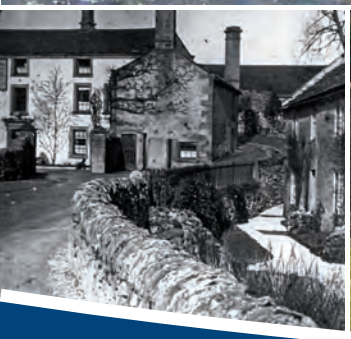
Conservation Area Appraisal

August 2012

PEAK DISTRICT
NATIONAL PARK AUTHORITY

Alport



www.peakdistrict.gov.uk

ALPORT CONSERVATION AREA APPRAISAL

CONTENTS Page No.

INTRODUCTION TO CONSERVATION AREAS & APPRAISALS

What is a Conservation Area?

A Conservation Area is defined as an area of 'special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance' (Planning (Listed Buildings and Conservation Areas) Act 1990).

Each Conservation Area has a unique character shaped by a combination of elements including buildings, materials, spaces, trees, street plan, history and economic background.

The aim of Conservation Area designation is to ensure that this character is not destroyed or undermined by inappropriate changes.

Conservation Areas in the Peak District National Park

There are 109 Conservation Areas in the National Park. Most contain groups of traditional buildings. Others include Historic Parks and Gardens, such as Lyme Park, or industrial sites, such as Cressbrook Mill.

Conservation Areas generally have an aesthetic quality that makes them desirable places in which to live. In order to preserve and enhance this aesthetic quality, a high standard of design and materials is required of any development within a Conservation Area. Organisations, including utility providers, are encouraged to exercise care and sensitivity when carrying out work in a Conservation Area.

Grant Assistance in a Conservation Area

Grants are currently available (2012) for the repair and reinstatement of external architectural features to both listed and unlisted buildings in a Conservation Area. Such works may include, for example, the repair of stone slate roofs, or the re-instatement of historically appropriate windows. For further information and advice please contact the National Park Authority's Cultural Heritage Team (on 01629 816200).

Funding may also be available for tree planting and tree surgery (no grants are provided for tree felling). For further information please contact the National Park Authority's Tree Conservation Officer (on 01629 816200).

Projects that have sustainability as their principal objective may be eligible for a grant from the Authority's Sustainable Development Fund (SDF). For information please contact the National Park Authority's Sustainable Development Officer (on 01629 816200). For advice on improving the energy efficiency of historic buildings please contact the National Park Authority's Cultural Heritage Team.

Parish Councils and local organisations can apply to the National Park Authority for help in funding environmental enhancements to public spaces. For further information about grant assistance within a Conservation Area, please refer to the National Park Authority's website: www.peakdistrict.gov.uk/living-in/grants/grantshb/grantsrr

Planning Constraints in a Conservation Area

Conservation Area designation brings with it some legislative controls to ensure that any changes respect the special character of the area. The following controls apply to any building or land within a Conservation Area:

- Conservation Area Consent will be required to demolish:
  - (i) a building with a volume of 115 cubic metres or greater;
  - (ii) a wall, fence, gate or other means of enclosure 1 metre or more in height next to a highway (including a public footpath or bridleway), waterway or public open space, or 2 metres or more in height elsewhere;
  - (iii) a building constructed before 1914 and in use, or last used, for agricultural or forestry purposes.
- Planning permission will be required for some minor development.
- Planning applications for development within a Conservation Area will have to demonstrate that the proposed work will preserve, and where possible enhance, the character of the Conservation Area.

- Trees with a diameter 7.5cm, or more, in a Conservation Area are protected. Anyone proposing to cut down or carry out work on a tree in a Conservation Area is required to give the Local Planning Authority 6 weeks written notice of intent to do so.

For further advice, please contact the Authority's Planning Services (on 01629 816000).

What is a Conservation Area Appraisal?

Local Authorities have a duty to review Conservation Areas from time to time. The preparation, publication and formal adoption of Conservation Area Appraisals is part of this process. Appraisals are being carried out, and in some instances reviewed, for each of the Peak District National Park's 109 Conservation Areas. English Heritage's 'Guidance on Conservation Area Appraisals' (2006) forms the basis of the Authority's appraisals.

Appraisals identify the special qualities that make a place worthy of designation as a Conservation Area. They look at ways in which the character of a place can be preserved or enhanced and are intended to inform future changes, not to prevent them altogether. Draft Conservation Area Appraisals will be available for public consultation prior to adoption.

Conservation Area Appraisals should be read in conjunction with the Authority's Local Development Framework Core Strategy (2011), saved policies from the Local Plan (2001), Design Guide (2007), Landscape Strategy (2009) and the East Midlands Regional Plan (2009). The relevant national guidance should also be taken into account, for example Planning Policy Statement 5: 'Planning for the Historic Environment'. These documents all include policies that help protect the special character of Conservation Areas and guide new development. The National Planning Policy Framework (July 2011), once published, will replace all current PPSs and PPGs.

The Alport Conservation Area Appraisal was adopted at the Peak District National Park Authority's Planning Committee on the 10th August 2012. Copies are available on request from the National Park Authority and on our website. Copies of this document have also been given to Harthill Parish Meeting, Youlgrave Parish Council and Derbyshire Local Studies Library.

How will the Appraisal be used?

An appraisal can be used to assess the impact of proposed development on Conservation Areas and their settings. It can also assist in planning appeals, the development of planning policy and community-led initiatives.

An appraisal can identify opportunities for change and elements that would benefit from enhancement. This information could be used by local communities, individuals, the Authority and other agencies to develop initiatives that aim to protect or sympathetically enhance an area.

An appraisal can promote understanding and awareness of an area. It can be used as a starting point for interpretive materials such as information boards and local guides. It also provides a social and historical record of a place at a specific point in time, helping to create, maintain or enhance a sense of place.

Appraisals can help attract funding for improvements in an area. They can act as a catalyst for further enhancement work and community projects, encouraging partnerships between local communities, organisations and the Authority.

LIST OF FIGURES

ACKNOWLEDGEMENTS

We would like to thank the following for their assistance with this appraisal:
Lord Edward Manners, Isobel Bailey, Paul Beattie (Archivist, Derbyshire Record Office), Gordon Coupe, Mike Elliot (Haddon Estate), Charlotte Gilbert, Robin Hall (Peak District Mining Museum), Mrs. Harrison, Ruth Merrique (Haddon Estate), Sue Peach (Librarian, Derbyshire Local Studies Office), Mark Smith (Archivist, Derbyshire Record Office), Mr. & Mrs. Stone, Jim Rieuwerts, Mr. & Mrs. Walker.

PLEASE NOTE: No Conservation Area Appraisal can ever be completely comprehensive, and omission of any particular building, feature or space should not be taken to imply that it is of no interest.

In addition, there is a glossary at the back of this Appraisal amplifying a range of historical and technical terms used within this document.

1.0 CHARACTER SUMMARY

1.1 Alport Conservation Area was designated on the 5th February 1982. At this time, the Conservation Area comprised the majority of Alport village with the exception of Greenacres and Lathkill View to the south-east (see Figs. 2 & 3).

1.2 The Conservation Area boundary contains the Tufa Rock to the north of the hamlet; from here the boundary extends to the east to include woodland on the north-eastern edge of the village and Alport corn mill; to the east, the boundary follows the edge of a steep limestone plateau to the rear of Bank House; from this point the edge of the Conservation Area is in line with the southern edge of the road until the north-east of Greenacres; cutting across the road, the boundary continues along the edges of another limestone plateau that extends into Bradford Dale; the boundary runs directly north-west from the south of Rheinstor Cottage, containing this property and the majority of its ancillary buildings; to the north of the open-sided barn at Rheinstor Cottage, the Conservation Area boundary continues north over the main road (Alport Lane); on the northern side of the road the boundary turns east and then north to the rear of the large barn to the west of Lathkill Farm; from this place the Conservation Area boundary continues round to the entrance of Stocking Field, immediately south-east of Tufa Rock.

1.3 The Authority's Landscape Character Strategy and Action Plan (LSAP 2009) identifies Alport as within the White Peak, typical of Limestone Dales. Key characteristics of this landscape type are steep sided limestone dales; craggy outcrops and scree slopes; extensive patches of limestone grassland; a mix of ancient semi-natural woodland, secondary woodland and scrub; largely unsettled apart from occasional small settlements and historic mineral working, for instance quarrying and lead mining.

1.4 Alport Conservation Area lies within a wide steeply sided dale cut into Carboniferous Limestone and is at the southern end of Lathkill Dale and the eastern entrance to Bradford Dale. The confluence of their rivers, the Bradford and the Lathkill, is at Alport. These watercourses have defined the hamlet by providing containment to the south and east of the village and harnessing water-power for local industry.

1.5 Alport is laid out at different levels with settlement nucleus based on the valley floor and land gradually rising to the north. The eastern and northern edges of the Conservation Area are provided by steep limestone escarpments.

1.6 Agriculture has been the mainstay of the settlement. From at least the eighteenth century, Alport was an important lead mining centre, part of the Alport Mining Area. The orefield surrounding the hamlet were some of the most intensively worked in Derbyshire until it went into decline in the mid-nineteenth century. Other industries that have contributed significantly to the local economy include stone extraction, lead smelting and textile production.

1.7 The majority of buildings within the Conservation Area date from the eighteenth and nineteenth centuries and are built from limestone or gritstone with gritstone dressings. Locally sourced tufa has also been used as a construction material. The majority of buildings in the Conservation Area are of local vernacular construction. However, the majority of dwellings built or adapted at the end of the eighteenth and throughout the nineteenth centuries contain polite architectural features.

1.8 Alport is interspersed by mature trees, hedgerows, green verges, pockets of open space and well-stocked gardens and allotments. These verdant areas make a significant contribution to the Conservation Area's rural character. The wider setting to the hamlet is provided by pasture, moorland and ancient and semi-natural woodland.

1.9 At the time this Appraisal was drafted, the Authority proposed two extensions to the Conservation Area boundary. These comprised (1) the former Alport Lead Smelt Mill to the north-east and (2) the area to the south-east, including 1 to 3 Broadmeadow Cottages, the Old Forge Farm and the field immediately east of these properties. Following approval at the Authority's Planning Committee, on 10 August 2012, the proposed north-east extension to the Conservation Area was designated. The proposed south-east extension was not designated. Figure 22 in this document shows the current Conservation Area boundary.

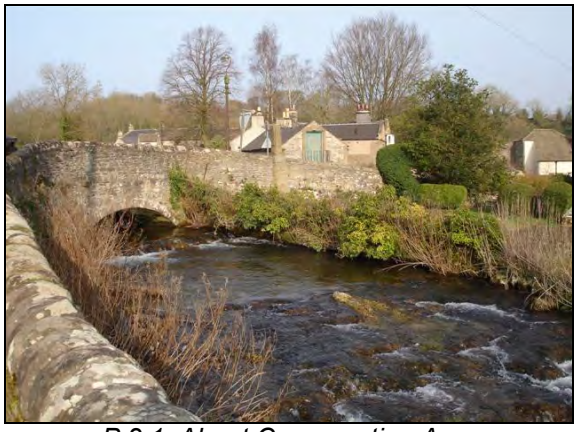
P.1.1. View of Mill Cottage

2.0 LOCATION & POPULATION

2.1 The Conservation Area comprises the whole of the hamlet of Alport and its immediate setting, apart from Greenacres and Lathkill View to the south-east (see Figs.2 & 3). This area comprises 0.075 sq km (7.51 Ha).

2.2 Alport forms part of the south-east edge of the Peak District National Park (see Fig.1a) and is situated within the White Peak. The Authority's Landscape Strategy and Action Plan (LSAP 2009) describes the White Peak as an elevated plateau dissected by deeply cut dales and gorges which contrast strongly with the adjoining landscapes of Dark Peak and Derbyshire Peak Fringe.

2.3 This Conservation Area lies within a steep-sided dale cut into Carboniferous Limestone and is at the 'southern end' of Lathkill Dale and the eastern end of Bradford Dale. The confluence of their rivers, the Bradford and the Lathkill, is at Alport. These watercourses have defined the settlement by providing containment to the south and east of the hamlet, harnessing water-power for local industry; and affording recreational use e.g fishing. There are also a number of underlying springs, wells and soughs in the area.



P.2.1. Alport Conservation Area

2.4 Alport is a relatively isolated hamlet that can be reached from Bakewell or Matlock via Alport Lane, the B5056 and the A6. Alternatively, the Conservation Area can be approached from Youlgrave, a mile to the west. Alport can also be accessed to the south-east from Harthill Moor (B5056) and Elton. Alport lies approximately 4 miles (6.5km) from Bakewell, (see Fig.1b), 7.5 miles (12km) from Matlock and 25.8 miles (41.5km) from Derby. The nearest railway station is in Matlock 7.5 miles (12km). A regular bus service runs throughout the day, from Mondays to Saturdays. A number of public footpaths pass through Alport.

2.5 Alport traverses two Parishes. Harthill Parish is to the south with the rivers Bradford and Lathkill forming its northern boundary. The rest of the hamlet lies within the Parish of Youlgrave.

Geology and Geomorphology

2.6 The geology underlying the Alport Conservation Area comprises a variety of limestones.

2.7 There are, however, four principal limestone types in this Conservation Area, three originating from the Carboniferous Period (350-310 million years ago). The first is the Monsal Dale Limestone formation and this forms the bedrock to the area. This rock is pale to medium grey in colour. This base is overlaid by an Eyam Limestone, comprising a thin bed of dark to pale grey, cherty limestone. Generally, both the Monsal Dale and Eyam Limestones comprise thin beds. In Alport, these beds are overlaid by Mixon Limestones, known locally as Longstone Mudstone. These thin, flaggy, dark grey limestones are particularly prevalent to the southern part of the hamlet (British Geological Survey 2009 & English Heritage 2011).

2.8 Tufa, a porous soft limestone, is also found in Alport. This rock is formed from the precipitation of mineralised water springs, from calcareous rocks. Tufa is much later in date than other stone types in the area as it was formed in the later part of the Pleistocene epoch of the Quarternary Period, approximately 10,000 years ago, and growth continues in the present. A large outcrop, known as Tufa Rock, is located to the north-east of Rock House.

P.2.2.Tufa Rock

2.9 Alport reputedly had the largest amount of Tufa in the county at the beginning of the nineteenth century (Farey 1811). This pumice-like limestone was popular at this time for building grottoes and for rockeries. Tufa is still prevalent in Alport and is found throughout the settlement in gardens, boundary walls and the building fabric of a number of the eighteenth and early nineteenth century properties.

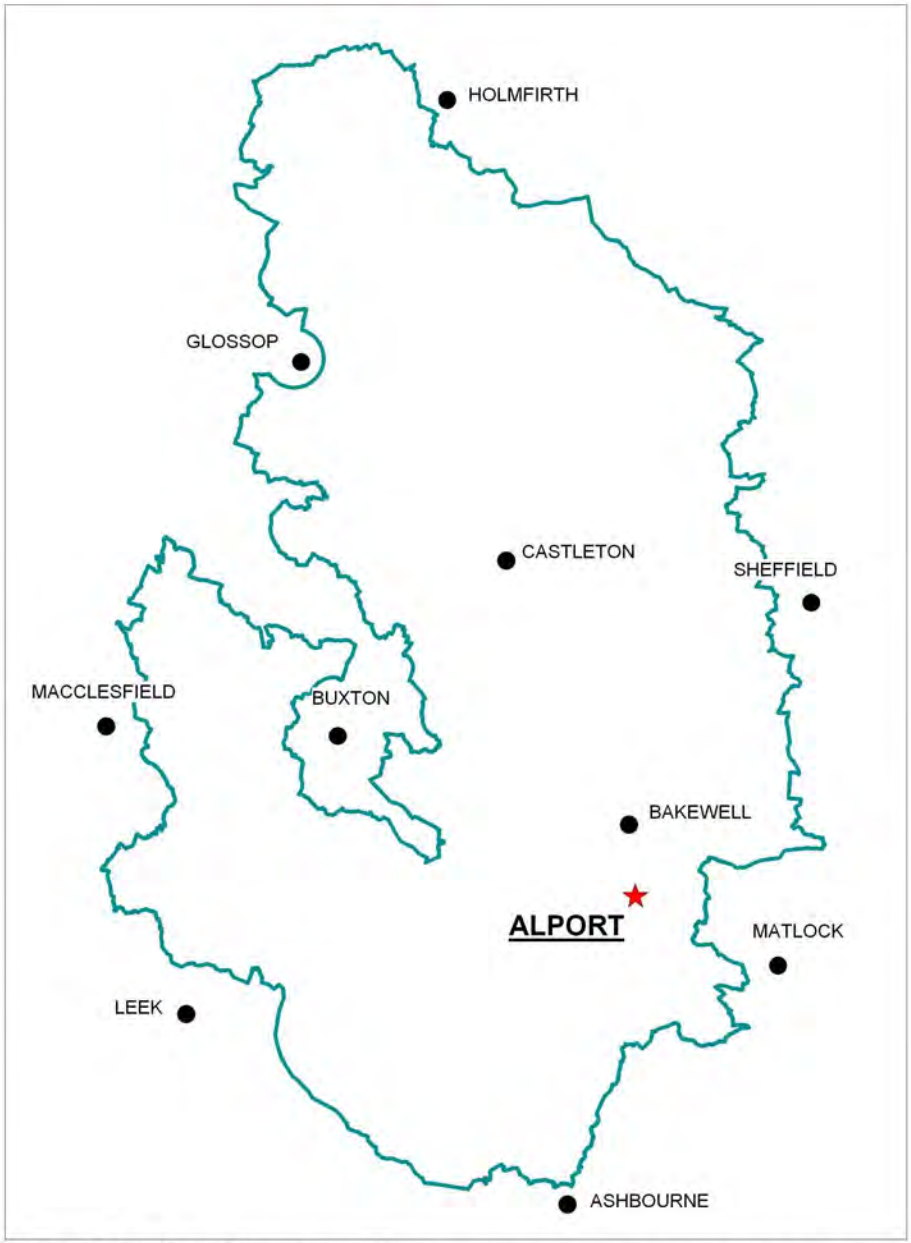
2.10 Mineralisation has occurred in faults and cavities within the limestone bedrock in the Alport locality. These comprise fluorspar, barites, calcite, galena (lead ore) and calcine (zinc ore). Lead in particular has significance for Alport, see Sections 3 and 4,

2.11 The soil in the locality is generally shallow and in places strongly calcareous (LSAP 2009). Sand and shale washed and eroded from the surrounding rock and superficial deposits, form the riverbeds and banks to the Bradford and Lathkill.

2.12 The geology has had a significant influence on the settlement. For instance, the siting of structures has been determined by the topography; local stone is the principal construction material; and historically, stone and lead galena were extracted in the locality to support the local economy.

Population

2.13 Accurate population figures for Alport village are impossible to ascertain. This is because most population statistics are based on Parishes and in the past, as now, the settlement has been divided into different parishes. These parishes include Great Rowsley, Harthill and Youlgrave.

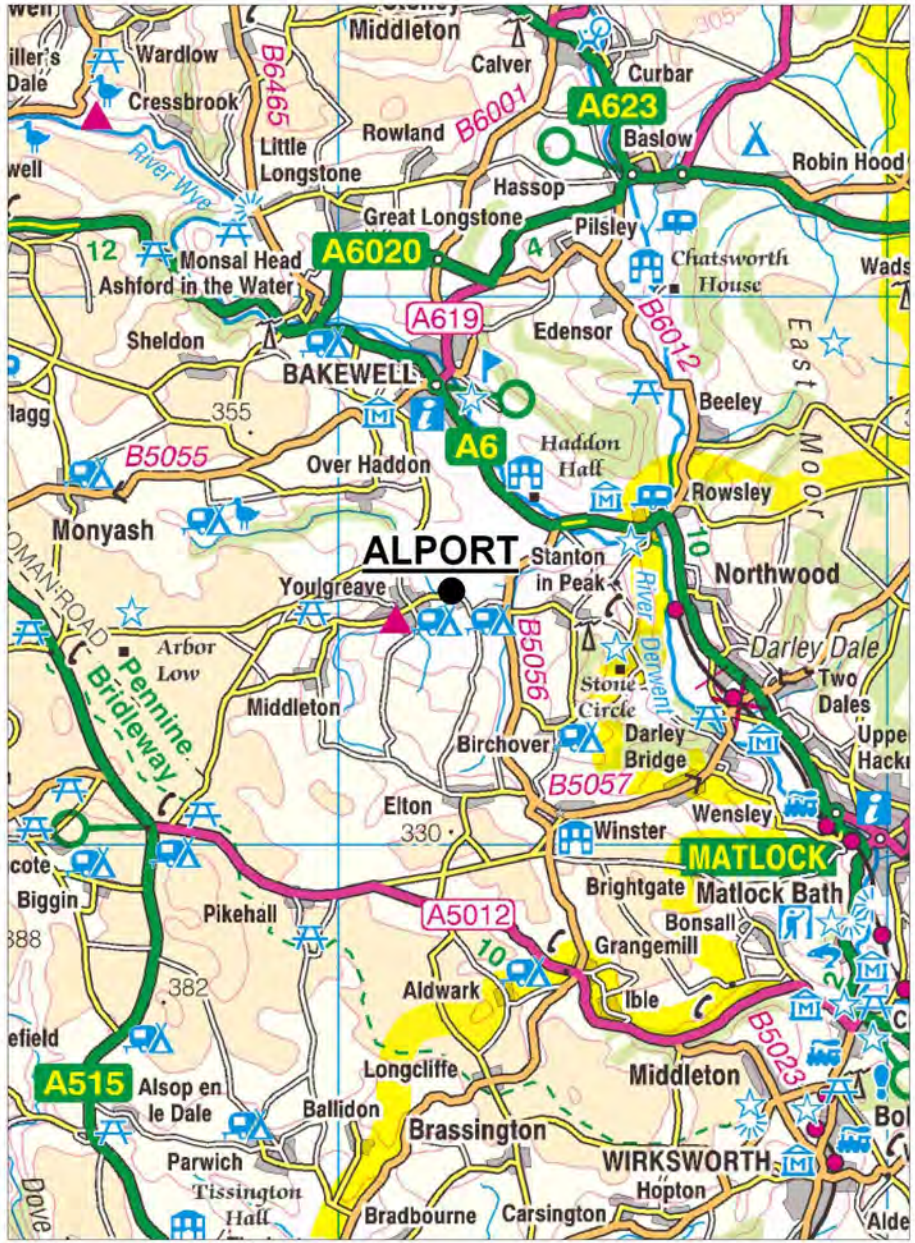


PEAK DISTRICT NATIONAL PARK AUTHORITY

N

Scale 1:300000

Fig. 1a. Location of Alport Conservation Area



PEAK DISTRICT NATIONAL PARK AUTHORITY

N

Scale 1:100000

Fig. 1b. Location of Alport Conservation Area

PEAK DISTRICT
NATIONAL PARK AUTHORITY

N

Scale 1:2500

Fig. 2. Alport Conservation Area

Designation date 5th February 1982

Peak District National Park Authority

Aldern House, Baslow Road, Bakewell, DE45 1AE

PEAK DISTRICT NATIONAL PARK AUTHORITY

N

Fig. 3. Aerial Photograph showing Alport Conservation Area

Imagery is property of UK Perspectives

3.0 HISTORIC AND ARCHAEOLOGICAL DEVELOPMENT

3.1 There are no Scheduled Monuments within the Conservation Area at present although it is proposed to extend the Conservation Area boundary to include the remains of Alport Lead Smelt Mill, which is a Scheduled Monument (6743) (see Section 10). Twelve archaeological sites within or adjoining the Conservation Area boundary are identified on Derbyshire County Council's Historic Environment Record (HER) (see Fig.4). These include: Alport Corn Mill (6720 - Grade II listed); possible Deer Park on deserted Medieval village site (6725); footbridge over the River Lathkill (6746); packhorse bridge (6748 - Grade II listed); lime kilns at Alport Mill (6757); Guy Tunnel Entrance (6738); Rock House (6759 - Grade II listed); The Portway (6747); possible Roman Road (11383); Rheinstor Cottage (15743); Monks Hall and Monks Cottage (15744 - Grade II listed); and the wooden sign on the Coach House at Haddonfields (15761).

3.2 There is evidence of early human activity in the land around Alport. This includes: red deer remains found in a cave near Alport, these are thought to date from prehistoric times (Ford 1964); chert scrapers and a flake (15737) dating from the early Neolithic to late Bronze Age period were discovered near to Raper Lodge, to the north-west of the village; a Neolithic/Bronze Age flint implement was also found on the bank of the River Lathkill (15736); the Nine Stones Close stone circle on Harthill Moor dates from the Bronze Age (Pevsner 1986), a mile south of Alport; and there are also numerous burial barrows in Alport's wider setting (Youlgrave WI 1931).

3.3 Alport's position in a sheltered location with easy access to water, by the confluence of two rivers, would have certainly been attractive to early settlers.

3.4 The early medieval 'Portway', an alleged prehistoric trackway between Ashford and Wirksworth, passes through Alport, crossing the River Lathkill and continuing south up to Harthill Moor.

3.5 The name of the hamlet was first recorded as 'Aldeport(e) in the second half of the twelfth century (Cameron 1959) and possibly means 'Old Town' or 'Market Centre (Cameron, 1959; Millward and Robinson 1975). By 1386 the hamlet was referred to as 'Alport' (Cameron, 1959).

3.6 There is no reference to Alport in Domesday Book (1086 AD) (Morris 1987) but there are numerous references to Alport in early documents.

3.7 The earliest record of development in the Alport area is of a corn mill in 1159 (Cooper 1991). There are also records of the transfer and improvement of a corn mill in the area in the second half of the twelfth and late thirteenth centuries (HER No.6720; Youlgrave WI 1931). The latter record refers to the raising of a millpond. It is likely that the corn mill referred to in these early records is the same building.

3.8 There is evidence of further industry and agriculture in the area in 1319. This includes: a pasture and meadow (called the Stokkyng); a fulling mill; lead mines; and marl pits. These are documented in a schedule assigned as part of a dower for Juliana Vernon who married Sir Richard Vernon of Haddon Hall (Derbyshire Archaeological and Natural History Society 1901).

3.9 The fields surrounding Alport probably originate in the early medieval period, as strip fields with larger communal fields. They were later enclosed from the sixteenth century onwards, creating narrow strip fields with the sinuous line of walls fossilising the line of the now ploughed out ridge and furrow. Many of the walls defining the narrow field strips in Alport's immediate setting have been removed, gradually grouping them into larger fields to accommodate modern agricultural practices and equipment.

3.10 The earliest cartographic evidence of Alport is the 'Over Haddon and Meadowplace' map circa 1528 (see Fig.5). This was drafted to help resolve a dispute between tenants in Over Haddon and the Abbot of the Blessed Lady of the Meadows, over common grazing and rights of estover in Lathkill Dale (Yates 1964). This early map focuses on Over Haddon but also includes an illustration of Alport Mill.

3.11 Alport is shown on John Speed's map of Derbyshire of 1610 (see Fig.6), annotated as Aulport. Monks Hall, the oldest building in the hamlet, had been constructed by this time. As its name implies, the hall presumably had connections with the monastic granges (DFWI 1991).

3.12 Roger Rooe and his family inhabited Monks Hall at the beginning of the seventeenth century (Parker-Stamper 1902). There is an alabaster memorial to this former knight on the north wall of the north aisle at Youlgrave Parish Church (see P.3.1.). The initials 'J R' are incised into the top of one of the coping-stones to the gate-piers at Monks Hall (see P.3.2.). This may well refer to John Rooe, Roger Rooe's son, who left Alport for Gray's Inn, London.

P.3.1. Memorial to John Rooe in Youlgrave Parish Church

P.3.2. Initials JR incised in the coping to the gate-piers at Monks Hall

3.13 Lead mining has been carried out in the vicinity of Alport since the fourteenth century (Derbyshire Archaeological and Natural History Society 1901). However, the lead mines in the area surrounding Alport were not intensively worked until the eighteenth and nineteenth centuries. This led to prosperity in the area resulting in the construction and adaptation of properties. For example, Brook View and the front wing to Dene Cottage were purpose-built as lead miners cottages. See Section 4 for further information on lead mining in the Alport locality.

3.14 The Barmaster map for Harthill, dated 1717 (see Fig.7), illustrates Alport and the majority of the land in the area as enclosed by this time. However, the riverbanks and dale-sides do not appear to have been enclosed, presumably retained as waste and commons.

3.15 The Barmaster map also shows Dark Lane, the ancient holloway from the north, as the principal access to the settlement. A number of buildings are illustrated on this map but it is hard to decipher whether these buildings still stand in Alport today. Numerous lead rakes and soughs are shown beneath the ground of the hamlet and its wider setting, the principal purpose of this map. The Alport Sough appears to have run beneath the present main road through the village.

3.16 Alport was located on an important packhorse route between Manchester and Derby. Improvements were carried out to many of the packhorse routes in the area at the beginning of the eighteenth century, including Alport. A ford over the river Lathkill, to the south of the corn mill, formed an important highway used by gangs of London carriers and drifts of malt-horses travelling between Manchester and Derby (Hey 1980). This remained in use until 1718, when a complaint was sent to the Derbyshire Quarter Sessions on the urgent need for a horse-bridge as the ford was deemed impassable and dangerous. As a result a horse-bridge was built (Hey 1980). This was later replaced by a turnpike bridge wide enough for coaches and wagons. This is probably the present road bridge, dating from about 1800.

3.17 Another bridge was built over the river Lathkill, near the current site of the telephone box in 1750 (Peak District Online). Presumably this work was carried out because of similar concerns over the safety of the river crossing in this area.

3.18 Alport is depicted as a nucleated settlement contained by dales-sides on the Barmaster map for Harthill, dated 1768 (see Fig.8). This map suggests that the hamlet comprised a number of dwellings, sited close to the river Lathkill.

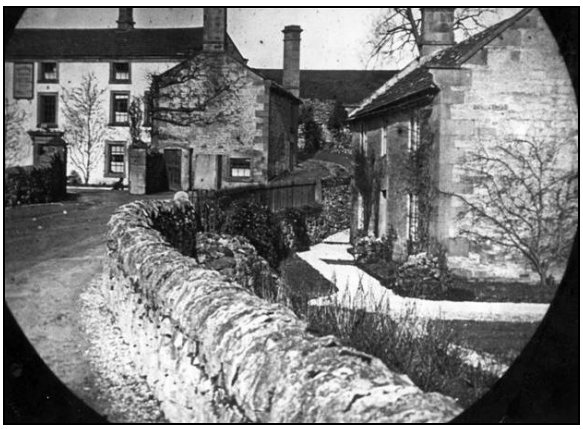
3.19 Twenty-two properties were documented in Alport in 1788 (Youlgrave WI 1931). This would have included the corn mill, sited in the north-eastern part of the Conservation Area, and Rock House. Haddonfields, another building of note, was constructed by William Joule of Youlgrave during the second half of the eighteenth century. William was the grandfather of the eminent physicist James Prescott Joule, who worked with John Dalton and is considered to be the father of energy conservation.

3.20 Burdett's Map of Derbyshire (1791) (see Fig.9) shows Alport's layout not dissimilar to its present arrangement. This is principally two connected streets; both routes are of a similar length, with buildings strung along. The river Lathkill contains the settlement to the east and south. The road between the hamlet and Hawley's Bridge had not been formed by this time. The main approaches to the hamlet were

along Dark Lane from the north, from Youlgrave to the west and south-east from Harthill Moor.

3.21 The 1793 map of the Manor of Youlgrave (see Fig.10) only shows the western half of Alport as this was the only part of the village that fell under the jurisdiction of Youlgrave Parish at the end of the eighteenth century. This map shows that this part of the settlement had been enclosed by this time (Historic Landscape Character). The enclosures are relatively irregular, presumably influenced by the topography. There are a number of buildings shown on this map that stand in Alport today. These include Monks Hall, Brookside Cottage, The Cottage, the northern part of Dene Cottage, Hillview and the southern wings of Lathkill Farm and Rheinstor Cottage.

3.22 Buildings illustrated on this map that no longer survive in the hamlet include a small square structure on the northern bank of the Lathkill downstream from the footbridge; a small building to the east of Lathkill Farm; and a property north of Rheinstor Cottage that was the former Boarding House Hotel (see P.3.3.). The map also shows a very long structure directly addressing the south side of the road to Youlgrave; this was known as Brown's Barn.



P.3.3. The Boarding House Hotel © Mr.Stone & Mike Elliott

3.23 There appears to have been a structure on the opposite side of the main road to the Reading Room suggesting that this route must have been much narrower at this point than today. The bridge, crossing to the west of the structure, appears much wider than the current arrangement.

3.24 The Haddon Estate map (1793) (see Fig.11) is relatively schematic in comparison to the Manor of Youlgrave map of the same date (see Fig.10). This map only shows the eastern part of the settlement, including the following: Dark Lane as a track; there is no continuation of Alport Lane towards the north-east from the hamlet; a large open space north of the packhorse bridge; Haddonfields, Mill Cottage and the corn mill are shown on the map; a long narrow building is located on a north-south axis immediately west of Tufa Rock and a smaller structure at the southern end of Dark Lane; there are also two properties either side of the northern entrance to the packhorse bridge over the river Lathkill.

3.25 A gritstone 1793 datestone is located within the inner face of the south wall to the bridge east of Lathkill Farm (see P.3.4.). This stone was originally located in the north wall to the bridge (pers comm Mrs. Walker). The relevance of this date is unknown. The bridge was built in 1750 and widened and/or improved in the 1930s.

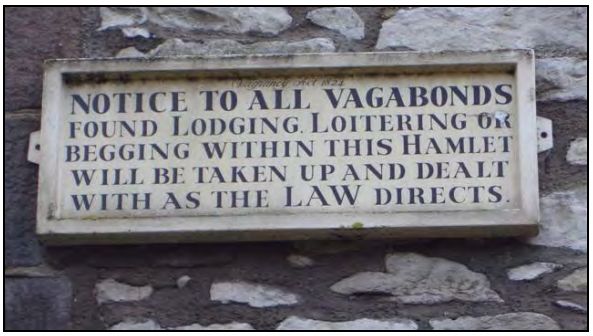
P.3.4. 1793 datestone within the bridge wall

3.26 The road from the north of the village to its intersection with the B5056 at Hawley's Bridge is illustrated on the 1799 map of the Haddon Manor Roads as 'new' (see Fig.12). This route was therefore formed at the end of the eighteenth century. Traffic along Dark Lane was stopped in 1816 to force traffic to use the new turnpike (B5056) between Grange Mill and the A6 (Hey 1980).

3.27 Parliamentary Enclosure Awards and private agreements at the end of the eighteenth century resulted in the enclosure of large areas of commons and waste. The dale-sides and riverbanks in Alport had been enclosed by the end of the eighteenth century (Historic Landscape Character Assessment).

3.28 Alport contained 22 houses in 1811 (Davies 1811). At this time the settlement would have appeared completely different to today. For example, there was less tree cover; there was a great deal of industrial activity in and surrounding the village; there were different building types e.g. weaving sheds and a paper mill. A number of buildings that stood in the village at this time have now been demolished, e.g. a structure to the south-west of Mill Cottage and a long range east of Tufa Rock (see Fig.11). In addition, the buildings that survive from this time may well have looked different, for example, they may have had thatched roofs and earlier window styles.

3.29 During the nineteenth century there may have been problems with vagrants in Alport. This is evident from a timber sign that refers to the Vagrancy Act 1824, fixed to the roadside gable end of the Coach-house at Haddonfields (see P.3.5.). Following the Napoleonic Wars, many of the discharged soldiers had no jobs or accommodation and at the same time there were a large number of economic migrants who travelled to England in search of work. The Vagrancy Act 1824 was introduced so that sleeping on the streets or begging became an offence (Derbyshire Heritage). The current sign on the Coach-house is a replica, reproduced by the Authority in 1986.



P.3.5. Timber sign fixed to the gable end of the Coach-house, Haddonfields

3.30 The Alport Mining Company was formed in 1839, consolidating the titles of a number of local lead mines. In 1841, the company built Guy Tunnel to feed water to an hydraulic engine at Guy Shaft, to the south of Alport. The tunnel entrance was situated to the south of the village, up on the hillside above the footbridge over the river Lathkill. Water to operate this engine was brought from the Lathkill via iron pipes on a wooden aqueduct over Alport village to the tunnel and conducted to Guy Shaft (Willies 2004).

3.31 A lead smelting mill was established at the north-eastern edge of the hamlet in the mid-nineteenth century. This site, the Guy Tunnel and its associated pipe-work and the intensive lead mining activity in the surrounding area must have provided an industrial character to Alport.

3.32 Alport is illustrated on the Great Rowsley Tithe Map of 1848 (see Fig.13) resembling its current form with a few exceptions. These differences include a small building located to the south of the barn at Haddonfields. Another small structure is situated east of Mill Cottage on the northern bank of the River Lathkill. This map also shows a substantial property on the opposite side of the lane to Mill Cottage. This was the Cock Inn Public House, also shown on the 1879 Ordnance Survey map (see Fig.15).

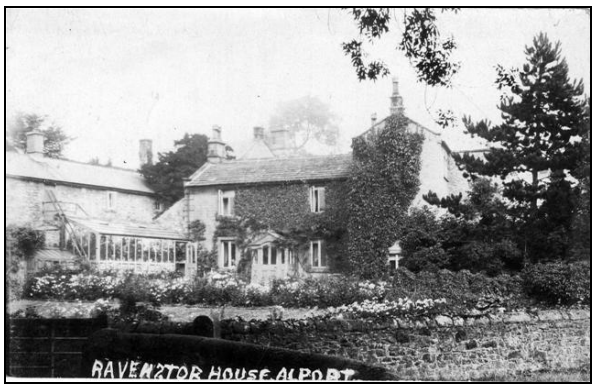
3.33 The Township of Harthill map (1851) (see Fig.14) shows the eastern and southern sections of Alport, just beyond the rivers Bradford and Lathkill. The steep limestone escarpments are shown as woodland whilst land south of the footbridge rising to Harthill Moor, is open with no tree cover. Brook Cottage and its outbuilding, the corn mill and some smaller structures are annotated on this map. The outline of a building is depicted on the northern bank of the river Lathkilll, to the west of Brook Cottage. This may have been the site of a former paper-mill or fulling mill (Schmoller 1994).

3.34 In 1857 the hamlet was partly situated within the township of Rowsley, in Bakewell Parish, and partly in Youlgrave Parish (White's Directory 1857).

3.35 The 1879 Ordnance Survey map (see Fig.15) shows The Cock Inn, on the opposite side of the road to Mill Cottage. This was one of two Public Houses in the hamlet during the latter part of the nineteenth century. The other was the Boarding House Hotel south of Lathkill Farm. Land in the settlement appears to have been further subdivided by this time. This map also shows the whole of the dale-side along the southern edge of the Conservation Area with full woodland cover.

3.36 The river Bradford allegedly disappeared underground, via a mineshaft to Hillcarr Sough, in 1881 (Derbyshire Heritage). The chasm was blocked and the river reverted to its former course.

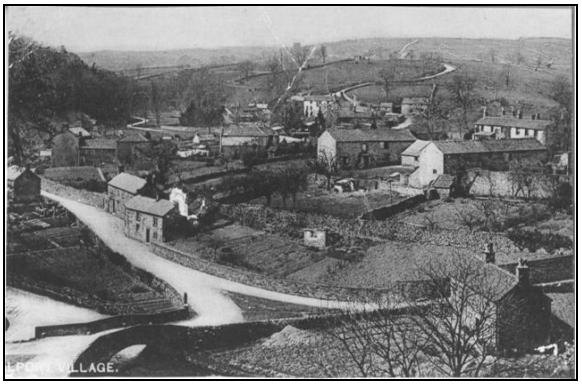
3.37 By the end of the nineteenth century the large combination barn to the north-west of Lathkill Farm and the stables to the south-west of Rheinstor Cottage had been built; The Cock Inn and a small structure on the current site of Bank House had been razed; and Lathkill Farm and Rheinstor Cottage had been extended with glasshouses (see Fig.16 and P.3.6.)(1898 Ordnance Survey map).



P.3.6. Glasshouse to the front of Rheinstor Cottage © Gordon Coupe

20th century

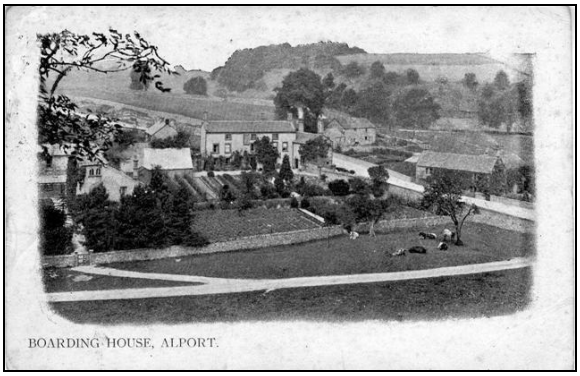
3.38 Comparing the 1898 and 1922 Ordnance Survey (see Fig.17) maps, there appears to have been little development in the settlement at the beginning of the twentieth century. The only notable difference was two new buildings, Bridge House and Rock Cottage. Rutland Estate built Bridge House, on the site of the former Cock Inn Public House, for Mr. Johnson the miller at Alport flour mill.



P.3.7. Alport before Bridge House had been built

P.3.8. Old postcard showing Bridge House and Mill Cottage © Gordon Coupe

3.39 The Estate also restored Monks Hall in 1902 and constructed Rock Cottage, originally as two dwellings.



P.3.9. Postcard showing the Boarding House Hotel in 1908 © Gordon Coupe

3.40 The Boarding House Hotel ceased to be a Public House in 1924 and became a dwelling. The property was demolished in 1937 so that the main road could be widened (Ardley & Bartlett, 2003). As part of these highway improvements, the road bridge over the river Lathkill, to the south-east of Lathkill Farm, was also widened.

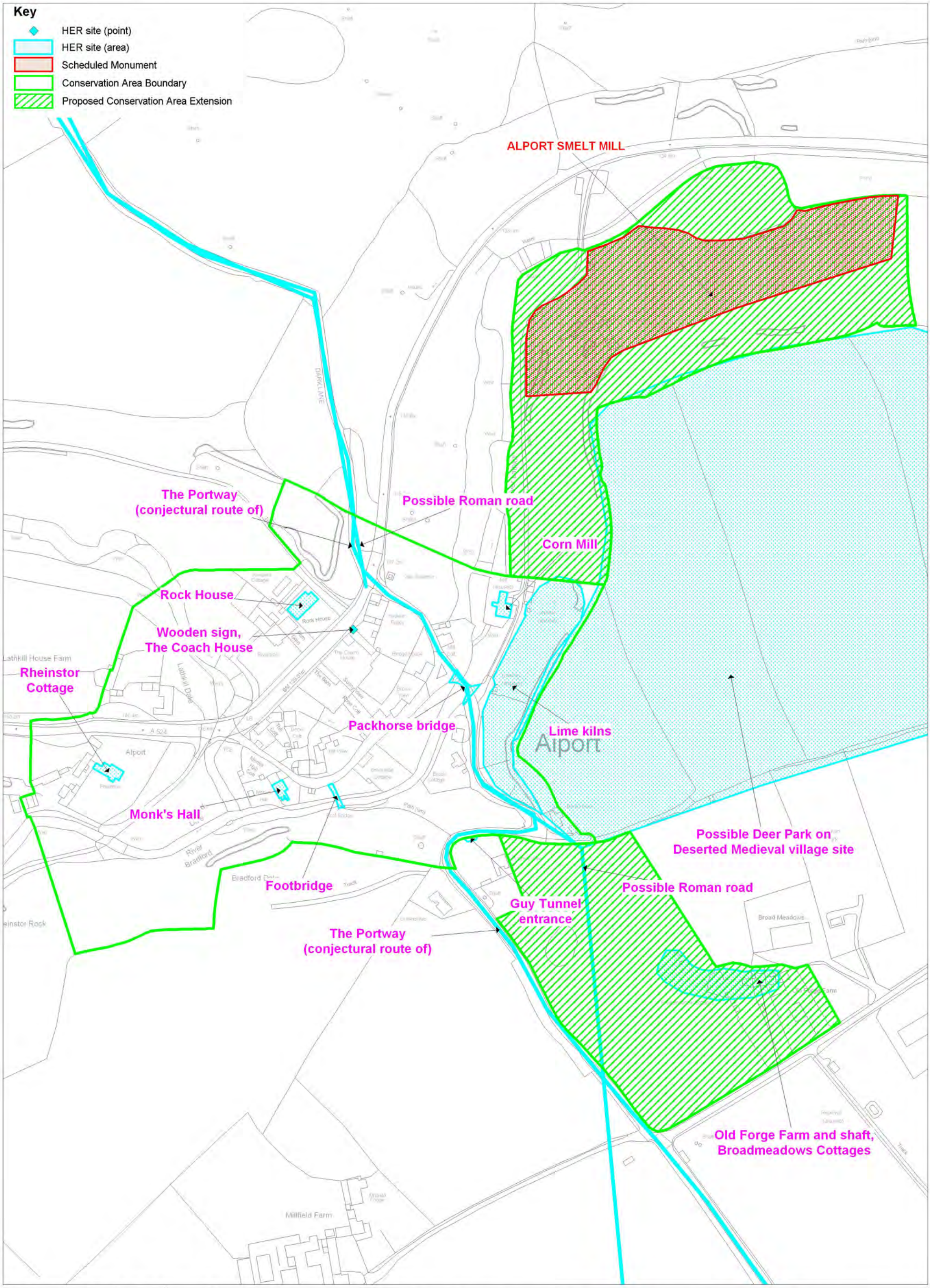
3.41 The 1922 Ordnance Survey map does not show Bank House, located on the south-eastern edge of the settlement. This evidence and the architectural style of the property suggest it was built during the second half of the twentieth century.

3.42 A hayloft located within the curtilage of Lathkill Farm blew down in the 1960s and was not replaced (*pers comm* Isobel Bailey). This was probably the large structure to the north-west of the farmhouse, shown on the 1922 Ordnance Survey map.

3.43 A single storey agricultural building attached to the Coach-house at Haddonfields (see P.3.10.) was demolished in 1982 because it was in poor structural condition. A large combination barn to the north-east of Dene Cottage and a part of the Coach-house were converted to residential use in 1994.

P.3.10. The single storey wing to the Coach-house, Haddonfields, in the 1980s

3.44 The most significant work to occur in the first decade of the twenty-first century was the introduction of a hydro-electric turbine and restoration of the mill tail-race, to the north of the corn mill. In addition, Youlgrave Parish Council purchased the K6 telephone box in 2009, saving the structure from removal.



PEAK DISTRICT NATIONAL PARK AUTHORITY

N

Scale 1:2500

Fig.4. Archaeological Sites identified on the Derbyshire Historic Environment Record (HER) within Alport Conseravtion Area

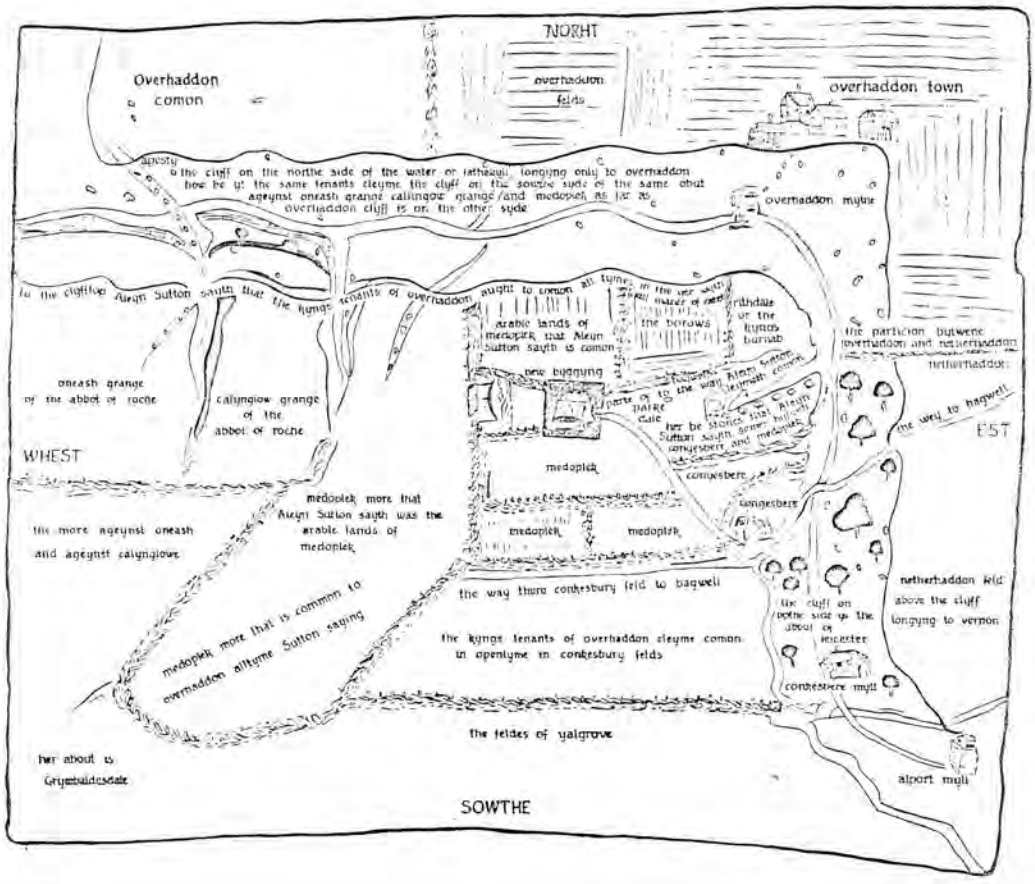


Fig. 5. Extract from Map of Over Haddon and Meadowplace, near Bakewell, Derbyshire, c.1528

Fig. 6. Extract from John Speed's map, 1610

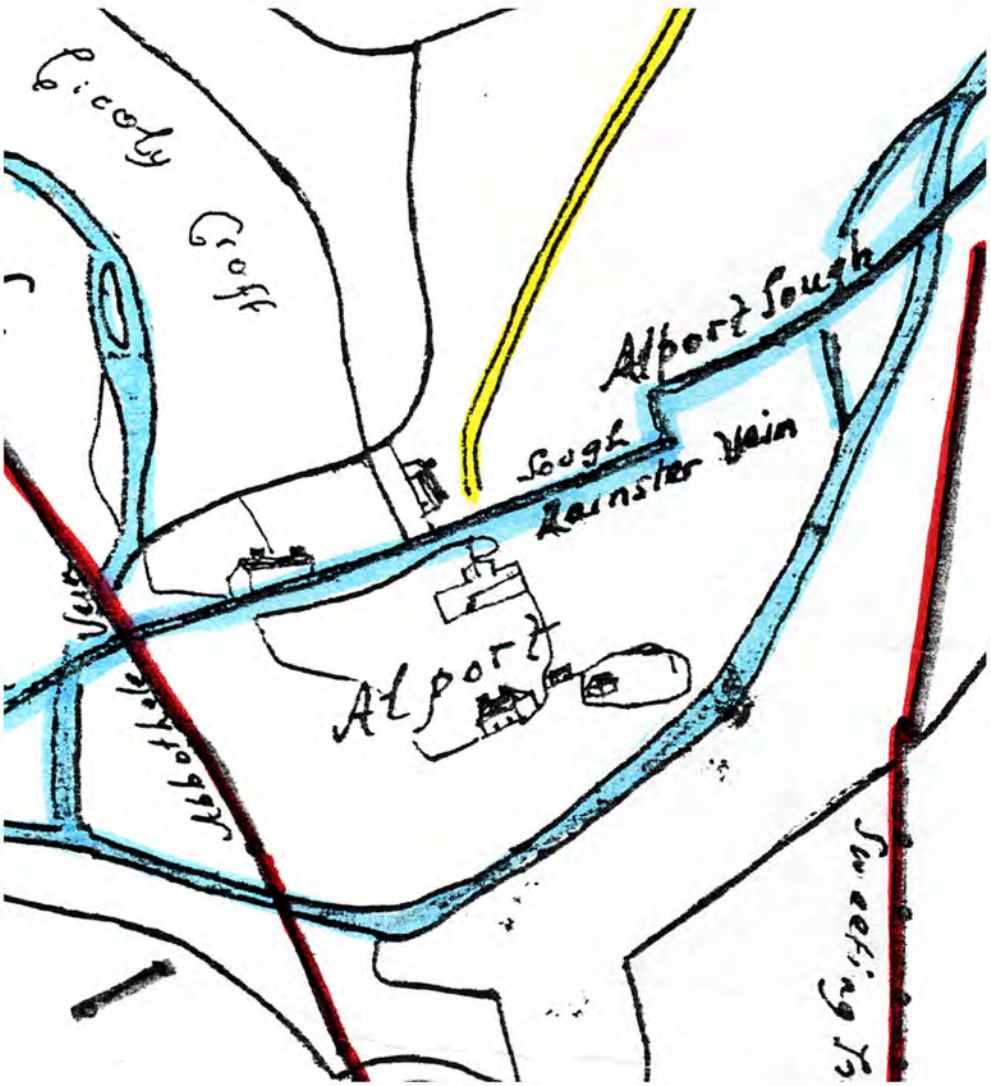


Fig. 7. Extract from Harthill Barmaster map, c.1717

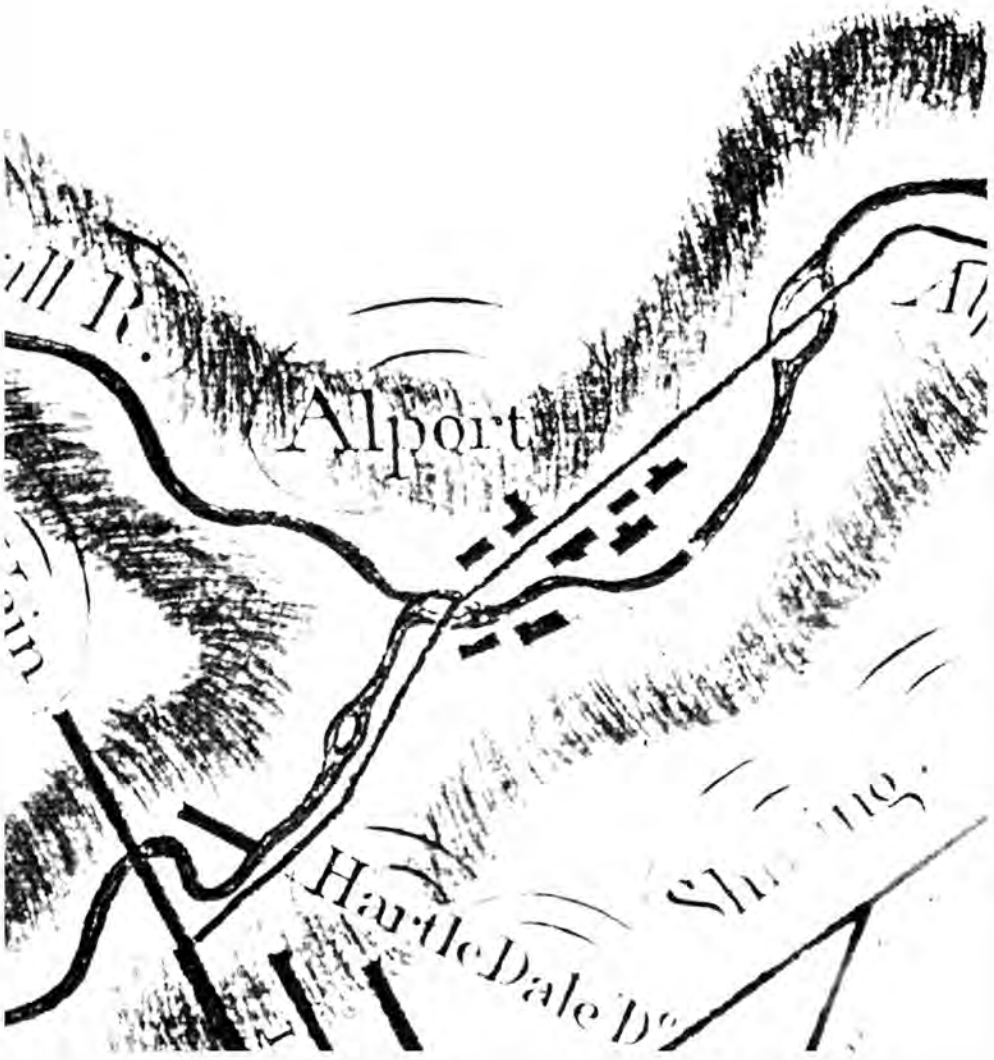


Fig. 8. Extract from Harthill Barmaster map, 1768

Fig. 9. Extract from Burdett's map, 1791

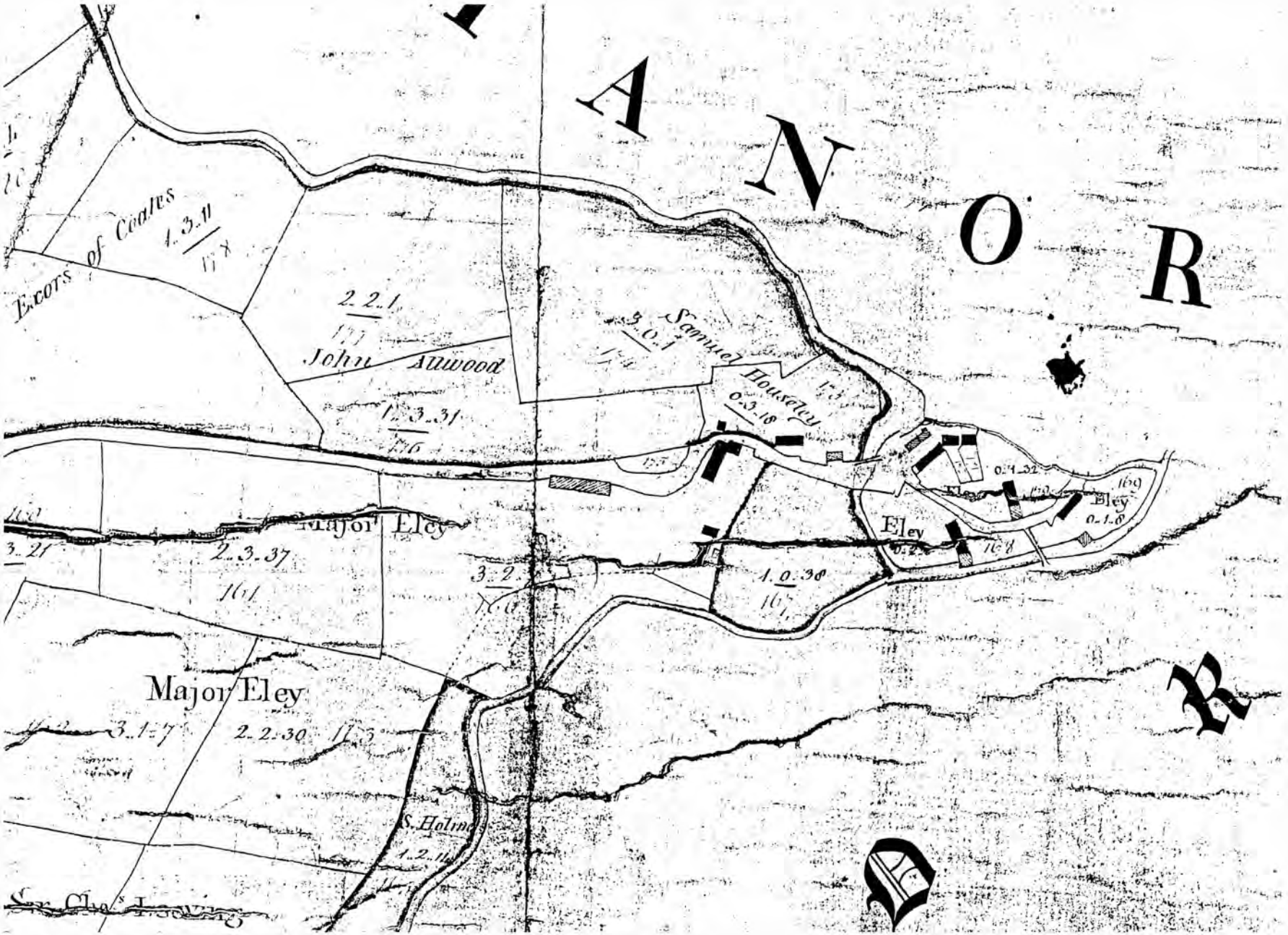


Fig. 10. Extract from Manor of Youlgrave map, 1793

Reproduced by permission of the Chatsworth Estate

Fig. 11. Extract from Haddon Estate map, 1793
Reproduced by permission of the Haddon Estate

Fig. 12. Extract from Haddon Manor Roads map, 1799

Reproduced by permission of Derbyshire Record Office, Matlock, Derbyshire, DE4 3AG

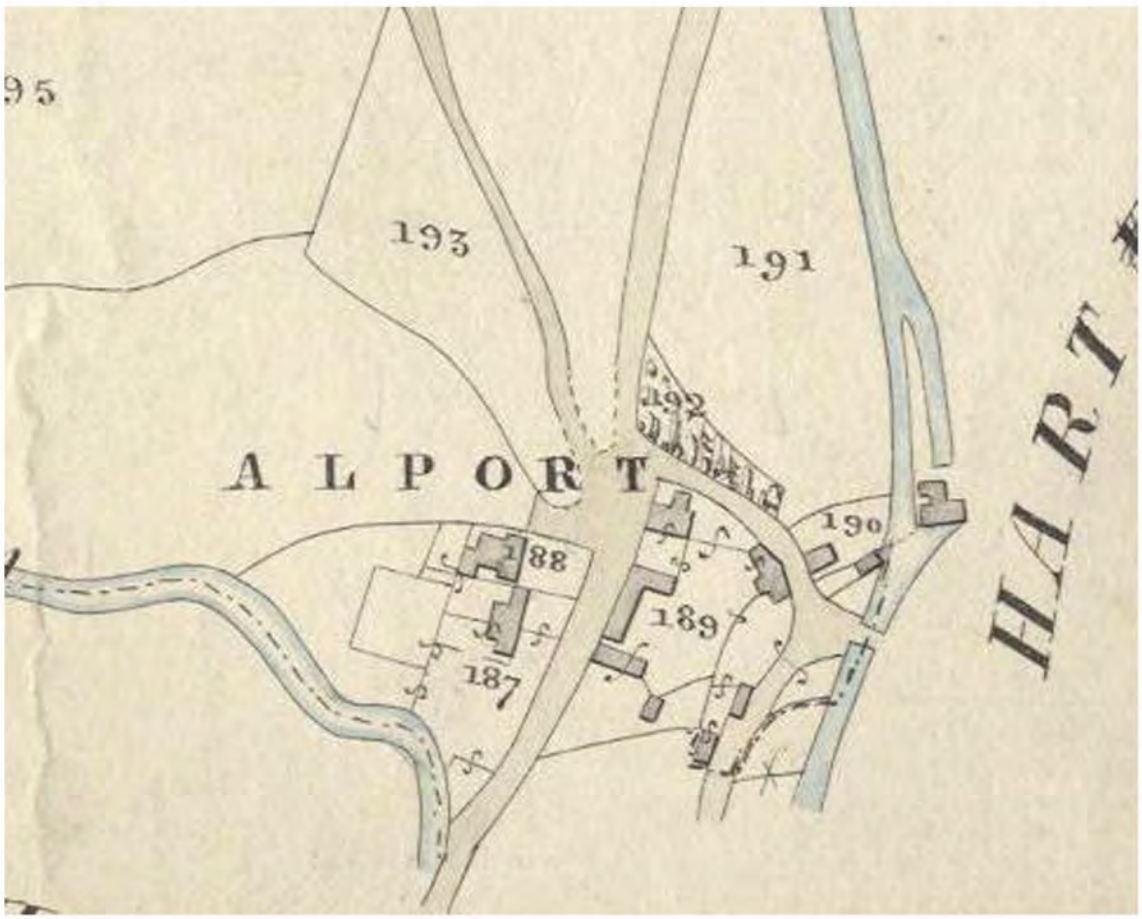


Fig. 13. Extract from Great Rowsley Tithe map, 1848

Reproduced by permission of Derbyshire Record Office, Matlock, Derbyshire, DE4 3AG

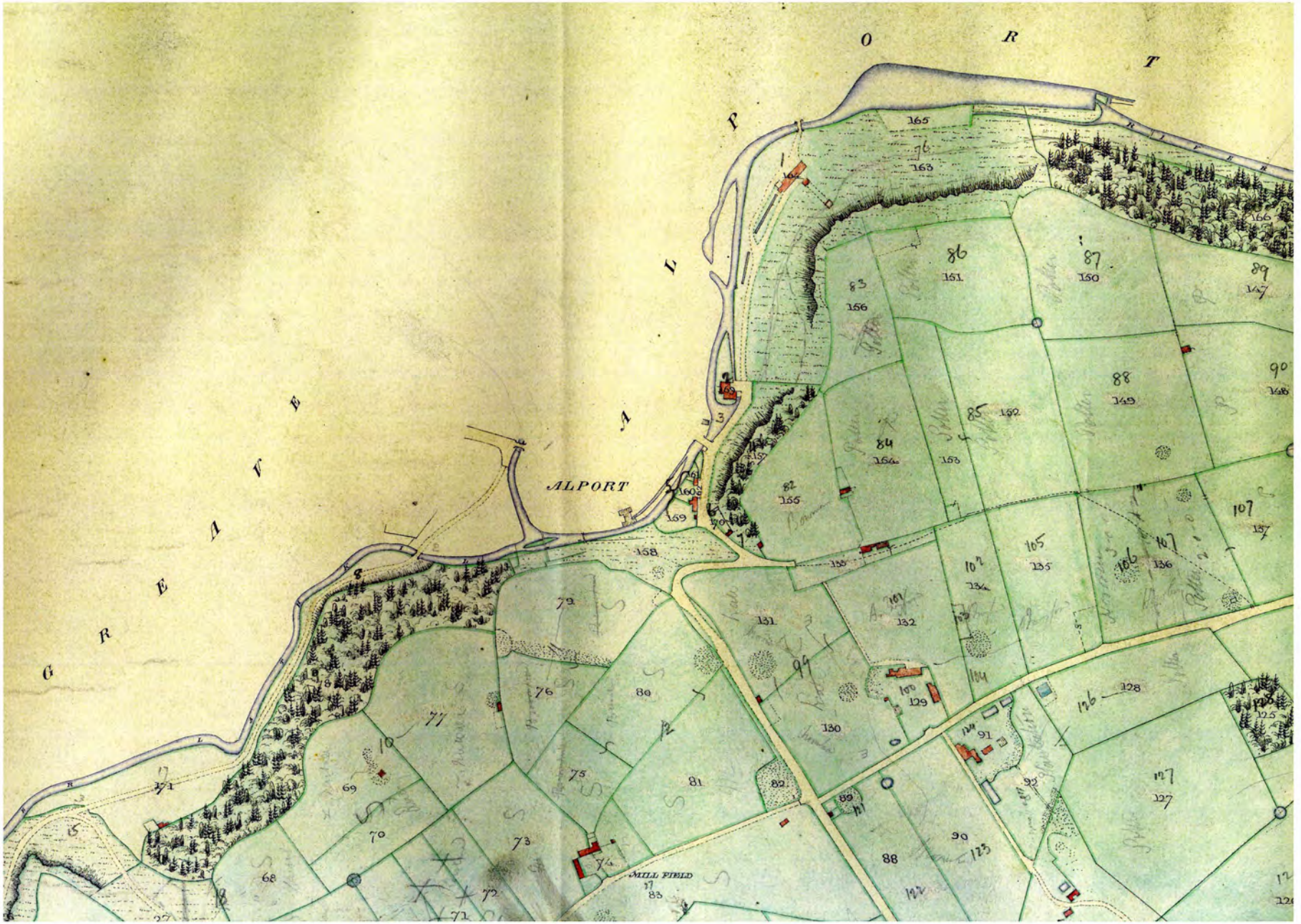


Fig. 14. Extract from Township of Harthill map, 1851

Reproduced by permission of the Haddon Estate

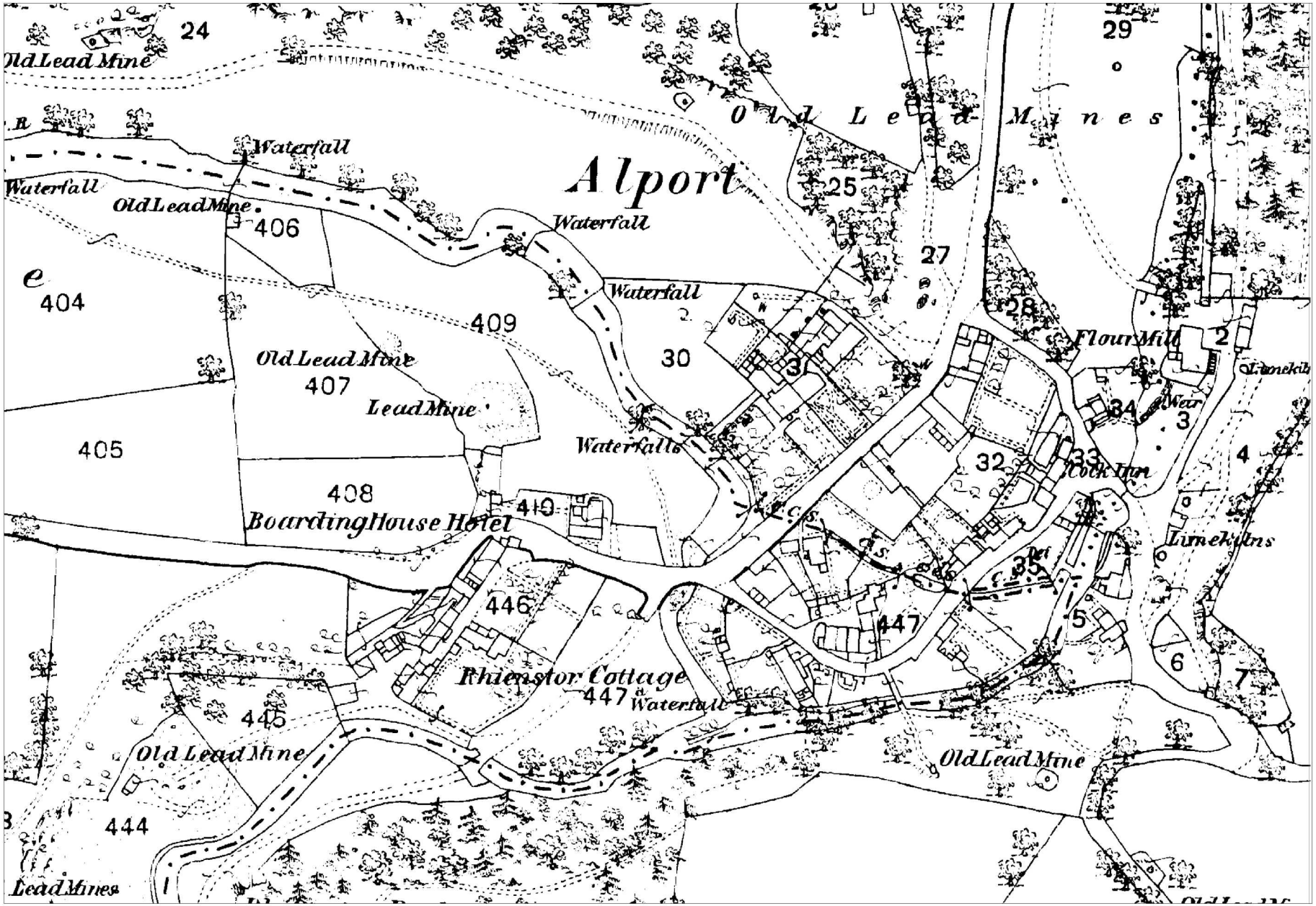


Fig. 15. Extract from Ordnance Survey map, 1879

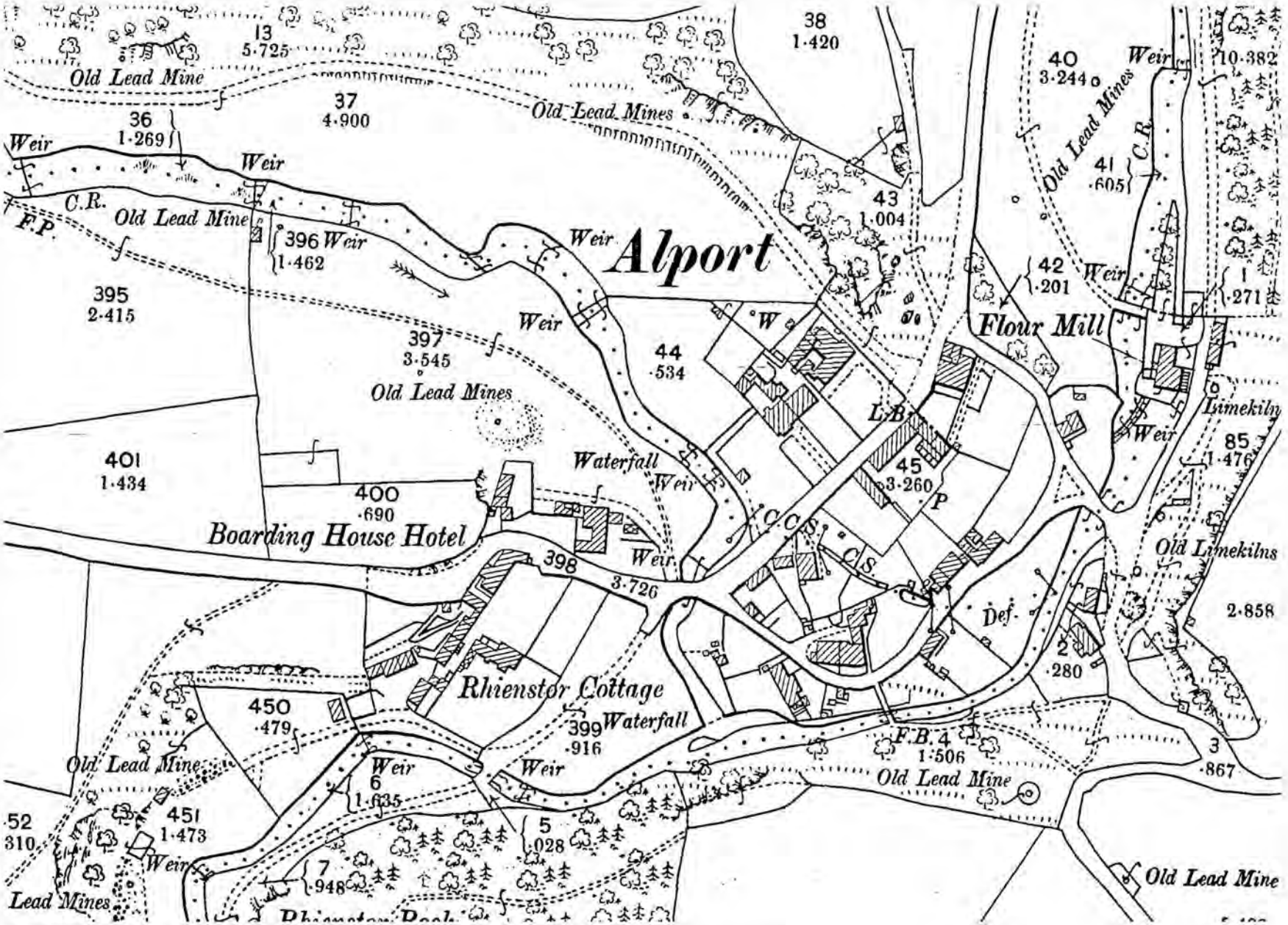


Fig. 16. Extract from Ordnance Survey map, 1898

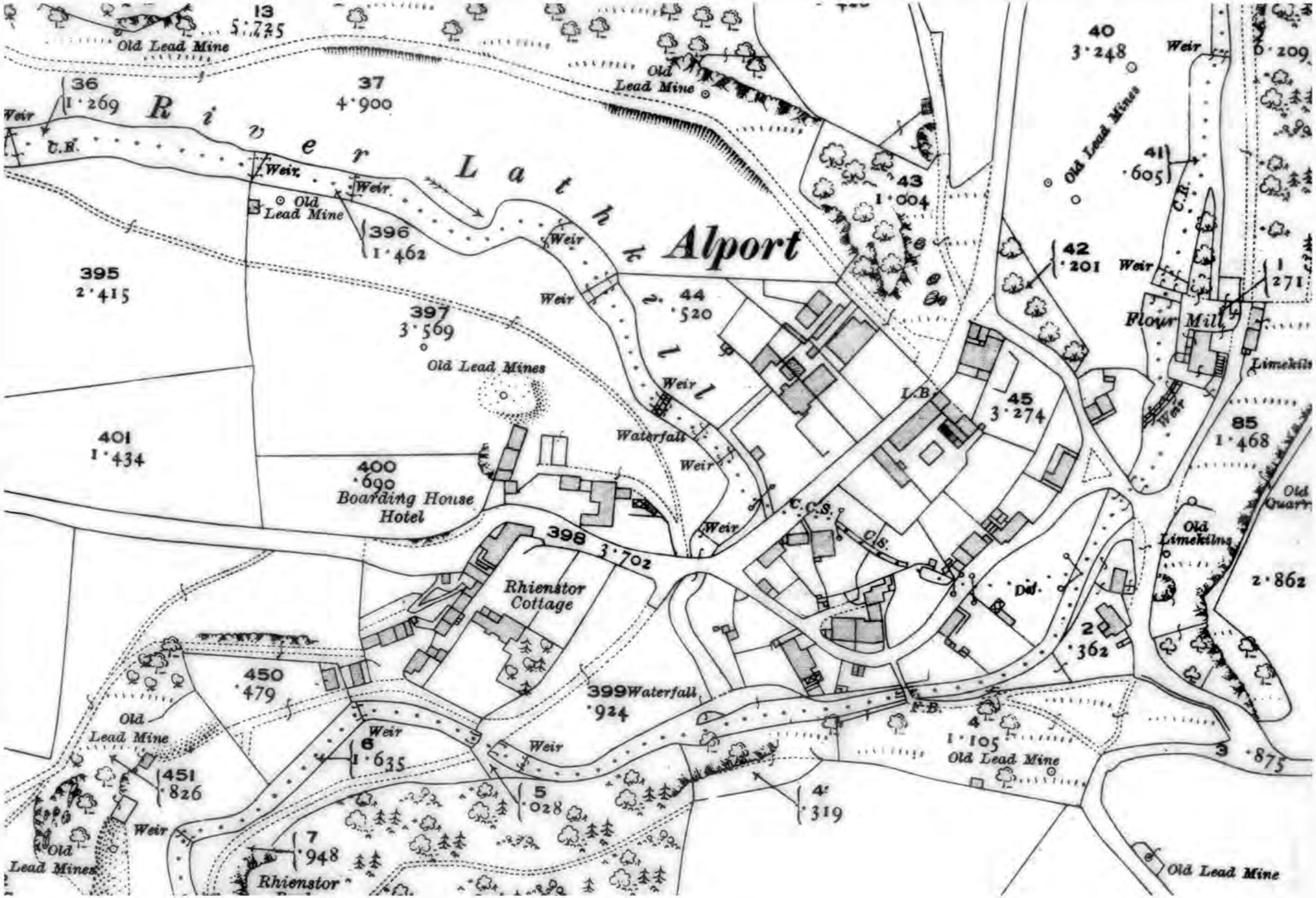


Fig. 17. Extract from Ordnance Survey map, 1922

Reproduced from Ordnance Survey material with permission of HMSO, Crown Copyright

4.0 FORMER & CURRENT USES

4.1 Historically, the main occupations in Alport were farming, lead mining/smelting and limestone quarrying. These were supported by small-scale commercial ventures and cottage industries, including milling and weaving. Over the centuries, these industries not only formed the local economy but also shaped the settlement and the surrounding landscape.

4.2 The rivers Bradford and Lathkill have been integral to Alport's industrial past, harnessing water-power to operate the mills and also the hydraulic engines which helped drain the lead mines.

Agriculture

4.3 Historically agriculture was the mainstay of the settlement up until the twentieth century. Past inhabitants of Alport would have been relatively self-sufficient, growing their own food and maintaining livestock. The agrarian lifestyle had a significant impact on the settlement determining the types, arrangement and development of plots, buildings and the surrounding land.

4.4 The remnants of open field cultivation particularly to the east and west of Alport, demonstrate that farming has been carried out in the area since at least the middle ages. This is supported by the fact that a corn mill has been present in the hamlet since the twelfth century, suggesting that crops were being grown in the vicinity and processed.in Alport.

4.5 Agriculture continued to dominate into the nineteenth century. In 1811, the inhabitants of Alport were chiefly employed in the pursuits of agriculture (Davies 1811). This is also evident by the number and range of agricultural buildings within the settlement. According to the Kelly's Directory (a well known commercial directory) of 1891, roots and pastorage were the principal crops grown in the area at the end of the nineteenth century. Historically, it is evident that both arable and livestock farming were carried out in the Alport area. Low grade agricultural land and the establishment of enclosures, commencing in the sixteenth century, in and around Alport, has ensured that low intensity pastoral farming prevails.

Lead Mining

4.6 Lead ore has been extracted in the White Peak since at least the Roman occupation (43AD-410AD). Pigs of lead have been found in the area, but there is no evidence of lead mining being carried out in Alport at this time. The earliest reference to lead mines in the vicinity of Alport dates from the fourteenth century (Derbyshire Archaeological and Natural History Society 1901).

4.7 Alport is located in an area known in the eighteenth and nineteenth centuries, and possibly earlier, as the Alport Mining Fields. This was an important lead mining centre, comprised four local geographical areas: Haddon, Harthill, Stanton and Youlgrave (Rieuwerts 1993), all rich in lead ore. Most of the lead veins in this area had been discovered by 1700 with many worked to the water table (Rieuwerts 1993).

4.8 This is significant as lead extraction in the Alport locality was hindered by water with many of the lead levels located at the deepest point of a saturated basin (Rieuwerts 1993). By the beginning of the eighteenth century a number of soughs had been driven below ground in the area, to prevent mines from flooding. One known as Alport Sough ran beneath the main road through the village (see Fig.7).

4.9 Another, known as of Hill Carr Sough, commenced construction in 1766 to provide deep level drainage to the entire mining field (Rieuwerts 1993). Designed by John Gilbert, it ran for 4.5 miles from Alport to the River Derwent in Rowsley. When complete in 1787, it was the largest sough in the country. At this time, the majority of soughs in the area fed into this channel.

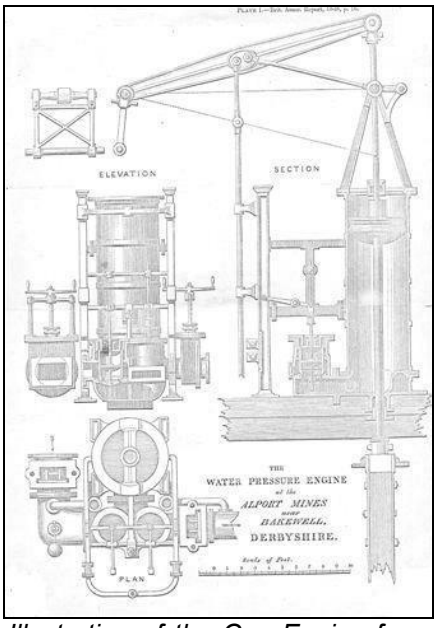
4.10 With the introduction of hydraulic engines at the beginning of the nineteenth century, local lead mining companies could more easily drain water from the lead mines. This resulted in renewed activity in the old mining areas where persistent flooding had slowed ore extraction, or where the workings were already at the water table (Cooper 1991). The hydraulic engines allowed existing shafts to be deepened and new soughs driven,

4.11 Richard Trevithick, a Cornish engineer, was invited by the Alport mines proprietors in 1805 to introduce his recently developed water-pressure engine (Willies 2004). This was installed at Crashpurse Mine, to the south of Youlgrave, in 1805 (Rieuwerts 2008). Another hydraulic engine was installed at Broadmeadows, to the south-east of Alport, in 1819.

4.12 At the beginning of the nineteenth century a great deal of lead mines were still operating around Alport, including Abbots-hole, also referred to as White Vein, and Blithe (Farey 1811). It is likely that many Alport residents were involved in the local lead mining industry. Dene Cottage and Brook View were specifically built as lead-miners cottages in the eighteenth century.

4.13 The consolidation of the Hill Carr Sough, Shining Sough and Blythe Sough titles in 1839 resulted in the formation of the Alport Mining Company. John Taylor, a Cornish mining engineer, was appointed as their manager (Rieuwerts 2008). The Company used a number of water pressure engines to prevent the flooding of lead mines around Alport.

4.14 Guy Tunnel, to the south of the River Lathkill in Alport, was formed in 1841 to feed water to the hydraulic Guy Engine. Built by the Butterley Company, the Guy Engine was described by a commercial directory in 1857 as 'the most perfect' of its type (White's Directory 1857) (see P.4.1.). Water to work the engine was brought from the River Lathkill, near the confluence with the River Bradford, in four feet diameter iron pipes on a wooden aqueduct over Alport village. This continued along a tunnel to Guy Shaft (HERs and Willies 2004), via Broadmeadows (Willies 2004).



P.4.1. Illustration of the Guy Engine from Glynn c1850, from the Peak District Mining Museum

4.16 Unfortunately, there was a poor lead ore content at the lower levels of the Guy mine; the veins were hard and tight; water frequently overwhelmed the works: there were also problems in the summer months as there was insufficient water in the river to power the engines (Rieuwerts 2008).

4.17 The major operations of the Alport Mining Company wound up in 1852 (White's Directory 1857) as the mines were not sufficiently remunerative and the price of lead was low. The Company sold the majority of their plant and machinery, continuing at a much smaller scale (White's Directory 1857). They continued to work at Prospect Mine, not far from Broadmeadows and other mines in the area until the end of the 1860s (pers. comm. Rieuwerts). Other minerals were also being extracted in the area during the second half of the nineteenth century. These included ochre, calcite and barites (Stokes 1896).

4.18 Other amalgamated lead mining companies operated in the vicinity of Alport in the nineteenth century. These included the Danger Mining Company who drove a branch of Hill Carr Sough northwards from Alport towards the Lathkill Dale mines (Rieuwerts 1993).

4.19 Alport's lead-fields were some of the most intensely worked in Derbyshire until they went into decline in the mid-nineteenth century. This was partly the result of lead reserves being exhausted, cheaper supplies available from other parts of the country and abroad and the development of alternative materials. Lead continued to be mined in the area, at Mawstone Mine in Youlgrave, until 1932, when it closed following a gas explosion.

Alport Lead Smelt Mill

4.20 Another important site associated with Alport village and the local lead mining industry is the former Alport Lead Smelt Mill. This site was located on a steep dale-side, on the southern bank of the Lathkill, to the north-east of the village (see P.4.2.).

P.4.2. Alport Lead Smelt Mill circa 1860 © Derbyshire Record Office

4.21 Messrs. Barker and Rose, established the works in the 1840s. Both were major shareholders in the Alport Mining Company. The smelt works were constructed in anticipation of an increase of locally extracted lead as a result of advancements in lead mining technology and increased capital investment (Willies, 1987). The smelt works provided local employment.

4.22 The works contained two reverberatory smelting furnaces, Spanish slag hearths, condensers, a chimney and a complex system of flues (SMR description). Here, lead ore from various local mines was smelted into pigs

(White's Directory 1857). As part of the smelting process at the site, lead vapours condensed in the long horizontal flues allowing collection by hand (Bird 1977) and therefore producing more lead.

4.23 The Lead Smelt Mill was sold to John Fairburn in 1875 (Willies, 1983) and closed in the 1890s. Since this time the lead smelt mill site has declined but parts remain relatively intact, screened from view by woodland.

Quarrying and Associated Industry

4.24 Historically, limestone, and in particular tufa, have also been extracted in the area. A limestone quarry is recorded in Alport at the beginning of the nineteenth century (Farey 1811). There was also a major tufa quarry in Alport at this time (Farey 1811) and the area was one of the main suppliers of this rock type. Tufa continued to be extracted in the settlement, close to Tufa Rock, in 1957 for over a decade.

4.25 Four lime-kilns are situated within Alport; two immediately east of the corn mill and another two at the southern entrance to the mill site. The limekilns date from the nineteenth century; two possibly have earlier origins, and are mentioned in Farey's 'General View of the Agriculture of Derby' (1811). Limestone burnt in these kilns produced quicklime that was used by local farmers to improve soil fertility. Quicklime would have also been utilised in the construction of buildings and most probably in the Spanish slag hearths at the lead smelt mill, to the north-east of the lime-kilns.

4.26 The lime-kilns were in use until the First World War (Harris 1971). Self-set trees and creepers mask the two kilns by the entrance to the corn mill site (see P.4.3.). Derbyshire Drystone Wallers Association helped consolidate the other two kilns, immediately east of the corn mill, in 2008 (see P.4.4.).

P.4.3. Left: Limekiln immediately east of the corn mill
P.4.4. Right: Limekiln at the mill site entrance

Mills

4.27 The canons of Darley Abbey were granted a corn mill in Alport by Henry, son of Fulcher, during the second half of the twelfth century (HERs). A water-powered corn mill is located on the eastern bank of the river Lathkill, in the settlement, but the present structure dates from the early to mid-eighteenth century. The weir, immediately south of the mill, was built to hold up the water and divert it to the mill.

P.4.5. Alport Mill and millpond

4.29 A drying kiln is attached to the northern elevation of the mill. This structure was purposely-built to dry the grain before grinding so that it did not clog the millstones. Corn was laid over the first floor of the building and dried by the heat rising from the kiln below.

P.4.6. Alport Corn Mill and drying kiln

4.30 Directories from the second half of the nineteenth century note John Evans as the corn miller (White's Directory 1857 & Kelly's 1891) and James Brooks as a millwright (White's Directory 1857). John Evans is also recorded as a farmer (Kelly's Directory, 1891) suggesting that he had a dual occupation. The mill ceased grinding corn in the 1920s (Harris 1971). In the

late 1950s the mill was used to roll oats for local farmers. During this time the mill was run by S & E Johnson Ltd who also owned flour mills at Darley Dale and Bradford Dale (pers. comm. Mr.Walker). The mill was last used as a trout hatchery in the late twentieth century.

4.31 There have been a number of other mills in the settlement, in the past, but only documentary evidence of these structures survive. A fulling mill is recorded in Alport in the fourteenth century (Derbyshire Archaeological and Natural History Society 1901). According to Cooper (1991) this was upstream from the mill bridge.

4.32 There was also a paper mill located north of the river, east of the packhorse bridge (Schmoller 1994). Francis Kenworthy and his family occupied the mill in 1816 until 1838. The Alport Mining Company tried to sell the paper mill in 1844. The property does not appear on the 1879 Ordnance Survey map, presumably it had been demolished by this time. The barn attached to Hillview and Bradford House were allegedly associated with the paper mill (pers. comm. Isobel Bailey & Mr.Stone).

4.33 There are records of cotton weaving sheds located on the riverbank at Alport in the early eighteenth century (Cooper 1991). However, no evidence of these structures survive.

Other Industries

4.34 Two coaching inns contributed to the local economy in the second half of nineteenth century. One was the Boarding House Hotel (see P.4.7.), also known as the Three Rivers Inn, located at the western entrance to the village (see Figs. 15-17). This closed in 1924 and was later demolished to allow the main road to be widened in 1937 (Ardley & Bartlett 2003).

P.4.7. Boarding House Hotel

4.35 The other Public House was the Cock Inn. This was situated to the south of Haddonfields, on the opposite side of the road to Mill Cottage (see Fig.15). The Public House appears to have been demolished by 1898 as it is not shown on the Ordnance Survey map of this date (see Fig.16).

4.36 The Coach-house at Haddonfields was used to stable the horses of travellers when the fords in the village were impassable (pers. comm. Robert Walker).

4.37 There were a number of trades in Alport in 1827; these included calico weaving, woollen weaving, a currier, a wood turner, a doctor and a lawyer (Ardley & Bartlett 2003). A few years later a paper mill and dye house are noted in the settlement (Glover 1829).

4.38 In 1847 there was a school at Dene Cottage; a weavers shed at Walker's stackyard, located on the open space between the Barn and Dene Cottage; a brewhouse; and The Cock Inn Public House (Ardley & Bartlett 2003). The small single storey building to the south of the Reading Room (see P.4.8.) was the brew-house, used by local residents to make their own beer. This building has also been used as a dairy, a butcher's shop and more recently, a joiner's workshop (Youlgrave WI 1931).

P.4.8. Former Joiner's Workshop

4.39 White's Directory of Derbyshire dated 1857 records a corn miller, millwright, shoemaker, shopkeeper gamekeeper and at least four farmers within Alport. One of these farmers was also the victualler at the Boarding House Hotel. This list of trades and services in the settlement also mentions a 'school', presumably the one at Dene Cottage.

4.40 When Rock Cottage, at the back of Rock House, was first built it was known as Game-keepers Cottage. This dwelling was originally built as two properties and presumably at least one of the tenants was a gamekeeper.

4.41 A glasshouse formerly attached to the east elevation of Lathkill House Farm was used as a tea-room in the 1930s. During the mid-twentieth century there was also a sewing shop in the front of Brookview (pers. comm. Isobel Bailey).

4.42 Today, farming is continued in Alport by the residents of Rheinstor Cottage. Here, they rear livestock, including Balwen sheep and dairy cattle. The majority of land around Alport primarily comprises pasture.

4.43 Recreational fishing is carried out in the privately owned rivers Lathkill and Bradford and water-power continues to be harnessed in Alport, as Haddon Estate introduced an hydro-electric turbine to the north of the corn mill in 2008 (see P.4.9.).

P.4.9. Water turbine house

4.44 There are no shops or commercial premises in the settlement. With the exception of the corn mill, Reading Room and ancillary buildings, all properties are now in residential use.