise the two grass fields that now constitute the study site are empty of physical remains of the colliery. The only clues to the tramway are the line of the footpath across the

site and the name of Donkey Lane, which apparently refers to the donkeys used to pull the wagons. A geotechnical survey undertaken in 1999 revealed evidence of the presence of the colliery buildings in the form of brick, coal, ash and clinker found in the trial pits excavated over their locations and further to the east, where ploughing in the intake field had spread them (Anon. 1999, p 6 and Figure 2). No *in situ* foundations were discovered, although these may yet survive in places. A geophysical survey also undertaken in 1999 was ultimately inconclusive, although may have located several features thought to be indicative of buried deposits associated with the colliery, as well as the lines of several pipes (Harvey 1999, pp 2-3).

Figure 8: OS map, 1899

Figure 9: OS map, 1924

Figure 10: OS map, 1937

7.0 CONCLUSIONS

7.1 This report casts some doubt on the presence of an 18th-century copper smelter on the site, and emphasises the history of the Woodhead Colliery, elaborating the evidence discussed in the earlier desk-based assessment (Slatcher 1999). Coal mining in the vicinity and perhaps within the bounds of the study site probably began in the mid-18th century under the auspices of the Leigh family of Woodhead Hall, and by *c.* 1800 a set of colliery buildings had been assembled on the site. During the first decades of the 19th century, John Leigh expanded his operations to include other nearby coal pits, and constructed a tramway connecting these pits to the colliery and the Uttoxeter Canal. The line of this tramway through the site can be identified by reference to several historical maps, and by assuming that later footpaths fossilised the line of the earlier tramway. The site contained at least two connected sections of tramway: the first proceeding along Donkey Lane, then curving south through the colliery buildings to the southern boundary of the study site, along which it ran before continuing further east; and the second coming from the coal pit at Hammersley Hayes to the north and connecting with the first at the point where it reaches the southern boundary of the study site. The colliery continued to operate through the 19th century under the auspices of the Bowers family, who also expanded the facilities on the site. Much of the trackwork described above was removed before 1880, leaving the section running along the southern boundary of the study site towards the canal, and a newer section extending northwest from this across the western part of the study site.

7.2 The colliery declined during the late-19th century, and had been replaced by Little Hayes Farm by the third decade of the 20th century. Slatcher (1999, p 9) has adjudged any archaeological remains of the colliery to be of negligible importance, whilst recommending that the line of the associated tramway remain undisturbed as much as possible, as the latter is of regional importance because of its connections with other places in the locality. To this end, a plan has been provided in this report showing the lines of the tramway across the study site, as deduced from historic maps (see Figure 11).

8.0 ACKNOWLEDGEMENTS

8.1 Thanks to John Heath for commissioning this report. Many thanks also to the archaeology team at Staffordshire County Council for all their help and advice. Thanks also to the staff at the Staffordshire Record Office for their assistance. Grateful Thanks to Clare Henshaw for proofreading.

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William Salt Library:

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Geotechnical Report (Anon. 1999)	Misc 1335

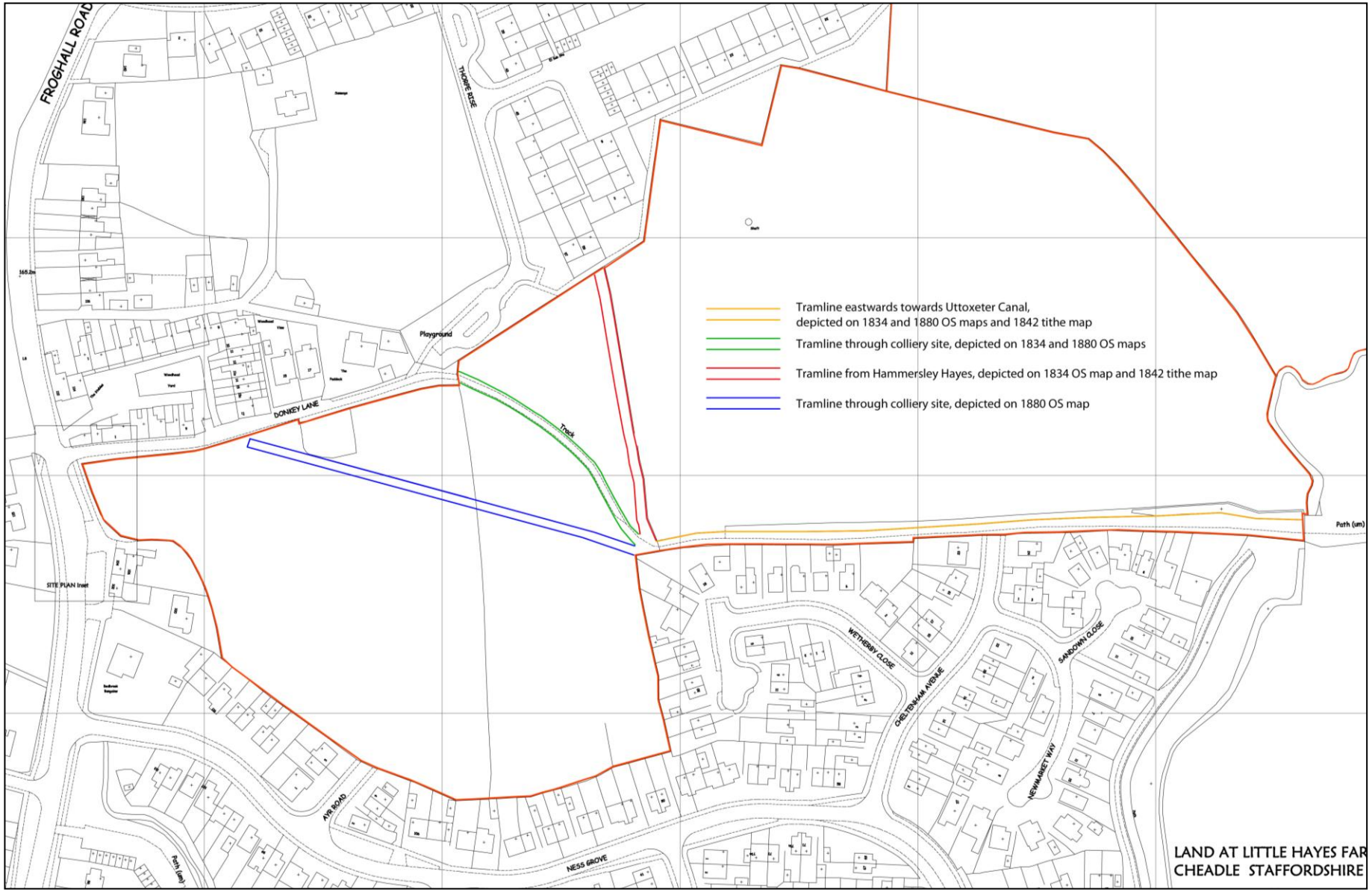

Figure 11: Site Plan showing lines of 19th-century tramway