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**M1 WIDENING
JUNCTIONS 24 TO 28
(KEGWORTH, LEICESTERSHIRE, TO PINXTON, DERBYSHIRE)**

AN

ARCHAEOLOGICAL ASSESSMENT

for

**TRAVERS MORGAN
Consultants in Engineering
on behalf of the
DEPARTMENT OF TRANSPORT**

**Author : Tony Sumpter MIFA
on behalf of *John Samuels Archaeological Consultants***

Wednesday 22nd September 1993

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1.0 INTRODUCTION

1.1 This report has been prepared by John Samuels Archaeological Consultants for Travers Morgan, Consultants in Engineering. It assesses the archaeological implications of proposals to widen the M1 motorway between Junction 24 (Kegworth Interchange) and Junction 28 (Pinxton Interchange).

1.2 The Archaeological Assessment is based on the requirements of DoE Planning Policy Guidance 16 (1990); draft guidelines of the Institute of Field Archaeologists; and current best archaeological practice. It also takes account of the DTp Design Manual for Roads and Bridges Vol. 11, Sec. 3, Pt. 2.

1.3 The length of motorway concerned is 34km (21 miles), though since both east and west sides are affected, the effective study length is 68km (42 miles). The route passes northwards from Leicestershire into Derbyshire, through Nottinghamshire, and back into Derbyshire.

1.4 Each of the three counties maintains its own Sites and Monuments Record. However, it is important to bear in mind that the SMRs are far from comprehensive in that they are based largely upon previously recorded information rather than systematic field survey, which has been lacking in the current study area.

2.0 PROCEDURE

2.1 The assessment has examined data previously acquired from the Sites and Monuments Records for each of the three counties, and has ensured that it is current for September 1993.

2.2 A search has been made of additional literary sources, including historical and topographical works.

2.3 Earlier maps have been studied from Saxton's Map of Nottinghamshire of 1576 onwards.

2.4 The M1 aerial photographic cover carried out in April 1993 by Aerofilms Ltd for the Engineering Consultants has been scrutinised.

2.5 A specialist aerial photographic assessment has been commissioned from Air Photo Services to encompass existing collections of archaeological air photographs.

2.6 A rapid walkover survey has been undertaken along the route to observe known sites, look for additional evidence and note current land use.

3.0 ASSESSMENT

The study area affected by the recommendations below has been taken to include 50m outside the existing motorway corridor to east and west. To accommodate the possibility of adjacent sites extending into the study area, the territory actually examined has generally been one fieldwidth to either side of the motorway.

There are no Scheduled Ancient Monuments within the study area. There is however one site, Annesley Park in Nottinghamshire, which is included on the English Heritage Register of Parks and Gardens of Special Historic Interest.

The sites listed below have been allocated sequential site numbers from south to north, and the study area has been divided into sectors by County and District for ease of reference.

Abbreviations used:

AF	Aerofilms Ltd negative no. (April 1993)
APS	Air Photographic Services report (August 1993) (Appendix A, below)
c	(after grid reference) centred on
CJQ	Cambridge University Collection of Air Photographs negative no.
SMR	Sites and Monuments Record

**Leicestershire Sector: from Junction 24 (Kegworth Interchange) northwards to the River Trent (4km)
(North-west Leicestershire District)**

**Site
No.**

1. SK 472 280c (east of the M1)

A ditched rectilinear enclosure was seen during aerial reconnaissance (Leics. SMR 42NE.N).

The adjoining area abutting the motorway has been overbuilt by the hotel facilities adjacent to Junction 24.

Recommendation : No further action.

2. SK 475 284c (east of the M1)

Faint signs of linear ditches have been observed as cropmarks during aerial reconnaissance (AF 1295, 1330; APS site 1). They may represent prehistoric settlement.

Recommendation : The field is arable, and should be intensively walked after ploughing. Geophysical survey should be conducted to locate and record the extent of the ditches, with a view to possible evaluation by trial trenching.

3. SK 470 290c (mainly west of, but also underlying and east of the M1)

A complex of prehistoric features has been observed as cropmarks during aerial reconnaissance (Leics. SMR 42NE.X, associated with 42NE.BB and 42NE.G; CJO 32-35; APS site 2; Pickering & Hartley 1985, 36-7).

It comprises at least six ring ditches, of which one is double-ditched.

The ring ditch at SK 471 291 is intercepted by the foot of the existing motorway embankment. The westernmost ring ditch at SK 465 288 was excavated in 1954 and produced a bronze knife-dagger, one of the earliest known pieces of metalwork from Leicestershire (Posnansky 1955). There are also small linear features, and linear ditches extending to either side of the M1. Much of the complex is overlain by medieval or post-medieval ridge and furrow ploughing.

Recommendation : The fields are arable, and those on the west side of the M1 should be intensively walked after ploughing. This should be followed by geophysical survey linked with archaeological excavation of areas potentially affected by motorway widening, to determine the nature, extent and date of the features.

4. **SK 468 299c (west of, underlying and possibly east of the M1)**

A complex of features has been observed as cropmarks during aerial reconnaissance (Leics. SMR 42NE.Z, 43SE.E; APS site 3). Photographs show ring ditches, rectilinear and irregular enclosures, and a linear-ditched field system overlain by ridge and furrow.

Much of this site has been overbuilt by the M1 and destroyed by subsequent sand and gravel extraction. There may however be features of antiquity remaining on the west side in the berm between the foot of the motorway embankment and the former gravel quarry.

Recommendation : The fields to the west are arable, and the strip adjacent to the M1 embankment should be intensively walked

Note : The river gravels in this area have always been favourable to human settlement. Thus, within 1km to the west of the Leicestershire Sector, archaeological finds have been made dating from the Mesolithic, Neolithic, Bronze Age, Iron Age, Roman and medieval periods, representing some 10,000 years of occupation (Leicestershire SMR, 42NE and 43 SE). Also, 1km to the east lies what was described in 1985 as 'the largest and most complex area of cropmarks in the county', representing Bronze Age, Iron Age and Roman features, and a Roman villa (Pickering & Hartley 1985, 36-7). The cropmarks noted adjacent to the M1 may be assumed to show only some of the surviving features; and despite the extent of destruction which has already occurred through mineral extraction, further buried remains may exist in the locality from any or all of these periods.

Recommendation : The Leicestershire Sector should be fieldwalked on both sides of the M1 after ploughing, in particular to check for flint scatters and other artefactual evidence. Excluded from this recommendation is the east side from Warren Farm northwards to the railway line (c. 500m) which has recently been walked by the Leicestershire Archaeology Unit, with the recovery of a small amount of flintwork.

**Derbyshire/Erewash Sector : from the River Trent northwards to the River Erewash
(9km)
(Erewash District)**

**Site
No.**

5. SK 4655 309 (west of the M1)

An upper stone from a beehive quern, of Iron Age or Roman date, was found during construction of the M1 (Derbys. SMR 17411).

At SK 465 310, a linear feature and a ring ditch have been observed as cropmarks during aerial reconnaissance (APS site 4).

Recommendation : Fieldwalking should be carried out followed by geophysical survey of the strip west of the M1 potentially affected by motorway widening, to determine the nature, extent and date of the features.

6. SK 465 317c (west of, underlying and east of the M1)

A series of features was seen during aerial reconnaissance, including enclosures, possible tracks, pits and a circular feature, now lost beneath the M1 and Severn Trent water treatment works (Derbys. SMR 22574; APS site 5). Part of the area was overlain by broad ridge and furrow with headland (APS site 6).

Further linear features and possible enclosures were seen at SK 466 317, now beneath an embanked flyover (Derbys. SMR 22574, 22583).

Additional linear features to the east are now beneath a housing estate in Sawley (Derbys. SMR 22574).

Recommendation : Geophysical survey should be undertaken on available land potentially affected by motorway widening, to determine the nature, extent and date of surviving features.

7. SK 465 319c (west of and underlying the M1)

A ring ditch and a linear feature have been observed as cropmarks during aerial reconnaissance, now overlain by the M1 and Severn Trent water treatment works. (Derbys. SMR 17414).

Recommendation : Geophysical survey should be undertaken on available land potentially affected by motorway widening, to determine the nature, extent and date of surviving features.

8. SK 466 322 (west of, underlying and east of the M1)

The course of a Roman road (Margary 182) passes beneath the M1 on a west-north-westerly alignment (Derbys. SMR 17404; Margary 1957, 43). The road runs between the Roman fort at Derby and an undiscovered putative Roman fort at the confluence of the Trent and Soar.

To the west the road is covered by Church Wilne Reservoir, but to the east its line is preserved by Draycott Road, Sawley (AF 1374).

Recommendation : A watching brief should be undertaken during any earthmoving to locate and record surviving evidence of the Roman road.

9. SK 473 333 (east of the M1)

A cohesive area of medieval fields has been noted during aerial reconnaissance between SK 472 332 and SK 473 337, with ridge and furrow and associated headlands (APS site 7).

The site is partly overbuilt by a housing estate at Long Eaton.

Recommendation : Where it is potentially affected by motorway widening, the ridge and furrow should be recorded on plan.

10. SK 474 340c (east of the M1)

A series of features was seen during aerial reconnaissance, some overlying others, including linear and curvilinear features, circles and an irregular enclosure (Derbys. SMR 22566).

The site is now overbuilt by a housing estate in Long Eaton.

Recommendation : No further action.

11. SK 473 341c (west of, underlying and east of the M1)

A series of linear features was seen during aerial reconnaissance (Derbys. SMR 22565).

East of the M1, the site is now covered by a housing estate in Long Eaton. West of the M1, the site is under pasture.

Recommendation : A geophysical survey should be undertaken of the strip west of the M1 potentially affected by motorway widening, to determine the nature, extent and date of the features. It may be necessary to carry out trial excavation.

12. SK 471 344 (west of the M1)

The site of a probable Bronze Age round barrow has been noted (Derbys. SMR 22564).

Recommendation : A geophysical survey should be undertaken of the strip potentially affected by motorway widening to confirm the existence of the barrow, possibly followed by excavation to record surviving evidence.

13. SK 471 346 (west of, underlying and east of the M1)

The course of the Derby Canal (constructed in 1796), from its junction with the Erewash Canal to the east, passes beneath the M1 on the south-westerly alignment (Derbys. SMR 22501).

The canal is backfilled here, but its course is indicated west of the M1 where it had cut traces of earlier ridge and furrow.

Recommendation : No further action.

14. SK 471 348 (east of the M1)

~~Upstanding broad ridge and furrow has been observed during aerial reconnaissance and on the ground (APS site 9).~~

Recommendation : Where it is potentially affected by motorway widening, the ridge and furrow should be recorded on plan.

15. SK 471 349 (west of the M1)

Vestigial and upstanding broad ridge and furrow has been observed during aerial reconnaissance, extending between SK 471 349 and SK 471 352 (APS site 8).

Recommendation : Where it is potentially affected by motorway widening, the ridge and furrow should be recorded on plan.

16. SK 471 359 (west of the M1)

Possible narrow ridge and furrow of post-medieval type has been observed during aerial reconnaissance (APS site 10).

Recommendation : No further action.

17. **SK 472 366c (east of the M1)**

Upstanding broad ridge and furrow, forming a system of variably plough-damaged medieval fields, has been observed during aerial reconnaissance between SK 472 363 and SK 473 370 (APS site 11).

The site is partly overbuilt by a housing estate in Sandiacre.

Recommendation : Where it is potentially affected by motorway widening, the ridge and furrow should be recorded on plan.

18. **SK 472 377c (west and east of the M1)**

Broad curving ridge and furrow has been observed during aerial reconnaissance abutting the M1 between SK 472 372 and SK 482 383. It is part of an extensive medieval field system formerly extending northwards across the present Erewash Valley golf course (APS site 12).

Recommendation : Where it is potentially affected by motorway widening, the ridge and furrow should be recorded on plan.

19. **SK 482 384 (west of, underlying and east of the M1)**

The course of the Erewash Canal (constructed in 1779) passes beneath the M1 on a north-north-westerly alignment (Derbys. SMR 26509).

The canal is partly silted up.

Recommendation : No further action.

**Nottinghamshire/Broxtowe Sector : from the River Erewash northwards to Misk Farm, west of Hucknall (12km)
(Broxtowe District and Nottingham District)**

Site
No.

20. SK 487 390c (east of the M1)

A cohesive medieval field system has been observed during aerial reconnaissance abutting the M1. It comprises broad ridge and furrow with associated headlands, both vestigial and upstanding (APS site 13).

Recommendation : Where it is potentially affected by motorway widening, the ridge and furrow should be recorded on plan.

21. SK 485 391c (west of the M1)

This is part of the field system above and contains pronounced and well-preserved ridge and furrow (Notts. SMR 5171; AF 1471; APS site 13).

Recommendation : Where it is potentially affected by motorway widening, the ridge and furrow should be recorded on plan and by ground photography.

22. SK 488 396c (west and east of the M1)

This is a further part of the field system above with upstanding ridge and furrow. (APS site 13).

Recommendation : Where it is potentially affected by motorway widening, the ridge and furrow should be recorded on plan.

23. SK 490 405 (west of the M1)

Ploughed-out ridge and furrow has been observed during aerial reconnaissance abutting the M1 (APS site 14).

Recommendation : Where it is potentially affected by motorway widening, the ridge and furrow should be recorded on plan.

24. SK 4959 4099 (east of the M1)

A well of unknown date and type has been noted (Notts. SMR 2351).

Recommendation : The well should be investigated to establish its nature and dating.

25. SK 4983 4114 (east of the M1)

A disused coal mine of post-medieval date has been noted (Notts. SMR 2352; possible relevant features on AF 1491).

Recommendation : No further action.

26. SK 495 4115 (west of the M1)

A group of bell pits for medieval or post-medieval coal or iron mining has been observed abutting the M1 during aerial reconnaissance (AF 1491).

Recommendation : A watching brief should be undertaken during any earthmoving to locate and record further evidence of the nature, extent and dating of the mining complex.

27. SK 497 414 (west of the M1)

A disused coal mine of post-medieval date has been noted; it was in existence by 1836 (Notts. SMR 2326).

Recommendation : No further action.

28. SK 500 416 (west of, underlying and east of the M1)

The course of a colliery tramway (constructed 1825-40) from the Robbinetts Arm of the Nottingham Canal to Coal Wharf passes beneath the M1 on a south-easterly alignment (Notts. SMR 5273). It has been noted as a low embankment, visible only when the field is in pasture or before crop growth.

Recommendation : No further action.

29. SK 501 420 (approx.) (west of, underlying and east of the M1)

Strelley Park, now east of the M1, was a medieval park formerly extending also c. 1km to the west of the motorway (Thoroton's map of 1677); see also the surviving name Strelley Park Farm at SK 492 431). The Strelley family held the land from Norman times until 1678 (Mee (ed.) 1938, 280-81).

Southern boundary features of the medieval park may survive, cut through by the course of the M1.

Recommendation : A watching brief should be undertaken during any earthmoving to locate and record surviving evidence of the medieval park.

30. **SK 507 431 (approx.) (west of, underlying and east of the M1)**

Strelley Park (see above): Northern boundary features of the medieval park may survive, cut through by the course of the M1.

Recommendation : A watching brief should be undertaken during any earthmoving to locate and record surviving evidence of the medieval park.

31. **SK 509 432 (west of, underlying and east of the M1)**

The course of a colliery tramway passes beneath the M1 on an east-south-easterly alignment (Notts. SMR 5280).

Recommendation : No further action.

32. **SK 515 440 (underlying the M1)**

Nuthall Temple, a house of c. 1754-57, replaced an earlier building called Nut Hall, but not on the same site (Notts. SMR 5271). The house was demolished and much of the site underlies Junction 26, although related buildings survive as part of the current farm.

Recommendation : No further action.

33. **SK 516 447 (west of the M1)**

Plough-damaged ridge and furrow, vestigially upstanding, has been observed during aerial reconnaissance (APS site 15). Part of the area nearest the M1 has been landscaped and built on (AF 1625).

Recommendation : Where it is potentially affected by motorway widening, surviving ridge and furrow should be recorded on plan.

34. **SK 516 453 (west of the M1)**

Upstanding and vestigial ridge and furrow has been observed during aerial reconnaissance abutting the M1 (APS site 16).

Recommendation : Where it is potentially affected by motorway widening, the ridge and furrow should be recorded on plan.

35. **SK 510 460 (west of the M1)**

Possible broad ridge and furrow showing as faint cropmarks has been observed during aerial reconnaissance (APS site 17).

Recommendation : Where it is potentially affected by motorway widening, the ridge and furrow should be recorded on plan.

**Nottinghamshire/Ashfield Sector : from Misk Farm northwards to the Maghole Brook (7km)
(Ashfield District)**

Site
No.

36. SK 500 505c (west and east of the M1)

Annesley Park is included on the English Heritage Register of Parks and Gardens of Special Historic Interest. This registration constitutes a material consideration for planning purposes.

Recommendation : The Park should be safeguarded from development.

37. SK 4975 509 (west of the M1)

A fish pond and dam may be of medieval or post-medieval date (Notts. SMR 2506; AF 1759).

Recommendation : A detailed earthwork survey should be undertaken of these and any associated features, possibly followed by trial excavation, in order to fully identify and record their nature, extent and dating.

38. SK 4984 512 (east of the M1)

A fish pond and dam may be of medieval or post-medieval date (Notts. SMR 2507; AF 1759).

Recommendation : A detailed earthwork survey should be undertaken of those and any associated features, possibly followed by trial excavation, in order to fully identify and record their nature, extent and dating.

39. SK 497 5144 (east of the M1)

An earthwork of unspecified type and date has been noted in Audrey Wood (Notts. SMR 2505). During rapid field inspection it could not be seen through tree cover, and permission to examine would be required from the landowner. At the same time there appeared to be subdued earthworks west of the wood, and a ditch-like feature south of Kennel Lane.

Recommendation : Further inspection is needed to determine the nature and dating of the earthwork and to survey any associated features potentially affected by motorway widening.

40. SK 481 532 (east of the M1)

Possible ridge and furrow has been noted during rapid field inspection. Two light-toned circles c. 20m in diameter have been observed during aerial reconnaissance (APS site 18). They may have been caused by tethered animals.

Recommendation : Where it is potentially affected by motorway widening, the ridge and furrow should be recorded on plan.

41. SK 473 540 (west of, underlying and east of the M1)

The course of a colliery railway passes beneath the M1 on a south-westerly alignment (Notts. SMR 2443). It is not visible on the ground.

Recommendation : No further action.

42. SK 4742 5401 (east of the M1)

A windmill was present by 1836, apparently on a small mound in an enclosure, and reportedly a nearby well (Notts. SMR 2440). Nothing is now visible.

Recommendation : No further action.

43. SK 4655 552 (east of the M1)

A disused coal mine of post-medieval date has been noted; it was in existence by 1836 (Notts. SMR 2438).

Recommendation : No further action.

**Derbyshire/Bolsover Sector : from the Maghole Brook northwards to Junction 28(Pinxton Interchange) (1km)
(Bolsover District)**

No archaeological features have been noted in the sector, though this does not necessarily imply that the area is archaeologically sterile. The absence of data is most probably owed to a lack of previous archaeological survey, and the fact that the Coal Measure soils are not commonly susceptible to the formation of cropmarks.

Recommendation : An intermittent watching brief should be undertaken during earthmoving operations to observe and record undiscovered features.

4. CONSULTATION

The recommendations made in this assessment remain to be discussed with the regional Inspector of Ancient Monuments for English Heritage, and the three County Archaeologists for Leicestershire, Derbyshire and Nottinghamshire.

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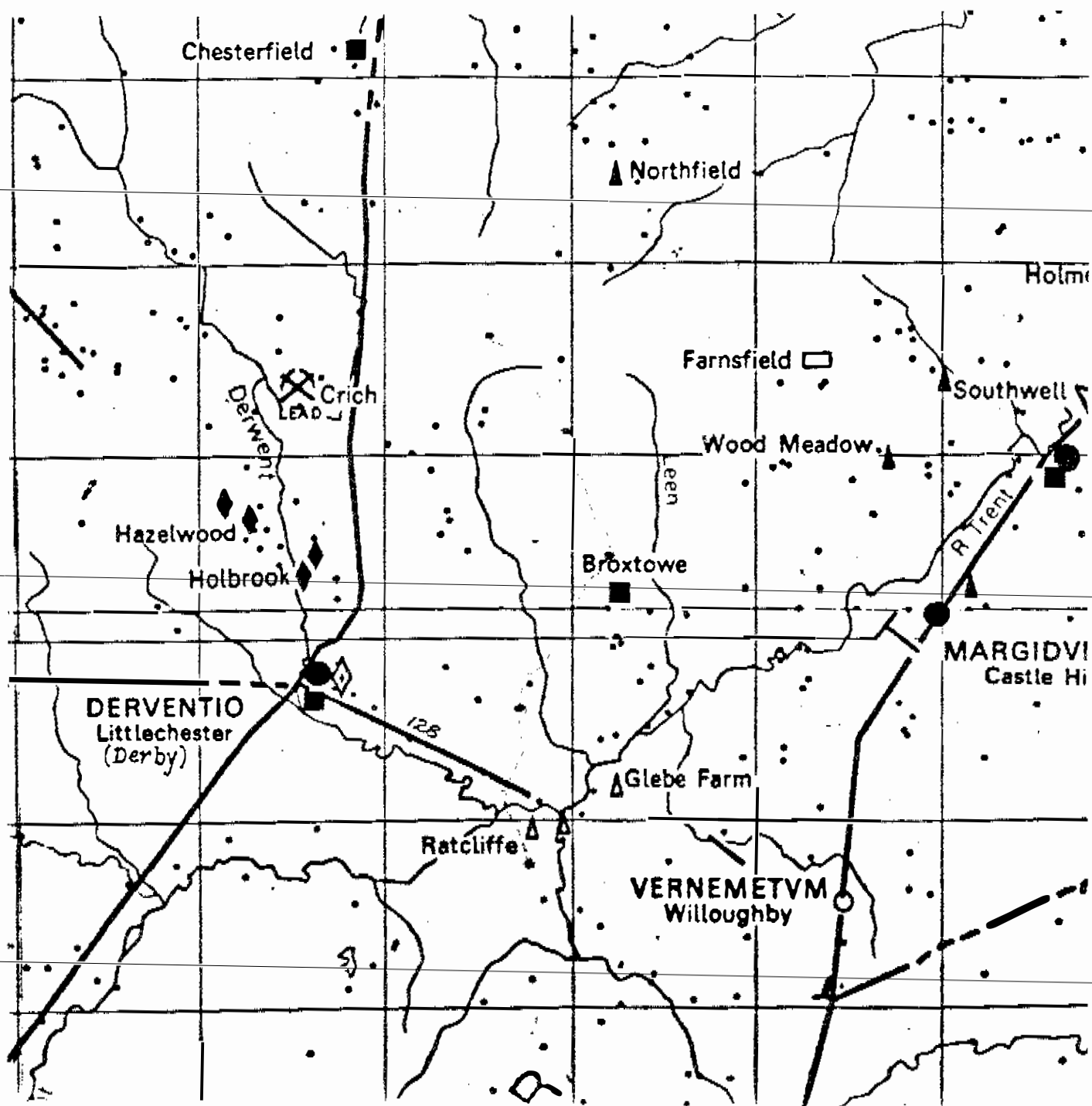
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3. Ordnance Survey of England and Wales, one-inch (Ordnance Survey, 1st edn, 1836).
4. M1 route map Junctions 24 - 28, six-inch (12 sheets), 1 : 10,000 scale.

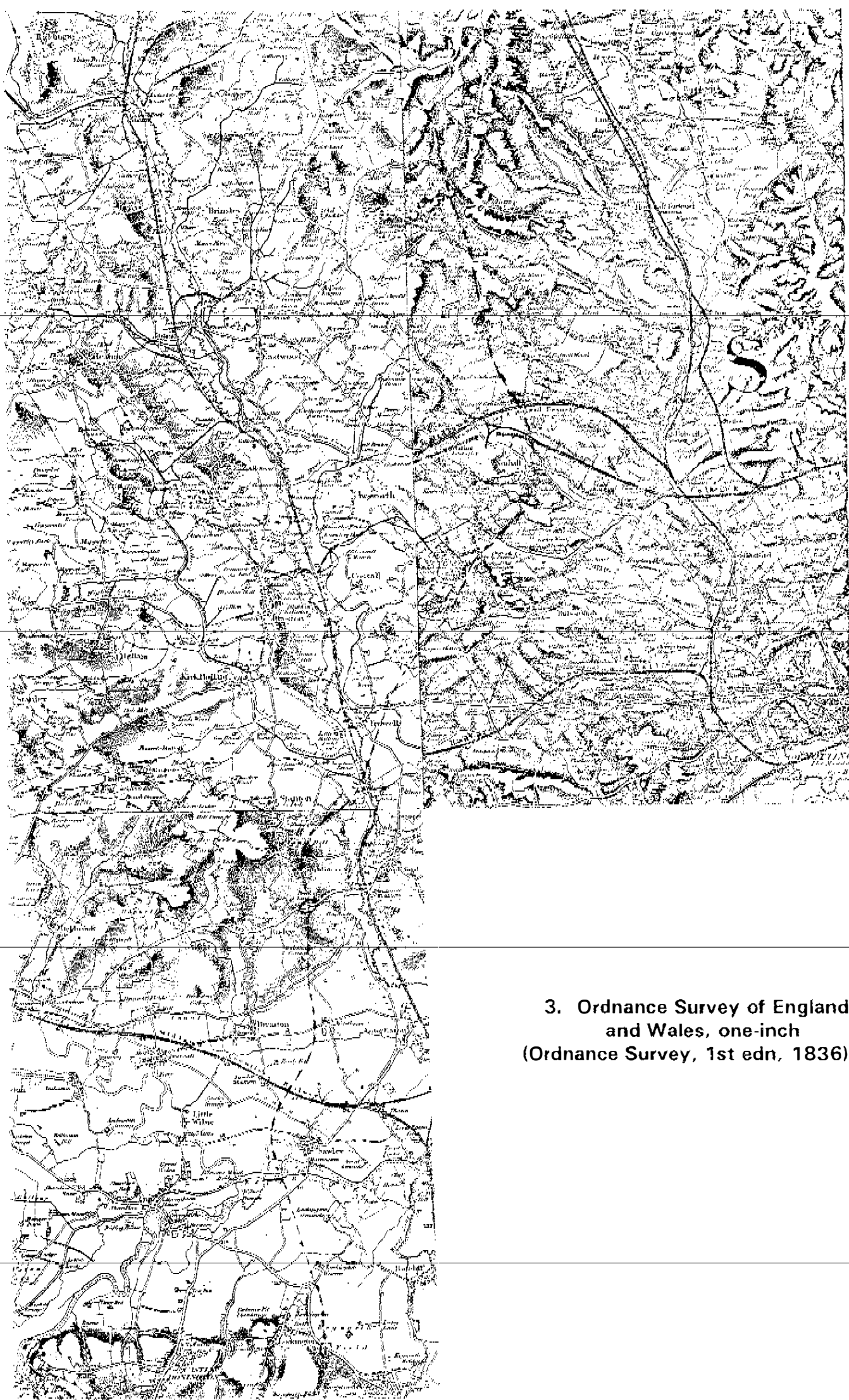


1. Map of Roman Britain (Ordnance Survey 1978) showing the M1 intersecting Roman road 128



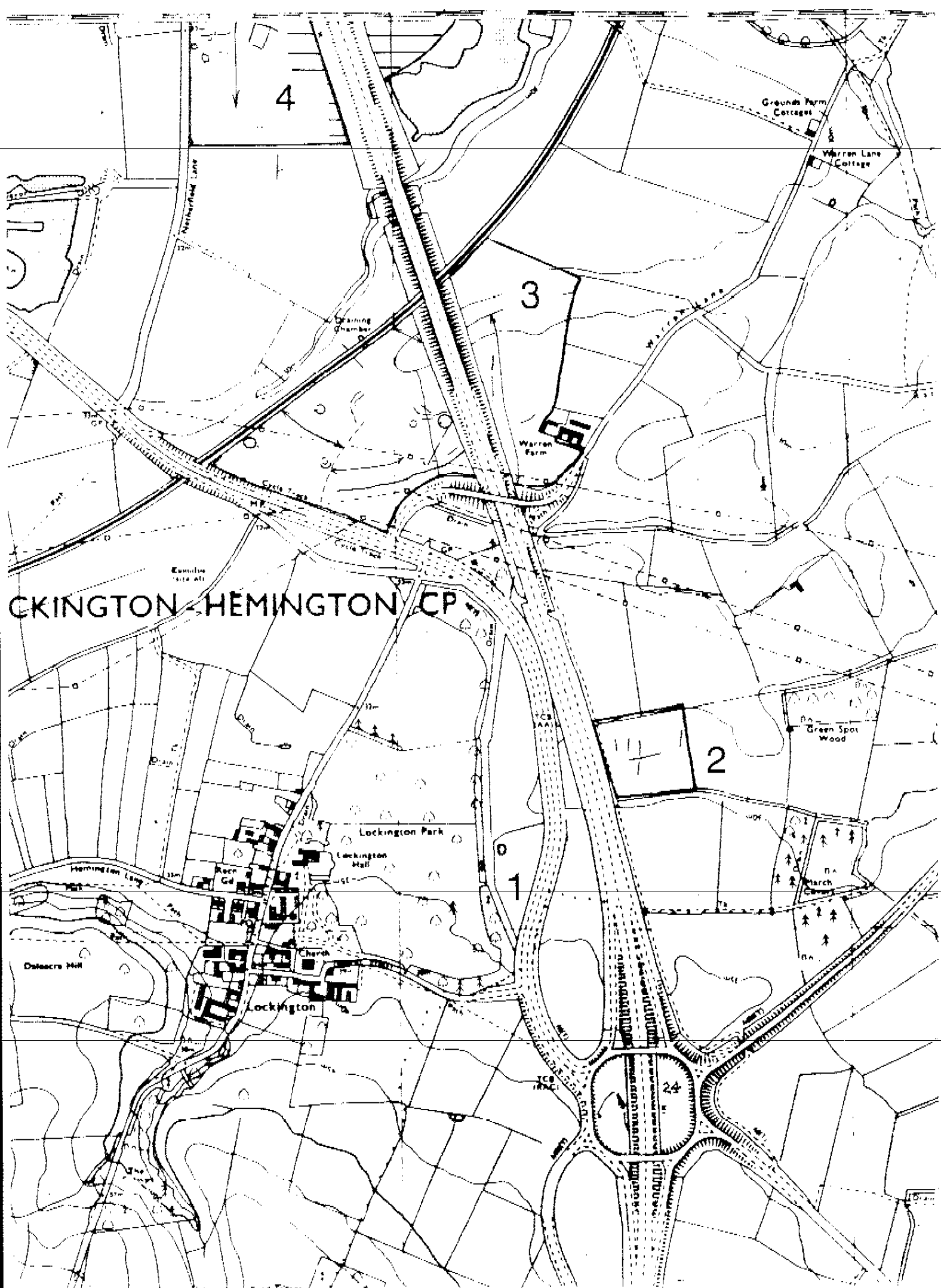
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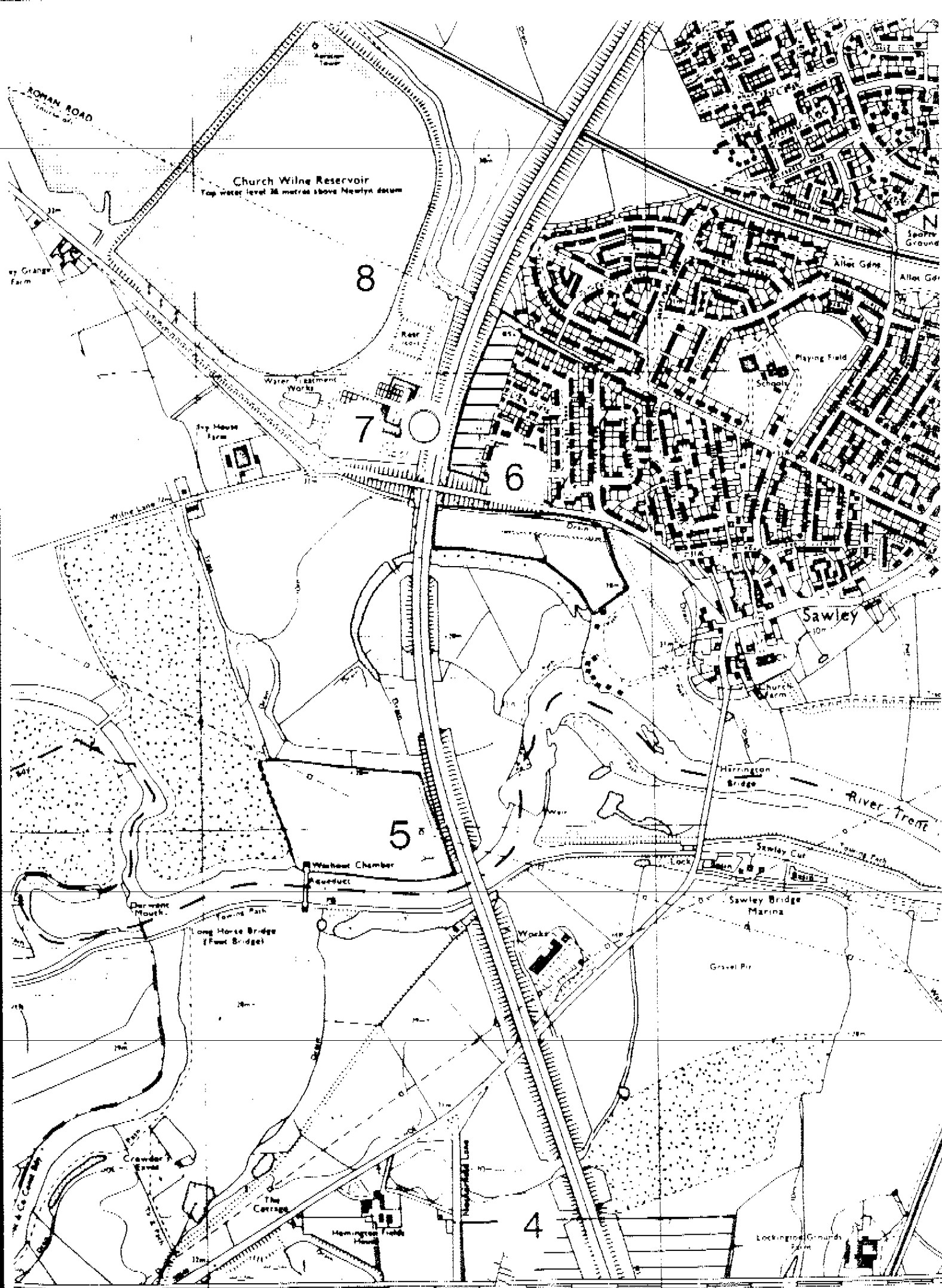
A Mapp of Nottingham Shire (Thoroton 1677) showing the M1 intersecting Strelley Park



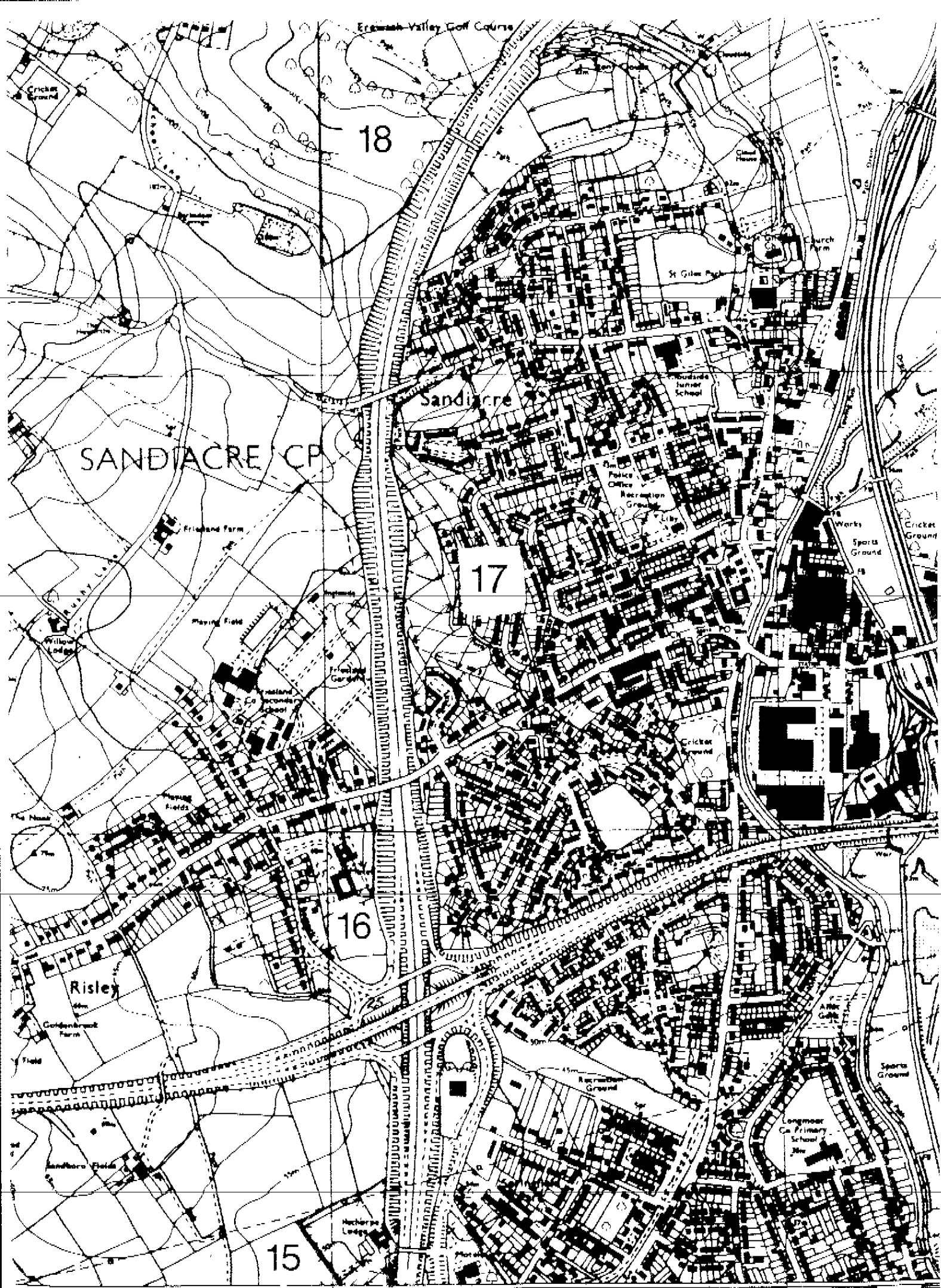
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Sandiacre

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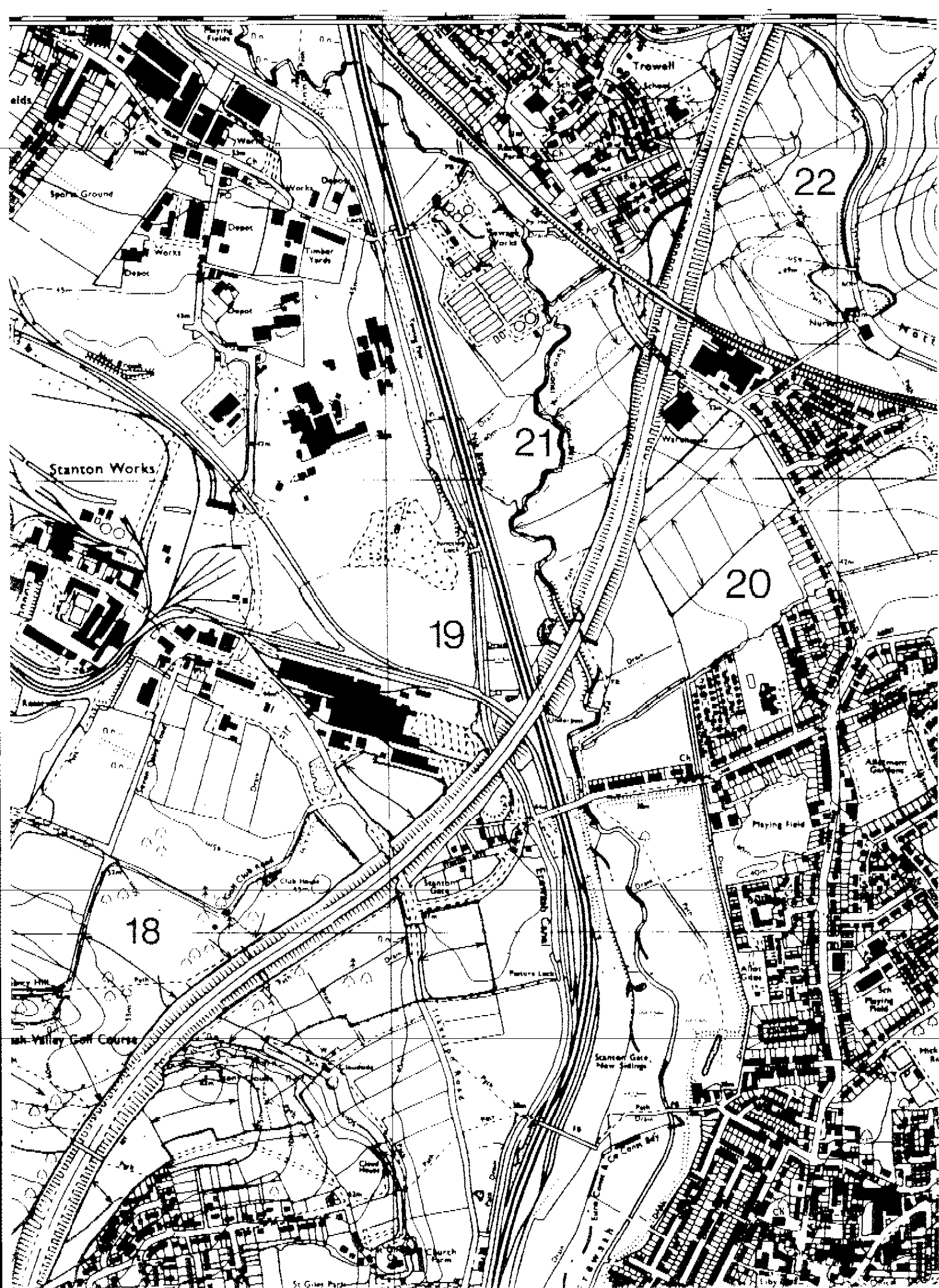
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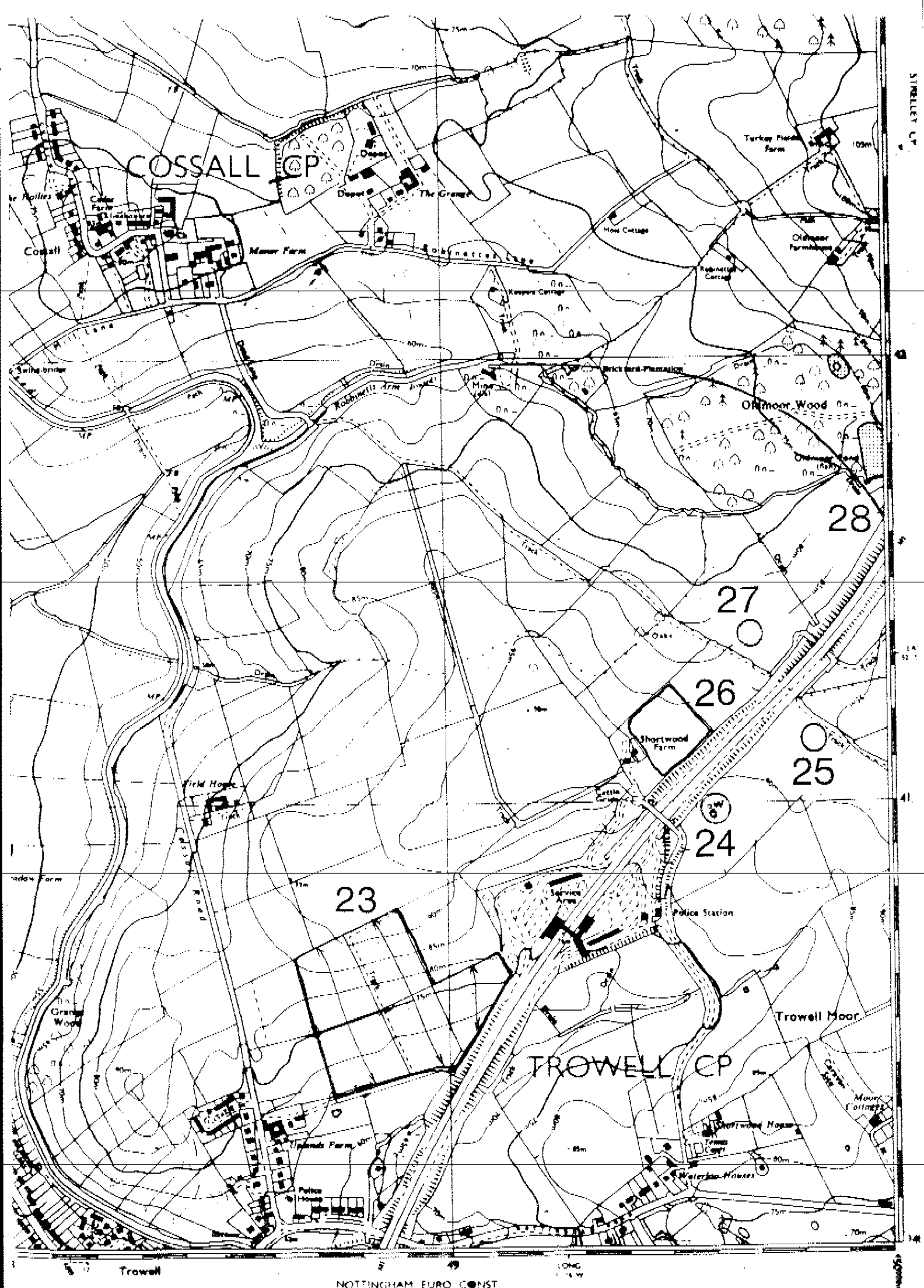
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