CREWE GREEN LINK ROAD (SOUTH)
CREWE
CHESHIRE
SJ 7268 5272 TO SJ 7230 5370

CULTURAL HERITAGE ASSESSMENT

CONTRACTED BY:

THE ENVIRONMENT PARTNERSHIP
GENESIS CENTRE
BIRCHWOOD SCIENCE PARK
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UNDERTAKEN BY

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This Cultural Heritage Assessment, in respect of proposals for Crewe Green Link Road (South) has been prepared by Castlering Archaeology in order to evaluate the potential impacts of the proposals on the cultural heritage resource in order to eliminate and / or minimise any adverse repercussions of the proposed development on the said resource.

The road will connect to the existing Weston Gate roundabout on the A5020 in the north and the new R2 roundabout on the A500 in the south. Current proposals indicate that the highway will be divided into a northern and southern section linked by an internal roundabout, which will connect to the proposed new Basford East and Basford West Economic Development sites. The mainline railway passes west of the study area and the Crewe-Stoke railway line traverses the northern extent of the route in an east-west direction.

Information supplied from Cheshire Historic Environment Record produced 11 known sites of cultural heritage interest within a 500m buffer zone of the proposed road corridor. The sites comprised one Grade II Listed building; one Grade II Listed structure; one Historic Parkland; one former WWII site, now destroyed; Crotia Mill; two landscaped features associated with the mill and four findspots.

Of these sites, only the existing site of Crotia Mill Farm is likely to be indirectly impacted on by the proposed route, which will pass c.200m to the east. Although the existing mill buildings appear to be of 19th century date, documentary evidence suggests the mill has possible 14th century origins. Subsequent landscaping and planting following construction of the road would reduce the visual impact on the mill site but the long-term effect of road construction on the site remains unknown.

North of the Crewe-Stoke Railway embankment, the Grade II Listed Fir Tree Cottage may have some temporary visual intrusion during construction works in the area of Weston Gate roundabout, but this is considered to be minor. Crewe Hall Historic Parkland is less likely to experience any impact.

In addition three sites of cultural heritage interest within the road corridor were identified by the current assessment, which are likely to be impacted on by the construction of the road scheme, namely an area for the potential recovery of buried waterlogged deposits in and around Basford Brook; areas of ridge and furrow earthworks and the former route of the tailrace from Crotia Mill.

Proposals involve the construction of a tunnel to take the road below the Crewe-Stoke Railway embankment and a bridge to cross the Basford Brook. The constructions will have a major impact on the landscape at this location and involve considerable engineering work to be undertaken in the area of the Brook. Although construction designs aim to restrict interference with the channel and banks of the Brook, the large-scale construction work in this area will not be restricted to the tunnel and bridge site. A recent archaeological watching brief at this location retrieved waterlogged wood from the Brook, proving the potential for unknown buried archaeological deposits in the alluvial material of the valley.

East of the Brook, ridge and furrow earthworks of potential medieval date have been identified on aerial photographs and the site walk-over on the north side of the study area. Further south, the alignment of the tailrace from Crotia Mill, as identified by 1882 to 1938 maps, will be directly impacted on by the route.

The assessment has shown the potential for unknown buried archaeological remains and chance finds to be recovered within the study area. An appropriate mitigation strategy for the road scheme would allow for sufficient archaeological recording of potential below-ground remains and findspots. Allowing for mitigation, it is considered that the proposed route scheme will have a minor impact on the cultural heritage of the route.
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Appendix 1

List of Known Sites of Cultural Heritage Interest
supplied by Cheshire Historic Environment Record (CHER)

Abbreviations:

AP Aerial Photographs
BGS British Geological Survey
OAN Oxford Archaeology North
CRO Cheshire Record Office
CHER Cheshire Historic Environment Record
DoE Department of the Environment
mOD metres over datum
OS Ordnance Survey
TLCAS Transactions of the Lancashire and Cheshire Antiquarian Society
THSLC Transactions of the Historic Society of Lancashire & Cheshire
LMFAU Liverpool Museum Field Archaeology Unit
NMGM National Museums and Galleries on Merseyside
WYAS West Yorkshire Archaeological Service
1. INTRODUCTION

1.1 This report comprises a cultural heritage assessment of land along the line of the proposed link road south-east of the town of Crewe, known as Crewe Green Link Road (South) (Location, Fig. 1 previous). The report contains the results of a desk-based assessment and site inspection of the proposed route and its immediate environs, hereinafter referred to as the ‘study area’. The road will connect to the existing Weston Gate roundabout on the A5020 in the north (c.SJ 7230 5372) and the new R2 roundabout on the A500 in the south, near Heath Farm (c.SJ 7268 5272). Current proposals indicate that the 1.1km highway will be divided into a northern and southern section linked by an internal roundabout, c.70m in diameter, which will connect to the proposed new Basford East and Basford West Economic Development sites, hereinafter referred to as the ‘route’. The highway will comprise two 7.3m wide carriageways with 3.2m wide footways on both sides, giving a permanent 21m wide corridor. In the north, the land flanking the Crewe-Stoke railway will be excavated to allow the proposed road to pass beneath the railway by means of a reinforced concrete bridge. Footways and cycleways will pass through adjoining subways at road level.

1.2 The proposed road lies primarily within the modern civil parish of Weston, with land in both Crewe and Basford parishes located on the northern and western fringes of the route. The mainline railway passes west of the study area and the Crewe-Stoke railway line traverses the northern extent of the route in an east-west direction. North of the east-west railway, the landscaped grounds of Crewe Hall form a large part of the northern extent of the study area. South of the railway, the proposed route passes almost entirely through agricultural land, which is currently under pasture. The route passes c.200 m to the east of Crotia Mill Farm, a site of known historic interest, sited west of Basford Brook.

1.3 This Cultural Heritage Assessment has been prepared by Castlering Archaeology, at the request of The Environmental Partnership (TEP). It evaluates the potential impacts of the proposals on the cultural heritage resource in order to eliminate and / or minimise any adverse repercussions of the proposed development on the cultural heritage.

2. METHODOLOGY

The assessment has been undertaken using proven archaeological techniques, which comply with Guidelines and Codes of Conduct set out by the Institute for Archaeologists (IfA).

2.1 Desk-based study

The desk-based study has consulted relevant readily available records held at the following repositories:

- Cheshire Archaeology Planning Advisory Service (CHER)
- Cheshire County Record Office, Chester (CRO)

The assessment has consulted:

- Listed building and Scheduled Monument information
- Historic Environment Record (HER) held by CHER (Section 4 following)
- archaeological interventions / assessments
- printed maps & manuscripts
- place and field-name evidence
- aerial photographic collections
- photographic and pictorial sources
- published & unpublished works
2.2  **Walk-over site visit**

The site visit undertaken on January 31st 2010 is reported on in Section 10 *following*. The site visit is a non-intrusive process designed to assess the current land-use and topography, structures and earthworks and the potential for buried archaeological deposits and relate the existing landscape to the results of the desk-based assessment.

2.3  The approximate route is marked in red on Figs 1 and 2 *previous* and historic maps Figs 5-13 *following*.

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### 3. THE CULTURAL HERITAGE RESOURCE

The cultural heritage resource includes:

- known archaeological sites or areas with the potential to contain buried archaeological features based on the information gained from previous archaeological assessments;
- the built heritage which includes Listed buildings and structures, buildings of local interest, industrial buildings / structures;
- areas of historic landscape, townscape or industrial character including Conservation Areas, hedgerows, earthworks etc.

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### 4. GEOLOGY OF THE ROUTE

4.1  The underlying solid geology of the route comprises Permian sandstone and marl (BGS & Hains & Horton 1969). During the formation of the sandstone, extensive beds of halite (rock salt) were laid down which are now known as the Wilkesley Halite Formations. These salt deposits have been worked since the Iron Age at least and in the area of Nantwich to the west of the route, archaeological excavations have uncovered remarkable evidence of the industry from the Roman and Medieval periods in particular.

4.2  Extraction of underground salt deposits in rural areas has caused depressions in the agricultural landscape which may now be represented by the meres, flashes and small ponds seen in rural landscapes, such as the study area. The overlying layers are the results of glaciation, comprising silty till with sand and gravel beds.
5. KNOWN SITES OF CULTURAL HERITAGE INTEREST

5.1 Information supplied from Cheshire Historic Environment Record (CHER) produced 11 known sites of cultural heritage interest within a 500m buffer zone of the proposed road corridor, centred approximately at SJ 7236 5324. The sites are referenced in the report by their CHER number and those likely to be affected by the construction of the route are marked on Fig. 2 (previous) of this report; labelled by a report site number and referred to in the text by both the CHER and the site number, as applicable.

5.2 Within the buffer zone the record includes one Grade II Listed building (CHER 4205); one Grade II Listed structure (CHER 4208); one Historic Parkland (CHER 200/2/0); one former WWII site (CHER 4121/0/1); the existing Crotia Mill (CHER 4046/1/1; Site 1); two landscaped features associated with the mill (CHER 4046/1/2-3) and four findspots (CHE 228, 4665-7). The sites and their locations are listed in Appendix 1 of this report.

5.3 Legislation

- Listed Buildings / Structures are protected under section 1 of the 1990 Planning (Listed Buildings and Conservation Areas) Act in order to preserve the architectural / historic character and setting. Listed building consent must be obtained via the local planning authority prior to any works taking place within or in the vicinity of these structures.

- The English Heritage (EH) Register of Parks and Gardens of Special Historic Interest is a non-statutory list to highlight the existence of these areas in order that they can be considered for safeguarding during the planning process

5.4 The potential impact on the known archaeological sites is discussed in Section 11 following.
6.  HISTORICAL AND ARCHAEOLOGICAL BACKGROUND

Prehistory (up to 600 BC)

6.1 The earliest evidence for occupation in the northwest of England in general dates to the Mesolithic period. Evidence has been retrieved on the edge of the uplands to the east of the proposed route, rather than on the lower lying land in the county. Limited evidence of activity has been recovered within meres and other similar wetland sites (Leah et al, 1997). Anticipated occupation in the Palaeolithic and Mesolithic Periods (up to 3,000 BC) would be by seasonal / nomadic hunter-gatherers although to date there is little archaeological evidence for this period in Cheshire.

6.2 The Neolithic period is generally associated with the beginnings of agriculture and settled communities. Little archaeological evidence has been retrieved for this period in Cheshire, although the chambered long cairn near Congleton, known as Bridestones, is typical of the stone monuments of this period. Indications of clearance and vegetation changes have been identified in the pollen record (Leah et al 1997). Surface finds of flint tools have been recorded and rare stratified deposits have been noted during excavations in the county (Higham 1993); a grey flint dagger, now deposited in the Grosvenor Museum and reported on in VCH (1, 90) was found in Basford Parish, to the west of the study area, although the precise location remains unknown (Longley 1987, 79 & 90) and a stone axe-head of Neolithic date was found at Coppenhall Moss (Chambers 2007, 1). Bronze Age evidence has been mainly recorded in the funerary monuments on the edge of the Pennines which form the northeast border of the county, and to the southwest; a Bronze-Age hoard was discovered in Bridgemere in 1984 (Chambers 2007, 2) and finds include a stone axe recovered from Middlewich to the north-west of the route (Shaw and Clark 1999).

The Iron Age (600 BC – 43 AD)

6.3 The town of Crewe and its environs are located within the territory believed to have been occupied by the Cornovii tribe, the inhabitants of north-east Wales and parts of Shropshire, prior to the Roman conquest in the 5th century AD (Webster 1975 & 1991). Evidence of occupation during this period is identified principally by the hillforts built on the higher sandstone outcrops of the mid-Cheshire Ridge, while scant archaeological evidence of lowland settlement has been recovered in the county. Evidence of settlement in the Iron Age has been recovered during several excavations on the Wirral by (Philpott & Adams 1999) and one of the most important chance finds from this period came in the discovery of the bog body from Lindow Moss, c.30km north of the corridor route, by peat cutters in 1984. Subsequent radiocarbon dating indicated the body was at least 1,000 years old (Stead et al 1986; Turner and Scaife 1995).

6.4 The recovery of ‘VCP’ (very coarse pottery), typical of the Iron Age period and generally thought to be manufactured from the boulder clays of the Cheshire plain for use in the salt industry, indicates that salt was already being traded in this period and tracks and routes between Nantwich, Middlewich and Northwich were already established.

Romano-British Period (43 AD to 410 AD)

6.5 Evidence of occupation in Cheshire in general during the Roman period has been well documented and the archaeological record for this period is constantly added to, particularly in respect of the urban and military sites. Aerial reconnaissance since the 1990s has recovered evidence of potential lowland settlements / farmstead sites relating to late-Iron Age/Romano-British in the county (Collens, 1999). In general it is considered that the area outside Roman urban and military centres would be occupied by farming communities. Finds from the Roman period have been recorded in the parishes, including a hoard of twelve silver Denarius found together with two dolphin brooches at Weston, reported in Petch (1987, 236). The coins (CHER 228) were scattered over an area from SJ 72856 52427 to SJ 72852 52438, c.0.3km south of the recently constructed R2 roundabout near Heath Farm.
6.6 In close proximity to Crewe, salt extraction and production was underway in Roman times, particularly in the towns of Middlewich and Nantwich, where the recovery of archaeological evidence has been extremely rewarding in recent years. While archaeological evidence has been mainly derived from excavations in the towns, salt pan fragments found at Shavington (NGR SJ 707 517), c.1.8km southwest of the corridor suggest that rural sites may also have been involved in salt production (Penney and Shotter 1996). The salt industry made an impact on the surrounding woodland, with the need of timber for both fuel and the construction of associated buildings and dwellings. The forests that once covered the Cheshire plain were continually thinned as populations increased over the ensuing centuries. Roman administration was eventually abandoned in the 4th century, but the Roman way of life probably continued for several centuries thereafter. The nearest section of Roman road to the corridor route may be that referred to by O’Dwyer (1935, 22) as running from Crewe Green and Weston to the Roman fort at Middlewich in the northwest, although the precise route is unknown.

Pre-Conquest Period (410-1066AD)

6.7 The Anglo-Saxons, who had invaded the country from the north in the 6th century, gradually expanded their Kingdom of Mercia to take in the area of modern Cheshire. While evidence from the Anglo-Saxon period has been recovered during excavations in urban areas, known sites of rural occupation in the county are scarce. Christianity had been introduced by the Romans and centres of Christianity may have existed in the area, long before the construction of the medieval churches. Documentary evidence is mainly based on placenames (Dodgson 1971) and subsequent evidence recorded in the Domesday Survey of 1086. Gelling (1992, 183) suggests that early settlements in the region were small and shifting, with nucleated settlement only forming in the late Saxon period. The suffix ‘ton’, as in Shavington and Weston, suggests they were probably in existence by the end of the eighth century (Sylvester 1971, 24). Dodgson states that the name Crewe derives from the Welsh ‘criu’ or ‘cryw’, meaning fish-trap or alternatively ford, but there is no evidence to suggest where these sites might have been, although the settlement probably comprised an agricultural community living in small dwellings and farmsteads living near a stream. The present town of ‘Crewe’ only came into being with the advent of the railways in the 19th century. The ‘new’ 19th century town spread over the old parishes of Coppenhall, primarily the township of Monks Coppenhall, while the old Crewe township, which was part of Barthomley Parish, is now commonly known as Crewe Green.

Medieval Period to 1600

6.8 The advent of the Normans in 1066 and the Domesday Survey of 1086 provides the first evidence of the composition of the county as a whole. The proposed route extends from the ancient Township of Crewe in the north, southwards through Weston Township and passing the boundary of Basford Parish on the west, where a short spur is planned to link to the new industrial area. In the Domesday Survey Crewe (Creu) is recorded as part of land granted to the Norman Lord, Richard de Vernon, held prior to the conquest by Osmaer. There was land for three ploughs and the population included one radman (generally referring to a man who rides a horse); six villeins (manorial agricultural tenants) and two bordars (manorial tenants with fewer rights than villeins). The land was classed as waste which may indicate that de Vernon considered it to be of little use. By the 12th century, the land had passed to William Malbank (whose name has a variety of spellings). The first ‘manor house’ for Crewe was built c.1170, in close proximity to where the existing Crewe Hall now stands.

6.9 Weston is unrecorded in the Domesday Survey, although Marbury, Norbury and Wirswall are described as berewicks (outlying estates) of ‘Westone’. This ‘Westone’ is not necessarily that in the area of Crewe; a Weston was also part of Bucklow West Hundred. Ormerod (1882, 509) records Weston allotted to William of Maldenburg in the late 13th century. The Weston estate appears to have passed to the Praers family by the early 14th century; later to the Brescies and eventually to the Delves families by marriage in the mid-14th century. Ormerod (1882, 510) states that twelve messuages, 552 acres of land and a mill are mentioned in legal papers relating to a dispute between the Delves and the Gryssley families in the mid-15th century. A watermill is mentioned again in 16th century legal documents when the manor was held by the Smyth family. This may be one and the same site and it may have been the forerunner of Crotia Mill (CHER 4036/1/1; Site 1), currently in use as a farm, west of the proposed route (para 6.19 following). By the end of the 16th century, the Smyth estates appear to have come under the ownership of the Delves family.
6.10 Basford is recorded in the Domesday Survey as ‘Berchesford’ and, prior to the Conquest, it comprised three manors held individually by Owen, Erechassin and Leofric. Both Thacker (1987, 259) and Dodgson (1971, 49) conclude that the parish may have originated from a Norse name. Prior to the conquest it was held as three manors individually by Owen, Erechin and Leofric. In 1086 it comprised land for two ploughs, there was meadow and woodland and three radmen, two villagers and three smallholders, who appear to have shared a plough. The land, as with Crewe, was also classed as waste.

6.11 In the north, the manor of Crewe was purchased by Randolph Crewe in the 17th century (Ormerod 1882, 305-306) and Weston Hall was built c.1677 by Sir John Delves (Bagshaw 1850). West of the Basford Brook, Basford Township, recorded in the Domesday Survey as ‘Berchesford’, had also come into the ownership of the Crewe and Delves Broughton families, making them the principal land-owners in this area. The majority of the population still drew at least part of their income from the land during this period (Phillips and Smith 1994, 25).

**Post 17th century**

6.12 The major change to the landscape prior to the 19th century would have been the enclosure of the medieval open field system. Parliamentary Enclosure in Cheshire began in Cheshire c.1765 and continued into the early 19th century. Much of Cheshire was enclosed by private agreement before the main period of Parliamentary enclosures and no enclosure maps were located for the route. The fields along the corridor route, and in Basford Township, are already enclosed by 1815 (Figs 5-6). Land south of the Hall, and in the Townships of Weston and Basford in general, appears to have remained agricultural until a major impact was made on the landscape in the mid-19th century.

**Crewe Hall 17th century – modern times**

6.13 Ormerod (1882, 311) suggests the 17th century hall was built to the east of the earlier medieval manor house. The Hall was built in the 1615-1636 period (Pevsner 1971, 191-5) by Sir Ranulphe Crewe (d.1646), who had purchased the estate from the Fouleshurst family in 1579 (Chambers 2007, 29). Crewe himself was a descendent of the family who had owned the estate in the 13th century, after which it had passed through marriage to the Fouleshurts.

6.14 The Hall was temporarily taken over by Parliamentary troops during the Civil War and used to house Royalist prisoners and sympathisers. The Hall was captured by the Royalists in December 1643 but reclaimed a few weeks later by the Parliamentarians. The 17th century Hall was gutted by fire in 1866 and the then Lord Crewe commissioned the architect E. M. Barry (d.1880) to reinstate the building. The new build was completed by 1870 and additions were made in 1896. The house, now a designated Grade I Listed building, still retains significant 17th century elements, although the interior is largely the work of Barry (Pevsner 1971).

6.15 Sir Ranulphe Crewe was presumably responsible for laying out the park boundaries, which amounted to c.200 ha. The parkland was successively landscaped by Lancelot Brown and William Earnes before 1768 and by John Webb and Humphrey Repton in 1791, commissioned by John Crewe (1742-1829), who later became Baron Crewe of Crewe in 1806. The 18th century parkland remained largely unaltered until the mid-19th century, being extensively remodelled by William Andrews Nesfield (1835-1888) in the 1860s. The surviving parkland has been included in the List of Registered Parks and Gardens of Historic Interest compiled by English Heritage (GD1020 & CHER 200/20).

6.16 The estate was owned by the Crewe family until the 1930s, when most of the land was sold to the Duchy of Lancaster by Lord Houston, nephew of the third Baron Crewe. After the Second World War the Hall was leased as offices and sometime after 1966 it became the headquarters of Wellcome, who merged with Glaxo in 1995. The hall is now part of a hotel and Enterprise Park. In the 1980s Weston Road was laid out along the south boundary, north of the railway line and the A5020 now forms the western boundary.

6.17 Nesfield was also responsible for the design of several estate cottages and lodges built on the fringe of the parkland. The lodge and iron gates and piers that form the entrance to the south drive of Crewe Hall off
Weston Road are attributed to Nesfield. This and the nearby Stowford Lodge date to the c.1878 period. Further west, on the south side of Weston Road in close proximity to the route, Firtree Cottage (CHER 4205) was an estate cottage designed by Nesfield c.1868. The cottage is granted statutory protection as a Grade II Listing building (EH 2005).

**The advent of the Railway**

6.18 The advent of the Grand Junction Railway’s Birmingham to Warrington line in 1837 radically altered the lowland landscape and saw the creation of the 'railway town' of Crewe. Four railway lines soon terminated at Crewe and in 1867 a new station was built on land formerly owned by Lord Crewe, with the engineering works following shortly after. Over 500 houses were built by the railway company and the population of the town grew steadily from 5000 in 1851 (Bagshaw) to 43,000 in 1901 (Kelly).

**Cowshall Mill / Crotia Mill**

6.19 The site of Crotia Mill (CHER 4036/1/1; Site 1) is recorded on Figs 5-13 in Section 7 following. The mill was included in Bott’s list of mill sites in Cheshire which were likely to date from 1066-1850 (1983, 62) and Norris’s survey of Cheshire corn mills published in the 1960s (1965-6, 57). Norris’s visit to the site reported ‘a much altered three-storey brick built building’ which he considered to be 19th century in date although ‘some moulded beams, probably from an earlier mill, possibly 14th century’ were noted. The mill had been extended and a third storey added to an earlier structure. The two waterwheels had been removed by the 1960s, ‘one internal at the north end and the other external from the south gable’. There was also a ‘Little Giant turbine of 1890, also disused’. The mill was apparently still in use and ‘power to the stones maintained by a belt driven by a farm tractor’ which passed through the pond side of the building to connect to the machinery.

6.20 The tithe apportionment records Richard Speakman as the occupant in 1846. In 1850 Thomas Bourne was the corn miller and farmer (Bagshaw 1850); followed by Joseph Edwards in 1874 (Morris 1874). Thomas Witter was the miller and farmer from 1892 until 1914 at least (Kelly 1892 & 1914), followed by William Witter in 1939 (Kelly 1939).

6.21 The mill site survives as a working farm immediately west of the proposed route (Plate 6 following).
7. CARTOGRAPHIC EVIDENCE

Burdett 1777

7.1 Small-scale county maps, for example Saxton’s map of 1577 and Speed’s of 1610, generally provide little detail other than the existence of towns and villages within Cheshire. Burdett’s county map of 1777 (CRO PM 12/16) is a little more detailed, recording the general layout of roads, areas of woodland, heath and settlement together with the existence of Crewe Hall and its surrounding parkland (Fig. 3 below). Basford Hall lies to the southwest and the asterisk-like feature indicates the existence of a mill on the east bank of Basford Brook, in the location of the present Crotia Mill Farm, west of the corridor route. The road from Basford Hall towards the boundary of Crewe Hall parkland leads initially along the alignment of the existing Weston Lane towards Whites Lane before turning north along the alignment of the existing public footpath, as recorded by the modern OS.

![Burdett's County Map of 1777](image)

**Fig. 3**
Burdett’s county map of 1777

Bryant 1831

7.2 The more detailed map by Bryant in 1831 (CRO M5.2) records the site of the Hall and to the south ‘Cowshall Mill’, the site of Crotia Mill Farm. The Mill is accessible along Mill Lane, presumably the existing trackway that leads to the present farm. The mill pond is and leat are recorded and the road to Stowford recorded in 1777 has fallen out-of-use north of Weston Heath.

![Bryant's County Map of 1831](image)

**Fig. 4**
Bryant’s county map of 1831
1815 Delves Broughton estate map

7.3 The folio of maps dated 1815 for the Delves Broughton estate provide the earliest detailed maps for their landholding in the Parishes of Weston and Basford (Figs 5-6 following). The maps record the irregular pattern of fields, ponds and woods in and around the study area that existed in the early decades of the 19th century. ‘Crowsal Mill’ (Plot 60) is recorded in Weston Parish (Folio Map 13 & Fig. 5 below), accessed by the road from the south. The mill race (CHER 4036/1/3) runs west of the access road and east of the Basford Brook, which forms the parish boundary. Two L-shaped buildings occupy the mill site together with a series of small ponds (CHER 4036/1/2). Further east, the buildings that front the north side of the existing Whites Lane (Plot 49) occupy the site of the existing Heath Farm. An isolated pond is recorded on Plot 77.

7.4 The map of the Parish of Basford (Fig. 6 overleaf), west of the Brook shows a similar pattern of small fields and ponds. The map indicates the extensive agricultural nature of the land prior to the planned route of the Grand Junction Railway in 1837.

Fig. 5 1815 map of the Delves Broughton estate in Weston Parish
Fig. 6  1815 map of the Delves Broughton estate in Basford Parish

1840s tithe maps

7.5 Landuse along the line of the proposed route is recorded on the tithe maps for the Township of Crewe (CRO EDT 129/2) dated 1840; Weston dated 1846 (CRO EDT 421/2) and Basford c.1840 (CRO EDT 41/2). Fig. 7 overleaf shows a photo-reproduction version of the tithe maps. The field pattern of the land held by Delves-Broughton has changed little since 1815. The c.1840s tithe apportionment gives an indication of land-use at this time and the relevant fields that the route will cross are recorded in 7.6 to 7.9 following.
Crewe Township

7.6 To the north, in the 1840s, Crewe Hall comprises woodland and parkland with adjoining meadow, pasture and arable land, all owned and in use by Lord Crewe. Those within the study area are listed below.

<table>
<thead>
<tr>
<th>Apportionment</th>
<th>Name</th>
<th>Land-use</th>
<th>Owner</th>
<th>Occupier</th>
</tr>
</thead>
<tbody>
<tr>
<td>32</td>
<td>Lower Cabin Field</td>
<td>Pasture</td>
<td>Lord Crewe</td>
<td>Lord Crewe</td>
</tr>
<tr>
<td>33</td>
<td>Sinder Hill Meadow</td>
<td>Pasture</td>
<td></td>
<td></td>
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<td>Sinder Hill Field</td>
<td>Pasture</td>
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<tr>
<td>36</td>
<td>Big Hibborn Field</td>
<td>Arable</td>
<td></td>
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</tr>
<tr>
<td>37</td>
<td>Hibborn Meadow</td>
<td>Arable</td>
<td></td>
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</tr>
</tbody>
</table>

Basford Township

7.7 To the west, the line of the new railway has been laid out through the 1840s Basford Township. Land between the railway and Basford Brook comprises small irregular arable, pasture and meadowland with occasional wood and ponds. Apportionments 35 and 36 have presumably are or were associated with the Crotia Mill, although they are not occupied by the miller in this period. The Apportionments within the study area are listed below.

<table>
<thead>
<tr>
<th>Apportionment</th>
<th>Name</th>
<th>Land-use</th>
<th>Owner</th>
<th>Occupier</th>
</tr>
</thead>
<tbody>
<tr>
<td>34</td>
<td>Wood Field</td>
<td>Pasture</td>
<td>Delves Broughton</td>
<td>John Brewand</td>
</tr>
<tr>
<td>35</td>
<td>Far Mill Field</td>
<td>Arable</td>
<td></td>
<td></td>
</tr>
<tr>
<td>36</td>
<td>Mill Meadow</td>
<td>Meadow</td>
<td></td>
<td></td>
</tr>
<tr>
<td>37</td>
<td>Badens Croft</td>
<td>Arable</td>
<td></td>
<td></td>
</tr>
<tr>
<td>38</td>
<td>Sherwins Meadow</td>
<td>Pasture</td>
<td></td>
<td></td>
</tr>
<tr>
<td>40</td>
<td>Rough Field</td>
<td>Pasture</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Weston Township

7.8 South of Crewe Township, the Brook provided a natural boundary between Weston and Basford Townships in the 1840s. Within the study area, an irregular pattern of small fields, some with ponds are recorded. On the east side of the Brook, the existing site of Crotia Mill Farm is recorded as ‘Crowfall Mill’ (Apportionment 40) in Weston Township. The accompanying apportionment shows that several of the adjoining fields are associated with the mill (see list below), all owned by Sir John Delves Broughton and occupied by Richard Speakman at this time.

<table>
<thead>
<tr>
<th>Apportionment</th>
<th>Name</th>
<th>Land-use</th>
<th>Owner</th>
<th>Occupier</th>
</tr>
</thead>
<tbody>
<tr>
<td>39 (part Site 2)</td>
<td>Mill Field &amp; small garden</td>
<td>Pasture</td>
<td>Delves Broughton</td>
<td>Richard Speakman</td>
</tr>
<tr>
<td>40</td>
<td>Homestead, Mill, Fold &amp; garden</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>41</td>
<td>Near Mill Meadow</td>
<td>Meadow</td>
<td></td>
<td></td>
</tr>
<tr>
<td>42</td>
<td>Far Mill Meadow</td>
<td>Meadow</td>
<td></td>
<td></td>
</tr>
<tr>
<td>44</td>
<td>Inclosure &amp; Mill Pool</td>
<td>Croft</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

7.9 The buildings that front the north side of the existing Whites Lane, at the location of the existing Heath Farm are recorded as Apportionment 54, a Homestead occupied by the Bournes, who occupied the land to the east of Speakman’s mill and farmland. These apportionments now lie south of the new B2 roundabout. Elsewhere, the layout of the fields in general has remained largely unchanged since 1815 and those that may be affected by the construction of the new route and / or access to the construction areas are recorded below.

<table>
<thead>
<tr>
<th>Apportionment</th>
<th>Name</th>
<th>Land-use</th>
<th>Owner</th>
<th>Occupier</th>
</tr>
</thead>
<tbody>
<tr>
<td>30 (part Site 3)</td>
<td>Far Meadow</td>
<td>Pasture</td>
<td></td>
<td></td>
</tr>
<tr>
<td>31 (part Site 3)</td>
<td>Butter Field</td>
<td>Pasture</td>
<td></td>
<td></td>
</tr>
<tr>
<td>32 (part Site 3)</td>
<td>Alder Meadow</td>
<td>Pasture</td>
<td></td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>Far Eccles Meadow</td>
<td>Arable</td>
<td>Delves Broughton</td>
<td>Richard Speakman</td>
</tr>
<tr>
<td>34</td>
<td>Near Eccles Meadow</td>
<td>Arable</td>
<td></td>
<td></td>
</tr>
<tr>
<td>37</td>
<td>Farther &amp; Near Crofts</td>
<td>Arable</td>
<td></td>
<td></td>
</tr>
<tr>
<td>38 (part Site 2)</td>
<td>Lovekins Meadow</td>
<td>Pasture</td>
<td></td>
<td></td>
</tr>
<tr>
<td>50</td>
<td>Mill Field</td>
<td>Pasture</td>
<td></td>
<td></td>
</tr>
<tr>
<td>49 (part Site 2)</td>
<td>Far Rough</td>
<td>Pasture</td>
<td></td>
<td></td>
</tr>
<tr>
<td>48</td>
<td>Middle Rough</td>
<td>Pasture</td>
<td></td>
<td></td>
</tr>
<tr>
<td>47</td>
<td>Further Crowshall</td>
<td>Pasture</td>
<td></td>
<td></td>
</tr>
<tr>
<td>46</td>
<td>Middle Crowshall</td>
<td>Arable</td>
<td>Delves Broughton</td>
<td>John Bourne</td>
</tr>
<tr>
<td>46a</td>
<td>Near Rough &amp; Cross Croft</td>
<td>Arable</td>
<td></td>
<td></td>
</tr>
<tr>
<td>45</td>
<td>Near Crowshall &amp; Inclosure</td>
<td>Pasture</td>
<td></td>
<td></td>
</tr>
<tr>
<td>53</td>
<td>Rye Grass Field &amp; Inclosure</td>
<td>Arable</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

7.10 Discounting the fields associated with the mill, and those to the north associated with Crewe Hall, the land-use recorded gives little indication of anything other than agricultural use. The areas of broad ridge and furrow (Site 3), recorded by aerial photographs (Section 8 following) and the site visit (Section 10 following), are recorded as pastureland and the tailrace (Site 2), identified by cartographic evidence has a boundary with Apportionments 38, 39 and 49.
7.11 The landscape through which the proposed route will traverse changed little between the Tithe survey of the 1840s and the OS survey published in 1882, other than the construction of the two railway lines. The Grand Junction Railway has cut through Basford Hall and the township of Basford and the Crewe-Stoke line passes south of Crewe Hall. Crotia (Flour) Mill, together with sluice and millpond, are recorded by name and the number of small ponds within the study area has increased. By 1882, the tailrace (Site 2) appears to run north of the mill following the line of several small field boundaries. To the southeast, the existing site of Heath Farm is named as Westcommon. The study area continues to comprise a landscape of irregular shaped fields with tree or hedged boundaries.

7.12 The 1911 and 1938 OS maps (Figs 9 & 10 overleaf) show little change in the landscape of the study area. Some fields have been enlarged and the maps record the change in names of the railway companies. The 1911 map suggests that the Grade II Listed Signpost that exists at Whites Lane (CHER 4208) may be sited at the crossroads, south of the mill by this time.

7.13 In the years following WWII, little changed within the study area (Figs 11-13 following), although the town of Crewe had played a large part in production for the war effort. The Rolls Royce Factory in the town was producing Merlin engines for the Air Ministry. In consequence probably, an anti-tank battery with two guns (CHER 4121/0/1) was built c.1940 on land at Weston Lane Farm, east of the new Weston Gate roundabout. The site has subsequently been built over by modern buildings that house light industry. The 1954 OS (Fig. 11) records the mill site as ‘Crotia Mill Farm’, suggesting that this is now the predominant use of the site. The mill dam and weir recorded by the OS in 1938 are no longer recorded in 1954. By 1954 Heath Farm has adopted its existing name.
Fig. 9 above: 1911 OS 6” map

Fig. 10 below: 1938 OS map 6” map
Fig. 11 above: 1954 OS 1:10,560
Fig. 12 below: 1968 OS 1:10,560
7.14 The 1977 OS map shows no major development within the study area, although some field boundaries have become redundant. Overhead cables have been added to the south side of the study area, passing north of Heath Farm, and field boundaries have been utilised for drainage. The northern extent of Basford Brook is recorded as ‘Gresty Brook’.

7.15 The landscape has only dramatically changed over the last decade, as Weston Gate roundabout and the A5020 were constructed west of Crewe Park. In the south, the A500 constructed c.2005 by-passes the village of Weston and the new B2 roundabout has been added, just north of Heath Farm, awaiting the addition of the proposed link road to connect to the A5020.

8. AERIAL PHOTOGRAPHIC EVIDENCE

The aerial photographic (AP) collection, held by CHER was examined as part of the current assessment. The RAF vertical coverage of 1947 appears to be the best and earliest coverage of the site. The photography shows several areas of ridge and furrow, but no other archaeological features are recognisable along the proposed route. Subsequent aerial photographs show only the removal of some field boundaries as recorded by the OS in the post-war period.
9. PREVIOUS ARCHAEOLOGICAL WORK

Mill Surveys

9.1 Crota Mill is included in the Norris’s survey of Cheshire corn mills undertaken in the 1960s and that of Bott in 1983. Both authors have researched documentary resources associated with the mill site and Norris’s survey includes his comments in respect of the structure. To date, no detailed survey of the existing mill and its source of power appears to have been undertaken.

Crewe Green Link Road, 2000-2001 Assessment

9.2 Legislation since the 1990s, principally in the form of PPG15 and PPG16 (DoE), has allowed for archaeological assessment and subsequent excavations to be undertaken in advance of construction work as part of the planning process. In 2000, two desk-based assessments were undertaken by Mark Adams of LUFAU; one assessing the route of the A500 (CHER ECH3823) and the other assessing the proposed Crewe Green Link Road in its entirety (CHER ECH4008). These reports were used as a basis for the 2001 Report on the proposed Crewe Green Link Road (South), also by Adams. The 2001 report concluded that the proposed route of the Crewe Green Link Road (South) appeared ‘to have been agricultural land since at least the later Medieval period’. Adams drew attention to the close proximity and significance of Crota Mill and its potential early origins, while stating the site should not be directly impacted on by the proposed route. Based on the evidence available in 2001, Adams concluded the area to be directly affected by the road to be of low or very low archaeological significance.

2003 Geophysical Survey

9.3 In December 2003, geophysical survey was undertaken by WYAS on land east of Basford Brook and south of the Crewe-Stoke Railway, in view of proposals for the site of light industry (WYAS, 2004; CHER ECH 4008). Part of the total area scanned falls into the proposed corridor (Fig. 14 below). WYAS reported that the survey produced ‘disappointing results in archaeological terms with no probable areas of archaeological potential identified’.

![Fig. 14](after WYAS 2003)

Site of 2003 Geophysical survey

(after WYAS 2003)
2006 Watching brief

9.4 In 2006, an archaeological watching brief was undertaken during the rerouting of a gas pipeline (Chatterton 2006, CHER ECH4157). The previous pipeline and new alignment of the pipeline are shown on Fig. 15 following. The route of the new pipeline and area of the watching brief crossed the Basford Brook from the northwest and continued across pastureland south of the Crewe-Stoke Railway line, part of which crosses the proposed road corridor. Observations were made in respect of the ridge and furrow (Site 3) that survives as undulation in the pastureland and a 'single piece of worked brown flint was recovered from the till'. During preparations for a temporary bridge across the Basford Brook (Site 4), horizontal waterlogged timbers were recorded together with vertical tree roots.

![Fig. 15](image)

Site of 2006 Watching brief (after Chatterton 2006)

Potential of Wetlands

9.5 The North West Wetlands Survey funded by English Heritage in 1977 drew attention to the archaeological potential of waterlogged deposits in areas that include Cheshire (Leah et al 1997). The study reported that ‘well-preserved waterlogged deposits are likely to survive’ in the small river valleys which cross the area (Leah 1997, 133). This has been substantiated by the deposits subsequently found in 2006 (Chatterton 2006, previous).

Assessment north of the Crewe-Stoke Railway

9.6 In 2004, archaeological evaluation comprising a geophysical survey by Stratascan (CHER ECH4214) followed by trenching by OAN (2005; CHER ECH 4215) was undertaken on land north of the railway line, north-east of the study area. The investigations were undertaken on the northern route of the road scheme, which has subsequently been constructed as the A5020 leading from the roundabout on Weston Road northwards to Tollgate Farm roundabout. The results were poor in archaeological terms and features generally related to post-medieval field boundaries were reported on. A single sherd of Roman pottery was recovered, which hinted at a Roman presence in the area (OAN 205).
Proposed Basford East Economic Development Industrial Estate

9.7 A desk-based assessment undertaken by OAN in 2002 on the proposed site for light industry to the west of Basford Brook, in close proximity to the study area, identified evidence for probable medieval agricultural activity in the form of ridge and furrow earthworks and highlighted the potential for surviving sub-surface evidence of prehistoric and Roman remains. Geophysical survey undertaken on the same site by GSB Prospection in 2003 detected no potentially significant buried archaeological deposits. Both assessments formed part of an Environmental Statement prepared for the site by Taylor Woodrow Ltd (2003).

Recent findspots

9.8 It would appear that the study area may unofficially have been metal detected. Finds recovered south of Crewe-Stoke railway embankment, by a metal detector, recently reported by the Portable Antiquities Scheme, are identified as a worked dark grey flint tool dating from the Neolithic-Bronze Age period (CHER 4667) and a lead alloy furniture mount (CHER 4666). Further south a copper handle, probably from a candle snuffer or pair of scissors (CHER 4665), was found along A500, east of Heath Farm roundabout. The finds were recovered east of the proposed route and to date no finds have been recorded along the route itself.

10. THE EXISTING SITE

10.1 The site visit was undertaken on January 31st in changeable weather with flurries of snow. Ground conditions were wet. The site comprises fairly level ground at c.50mOD where surface water drains naturally towards the Brook. The corridor route currently comprises unused scrubland, with pasture to the west on land retained by Crotia Mill Farm (Site 1; Plate 6). The farm now has access via a new roadbridge over the A500 which passes in close proximity to the south, truncating the old alignment of Mill Lane as recorded since 1815.

10.2 Few field boundaries now survive within the study area. Those that do are mature and irregular (Plate 4). From the A500 roundabout (R2), the route passes west of a cluster of ponds surrounded by trees, which form a prominent feature in the landscape (Plates 1 & 2). The ridge and furrow identified on the 1947 RAF AP appears to be more the results of recent ploughing in the area south of the ponds (Plate 3). Further north, the route heads towards the Basford Brook (Plate 5). In the field east of the Brook, the ridge and furrow also seen on the 1947 AP is much broader and likely to be of a much earlier date (Site 3). This field has been crossed by the new gas pipeline monitored in 2006, where similar observations were made in respect of the earthworks. North of the railway, light industry has developed on the west side of Weston Gate roundabout.
Plate 1: General view of the route from the south, viewed from Mill Lane road-bridge over the A500

Plate 2: Road corridor towards cluster of tree-lined ponds, view from the south-east

Plate 3: View from the east-south-east across plough-marks seen on the RAF 1947 AP
Plate 4: Irregular field boundary, north of the ponds

Plate 5: View from the south, along Basford Brook towards the railway embankment; Brook to be crossed as part of the proposed route

Plate 6: Existing site of Crotia Mill Farm, viewed from the road corridor
11. IMPACT ASSESSMENT

11.1 The combined results of the assessment have identified the significance or potential significance of cultural heritage sites within the corridor route and the impact / potential impact that the proposed new road may have. The proposed development could have both a negative and a positive impact on the cultural heritage resource.

Negative impacts to be considered are as follows:

- primary impact resulting from physical change to the cultural heritage resource as a result of temporary or permanent changes in the application area such as topsoil stripping, ground disturbance, trenching, excavation, drainage works and / or demolition. The physical impact would either reduce the value or completely remove the cultural heritage resource;
- secondary impact resulting in the change of accessibility to or amenity value of the cultural heritage resource;
- permanent and temporary changes to the setting and aspect of the cultural heritage resource resultant from, for example, changes in its environs, demolition of surrounding buildings.

Positive impacts to be considered are as follows:

- an increase in knowledge arising from the opportunity to research and investigate the cultural heritage resource as a result of the proposed development;
- the creation of greater public awareness of the cultural heritage;
- possible improvements in the setting and / or maintenance of features identified.

11.2 The most prominent features in the landscape of the study area are the embankment of the Crewe-Stoke Railway, the buildings at Crotia Mill Farm and the A500 dual carriageway newly constructed to the south.

**Crotia Mill Farm** (Site 1; CHER 4036/1/1)

11.3 Mill buildings and locations, regardless of any statutory status, are considered to be of local historic and /or regional interest at least and areas that surround mill sites have over the ages been a source of archaeological information regarding both the structure and technology of the existing mill on site and those that may have preceded it. Documentary sources suggest Crotia Mill Farm may have medieval origins and cartographic evidence places it in the 18th century at least. Although the Farm is not directly affected by the road corridor, the future of the Farm, if the road is completed, remains uncertain. The present buildings appear to be mid-late 19th century in date (Plate 6). The farm operated as a corn mill until c.1940-1960. Although the external appearance of the standing buildings on the site are 19th century, they are very likely to be on the site of an earlier, probably 14th century, water mill which is referred to in documentary sources.

**Impact assessment:**

While the site of the mill / farm will not be directly impacted on by the proposed scheme, the site will be visually affected and land formerly in use by the farm will form part of the route. Any change of use of the farm as a result of the proposed works may allow for further archaeological assessment in the future.
**Crotia Mill tailrace** (Site 2)

11.4 Cartographic evidence indicates that the tailrace from the mill runs north to meet Basford Brook (part of the system of 4036/1/3 millrace). The proposed spur road that runs east from the internal roundabout crosses the alignment of the tail race. The feature is recorded by the OS in 1882, but appears to have fallen out of use by 1954. The existence of the feature as a man-made structure / earthwork is uncertain and a previously existing stream / ditch / field boundary may have been utilised. The site visit by Adams in 2000 identified the feature and made similar observations about its origins. On the day of the site visit, the possible alignment was covered with surface water, which may have masked earthwork evidence of the feature, if existing.

**Impact assessment:**

Construction works in conjunction with the eastern spur road will have a direct impact on the alignment of the tailrace running north from the mill. Construction works may allow for observations to be made in respect of the survival and form of this feature.

**Listed buildings**

11.5 The Grade II Listed Fir Tree Cottage (CHER 4205) and Grade II Listed Signpost at Whites Lane (CHER 4208) are the only assets, where statutory constraints may be a factor. Both sites are situated outside the road corridor. To the north-east, Fir Tree Cottage is already compromised by the Crewe-Stoke Railway, which passes south of it and the built environment that now surrounds Weston Gate roundabout. To the south-east, Whites lane Signpost is separated from any works that may be undertaken as part of the new road scheme by the recently constructed A500 dual carriageway.

**Impact assessment:**

No direct impact in terms of construction work is anticipated for these sites. There may be temporary impacts in terms of outlook and noise in the location of Fir Tree Cottage during construction work, but these are considered to be minor.

**Crewe Hall Parkland** (CHER 200/1)

11.6 The non-statutory designated Grade II Registered Park and Garden is situated northeast of Weston Road roundabout. The impact on the parkland was presumably already considered during the construction of the A5020, which passes to the west of the park boundary. Rookery Wood PH is located northeast of the roundabout, screening the road structure from the parkland. Although there may be a temporary impact in terms of outlook noise in the area of West Gate roundabout during construction work, these are unlikely to affect the parkland.

**Impact assessment:**

No impact is anticipated.

**Basford Brook** (Site 4)

11.7 The boundary of Basford and Weston Townships follow the line of Basford Brook within the study area. The waterlogged wood recovered during the 2006 watching brief have highlighted the potential to uncover the buried archaeological features / deposits in the wetland adjacent to Basford Brook.

**Impact assessment:**

Current designs for a bridge over the Brook have been undertaken to restrict interference with the channel and banks of the Brook. However, construction works and access to the construction works immediately south of
the railway line in the area of Brook may have the potential to reveal further evidence of waterlogged deposits as reported on in 2006 by Chatterton.

**Ridge and Furrow**

11.8 The ridge and furrow identified on the 1947 aerial photograph within the study area are of unknown date. The site visit suggests that the earthworks to the south section of the route as seen in Plate 3 are the result of 20th century arable farming. The earthworks further north, outside the road corridor, but crossed by the pipeline easement in 2006, are broader and likely to be of an earlier date. Both sets of earthworks followed the alignment recorded by the 1947AP.

**Impact assessment:**

The proposed route will pass west of the better examples of ridge and furrow. However construction works in this area are likely to impact on the earthworks. Construction works may allow for observations to be made in respect of the form of the earthworks and the recovery of dating evidence associated with them.

**Surviving hedgerows**

11.9 Few hedgerows survive within the study area. Those along the corridor route and its working environs will be destroyed by construction work. While not considered to be archaeological sites, hedgerows are nevertheless considered to form an important aspect of the historic environment, representing former field systems and often indicating the presence of medieval / late medieval boundaries. The features have proved a rich source of archaeological finds.

**Impact assessment:**

Construction works may allow for the recovery of dating evidence associated with the hedgerows.

**Finds Recovery**

11.10 The three recorded finds on agricultural land show the potential for artefact evidence to be retrieved by metal detectors in the study area. Assuming that the area has not already been systematically detected, it is possible that similar finds could be found along the line of the proposed route.

11.11 While no significant above ground archaeological features have been identified during the site walk-over, construction works of this size are generally considered to have the potential to reveal hitherto unknown archaeological remains, as well as possible artefactual evidence. Any archaeological evidence that does survive below-ground is likely to be well-preserved, due to the lack of any post-medieval development along the route. The cultural heritage is a non-renewable resource and the impact of construction works on any archaeology that may exist below ground would be considered to be substantial.
Impact Significance

11.12 Based on the above impact assessment, the significance of impact has been determined based on the knowledge of the proposed scheme and the nature of the cultural heritage assets (Table 1 below).

<table>
<thead>
<tr>
<th>CHER No. / site name</th>
<th>Site Importance</th>
<th>Potential Nature of Impact</th>
<th>Impact</th>
<th>Significance of Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>4205</td>
<td>Grade II Listed</td>
<td>Indirect; temporary /visual and noise during construction works</td>
<td>Negligible / Slight</td>
<td>Minor</td>
</tr>
<tr>
<td>4208</td>
<td>Grade II Listed</td>
<td>None</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>200/1</td>
<td>Grade II Registered Park and Garden</td>
<td>None</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>4036/1/1 (Site 1)</td>
<td>Local</td>
<td>Indirect; visual and noise during and after construction works</td>
<td>Long-term / substantial / unknown</td>
<td>Moderate / high</td>
</tr>
<tr>
<td>4036/1/2</td>
<td>Local</td>
<td>Visual</td>
<td>Indirect / negative / slight</td>
<td>Negative / minor</td>
</tr>
<tr>
<td>4036/1/3</td>
<td>Local</td>
<td>Visual</td>
<td>Indirect / negative / slight</td>
<td>Negative / minor</td>
</tr>
<tr>
<td>Mill Tailrace (Site 2)</td>
<td>Local</td>
<td>Direct; disturbance of potential earthworks / sub-surface remains during construction works</td>
<td>Substantial / unknown</td>
<td>Moderate</td>
</tr>
<tr>
<td>Basford Brook (Site 4)</td>
<td>Local</td>
<td>Direct; disturbance of potential sub-surface waterlogged deposits during construction works</td>
<td>Substantial / unknown</td>
<td>Moderate / high</td>
</tr>
<tr>
<td>4121/0/1</td>
<td>Local / WW2 defence site</td>
<td>None - site destroyed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>228,4665, 4666, 4667</td>
<td>Local</td>
<td>None – findspots only</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Site 3 Ridge and Furrow earthworks</td>
<td>Local</td>
<td>Direct; disturbance of earthworks during construction / ancillary works</td>
<td>Substantial / unknown</td>
<td>Moderate / high / unknown</td>
</tr>
</tbody>
</table>

Table 1: Impact Significance
12. CONCLUSIONS

12.1 The cultural heritage assessment has identified one known site of local importance, namely Crotia Mill (Site 1); one site identified from cartographic evidence, namely Crotia Mill tailrace (Site 2); one area of ridge and furrow identified from aerial photography and confirmed during the site visit (Site 3); and one site with the potential to produce buried waterlogged deposits, namely the area of Basford Brook (Site 4). Site 1 will be indirectly affected by the road scheme, but the long-term effect of the road is unknown. The survival and form of Site 2 is at present unknown, but the alignment of the late-19th to early-20th century tailrace will be directly impacted on by the route. The potential for Site 4 is suggested by the retrieval of waterlogged wood during the 2006 watching brief. This area will be directly impacted on by construction works. While the more pronounced evidence for ridge and furrow (Site 3) lies east of the route, it is likely to be directly impacted by construction works.

12.2 The assessment has shown the potential for unknown buried archaeological remains and chance finds to be recovered within the study area. An appropriate mitigation strategy for the road scheme would allow for sufficient archaeological recording of potential below-ground remains and findspots. Allowing for mitigation, it is considered that the proposed route scheme will have a minor impact on the cultural heritage of the route.

13. ACKNOWLEDGMENTS

Castlering Archaeology would like to thank Joanne Boothroyd, Principal Consultant, Environmental Planning Team Manager, TEP and Louise Bolton, Senior Environmental Planner, TEP, for contracting the work, for the provision of information and permission to reproduce the baseline maps. Thanks are also due to Moya Watson at Cheshire Archaeology Planning Advisory Service for consultation; staff at Cheshire County Record Office and Dr Caroline Wright for her assistance with the project.

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1777 Survey of the County Palatine of Chester by P.P. Burdett (CRO PM/12/16)

1831 Bryant’s Map of the County Palatine of Chester, May 3rd 1831 (CRO M5.2)

1815 Map of the Estates of Sir John Delves Broughton in the Parishes of Wybunbury, Audlem, Coppenhall and Barthomley, County of Chester; surveyed by Robert H. Wyatt, September 23rd 1815 (CRO DDB/Q/2)

c.1840 Plan of the Township of Basford in the Parish of Wybunbury, Chester (CRO EDT/41/2) & Apportionment (CRO EDT/41/1)

1840 Plan of the Township of Crewe in the Parish of Barthomley (CRO EDT/129/2) & Apportionment (CRO EDT/129/1)

1846 Plan of the Township of Weston in the Parish of Wybunbury, Chester (CRO EDT/421/2) & Apportionment (CRO EDT/421/1)

1882 OS first edition 6” map, Cheshire Sheet 56 (CRO)

1911 OS third edition 6” map, Cheshire Sheet 56 (CRO)

1938 OS provisional edition 6” map, Cheshire Sheet 56 (CRO)

1954 OS edition 6” map, Cheshire Sheet SJ 75 SW (CRO)

1968 OS 1:10560 map, Cheshire Sheet SJ 75 SW (CRO)

1977 OS 1:10,000 map, Cheshire Sheet SJ 75 SW (CRO)

British Geological Survey, Stoke-on-Trent sheet 123, solid & drift

14.5 Aerial Photographic Collection (CHER)

RAF, 1947, Sortie CPE/UK/1935/Frames 2446 & 4369

OS, 1987, Sortie 87141/Frame 43
**APPENDIX 1**

**LIST OF SITES OF KNOWN CULTURAL HERITAGE INTEREST SUPPLIED BY CHESHIRE HISTORIC ENVIRONMENT RECORD (CHER)**

<table>
<thead>
<tr>
<th>CHER No.</th>
<th>NGR</th>
<th>Name &amp; Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>200/2/0</td>
<td>SJ 727 541</td>
<td>Crewe Hall, Park and Gardens. Hall and landscaped gardens recorded in <em>Register of Parks and Gardens of Special Historic Interest by English Heritage</em> in 2001 Historic Garden ref. GD1020</td>
</tr>
<tr>
<td>228</td>
<td>SJ 72856 5247 to SJ 72852 52438</td>
<td>Hoard of twelve silver Denarii found together with two dolphin brooches in 1982. The coins were scattered over an area from SJ 72856 5247 to SJ 72852 52438, c.0.3km south of the newly constructed Heath Farm roundabout. Ref. Petch 1987, 236</td>
</tr>
<tr>
<td>4036/1/1</td>
<td>SJ 7236 5288</td>
<td>Crotia Mill recorded as ‘Crowsal Mill’ on the 1815 Delves Broughton estate map; watermill site recorded by Burdett in 1777; labelled Flour Mill by OS in 1872 &amp; Corn Mill in 1911. Waterwheel removed by 1960s but milling continued as a farming operation. Possible site of 14\textsuperscript{th} century mill. Refs. Bott, 1983</td>
</tr>
<tr>
<td>4036/1/2</td>
<td>SJ 7232 5284</td>
<td>Crotia Mill pond Refs. 1815 Delves Broughton estate map &amp; subsequent tithe &amp; OS</td>
</tr>
<tr>
<td>4036/1/3</td>
<td>SJ 7310 5121 to SJ 7242 5255</td>
<td>Crotia Mill race. Race extending for c.2km in a northerly direction, east of Basford Brook from SJ 7310 5121 to mill pond at SJ 7242 5255. Refs. 1815 Delves Broughton estate map &amp; subsequent tithe &amp; OS</td>
</tr>
<tr>
<td>4121/0/1</td>
<td>SJ 7201 5379</td>
<td>Former site of Anti-Aircraft battery first documented in December 1940. Site west of Weston Road roundabout. Ref. CBA, 2002, Defence of Britain Project</td>
</tr>
<tr>
<td>4205</td>
<td>SJ 725 536</td>
<td>Fir Tree Cottage Crewe Hall estate cottage designed by Nesfield c.1865. Grade II Listed building no. 57142 (EH 2005) Ref. EH 2005</td>
</tr>
<tr>
<td>4208</td>
<td>SJ 725 525</td>
<td>Whites Lane cast iron signpost Grade II Listed structure no. 57145 (EH 2005); records roads to Crotia Mill, Crewe &amp; Weston Ref. EH 2005</td>
</tr>
<tr>
<td>4665</td>
<td>SJ 7280 5280</td>
<td>Copper handle, probably from a candle snuffer or pair of scissors found by metal detector in 1995, along A500 immediately east of Heath Farm roundabout. Of probable 17\textsuperscript{th}-19\textsuperscript{th} century date. Refs. Portable Antiquities Scheme 2009</td>
</tr>
<tr>
<td>4666</td>
<td>SJ 7290 5330</td>
<td>Lead alloy furniture mount found by metal detector in 1995. Location east of road corridor, immediately south of the Crewe-Stoke railway line. Refs. Portable Antiquities Scheme 2009</td>
</tr>
<tr>
<td>4667</td>
<td>SJ 7260 5340</td>
<td>Worked dark grey flint tool dating from Neolithic-Bronze Age period. Found by metal detector in 2008. Location east of road corridor, immediately south of Crewe-Stoke railway line. Refs. Portable Antiquities Scheme 2009</td>
</tr>
</tbody>
</table>