

**The former St.
Alkmund's Church site,
King Street, Derby**

**An Archaeological Desk-Based
Assessment
2002**

Birmingham University Field Archaeology Unit
Project No. 988
November 2002

**The former St. Alkmund's Church site, King Street, Derby:
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CONTENTS

Summary	1
1.0 Introduction	1
2.0 Location	2
3.0 Geology and Topography	2
4.0 Aims	2
5.0 Methodology	2
6.0 Present Character	3
7.0 Archaeological and Historical Background	3
8.0 The Study Area	5
8.1 Archaeology	5
8.11 Sites within the Study Area	5
8.12 Sites within a 200m radius of the Study Area	6
8.2 Development of the Study Area	6
9.0 Discussion	9
10.0 Provisional Recommendations	10
11.0 Acknowledgements	11
12.0 References	11

List of Figures

- Figure 1 Location of the Study Area
- Figure 2 The Study Area
- Figure 3 Archaeological sites within 200m of the Study Area
- Figure 4 Speed's plan of Derby (1610)
- Figure 5 Moneypenny's plan of Derby (1791)
- Figure 6 Chatterton & Swanwick's plan of Derby (1819)
- Figure 7 Board of Health plan of Derby (1852)
- Figure 8 First Edition Ordnance Survey map (1888)
- Figure 9 First Edition Ordnance Survey map (1888)

List of Plates

- Plate 1 The Study Area, showing the area of the former car showroom
(looking northwest)
- Plate 2 Differences in ground level between the Study Area and King Street
(looking southwest)
- Plate 3 Sunken footway in the centre of the Study Area showing landscaping
(looking east)
- Plate 4 The underpass to King Street in the centre of the Study Area (looking
south)
- Plate 5 The sunken footway, reaching apparently natural ground level in the
middle of the Study Area (looking northwest)

The former St. Alkmund's Church site, King Street, Derby: An Archaeological Desk-Based Assessment

SUMMARY

A desk-based assessment was carried out in October and November 2002 by Birmingham University Field Archaeology Unit in advance of proposed re-development of a site at King Street, Derby by Presidential Apartments Ltd. The proposed development site lies on the former site of St. Alkmund's Church and graveyard and the medieval streets around the graveyard. The church was founded in the ninth century and a church building existed on the site until the demolition of St. Alkmund's during the construction of Derby's ring road in the 1960s. The assessment highlighted the possibility that, although the site was partially excavated during the construction of the ring road, archaeological deposits and features relating to the church, including burials, may survive within the proposed development site. The assessment also found that the site overlies some of the frontage and backplot areas of the medieval streets which ran around the perimeter of the church's graveyard. These streets could date back to the Anglo-Saxon period and may have been established to house those who served the church as it grew and flourished. It is possible, therefore, that deposits relating to medieval, and possibly Anglo-Saxon, occupation survive within the proposed development site. The central part of the site has been reduced in level by up to two metres. Archaeological deposits, however, may survive in other parts of the site. It is recommended that the eastern part of the site be evaluated by trial trenching to test the level of archaeological survival in this area, enabling an appropriate archaeological mitigation strategy to be drawn-up before development works commence. Any decision on the need for, and scope of, further work rests with the archaeology section of the local planning authority.

1.0 INTRODUCTION

This report outlines the results of a desk-based assessment carried out by Birmingham University Field Archaeology Unit (BUFAU) ahead of a planning application to re-develop a site on King Street, Derby (Figure 1). BUFAU were commissioned to carry out this work by Montague Architects Limited on behalf of Presidential Apartments Ltd. The assessment was carried out in October and November 2002. The proposed development site comprises an area of public space and a former car showroom lying between King Street and St. Alkmund's Way (Figure 2). An assessment was required as the proposed development site includes the former site of St. Alkmund's Church, which dates back to the early ninth century. The brief for this work envisages that this assessment will form the initial stage of a response designed to mitigate the impact of the proposed development on any buried archaeological deposits contained within the site (DMAG 2002). This assessment was carried out in accordance with the brief issued by Derby Museum and Art Gallery for this work (DMAG 2002) and with guidelines issued by the Institute of Field Archaeologists in the *Standard and Guidance for Archaeological Desk-Based Assessments* (IFA 1999).

2.0 LOCATION

The proposed development site, hereafter referred to as the Study Area, lies in the northern part of Derby city centre (Figure 1). The Study Area occupies most of the oval area described by the line of St. Alkmund's Way, part of the inner ring road, and King Street, (Figure 2). St. Alkmund's Way is an entirely modern route and its course does not follow that of the former road through this area. The Study Area is separated from the main area of the city centre by King Street.

3.0 GEOLOGY AND TOPOGRAPHY

Derby lies within the lower Derwent valley on the east bank of the river. The city has grown up on both sides of a shallow valley around the Markeaton Brook, which flows into the River Derwent at Derby. The Study Area lies on the northern side of this valley on an area of comparatively high land. The construction of the ring road in the 1960s changed the natural topography around the Study Area. The Study Area presently exists as an island around which the land has been terraced away on the west, north and east sides to create a flat surface for the ring road. Prior to the 1960s the Study Area stood at the top of the north side of the Markeaton Brook valley with the land gently falling away to the south, toward the brook, and to the east, towards the River Derwent. The underlying geology comprises a mix of Bunter pebble beds, sandstones and Mercian Mudstones. These deposits are overlain around the River Derwent and the Markeaton Brook by considerable deposits of alluvium.

4.0 AIMS

The objective of this assessment was to determine the likely survival and significance of archaeological remains within the Study Area so the need for further archaeological work can be determined. The specific aims of the assessment were:

- to establish whether any features, such as burial grounds, associated with the Saxon and Medieval churches may exist within the Study Area outside of the area excavated in the 1960s,
- to establish the likelihood of non-ecclesiastical remains of other periods existing in the Study Area, as it lies close to the Roman settlement at Derby and within the area of the medieval town of Derby.

5.0 METHODOLOGY

In order to build up a picture of the history and development of the Study Area and to assess the archaeological potential of the area the following sources were consulted:

- the Derbyshire Sites and Monuments Record (SMR),
- historic maps and documents held by the Derby Local Studies Centre (DLSC),
- cartographic evidence, and
- published and unpublished secondary sources.

A walkover survey of the Study Area and immediately adjacent areas was also conducted as part of this assessment.

6.0 PRESENT CHARACTER

King Street defines the southern edge of the Study Area (Figure 2). This street seems to follow the natural topography of the area and does not appear to have been heavily altered by the ring road. The eastern side of the Study Area presently comprises the site of a former car showroom (Figure 2). The site of the car showroom has been cleared of buildings and is overgrown with brambles and shrubs and its surface is a hard-standing composed of a mix of stone chippings and rubble (Plate 1). The level of this part of the site has been considerably reduced in places. The degree of reduction varies across the site, increasing from east to west. The greatest reduction in level is on the western half of the former car showroom area. The level of this part of the Study Area, by comparison with the level of King Street and the footway to Bridge Street, seems to have been reduced by approximately 2m (Plate 2). The level of the eastern part of the former car showroom seems to have been reduced by a maximum of 0.5m. The eastern tip of the car showroom area is at approximately the same level as the pavement on the southern side of King Street.

The western half of the Study Area is a landscaped area around a footway leading from a pedestrian underpass from King Street to Bridge Gate and St. Mary's Church (Figure 2). The level of this part of the Study Area is varied. The majority of the area is at the same level as King Street, however, the footway, as it rises to this level from the pedestrian underpass, is sunken into a steep-sided gulley cut into the surrounding bedrock (Plate 3). The level of the footway rises steadily upward from the base of the underpass on the south side of the Study Area to a foot bridge which takes the path from the Study Area over St. Alkmund's Way to Bridge Gate on the north side of the Study Area. The base of the underpass is approximately 3m below the level of the road above, showing that the level of the ground around the footway as it enters the Study Area has been reduced by a comparable amount (Plate 4). The level of the footway rises and reaches the same level as the adjacent part of King Street about half-way into the Study Area (Plate 5).

7.0 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

It is argued that the main north-south route through Derby – represented by King Street, Queen Street, Iron Gate, Cornmarket and St. Peter's Street – was originally part of a long trackway along the eastern side of the Derwent which was established in the prehistoric period (Craven 1989, 2). The earliest settlement in the Derby area, however, seems to have been the Roman fort *Derventio* which was established on the west bank of the River Derwent at Little Chester, half a mile to the northeast of the Study Area, in c. A.D. 80 (Rippon 1993, 9). A civilian extra-mural settlement grew up around the fort and seems to have been occupied well into the third century. Occupation at *Derventio*, however, does not seem to have continued into the fourth century (Craven 1989, 2). There is little evidence for settlement activity in the Derby area from the fourth century until the eighth century.

By the eighth century Derby was a part of the Anglo-Saxon kingdom of Mercia, the capital of which lay eight miles southwest of Derby, at Repton. The area around *Derventio*, including the area of the modern city of Derby, seems to have been part of a Mercian royal estate called Northworthy, mentioned in documents of this period

(Craven 1989,2). The placename Northworthy has been interpreted as deriving from the Old English for 'north enclosure' (Gelling *et al* 1970, 82). The placename element meaning 'enclosure', *wordig*, is used in other Anglo-Saxon place names in the Midlands, e.g. Tamworth. In the Midlands this element has a similar meaning to 'burh' and is used to signify a settlement of considerable importance (Gelling *et al* 1970, 179). This implies that the actual settlement at Northworthy was an important Anglo-Saxon settlement. It is argued that the settlement was surrounded by a circuit of defensive earthworks, perhaps giving rise to its placename, in the Anglo-Saxon period. The northern line of these defences is thought to have ran along the line of Bridge Gate, just to the north of the Study Area.

A Minster church, later St. Alkmund's, had been established at Northworthy by AD 800 (Ralegh-Radford 1976, 56). The remains of St. Alkmund, the son of a king of Northumbria, were transferred to this church from Lilleshall, Shropshire, at a date between AD 810 and AD 820 (Payne 1893, 26). Miracles were attributed to the remains of St. Alkmund and the church became a place of pilgrimage from the ninth century until the Reformation. Some travellers continued to visit the site of St. Alkmund's miracles into the sixteenth century and a miracle was attributed to the church in the eighteenth century (Payne 1893, 30).

Mercia was overrun by the Danes in the 870s and Northworthy seems to have come under Danish control at this date and became known by a Danish name – Derby (Craven 1989, 2). Derby became one of the Five Boroughs of the Danelaw and remnants of the town's Danish past can still be seen. It is the Danish name for the settlement, Derby, which has persisted and many of the town's streets retain the suffix 'gate', the Old Danish word for 'street'. Derby remained largely under Danish power through the tenth century and became part of the united English Kingdom in 1016 under King Cnut (Rippon 1993, 13). By the Norman Conquest Derby had become an important regional centre and minted its own coins (VCH 1905, 309).

Medieval Derby was a prosperous market and county town, whose rights were enshrined by charters from c. 1155 onwards, where small-scale industries flourished (Craven 1989, 4). Derby's main medieval industries were lead processing, wool, glove-making and malting. Derby possessed at least six churches in 1066 and six monasteries and convents were established in the town in the century and a half after the Conquest. The extent of the later medieval town was probably similar to the extent of the town shown on the earliest map of Derby by John Speed in 1610.

Derby seems to have begun to grow outside of the area occupied by the medieval town from the later eighteenth century onwards. This coincides with the establishment, and later growth, of industries like silk-making, tape manufacture, fine china and pottery in Derby in the mid-eighteenth century. Derby was linked to the railway in 1839, which gave added impetus to the development of industry in the town by making the transport of raw materials and finished articles easier and quicker (Craven 1989, 8). The Midland Railway Company established a railway works near to the Midland Station and this in turn led to the establishment of many iron foundries to supply the railway works (Craven 1989, 8). The industrial growth of Derby engendered a growth in the town's working population and the creation of large housing estates on the fringes of the town to house workers and their families. By the mid-nineteenth century the medieval church of St. Alkmund was no longer large

enough to house its congregation. The church was demolished in 1843 and a new Gothic style church was constructed on the site, opening in 1844.

Derby town centre retained a large amount of historic buildings of eighteenth and nineteenth century date until the 1950s and 1960s. Much of the town's historic core disappeared with the construction of purpose-built shopping centres and the ring road in these decades. This is most noticeable in the south and west of the town centre. St. Alkmund's was just one of the many historic buildings, that existed at the northern edge of the town in the 1960s, that were destroyed by the ring road. Derby lost its status as county town in the 1970s, but became a city in 1974. Derby remained an industrial city into the later twentieth centuries and became a national centre for the manufacture of aerospace parts (Rolls-Royce) and trains (ABB).

8.0 THE STUDY AREA

8.1 Archaeology

A search of the Derbyshire SMR identified two records which exist within the Study Area and a further seven within a 200m radius of the site (Figure 3). The majority of records relate to several churches and religious houses which are known to have stood in this part of Derby.

8.11 Sites within the Study Area

ST ALKMUND'S CHURCH
SMR No. 18911
NGR SK 352/367

Site of St. Alkmund's Church. A church was established on the site by c. AD 800, The remains of St. Alkmund were interred in this church in c. AD 820. Stretches of pre-conquest masonry and sculpted stones were found during excavation of the church site in 1967-8. Around seventy graves spanning the period of use of the church were found in the excavated area of the church. Ten graves were attributed a pre-conquest date and an empty, ornately carved ninth-century sarcophagus, presumed to be the tomb of St. Alkmund, was also found. The Anglo-Saxon church was re-modelled and reconstructed throughout the medieval period; the church's latest medieval incarnation was as a perpendicular-style church building. The medieval church was demolished in 1843 and replaced by a slightly larger gothic-style church with a church and tall spire. The Victorian church was demolished in 1967 during the construction of the ring road and it was ahead of these works that the church site was excavated.

10TH AND 11TH CENTURY CARVED STONEWORK
SMR No. 32003
NGR SK 3514/3672

At least seven pre-Conquest carved stones were found during demolition of the medieval church in 1844 and in the excavations of 1697-8. These include fragments of ninth century crosses and two eleventh century grave covers re-used in the south wall of the crypt, and a hogback grave monument. The most important find from the site was an elaborately decorated ninth century sarcophagus found in the south-east corner of the nave. The sarcophagus was presumed to have housed the relics of St. Alkmund.

8.12 Sites within a 200m radius of The Study Area

SMR No.	Site Name	Date	Description
18913	CATHEDRAL CHURCH OF ALL SAINTS	Anglo-Saxon to Modern	Founded pre-Conquest. Present building dates to the 18 th century, the tower is 15 th century. Became Derby's Cathedral in 1927
18957	SITE OF ST. HELEN'S ABBEY	Medieval	Augustinian monastery founded in 1137. It became a hospital after 1160 and was probably disused by c.1350.
32021	SITE OF ST. MARY'S CHURCH	Medieval	Parish church of St. Mary known to have existed from c. 1185 up to the 16 th century. Two burials and possible church foundations found on the site in 1925
18990	ST MARY'S ON THE BRIDGE CHAPEL	Medieval	Grade I listed building. 14 th century stone chapel, repaired in 1932,
18912	ST. MARY'S BRIDGE	Medieval and Post-Medieval	Scheduled Ancient Monument (Derbys. No. 36). Site of medieval bridge. Present bridge constructed 1788-93.
32024	LOMBE'S SILK MILL	Post-Medieval	Grade II Listed Building lying within the Derwent Valley Mills World Heritage Site. Site of the first silk mill in England (1717), present structure is 19 th century
32012	ST. HELEN'S HOUSE	Post-Medieval	A Grade 1 Listed Building of early to mid 18 th century date with a fine Palladian façade. Formerly the home of Joseph Strutt.

8.2 DEVELOPMENT OF THE STUDY AREA

The earliest depiction of the Study Area was Speed's Plan of Derby published in 1610 (Figure 4). This plan was fairly inaccurate by modern standards. It showed the town in a schematic way and none of the town's streets are labelled. Speed's plan shows St. Alkmund's Church with a tower at its west end. The church was set in a roughly rectangular churchyard and surrounded on its eastern, southern and western sides by what was depicted by Speed as dense housing, to the north of the church was the street later known as Bridge Gate. The plan shows that street block in which the church lay, defined by Bridge Gate, King Street and the housing around the eastern side of the church yard, was established by the start of the seventeenth century. It is likely that these streets were established by the medieval period. King Street is part of the putative ancient north-south trackway through Derby (see Section 7.0 above).

Bridge Gate bears the Old Danish word for 'street', indicating that this street may date back to the pre-Conquest period when Derby was a part of the Danelaw.

A transcription of the register of the baptisms, marriages and burials for St. Alkmund's covering the period 1528 – 1656 is held by the Derby Local Studies Centre. This shows that St. Alkmund's was a well utilised church in this period and that burials were still being made in its graveyard.

The next map of Derby was Moneypenney's plan of the town, dated to 1791 (Figure 5). It shows that Derby had grown little over the intervening 180 years. The pattern of settlement around St. Alkmund's was broadly the same as depicted by Speed, the church was set in a rectangular churchyard and surrounded by housing on the west, south and east sides. The only change apparent by 1791 was that an opening had been made in the range of housing along the south side of the churchyard opposite the end of Queen Street. This was presumably to allow access from that street, and the centre of the town, to the church and the buildings around the churchyard. Moneypenney's plan does not show individual buildings in detail, depicting areas with buildings as blocks of colour, so the nature of the buildings within the Study Area cannot be assessed. The buildings on the east and west sides of the churchyard fronted onto the churchyard and had backplot areas, which comprised gardens but no buildings on the west side, to the rear. The buildings on the south side of the churchyard consisted of a range of buildings without backplots that terminate at an alley leading east from the top of Queen Street.

Rogerson's plan of Derby (1819) shows that some buildings had been constructed in the backplots of the east side of the churchyard (Figure 6). A large building, set in a large plot of land, set back from the west frontage of the churchyard had been built by this date. This building was probably the vicarage of St. Alkmund's as later sources list the vicarage on this side of the churchyard.

A burial register from 1826 lists burials in the new burial ground of St. Alkmund's. It is unclear where this new burial ground was located. The fact that the church had established a new burial ground by 1826 suggests that the burial ground in the churchyard may have been becoming full by this date. Burials in the churchyard may, therefore, have begun to decrease and cease shortly after this date. There is, at present, not enough information to be able to state the date at which burials ceased to be interred in the churchyard.

The detailed plan of Derby prepared by the Board of Health in 1852 is the first map which shows individual properties in detail (Figure 7). The new church building had been constructed by this date but the morphology of the churchyard is as depicted on earlier maps. The buildings on the east, south and west sides of the churchyard had by this date come to be regarded as forming a street in its own right, known as St. Alkmund's Churchyard. The buildings on the eastern front of the Churchyard were large houses which may have been combined with retail premises. There was some development in the backplots on the east side of the churchyard, but none of it seems industrial in character. On the south front of the Churchyard was a range of smaller buildings, possibly smaller houses and shops, and one larger, L-shaped, building by the opening to Queen Street. The lower half of the west front of the Churchyard was occupied by buildings similar to those on the eastern side. The backplots of the west

front, however, were much more built-up with extensions of buildings on the frontage and other structures than those of the eastern frontage. The majority of the upper half of the western side of the Churchyard was occupied by a large building with a garden to the rear, which was probably the vicarage.

Freebody's Directory of the Towns of Derby for 1852 lists the inhabitants of St. Alkmund's Churchyard but unfortunately does not list their trades. The Directory shows that at least three inns – The Old Eagle and Child, The Lamb and The Golden Lion – existed in the Churchyard at this date.

The first edition Ordnance Survey coverage of the area (1888) shows that little change had occurred in the Study Area between 1852 and 1888 (Figure 8). Three inns and public houses existed around the Churchyard at this date. By 1888 a few more buildings had been constructed in the backplots of the buildings along the east and west fronts of the Churchyard. Some of the structures depicted on this map were long, thin, rectilinear buildings such as those to the south of the vicarage. These structures were probably shoppings – workshops where small-scale industries were carried out.

Kelly's Directory of Derby for 1888 shows that the buildings around the Churchyard were occupied by persons carrying out a diverse mixture of trades and professions. The vicarage, No. 19, was occupied by the Reverend John Stanley Owen in this year. Several professionals were resident in the Churchyard, including a dentist, music teacher and a surgeon, and a ladies school was also situated there. The trades represented in the Churchyard included a confectioner, picture framer, baker and a plumber. A single industrial firm was listed in the Churchyard in 1888. The Standard Manufacturing Washing Machine Company was situated near the vicarage at No. 23½ on the west front of the Churchyard. Its premises were probably the industrial-looking structures to the south of the vicarage shown on the first edition Ordnance Survey map (Figure 8). The directory identifies the three inns shown on the first edition Ordnance Survey map. The Golden Lion was at No. 17, on the west front of the Churchyard, The Old Eagle and Child was at No. 1, on the south front, and The Lamb was at No. 11, on the east front. These inns were the same as those listed by Freebody's Directory in 1852.

Subsequent maps of the area, including the second and third editions of the Ordnance Survey coverage of the area (1901 and 1914), show very little change in the buildings around the Churchyard prior to the clearance of the whole area in the 1960s for the construction of the ring road. A photograph of the north side of St. Alkmund's Church, taken from Bridge Street, gives an impression of the nature of buildings around the Churchyard (Craven 1989, plate 28). The photograph shows a building with a jettied upper storey, showing that it was a timber-framed structure of probable fifteenth century date, standing at the junction of the east front of the Churchyard and Bridge Gate. Also visible on the photograph is a small portion of a three storied Georgian building, near the junction of Bridge Gate and the south front of the Churchyard. The only changes within the Study Area seem to be changes in the use of the buildings around the Churchyard.

The vicarage of St. Alkmund's was shown as an institute on the third edition Ordnance Survey coverage in 1914 (Figure 9). It is unclear when this change

occurred. Kelly's Directory of the town for 1900 lists the occupant of the vicarage as Frederick Borough, a surgeon, who occupied a house on the east side of the Churchyard in 1888. The directory for 1915-16 also shows that the Churchyard was still the home to a diverse array of professionals and trades people, including an ostrich feather cleaner. Kelly's directory for 1915-16 shows that the premises of The Golden Lion, No. 17, were no longer in use as an inn and had been taken over by a shoeing smith. The Lamb and The Old Eagle and Child were still listed in the same locations in 1915-16. The Standard Manufacturing Washing Machine Company was not listed in 1915-16, its premises had been taken over by a shopkeeper by this year.

Kelly's directory for 1936 shows little change in the Churchyard. St. Alkmund's Church Institute was still listed at the old vicarage in this year. A depot of a chemist's firm and a retail draper's had become established on the west front of the Churchyard by this year. The Lamb and The Old Eagle and Child were still listed in 1936.

9.0 DISCUSSION

The Study Area partially overlies the church of St. Alkmund and its graveyard, and partially overlies an area of medieval, and possibly earlier, settlement. St. Alkmund's Church was a focus of religious life in Derby over the entirety of this period. A church was established on the site by c. A.D. 800 and was chosen as the resting place for the remains of St. Alkmund c. A.D. 820. The relics of St. Alkmund, and the miracles attributed to them, drew pilgrims to the town from the earlier ninth century onwards. The church probably possessed a graveyard from its inception; evidence from excavations on the site show that burials were made here from the ninth century onwards. The church was just inside the probable line of Derby's Anglo-Saxon period defences and lies, therefore, within the settled area of Derby prior to the Norman Conquest. The church was served by a number of cannons in this period and these officials and other servants of the Minster would probably have lived around the churchyard. The land around the churchyard was, therefore, occupied by buildings in the Anglo-Saxon period; some of these buildings may have stood within the Study Area itself.

St. Alkmund's Church attracted pilgrims throughout the medieval period up to, and to some extent after, the sixteenth century. The church also performed the more prosaic functions of a parish church and would have been the location of parishioners' social and ceremonial life, including baptisms, marriages and burials. The area around the churchyard was probably densely occupied in the medieval period. The earliest map of the area (Figure 4) shows that an arrangement of three ranges of dense building around the church's roughly rectangular churchyard was in place by the start of the seventeenth century. This arrangement was probably medieval or earlier in origin. The map, although schematic, comes soon after the end of the medieval period and, as such, probably gives a good impression of the lay-out of occupation in the Study Area over this period. The buildings around the churchyard, in addition to housing the priests and officials of the church, may well have included the homes and businesses of townspeople and inns for pilgrims. The churchyard contained several inns in the late nineteenth century and it is possible these may have had their origins in the pilgrim traffic of the medieval period.

The scale of post-medieval development around the Churchyard reached its peak by the 1850s, after this date only small changes in the nature and usage of the buildings around the Churchyard seem to have occurred. St. Alkmund's Churchyard remained largely as it had been from the early nineteenth century, being described as Derby's only Georgian square, up to the clearance of the area in the 1960s. Documentary evidence shows that burials continued to be made in the churchyard throughout the sixteenth and seventeenth centuries. Burials probably continued to be interred in the churchyard well into the nineteenth century. A new burial ground for St. Alkmund's was in use by 1826, suggesting that its original graveyard was becoming full by this date. Burials at St. Alkmund's probably ceased in the later nineteenth century following the establishment of the new burial ground.

10.0 PROVISIONAL RECOMMENDATIONS

The Study Area has the potential to contain archaeological deposits relating to religious activity, including human burials, and settlement, both of which are known to have occurred in this area from at least the ninth century onwards. Any remains of Anglo-Saxon, Anglo-Danish or medieval date that exist in the Study Area are important archaeologically as little is known of the physical nature of settlement at Derby in these periods. Pre-Conquest deposits are especially important as few urban deposits of this date have been sampled in many towns of Anglo-Saxon origin. Although St. Alkmund's Church has been partially excavated, deposits relating to the earliest church structures on the site may still survive within the Study Area.

The high archaeological potential of the Study Area is, as yet, unquantified. The reduction in level visible in parts of the Study Area will have truncated or removed archaeological deposits in places. In other parts of the site, however, deposits may survive. The two zones of the Study Area where the survival of archaeological deposits is anticipated are shown on Figure 2. The uppermost levels of any deposits in the western zone of survival are likely to have been heavily disturbed (to c. 0.50m deep) by root-action from the trees and shrubs which exist in this area. Archaeological deposits in the eastern zone of survival are likely to be better preserved.

The development proposal envisages that the Study Area be subject to a two stage re-development; construction works are to take place on the eastern half and the western half is to be landscaped. The landscaping works should entail minimal ground penetration. These works are, therefore, less likely to disturb any archaeological deposits in the western zone of survival. A watching brief may be required during landscaping groundworks. A detailed consideration of the proposed depths of disturbance may negate the need for monitoring of these works. In the eastern zone of survival archaeological deposits are likely to be disturbed by construction works. It is suggested that this zone be evaluated by trial trenching to test the survival of deposits in this area. The results of an evaluation will enable an informed archaeological mitigation strategy to be drawn up prior to the commencement of building works. The decision on the requirement for, and the nature and scope of, further archaeological work on the proposed development site rests with the archaeological advisor to the local planning authority.

10.0 ACKNOWLEDGEMENTS

This report was written by Melissa Conway and the illustrations were prepared by John Halsted. The report was edited by Gary Coates, who also managed the project. Thanks are due to Montague Architects Limited for commissioning this project on behalf of Presidential Apartments Ltd. and specially to David Swann of Montague Architects Limited for all his help during the course of the project. Many thanks are due to Jonathan Wallis, Principal Curator of Derby Museums and Art Gallery, and also to Dr. Andy Myers of Derbyshire County Council for providing the SMR information for this area and for useful advice. The assistance of the staff of Derby Local Studies Centre is also gratefully acknowledged.

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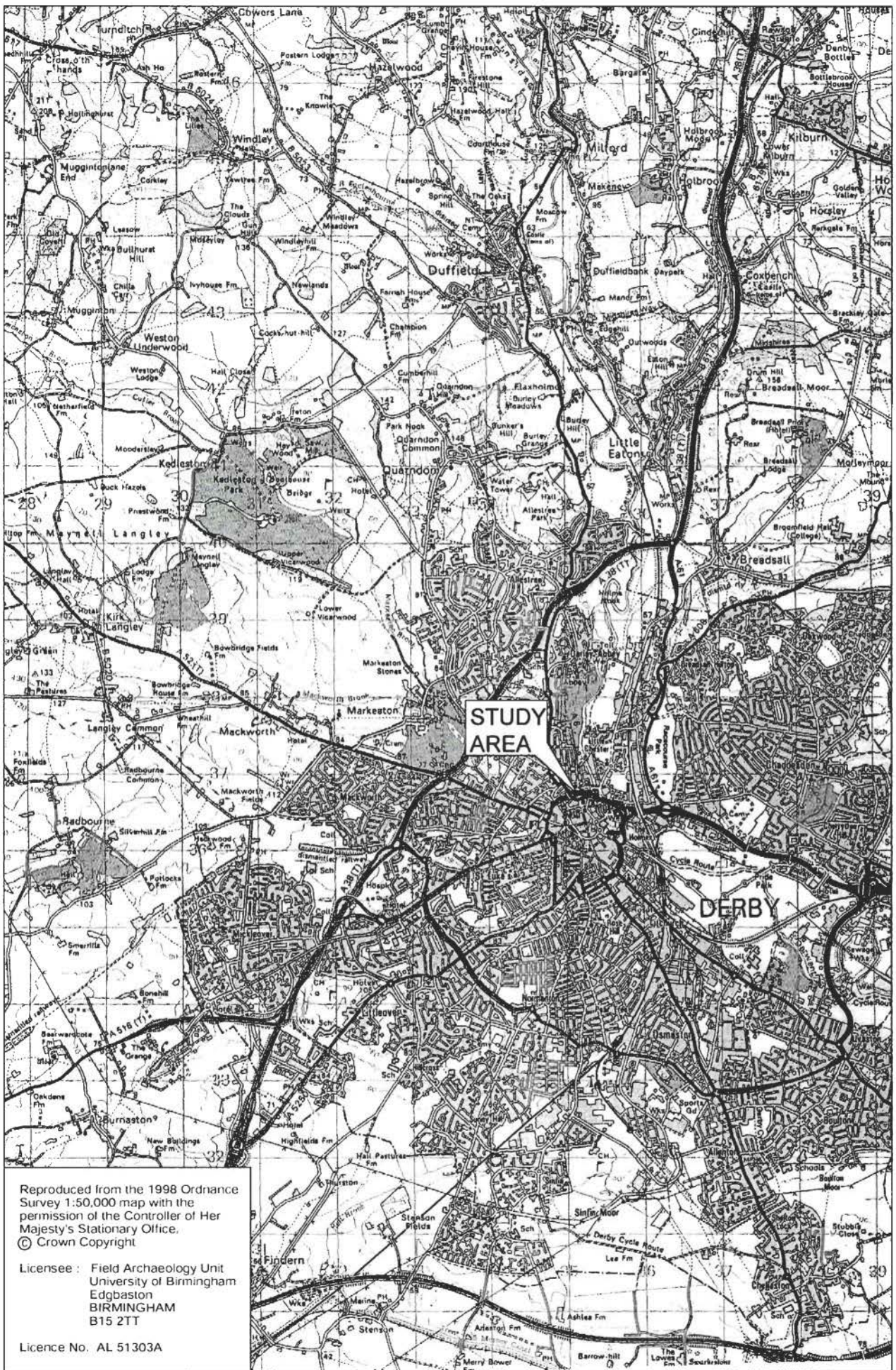


Figure 1

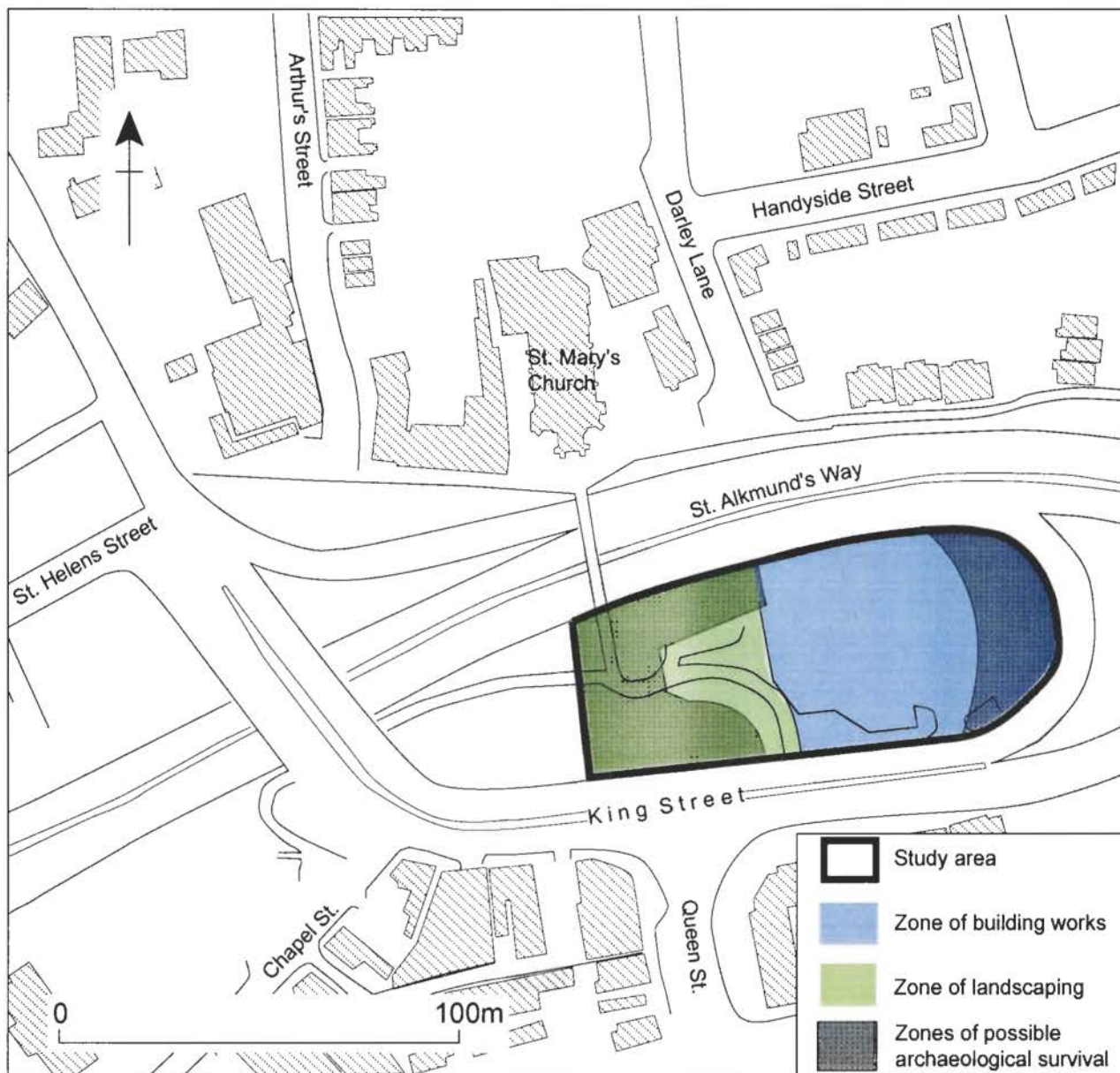


Figure 2

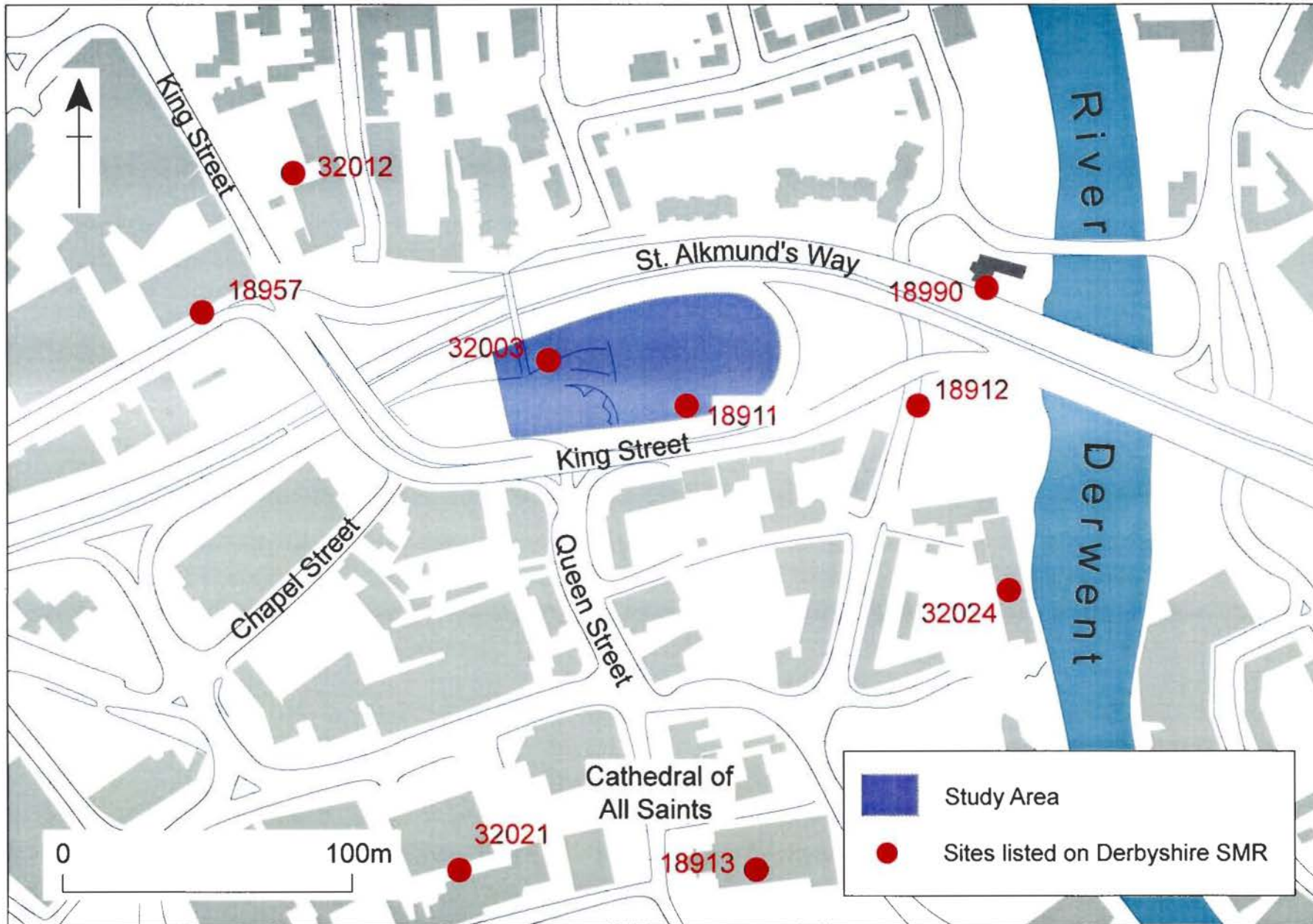


Figure 3

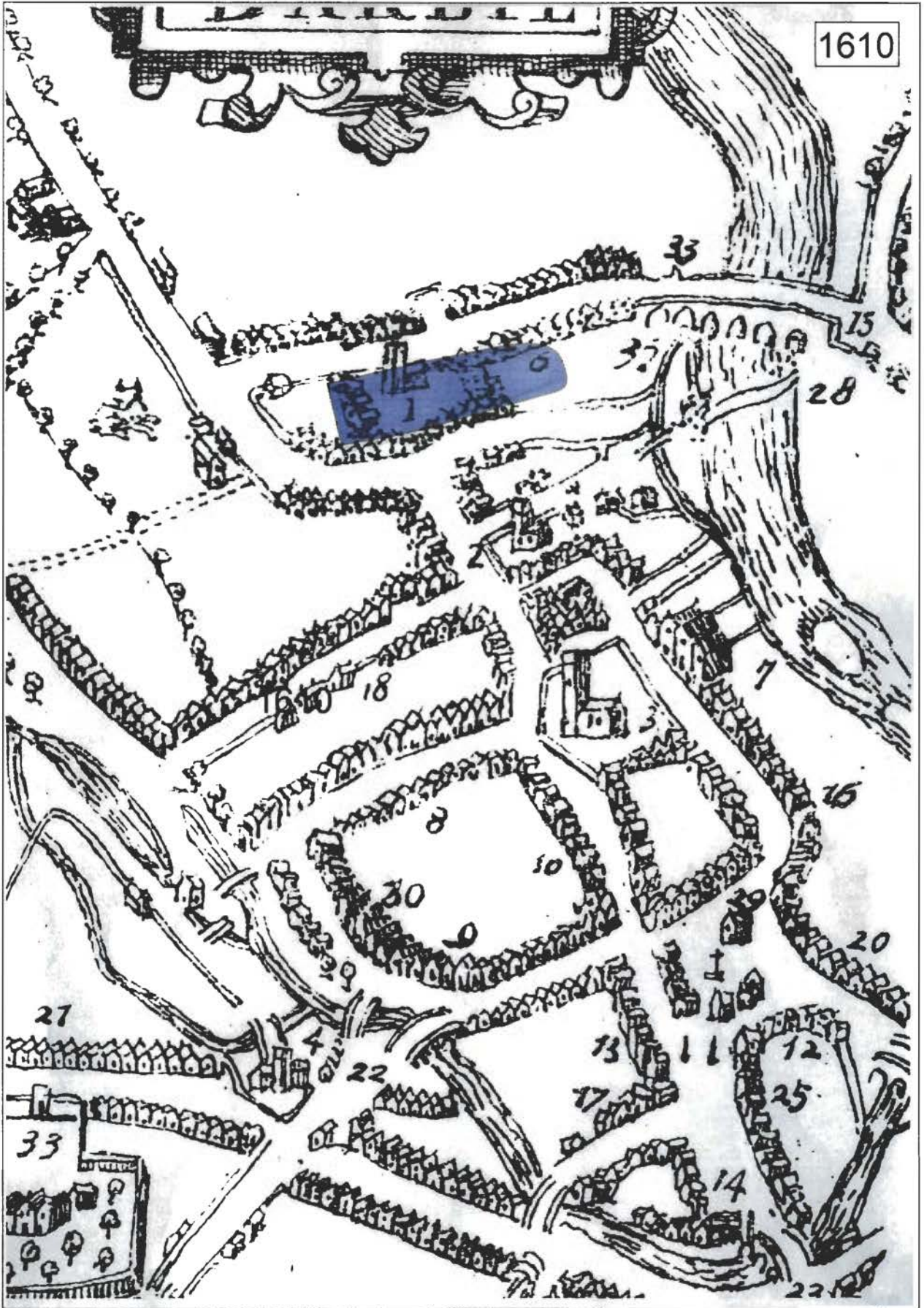


Figure 4

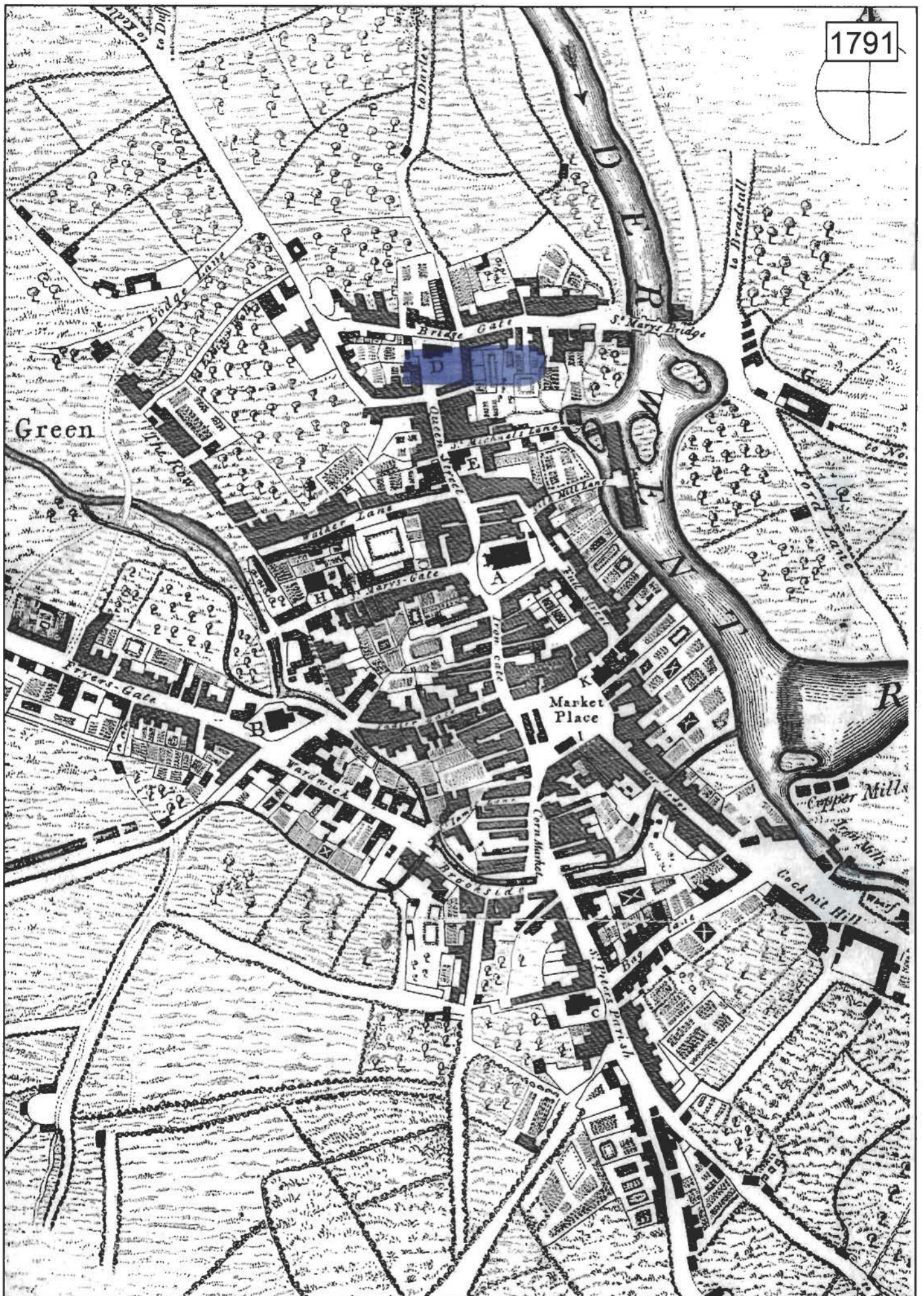


Figure 5

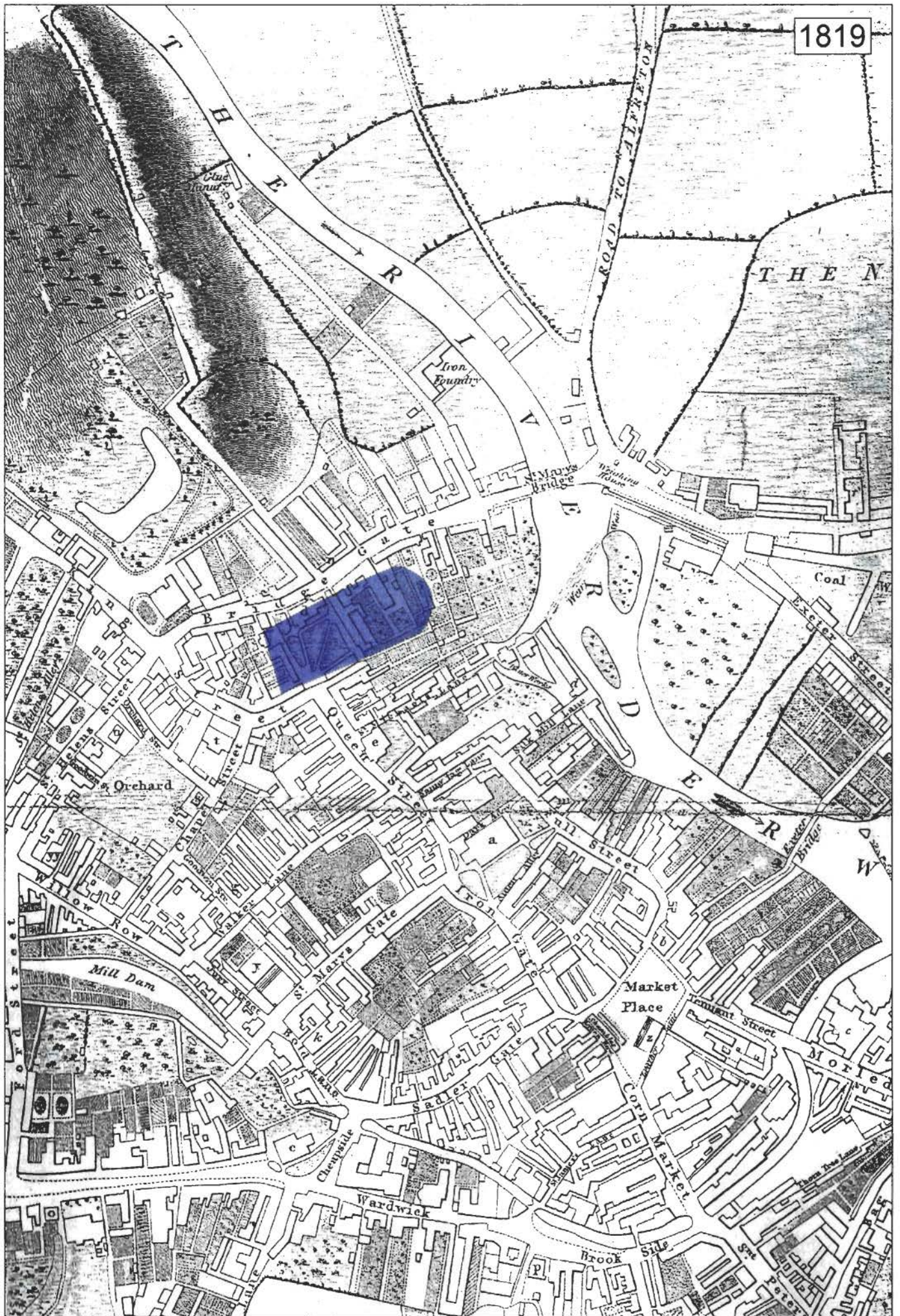


Figure 6

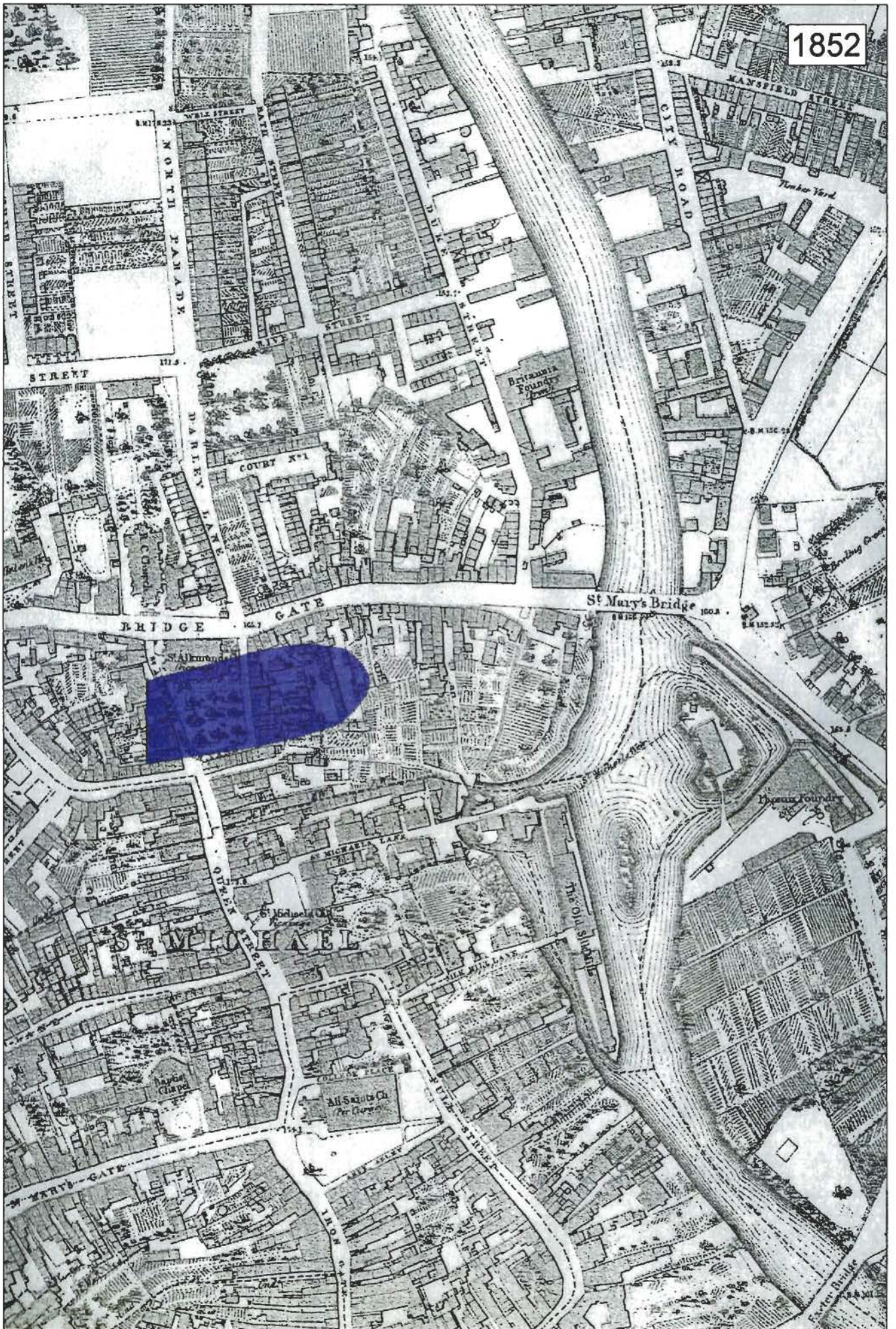


Figure 7

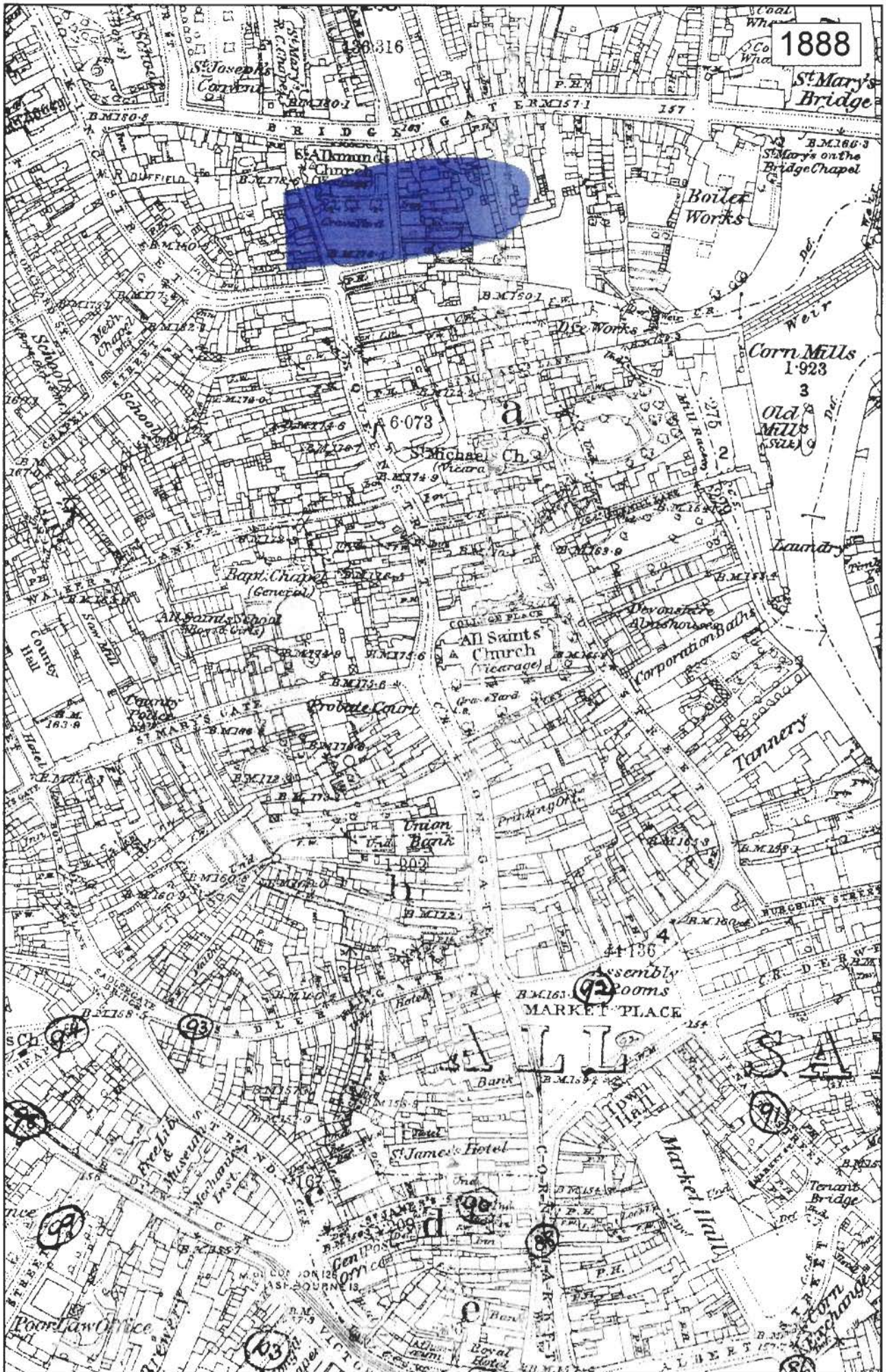


Figure 8

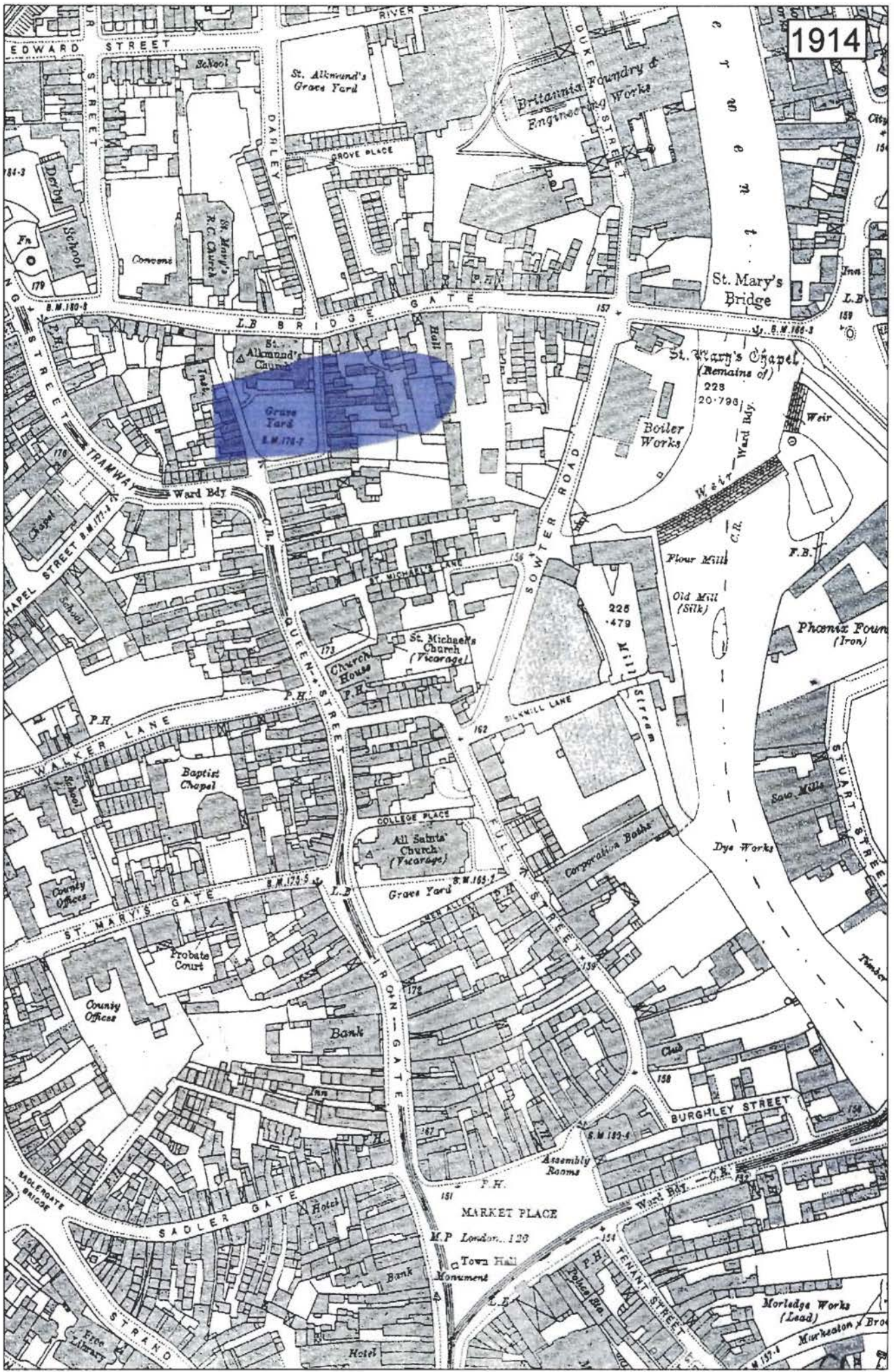


Figure 9

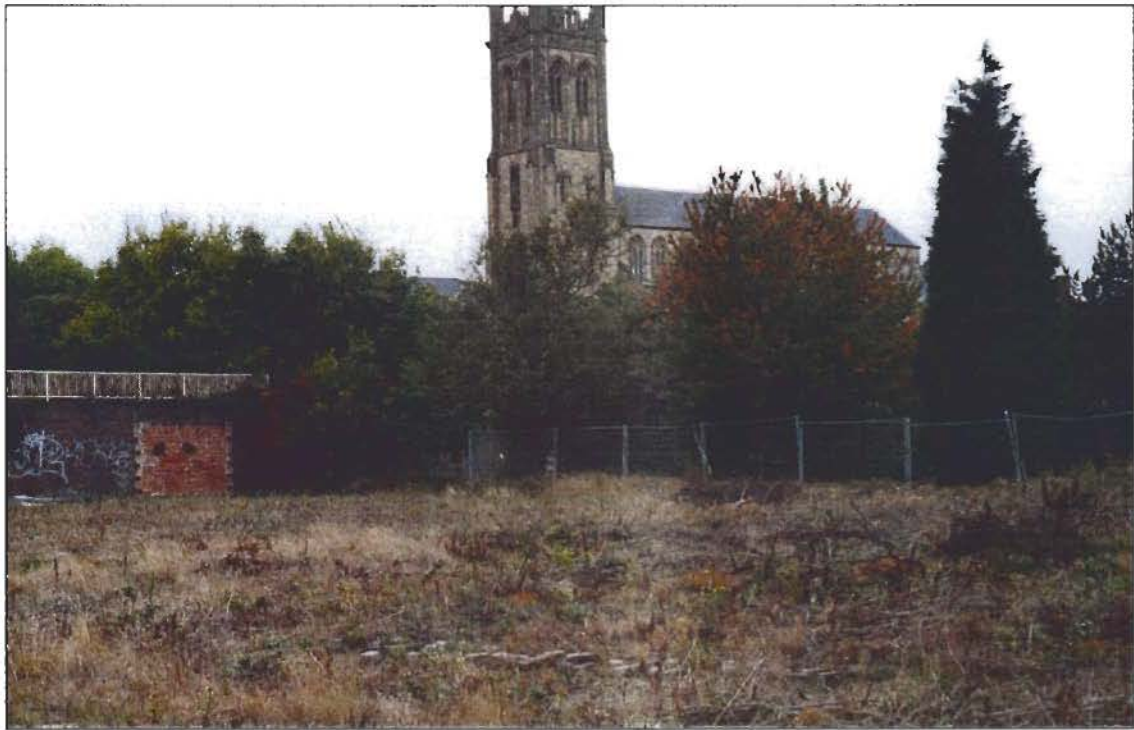


Plate 1



Plate 2



Plate 3



Plate 4