

**ROADS IN STAND WOOD
CHATSWORTH**

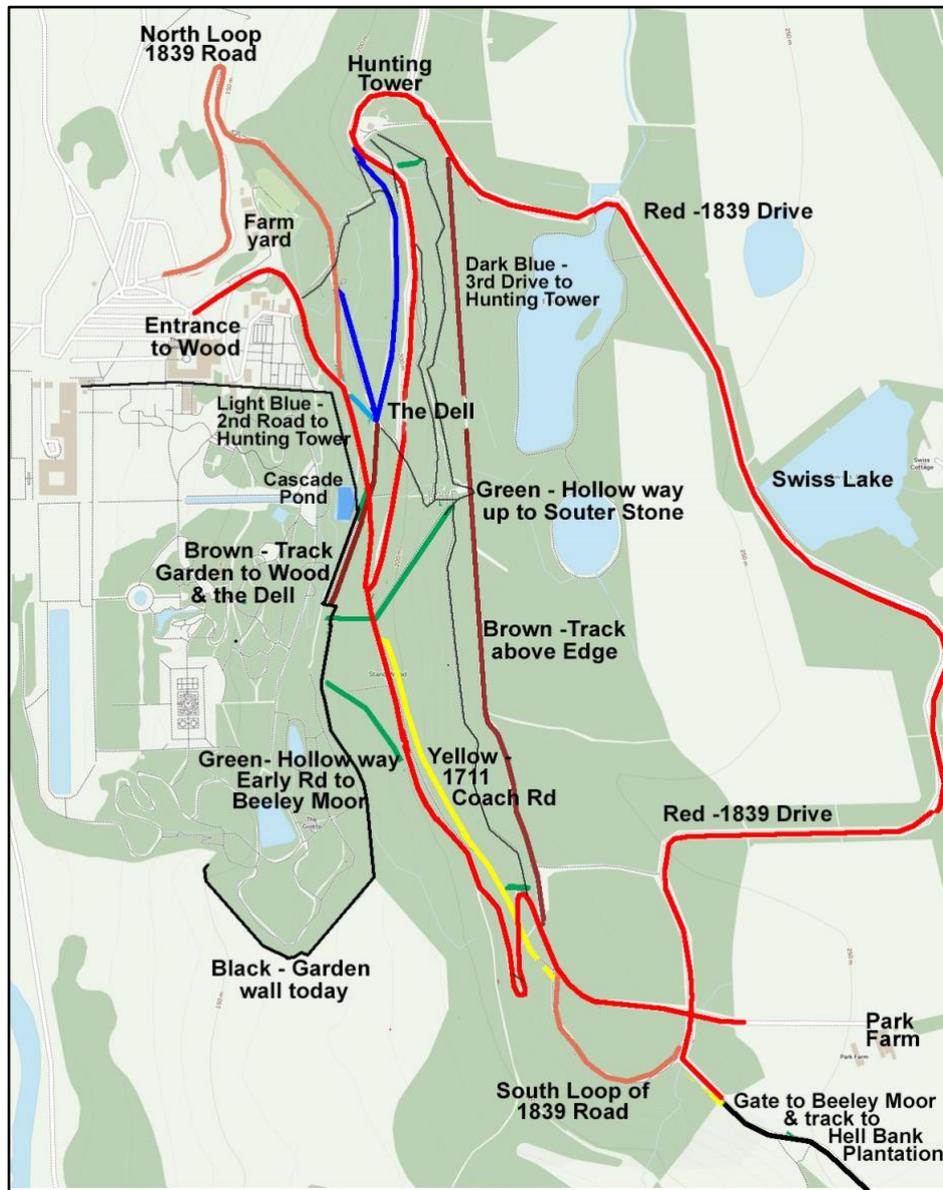
OLD & NEW



Hollow way up to the Souter Stone

David Dalrymple-Smith

Roads in Stand Wood today



More detailed map at the end, with enlargements.

Key to Map

Roads today and their origin

Green. Remains of early roads in place before 1600. There are four separate hollow ways – depressions caused by old roads – in the Wood.

- The largest is from the garden wall up to the Souter Stone.
- Another is the road to Beeley Moor: This one starts at the garden wall near the large chimney and comes up diagonally to the road: it reappears for a short distance as it ascends through the Edge.
- A short hollow way south of the Hunting Tower shows the early road as it heads towards Parkgate.

Blue. Drives to The Stand

There were three consecutive drives from the house to The Stand before 1839. All then took the route of the early road from the Dell to near the top. Above the ravine the drives turned left and went round the front of the tower.

- The 1st Drive has left no trace.
- The 2nd Drive from the Entrance of Stand Wood to near the Dell later became part of the present main road.
- Part of the 3rd Drive remains: it is now the woodland track from the footpath at the bottom of the steep steps to The Dell. After an acute turn it continues up to near The Stand.

Yellow. The 1711 Coach Road

It probably started at the Cascade Pond. Today it appears as a footpath above the main road just beyond the Hunting Tower junction. It reaches the top, disappears on the flat ground, passes through the gate and continues along the Edge.

Brown. Connecting roads

The road from the garden to the Cascade Pond was made when the garden wall was rebuilt in the early 1830s. It was extended along the route of the early pre 1600 road to the Dell.

There is another road of unknown date along to top of the Edge from The Stand to the south of the wood.

Red. The 1839 Drive (The “loops” orange)

The main road through Stand Wood and around the flat land is marked in red. Except for a section near Swiss Lake it is tarmacked. Originally it was built by Paxton as the 1839 Recreational Drive. The original Drive was longer with extra loops (orange on the map) around the present Farmyard in the north and along the Edge in the south. When these were abandoned, the old 2nd Drive to the Stand from the wood entrance to near the Dell and a convenient existing farm track at the south end of the wood were both upgraded to complete the circuit.

Black. Footpaths. They were made in the early 1800s for recreation and enjoyment. They are not described further.

Introduction

This is the story of the roads in Stand Wood, from mediaeval to modern times. How they started, how they developed and why some closed. In a small way it complements in the history of the Chatsworth house and gardens. It is likely to be of special interest to those who walk and love the wood.

Stand Wood is on the steep hillside east of Chatsworth, part of an escarpment stretching for miles in both directions. At the top is Chatsworth Edge a line of short crags or steep slopes with occasional gaps. Beyond (east) of the Edge is a flat shelf of land then more hills and finally the start of open moorland.

William Cavendish and his wife Elizabeth, Bess of Hardwick, bought Chatsworth in 1549, a property which included a house a garden some agricultural land and a large deer park. The deer park, the present Stand Wood and the land above as far as the moors, was mainly open ground with scattered trees and was surrounded by a substantial wall. The family thrived becoming earls in 1618 and dukes in 1694 with the titles of Earl then Duke of Devonshire. In the process they acquired much wealth and prestige.

Since mediaeval times or earlier there had been roads in the area attracted by a bridge over the river Derwent and the gaps in the escarpment above Chatsworth. These were public roads that could not easily be closed even by important dukes but they could be diverted. They had a significant effect on the development of the estate. They interfered with privacy and the management of the deer park, and they limited expansion of the gardens.

Maps of the Roads

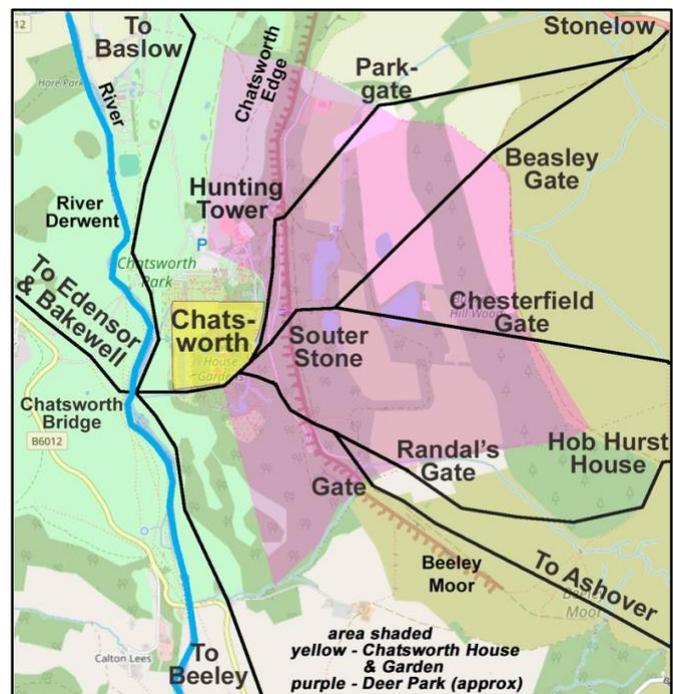
There are three early maps of Chatsworth. The first was made in 1617 by William Senior. The next was George Barker's Map of 1773 followed by George Unwin's in 1831 and by Campbell in 1858. These maps often omit roads (and other features) known to exist. It is assumed that the roads that are shown are genuine.

The Early Roads through Chatsworth

Note The term "early road" is used to describe roads in place before 1600.

There was a crossroads at Chatsworth bridge when the Cavendish family arrived in 1549. A south to north main road came up the Derwent Valley, connecting Rowsley Beeley Chatsworth Baslow and beyond. Another long distance road from the west came through Bakewell, up the hill to Ball Cross down to Edensor and across the bridge where it was joined by traffic from Rowsley and the south west. It continued up the hillside south of

Roads about 1600



Chatsworth gardens as a single road called Holmes Lane to a point north of the (present) Grotto Pond. Here it divided into three.

Each branch ascended through wood to one of the gaps in Chatsworth Edge, crossed the flat shelf of land and left the deer park through a named gate as shown on the map above. They continued for a mile or two over open moorland before descending to lower ground beyond.

- One branch went to the top of the escarpment, past The Stand (built 1570s) and on to the northeast.
- Another went to the Souter Stone and on to Chesterfield and the east
- The third went to the south end of the wood then to Beeley Moor Ashover and the southeast.

Traffic was mainly people and horses. Some roads could be used for wheeled traffic but bad weather and winter could make them impassable.

These roads remained in general use until 1760 when turnpikes were built from Chesterfield to Baslow and to Rowsley. The early roads around Chatsworth were no longer essential and the Duke of Devonshire (legally) took the opportunity to close those on the Chatsworth estate. Chatsworth House now had privacy, and the ability to enlarge the gardens which it did in due course. The fate of the roads is discussed below. The roads on the moors remained open to the public until the early 1800s.

The Early Road to The Stand

The early road went diagonally uphill from Coombes Lane to The Stand then on through Parkgate to Gibbet Moor and Stonelow. Once across the Heathy Lea Brook and up the opposite hillside there were numerous destinations available including Sheffield and the northeast.

The first section from Coombes Lane to the (later) Cascade Pond is now within the modern garden. No trace remains today. Originally it came up outside the old garden wall which was taken down soon after 1760. The road remained in use as a connection into Stand Woo and is shown on Barkers 1773 map – a marker for the original garden wall.

The next section is from the new garden wall close to the Cascade Pond to the Dell. It has been maintained as a woodland track ever since the public road closure in 1760 providing a connection between the garden and the wood.

The next section went diagonally up the very steep hillside passing across the top of a deep ravine to reach the Chatsworth Edge south of The Stand. After ascending through a gap 60 metre south of The Stand it turned right and continued up an easy slope to reach the flat land above. The route is confirmed by a short length of hollow way just above the present road. Initially this public road was used by Chatsworth to reach The Stand. At some date before 1773, perhaps long before 1773, they built a short drive from the public road above the ravine around the front of the tower to reach it from the north. The early road was closed to the public in 1760 and the part of it above the ravine was abandoned.

The Road continued through the deer park to a park gate outside which stood The Hornes Inn now Parkgate Farm. After a short ascent it went past the gibbet before descending Gibbett Moor to Stonelow. Numerous hollow ways on the moor today

show that it must have been a busy road. The park gate is marked on Wm Senior's map but the road itself is omitted. Possible reasons are discussed below.

Today it is still possible to walk from the Cascade Pond to The Stand along a route that has been in use for perhaps a thousand years.

2 Road to the Souter Stone

The early mediaeval road was a continuation of Holmes Lane going steeply uphill to the Souter Stone, a natural outcrop of rock which was later converted to a decorative waterfall. It went on to the Chesterfield Gate out of Chatsworth property and across the moor to Holymoorside and Chesterfield.

According to William Senior's map of 1617 the road divided shortly after the Souter Stone with a branch "to Sheffield" leaving the park at Besley Gate. It descended Gibbett Moor to Stonelow where it joined the road from Parkgate. There are only a few holloways on the moor marking this route suggesting that it was little used.

Perhaps it was a diversion created by Chatsworth to take traffic away from the road to The Stand.

Hollow way from Garden Wall

Today it remains as a deep hollow way from the garden wall to below the Souter Stone, crossing the present tarmac road a few metres uphill from the branch to The Stand. The lower part below the road is easily seen from the road, the upper part is now restored as a footpath. The final passage through the Edge itself has been lost.



3 The Early Road to Beeley Moor

This road ascended from Holmes Lane to a gap in the Edge about 400 metres north of the park wall. Once on flat ground it divided into two. One branch continued to Randall's Gate now Park Farm and on to Hob Hurst House and Chesterfield. The other (unmarked on Senior's Map) kept closer to the Edge. It used the present gate in the park wall to reach Beeley Moor and continued near the Edge to Hell Bank Plantation and on to Ashover and beyond. It was important to Chatsworth as it was the main road to their other house at Hardwick and to London.

It was legally closed to the public in 1760, on condition that the Duke provided a suitable diversion. He duly built (or upgraded an existing road) from Hell Bank Plantation down to Beeley Lodge to a "Drift Way". A drift way is a road more suitable for people and packhorses than wheeled vehicles. Another new road from Beeley Lodge to Edensor completed the diversion. It was all part of a widespread reorganisation of the roads around Chatsworth.

A section of this road in Stand Wood remains as a hollow way. It starts at the garden wall close to the large chimney serving Paxton's greenhouse and goes diagonally up the wood to the present tarmac road. It merges under the road but reappears 200 metres further on above the 1711 Coach Road. It still exists as a short deep hollow way ascending very steeply up through the crags before reaching the present tarmac road at the top bend of the zig zag. There is no further trace of it

in the wood. Once on Beeley Moor there are two distinctly separate groups of hollow ways easily seen on satellite maps. One went up the hillside to Hob Hursts House and on to Chesterfield, the other kept to the flatter ground near the Edge and continued past the top of Hell Bank Plantation to the network of roads beyond.

The Stand

The Stand built in the 1570s was an important adjunct to the main house. Initially the early public roads were available to reach it, but a private drive must have been a necessity for such a prestigious family. Unfortunately, there was only space for one road through the upper part of the wood. As this was a public road it could not be closed, but traffic could be diverted to an alternative route. There is evidence that at least for some of the time there was a diversion in place. The road through Besley Gate is mentioned above. There are records at Chatsworth dated 1760 confirming that the 3rd Duke (who died in 1755) diverted packhorses from Parkgate along the top of the Edge to one of the other two roads leading down to Chatsworth bridge.

Three different drives were built before 1839 from the House up to the Dell or thereabouts. Each drive then made use of the early public road to The Stand, suitably upgraded from time to time. A fourth drive, the 1839 recreational drive, remains in use today.

1st Drive to The Stand

This is recorded on Senior's [1617] map and Barker's [1773] map. In each the road ascends straight uphill from the house outside the garden wall to the present gate at the northeast corner of the garden. From there the two maps show different ways to The Stand road. In 1617 the drive went left then probably made a loop above the early road before joining it slightly higher up. In 1773 it went directly up from the gate to The Dell.

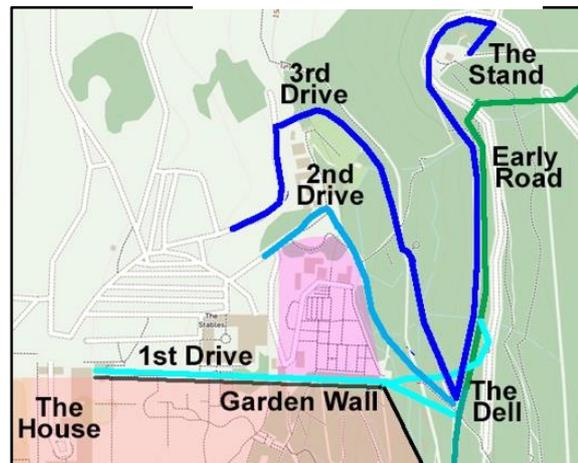
No trace remains of either remains today in the Wood so the exact routes up to the Dell remains uncertain.

2nd Drive to The Stand

This drive is first seen on Unwin's map, so it was installed before 1831. It started at the present entrance to the wood, curved around the north of The Paddock then took a direct route to The Dell. The Paddock at the time was a large field above (east of) the stables. By 1858 much of it was orchard. It is now the kitchen garden, the brickyard and woodland adjacent to the road.

It was a quick way up to the wood with good ongoing connections. The later 3rd Drive to The Stand and the 1839 drive both took long loops around the north of the (present) Farmyard. It is likely that many Chatsworth workers and travellers would have continued using this short route leaving the 3rd Drive for carriages and visitors. In due course when the loops were closed it became the main road into Stand Wood from the entry gate to the point where it crossed the 1839 drive. Its continuation to

Drives to The Stand



the Dell reverted to being a footpath which carried on up to the aqueduct and the Souter Stone. The footpath is still in use.

3rd Drive to The Stand?

There is a woodland track in Stand Wood which starts near the bottom of the steep steps to The Stand and goes gently up to the Dell. At the Dell it made a 150 degree turn and joined the existing road to The Stand. The ongoing road is of similar construction suggesting that it was upgraded at the same time.

It is well made, broad with substantial culverts and would have been suitable for carriages – an expensive road that must have been built for a good reason. It is suggested that it was part of a 3rd Drive The Stand. Considering the terrain there is only one reasonable route it could have taken to the House described below. A connection straight downhill would have been too steep.

It is suggested that the drive would have started near the house and left the present car park using the unpaved track below the farmyard as far as its northwest corner. Here it would have turned right and made a circuit up a smooth incline outside the farmyard wall to the gate at the top, then continued in a straight line over the stream to join the track noted above to the Dell.

The farmyard was built later with much contouring of the hillside. The disturbance did not quite reach the projected drive but the entrance road at the top covered part of it. The bridge over the stream has gone. The final part of this projected 3rd Drive has been disturbed by the existing woodland track, which was originally part of the 1839 Recreational Drive. Below (west of) the woodland track there is scope for a road to have come up from the stream gradually approaching then finally merging with it near the footpath to The Stand. Beyond and directly in line this suggested road is the existing well built track to the Dell.

There are no records confirming a 3rd Drive, and it does not appear on any contemporary map. However, because of the features described above it is suggested that it did exist, that it was built after 1831 (the date of Unwin's map) and that it out of use after 1839 (when the 1839 Recreational Drive would have disabled it in two places). The 6th Duke would have spent a lot of money on an expensive state of the art road in the early 1830s then replaced it with an even grander and more expensive one in 1839.

1711 Coach Road

In 1711 the 2nd Duke built a coach road up through Stand Wood to Beeley Moor, and probably on to the existing public road network. It is probably no coincidence that the Chatsworth House had recently been rebuilt, and the gardens remodelled at great expense. Also the existing public road was exceedingly steep and carriages would have difficulty negotiating it especially in wet and wintery conditions.

Little is known about the road itself. There are few records and no maps record it. There are features on the ground described below. More information comes from the Ombersley Court painting, dated early 1700s (on show in Chatsworth House). It shows a coach descending the road to the old garden wall. Beyond is the Cascade house and hidden behind the wall the Cascade Pond. The early road from Holmes Lane to The Stand (The Hunting Tower) is ahead coming up from the left alongside the old garden wall. The coachman would have had the option of turning left down the early road and driven round the outside of the garden wall to reach the

Chatsworth bridge, or he could have turned right up to the Dell then directly downhill to the House.

It is suggested that this new Coach Road started at the Cascade Pond and went in a straight line diagonally up the wood. The first part of the road up from the Cascade Pond was reused by the later 1839 Recreational Drive (now the main road up the wood). No trace of the original remains. The road first appears as a footpath 100 metres beyond the present branch road to The Stand. It continues uphill above (east of) the present tarmac road. Near the top of Chatsworth Edge it crosses first the early road and then the tarmac road where it makes a double bend, and on to the level ground. It has been badly eroded by the elements but otherwise is reasonably straight with an easy steady gradient and occasional clues to its original well designed construction.

The photograph shows the two old roads near the south end of Stand Wood just below the Chatsworth Edge. The modern tarmac road is ahead just out of sight.

Two Old Roads in Stand Wood



On the left is the early road to Beeley Moor which reaches the top as a steep hollow way. On the right the newer 1711 coach road crosses the old and continues up a much easier incline. The coach road is obviously better made.

There is no trace of the Coach Road through the level wood beyond the Edge to the present gate onto Beeley Moor. Once on the moor it followed the route of the (later) unpaved track for about ½ kilometre before bearing left across the moor becoming one of a large group of hollow ways. A causeway over Beeley Brook (now hidden in reeds) about 50 metres above Hell Bank Plantation might be part of the original road. Further hollow ways continue towards Ashover.

When the early road was closed to the public in 1760 it may have remained in use by Chatsworth briefly for wheeled vehicles, longer for pedestrians. In due course it was abandoned. The coach road was then the only way to the south end of Stand Wood until 1839, needed for access by workers in the wood and in the old deer park, and by travellers to Beeley Moor and the roads beyond.

Late 1700s and Early 1800s

There were two important changes affecting the old deer park and Stand Wood during this period. The land above the Edge was taken in for agriculture. Tons of lime would have been needed to neutralise the acid soil and allow the creation of fields for grass and crops. Park Farm was built on the site of the old Randall's Gate. Shelter belts of trees were planted on the level ground and Bunkers Hill Wood was created on the far hillside up to the moorland. The Emperor Lake was added to the three already in place. All trace of the early roads disappeared.

The gardens were extended uphill into Stand Wood with a new Pinetum and Arboretum. The garden wall we see today wall built in the 1830s. It enclosed Holmes Lane and the lower part of the three early roads up to the Edge. The

gardeners promptly landscaped most out of existence. There is a road on Barker's map of 1773 heading up to the Cascade Pond. This is probably the early road to The Stand which was kept for a while to provide access to the wood.

Trees were planted to create the Stand Wood we know today. There was minimal disturbance to the ground. Some of the early roads had disappeared when newer ones were built over them. The rest remained and are now hollow ways or useful footpaths

Garden Road to Stand Wood

There would always have been communication between the gardens and Stand Wood. Until 1760 the early roads were close to the garden wall and a gate was enough. The old walls were removed after 1760 and the early road to the Stand remained available. Then in the 1830s a substantial new garden (which is still in use) wall was built. A new connection was needed.

The wall has a marked curve in it about 50 metres south of the Cascade Pond in which there is a gate. A road started in the gardens, passed through the gate and continued outside but close to the new wall as far as the Cascade Pond where it joined both the remaining part of the early road to The Stand and the Coach Road to Beeley Moor. Communication was restored. It provided a useful link for many years but the section close to the garden wall is now out of use and decaying.

Road at top of The Edge

There has been and still is a track from The Stand south along the top of the Edge. It is not known when it was first built, but it would have had many uses over the years, including the diversion of traffic away from The Stand before 1760.

Paxton's new 1839 Recreational Drive

The many achievements of Joseph Paxton who came to Chatsworth in 1826 are well known. Backed by the 6th Duke he was keen to enhance the scenic experience both of Stand Wood and the land above the Edge, which by now had been transformed from a deer park to a scenery of lakes fields and woods. In the late 1830s he built the aqueduct and many of the footpaths in the upper part of wood. Then in 1839 he started a new project, a Recreational Drive up through Stand Wood and around the flat ground above. Mostly it was over fresh ground with minimal use of existing roads. Similar drives were made elsewhere on the estate enabling The Duke's family and friends to view the scenery from the comfort of a carriage.,

The drive started near the House and took a long loop around the north of the Farmyard where there were excellent views of the north park and up the Derwent Valley. On its return above the Farmyard it took a fairly level course to reach the garden wall at the Cascade Pond then proceeded diagonally uphill through the wood to the southern end where it needed a zig zag to reach the top of Chatsworth Edge, Once on level ground there was another short loop south along the Edge with views over Beeley to the White Peak. It continued with a long tour past Park Farm and Swiss Lake to The Stand before descending to the upcoming road where an acute 150 degree turn was needed to rejoin the drive down to the start.

It cut across the existing road to The Stand as it rounded the tower and the Coach Road just below the Edge, making both unusable. Since 1839 it has been the only

way to the top so it was also used by staff needing access to the wood and the land above and by travellers to Beeley Moor and the roads to the east and south.

Later the two loops fell out of use and were abandoned. Shortcuts were available and already in use. The first from the entry gate to the 1839 road was originally the 2nd Drive to The Stand as described above. The second at the south end of the Wood was a convenient farm track heading towards to Park Farm.

Drive from Beeley Lodge to Stand Wood

One of the other drives used for pleasure started at Beeley Lodge zig zagged up through the Old Park and entered Stand Wood below the Edge to join the 1839 Recreational drive on its way to Beeley Moor. The upper section in the wood is still in use providing access to the top of the Old Park.

There have been no further changes to the roads in Stand Wood since the 1860s

Summary

Stand Wood is well known as a backdrop for Chatsworth House and a mecca for walkers, some enjoying the wood others using it as access to the House. Less well known are the roads through it which have been in regular use for centuries. Some in are still use, others have left only a trace. They add to the rich history of Chatworth and its landscape.

Note

This article is a story about the roads. It is the author's personal assessment of how things happened. Some of the ideas and conclusions are not noted elsewhere. There may be other interpretations but hopefully this work will provide a useful starting point for further research and discussion.

It is based on knowledge acquired by walking through the wood. Old maps of Chatsworth and arial photographs give useful further information. Chatsworth, a Landscape History by John Barnatt and Tom Williamson has been used for facts and especially for dates. An unpublished document by Hugo Reid (Chatsworth Archives) provided details of the 1760 road closures.

David Dalrymple-Smith

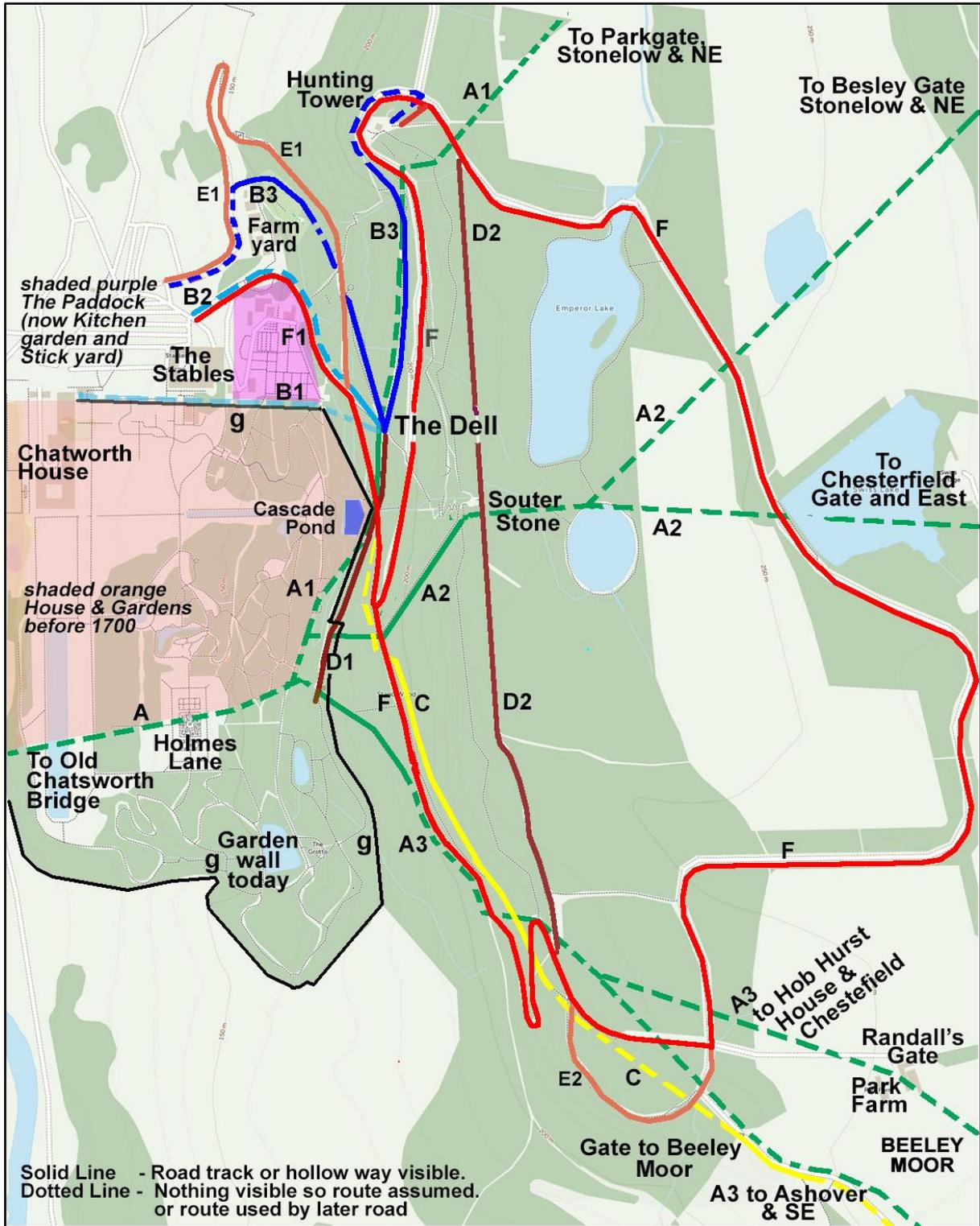
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The Drive in the Old Park

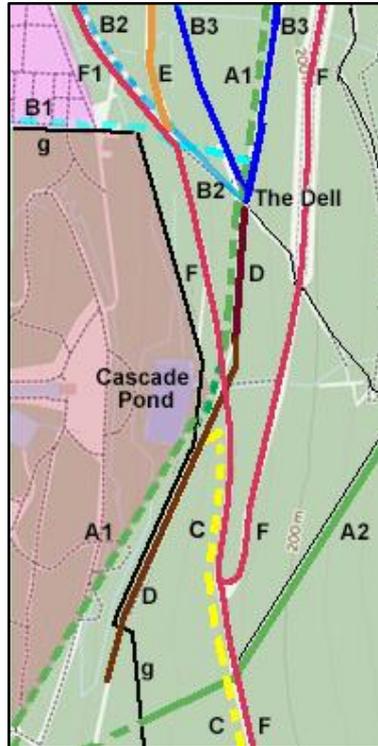


Detailed map of Stand Wood and its Roads

Roads that remain as a track or a hollow way have a solid line. If there is no trace of a road or if a later road has been built over it, it is shown as a dotted line.



Central Area



Key for both maps

- A Green Holmes Lane
- A1 Green Early road to NE via The Stand and Parkgate.
- A2 Green Early road to Souter Stone with branches to NE & to Chesterfield
- A3 Green Early Road to Beeley Moor with branches to Chesterfield & to Ashover and the SE

- B1 Light Blue The 1st drive to The Stand as far as The Dell
- B2 Mid Blue The 2nd drive to The Stand as far as The Dell
- B3 Dark Blue The 3rd drive to The Stand via The Dell –
(also 1st & 2nd drives from the Dell to The Stand)

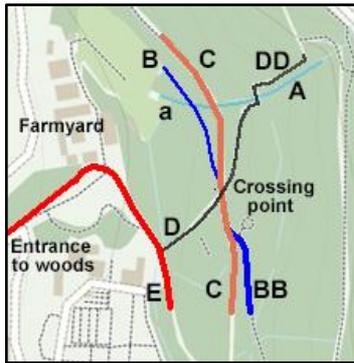
- C Yellow The 1711 Coach Road to Beeley Moor
- D1 Brown Connecting road from the garden to Cascade Pond and on to The Dell
- D2 Brown Connecting road along the top of the Edge

- E Orange 1839 scenic drive – the two loops now out of use

- F Red 1839 scenic drive (excluding loops) - now road in general use
- F1 Red Road today from Entrance to 1839 drive. Was 2nd drive to The Stand

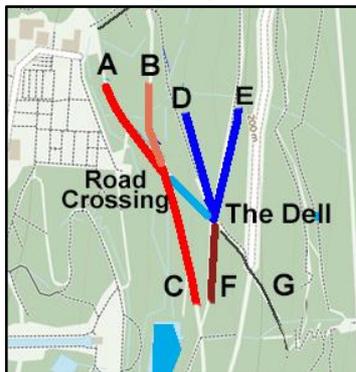
- g Black Present garden wall And footpaths

Below Steps to The Stand



- A Stream in deep ravine
- a Stream disappears into drain at top of Farmyard
- B Potential route of 3rd Drive to The Stand, from Farmyard wall to footpath
- BB Continuation as substantial woodland track to the Dell
- C Woodland track, well used, from north of Farmyard through to main road up Stand Wood. Originally 1839 Recreational Drive
- D Footpath up from main road
- DD Continuation of footpath up steep steps to The Stand
- E Main road from Entrance into Stand Wood. Originally 2nd Drive to the Stand

The Dell



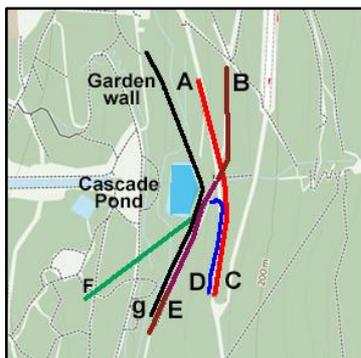
Road crossing

- A Main road from entrance to the road crossing. Originally the 2nd Drive to The Stand which continued (blue line) to the Dell. The continuation is now a footpath.
- B Woodland track from above the Farmyard, Originally 1839 Recreational Drive.
- C Main road up the hill. Originally a continuation of the 1839 Drive.

The Dell

- D Woodland track from bottom of ravine Stand footpath/1839 Drive crossing. Originally 3rd Drive to Tower
- E Woodland track down from (near) The Stand. Originally the early pre 1600 road and later used by all drives to The Stand
- F Woodland track to Cascade Pond. Originally early road from Holmes Lane to the Stand
- G Footpath to Aqueduct and Souter Stone

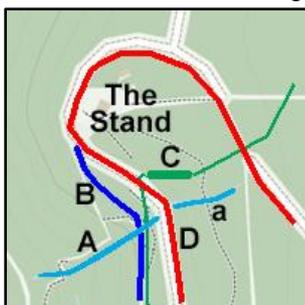
The Cascade Pond



- A Main Road through wood up to Cascade Pond. Originally 1839 Drive
- B Woodland Track from Cascade Pond to the Dell. Originally early pre 1600 road
- C Continuation of Main Road up through the wood. Originally 1711 Coach Road
- D Route of 1711 Coach Road (not visible today)
- E Woodland Track from Cascade Pond to gate into gardens
- F Route of pre 1600 road to The Stand, and also position of old garden wall. Both now demolished
- g Garden Wall today

Gaps in Chatsworth Edge used by Early Roads

Thick green lines are Hollow Ways. Thin lines show route of the road only



THE STAND

- A Stream in ravine
- B Drives to Stand
- C Hollow Way
- D Road today

SOUTH END OF STAND WOOD

- A 1711 Coach Road
- B Road today. Zig zag up Edge
- C Hollow Way through the Edge
- D Woodland tracks

