

A large teal graphic element consisting of a triangle at the top and a trapezoid below it, forming a shape that resembles a stylized mountain or a roofline.

Melbourne Batch 19 - Melbourne STW to Trent Outfall

Historic Environment Assessment Desk-based
Assessment

February 2023

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Contents

Executive summary	1
1 Introduction	2
1.1 Overview	2
1.2 Scheme description	2
1.3 Purpose of this report	3
2 Methodology	4
2.1 Study area	4
2.2 Baseline research	4
2.2.1 Sources of information	4
2.2.2 Baseline archaeological and historic periods	4
2.2.3 Baseline surveys	5
2.3 Assessment of archaeological potential and risk	5
2.4 Assumptions and limitations	6
2.5 Consultation	6
2.5.1 Local Authority Archaeological Officers	6
3 Legislation, policy and guidance	7
3.1 Legislation	7
3.1.1 Ancient Monuments and Archaeological Areas Act 1979	7
3.1.2 Planning (Listed Building and Conservation Areas) Act 1979	7
3.2 National Planning Policy	7
3.3 Local Planning Policy	8
3.3.1 South Derbyshire District Council	9
3.4 Guidance	9
4 Baseline	11
4.1 Site description	11
4.2 Historic map regression	14
4.3 Geology	16
4.4 Designated heritage assets	16
4.5 Archaeological investigations	18
4.6 Archaeological and historical background	19
4.6.1 Prehistoric (500,000 BC to AD 43)	19
4.6.2 Roman (AD 43 to 410)	20
4.6.3 Early Medieval (AD 410 to 1066)	20
4.6.4 Medieval (AD 1066 to 1540)	21
4.6.5 Post-medieval (AD 1540 to 1901)	22

4.6.6	Modern (AD 1901 to present)	23
4.7	Archaeological potential and project risk	24
4.7.1	Prehistoric (500,000 BC to AD 43)	24
4.7.2	Roman (AD 43 to 410)	24
4.7.3	Early medieval (AD 410 to 1066)	24
4.7.4	Medieval (AD 1066 to 1540)	25
4.7.5	Post-medieval (AD 1540 to 1901)	25
4.7.6	Modern (AD 1901 to present)	25
5	Impact Assessment	26
5.1	Design Mitigation	26
5.2	Temporary works	26
5.3	Permanent works	27
6	Conclusions and recommendations	28
6.1	Conclusions	28
6.1.1	Summary of archaeological risks	28
6.2	Recommendations	29
7	References	31
7.1	General references	31
	Appendices	33
A.	Gazetteer	34
B.	Drawings	47
B.1	A7S13297-MMD-XX-ZZ-DR-EN-0005 – Melbourne to Trent Outfall, Designated Heritage Assets, Pipeline Route, Drawing 1	47
B.2	A7S13297-MMD-XX-ZZ-DR-EN-0006 – Melbourne to Trent Outfall, Non-designated Heritage Assets, Monuments, Drawing 2	47
B.3	A7S13297-MMD-XX-ZZ-DR-EN-0007 – Melbourne to Trent Outfall, Non-designated Heritage Assets, Events, Drawing 3	47
	Tables	
	Table 4.1: Historic Map Regression	14
	Figures	
	Figure 1.1: Pipeline route from Melbourne to Trent Outfall Figure	2
	Figure 5.1: Change of pipeline alignment following the first revision of the report	26

Figure 6.1: Area proposed for Archaeological Monitoring (Watching Briefs)	30
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Photos

Photo 4.1: View of the pipeline route through a large arable field with a gentle undulation, looking north-east	11
Photo 4.2: Disused railway platform identified during the site walkover, looking south-east	12
Photo 4.3: Second World War concrete gun placement identified during the walkover survey, looking north-east	12
Photo 4.4: Abandoned Second World War train wagon, unknown viewing location	13
Photo 4.5: Single storey administration building, unknown viewing location	14

Executive summary

This report has been prepared by Mott MacDonald on behalf of Severn Trent Water, in advance of the construction of a new 2.3km rising main and outfall between Melbourne Sewage Treatment Works (STW) (National Grid Reference (NGR) SK 39265 25398) and the River Trent (NGR SK 39326 27201) in South Derbyshire.

The purpose of the report is to understand the archaeological and historical resource of the pipeline route and construction of the outfall. This will give a preliminary indication of the archaeological potential within the pipeline route and area of the new outfall, a preliminary indication of the potential project risk for the archaeological and heritage resource and draw up appropriate recommendations for further archaeological work.

The pipeline route will run through a primarily rural context thus avoiding the historical cores of King's Newton and Melbourne where the majority of designated assets are located. The rural areas east of the settlements, where the pipeline is due to run, appear to have been utilised for agricultural and industrial purposes, attested by the existence of a boundary earthwork (MM53) within the route, and most of these fields remain as open plots to this day. The area close to the River Trent which will contain a large section of the new rising main as well as the new outfall was heavily developed during the Second World War during which a military depot (MM55) was constructed. The depot was part of the Melbourne Military Railway where allied soldiers and engineers undertook military training including the practising, demolition and rebuilding of railway lines as well as river crossing drills. The site also served as a large transit point for supplies and equipment during the war period and was the target of bombing raids carried out by the German air force. Only a small number of the depot structures survive today, and these are largely in a ruinous condition, including brick built railway platforms (MM85), a small single storey administration building (MM86), a concrete gun placement (MM87) and a former compacted service road (MM88). However, during the walkover survey a collection of earthwork remains (MM89) and crop marks (MM90) were recorded, which were interpreted as being the remains of former depot buildings and railway lines.

Nearby archaeological investigations have identified continuous activity dating back to the Neolithic period. Watercourses would have been favourable locations for early settlements and evidence recovered from excavations within the study area appear to corroborate this. Alluvium along the watercourses also have the potential for palaeoenvironmental remains.

The new pipeline is expected to be constructed using an open cut trench method and there will be deep excavations associated with the outfall structure. These excavations have the potential to remove a boundary earthwork (MM49), associated archaeological remains of the military depot (MM51) as well as potential unknown archaeological remains. The pipeline will be directionally drilled underneath the Midland Railway (MM47) thus preserving this in-situ.

Route optimisation has been undertaken to re-route the pipeline north of Ramsley Brook in order to avoid an area where there are numerous surviving Second World War structures.

Through discussions with the the Derbyshire Conservation, Heritage and Design Service it is likely that targeted monitoring (Archaeological Watching Briefs) will be required on sections of the pipeline including within the Second World War Military Depot site and across the boundary earthwork to record potential remains from these heritage assets. If Ground Investigations take place along the course of the watercourse, provision should be made for these to be monitored by a Geoarchaeologist in order to establish whether the alluvial deposits have any palaeoenvironmental potential.

1 Introduction

1.1 Overview

This report has been prepared by Mott MacDonald (MM) on behalf of Severn Trent Water (STW), in advance of the construction of a new rising main pipeline and outfall between Melbourne (National Grid Reference (NGR) SK 39265 25398) and the River Trent (NGR SK 39326 27201) in South Derbyshire. The report provides an overview of the historic environment baseline along the proposed route of the pipeline and outline recommendations for proposed works along the route of the scheme.

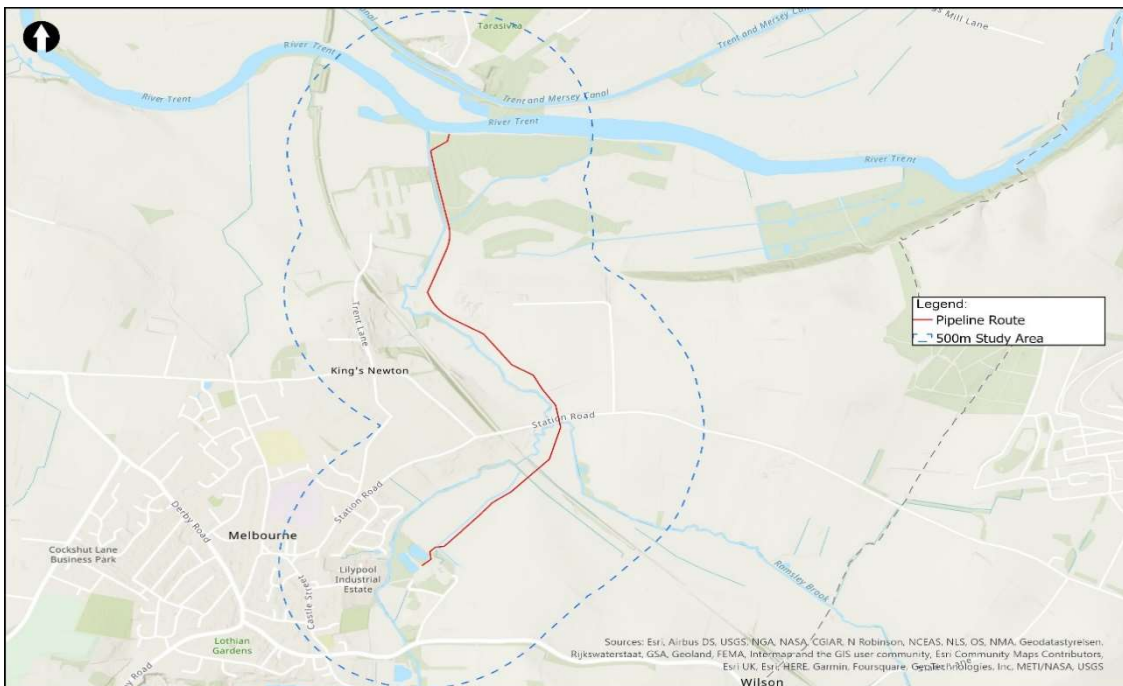
Following the recommendations in the first version of this report, route optimisation has been undertaken to re-route the pipeline north of Ramsley Brook avoiding part of the Second World War military depot (MM51) site which contains a number of extant structures. This second version of the report assesses the archaeological and historical resource of the re-routed pipeline alignment. Project background

STW are involved in delivering an extensive suite of green recovery schemes that will improve the environment and services to customers. The funding is spread across several areas including decarbonising water resources to create new low carbon water resources to help improve drought resilience.

1.2 Scheme description

To fulfil the above objective the proposed solution is the construction a new final effluent transfer pumping station and 2.3km from Melbourne Sewage Treatment Works (STW) to a new outfall on the River Trent (see Figure 1.1).

Figure 1.1: Pipeline route from Melbourne to Trent Outfall Figure



Source: Mott MacDonald 2022

The works to lay the new rising main from Melbourne's STW to the new outfall on the River Trent will be predominantly undertaken through an open cut trench method. The cut trench will measure on average 0.61m in width and have an average depth of 1.42m. The works will require a construction easement which will measure a maximum of 15m either side of the centre of the pipeline. The outfall will be located on the bank of the River Trent and require excavations approximately 2m wide and 5m in depth. The pipe will be directionally drilled beneath the former Midlands Railway (known locally as the 'Cloud Trail').

The works being undertaken at the Melbourne STW will be covered by a separate Melbourne STW to Breedon Historic Environment DBA (Document Ref. No. A7S13514-MMD-XX-ZZ-RP-EN-0001).¹

1.3 Purpose of this report

This report identifies the designated and non-designated heritage assets and archaeological remains likely to be impacted by the scheme based on the information available to date.

It was recommended a report be undertaken to understand the archaeological and historical resource of the pipeline route as per Severn Trent Water's Design Manual for Archaeology and Heritage² This report provides details on:

- local planning policy and how it relates to archaeological and heritage issues;
- an understanding of the archaeological and heritage resources (including designated and non-designated heritage assets within a defined study area);
- an identification of the significance of the archaeological and heritage resource;
- an understanding of the impact of the different types of development or other groundworks on the archaeological and heritage resource;
- the archaeological potential within the pipeline routes;
- the potential project risk for the archaeological and heritage resource for this pipeline route; and
- draw up appropriate recommendations for further archaeological work.

¹ Bateson, L. (2022), Breedon to Melbourne Desk-based Assessment (Document Reference A7S13514-MMD-XX-ZZ-RP-EN-0001)

² Severn Trent Water, (2010), Severn Trent Water Design Manual for Archaeology and Heritage (Document Reference: DM0102-04)

2 Methodology

2.1 Study area

A search area of 500m radius from the route of the pipeline has been established, hereafter referred to as the 'study area'. This is considered to be proportionate to the scale and nature of the proposed works and the predominantly rural nature of the site. All designated and non-designated heritage assets from the Derbyshire Historic Environment Record (HER) within this study area have been considered for their potential to be impacted by the pipeline route and outfall structure.

A plan showing all locations of heritage assets within the study area can be found in Appendix B. A full list of heritage assets is included in the gazetteers in Appendix A. Assets have been attributed a corresponding unique reference number, which is shown on the figures and referenced within the text (e.g. MM001, MM002 etc.).

2.2 Baseline research

2.2.1 Sources of information

The following resources have been consulted in the process of compiling the Historic Environment baseline information:

- a search of the Historic England National Heritage List for England (NHLE) dataset for World Heritage Sites, Scheduled Monuments, Listed Buildings, Registered Parks and Gardens, and Registered Battlefields within the study area;
- an examination of local, regional, and national planning policies in relation to the historic environment;
- a search of the South Derbyshire District Council local plans for conservation areas;
- a search of the Derbyshire HER (search Ref No. **CDR12504**) database for non-designated archaeological sites, find spots and non-designated historic buildings within the study area as well as mapped paleochannels;
- an inspection of geological (maps) relevant to the study area.
- a site walkover (see Section 2.2.3);
- previous archaeological surveys and investigations;
- an inspection of the cartographic evidence for the land use history of the site; and
- information on previous impacts to the pipeline routes.

2.2.2 Baseline archaeological and historic periods

The following historical periods have been used to develop the archaeological and historic overview for each section of the pipeline routes. These historical periods are outlined in Table 2.1 and are based on those defined by Historic England³.

³ Historic England, *England's Historic Periods* [online] <https://historicengland.org.uk/listing/the-list/historic-periods> (last accessed November 2022)

Table 2.1: Archaeological and historic periods used for the purpose of this assessment

Prehistoric Period Dates	Historic Period Dates
Palaeolithic 500,000 to 10,000 BC	Roman AD 43 to 410
Late Glacial / Mesolithic 10 000 to 4,000 BC	Early Medieval AD 410 to 1066
Neolithic / Early Bronze Age 4,000 to 1,600 BC	Medieval AD 1066 to 1540
Middle Bronze Age 1,600 to 1,200 BC	Post-medieval AD 1540 to 1901
Late Bronze Age 1,200 to 700 BC	Modern AD 1901 to present
Early Iron Age 800 to 300 BC	
Middle Iron Age 300 to 100 BC	
Late Iron Age / Roman Transition 100 BC to AD 43	

Source: Based on Historic England

2.2.3 Baseline surveys

A walkover survey of the pipeline route and outfall was undertaken on the on the 22nd November 2022. The survey aimed to observe any assets recorded on the Derbyshire HER and identify any previously unrecorded assets. The survey allowed for a more detailed understanding of the setting of existing heritage assets. During the walkover survey the team successfully identified a number of structures with the Second World War depot (MM51). A small number of surviving depot structures were identified and are largely in a ruinous condition. These structures included brick built railway platforms (MM85), a small single storey administration building (MM86), a concrete gun placement (MM87) and a former compacted service road (MM88). However, during the walkover survey a collection of earthwork remains (MM89) and crop marks (MM90) were recorded, which were interpreted as being the remains of former depot buildings and railway lines.

2.3 Assessment of archaeological potential and risk

Based on the outline archaeological baseline developed for each section of the pipeline route, an assessment of the archaeological potential has been undertaken. Levels of potential have been assigned for each archaeological/historic period, based on the following criteria:

- High – Archaeological remains for this period are known to be present within the pipeline route or there is sufficient evidence from the wider study area to suggest, that remains of this period will be present.
- Moderate – There is no evidence for this period within the pipeline routes. However, there is sufficient evidence to suggest that archaeological remains of this period may extend into the pipeline route.
- Low – There is no evidence for this period within the pipeline route within the study area there is either no evidence, limited evidence or evidence that is located at a sufficient far enough away that the potential is considered low.

In addition to the assignment of archaeological potential, a level of project risk has been assigned for each period, for each section of the pipeline. The level of project risk is based on the following criteria:

- High – Archaeological remains are present within the pipeline route from this period and due to the nature of these remains, substantial archaeological investigation and recording is very likely to be required (in advance of construction) if the pipeline is not re-routed, or the area of potential is somewhat unknown and there may be a significant risk to the project.
- Moderate – Archaeological remains are present or likely to be present and their nature means that some archaeological investigation is likely to be required in advance of construction.

- Low to negligible – Archaeological remains are known to have been disturbed or removed, and as such little to no archaeological evaluation/investigation is likely to be required.

2.4 Assumptions and limitations

The following assumptions and limitations have been assumed for the Historic Environment DBA;

- The Historic Environment DBA is reliant on available data. All Designated data and non-designated data are up to date as of October 2022.
- Information provided by the HER can be limited because it depends on random opportunities for research, fieldwork and discovery. Should nothing of historic interest be shown in a particular area, this can be down to lack of targeted research or investigation rather than the genuine absence of sub-surface archaeological deposits. Where there is an absence of data, professional judgement has been used to reach informed decisions regarding the historic environment.
- The current understanding of the extent and survival of archaeological remains within the study area is based on data relevant to the assessment which has been selected based on professional judgement. However, the specific nature, extent, date, degree of preservation and significance of known and potential archaeological remains is impossible to predict without intrusive investigation. There is the possibility that further or more complex unknown buried archaeology exists on sites.
- Documentary sources are rare before the medieval period, and many historic documents are inherently biased. Older primary sources often fail to accurately locate sites and interpretation can be subjective. Historic maps provide a glimpse of land-use at a specific moment. It is therefore possible that short-term structures or areas of land-use are not shown and therefore not recorded within this assessment.

2.5 Consultation

2.5.1 Local Authority Archaeological Officers

A meeting took place with the Derbyshire Conservation, Heritage and Design Service on the 31st January 2023 to discuss the pipeline route, known heritage assets, possible impacts and recommendations for potential further archaeological work. It is likely that targeted archaeological monitoring (Watching Briefs) will be required across certain sections of the pipeline where there is known remains or there is a higher potential for unknown archaeological remains to be encountered. Geophysical Survey was discussed as an option however, as the route runs through an area where previous evaluation for the Church Wilne to Melbourne pipeline Scheme did not reveal any archaeological anomalies and due to the frequency of deep alluvium with the route of the pipeline it was agreed that this is likely not the best form of archaeological evaluation for the Scheme. If Ground Investigations take place along the course of the watercourse, it was also discussed that provision should be made for these to be monitored by a Geoarchaeologist in order to establish whether the alluvial deposits have any palaeoenvironmental potential.

3 Legislation, policy and guidance

This section sets out the legislation and planning policy against which the pipeline routes will be considered during the planning process. These policies have been used to inform the Historic Environment Assessment.

3.1 Legislation

3.1.1 Ancient Monuments and Archaeological Areas Act 1979⁴

The Act imposes a requirement for Scheduled Monument Consent for any works of demolition, repair, and alteration that might affect a scheduled monument. For non-designated archaeological assets, protection is afforded through the development management process as established both by the Town and Country Planning Act 1990 and the National Planning Policy Framework.

3.1.2 Planning (Listed Building and Conservation Areas) Act 1979⁵

This Act sets out the protection given to buildings of special architectural or historic interest through its character or appearance, of which it is desirable to preserve or enhance listing. It also sets out the process for designation of conservation areas, being areas of special architectural value.

3.2 National Planning Policy

The National Planning Policy Framework (NPPF)⁶ was published on 27th March 2012, revised on the 24th July 2018 and updated on the 20th July 2021, and replaced all previous national planning policy documents¹. Paragraphs 194 – 203 of the NPPF address the conservation and enhancement of the historic environment; these set out the local planning authority's responsibilities when dealing with planning proposals which have the potential to impact on cultural heritage assets. These policies emphasise the importance of balancing the need for the conservation of heritage assets with the desirability of new development. Those relative to this scheme are as follows:

189. *Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.*
190. *Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:*
 - a) *the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;*
 - b) *the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;*

⁴ Ancient Monuments and Archaeological Areas Act 1979, Available at: <https://www.legislation.gov.uk/ukpga/1979/46>

⁵ Planning (Listed Building and Conservation Areas) Act 1979, Available at: <https://www.legislation.gov.uk/ukpga/1990/9/contents>

⁶ Ministry of Housing, Communities and Local Government (2019) National Planning Policy Framework. Available from <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

- c) *the desirability of new development making a positive contribution to local character and distinctiveness; and*
 - d) *opportunities to draw on the contribution made by the historic environment to the character of a place.*
194. *In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.*
197. *In determining applications, local planning authorities should take account of:*
- a) *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
 - b) *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
 - c) *the desirability of new development making a positive contribution to local character and distinctiveness.*
199. *When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.*
200. *Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:*
- a) *grade II listed buildings, or grade II registered parks or gardens, should be exceptional;*
 - b) *assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.*
202. *Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.*
203. *The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.*

3.3 Local Planning Policy

The proposed pipeline route is entirely contained within the district council of South Derbyshire.

3.3.1 South Derbyshire District Council

The South Derbyshire District Council Local Plan sets out the spatial strategy for the district up to 2028. Part 2 was adopted in November 2017 and consists of Policy BNE10 Heritage⁷.

Applications for development that affects heritage assets as defined in Policy BNE2 (heritage assets), will be determined in accordance with national policy for conserving and enhancing the historic environment. In particular the following will apply:

- All applications should be accompanied by a heritage assessment, prepared with the appropriate expertise, to a level of detail proportionate to the asset's significance. The assessment should describe the asset's significance, identify the impact of the proposed development, and provide clear justification for the works. Where appropriate, the Council may also require historical research and archaeological recording to be undertaken before works to a heritage asset commence.
- Developments affecting a heritage asset or its setting, including alterations and extensions to existing buildings, will be required to demonstrate how the proposal has taken account of design, form, scale, mass, siting and setting of the heritage asset, in order to ensure that the proposed design is sympathetic and minimises harm to the asset.
- Effects of the development on the significance of other non-designated heritage assets on the local list will be assessed having regard to the scale of any harm and the significance of the asset.

3.4 Guidance

This Historic Environment DBA has been prepared adhering to the Chartered Institute for Archaeologists (CIfA) 'Code of Conduct: professional ethics in archaeology'.⁸ Mott MacDonald is a Registered Organisation with CIfA.

Guidance consulted for the production of this assessment includes:

- Chartered Institute for Archaeologists (CIfA), Standard and Guidance for historic desk-based assessments (2020)⁹;
- Historic England, Conservation Principles, Policies and Guidance (2008)¹⁰;
- Historic England, Good Practice Advice in Planning Note 2: Managing Significance in the Decision-Making Process (2015)¹¹;
- Historic England, Good Practice Advice in Planning Note 3: The Setting of Heritage Assets (2017)¹²;

⁷ South Derbyshire District Council, (2017). South Derbyshire Local Plan Part 2. Available at: <https://www.southderbyshire.gov.uk/assets/attach/2523/Local%20Plan%20Part%202%20-%20reduced%20file.pdf>

⁸ CIfA 'Code of Conduct: professional ethics in archaeology'. Available at: <https://www.archaeologists.net/sites/default/files/CodesofConduct.pdf>

⁹ Chartered Institute for Archaeologists, (2020), Standards and Guidance for Historic Desk-based Assessment. Available at: https://www.archaeologists.net/sites/default/files/CIfAS%26GDBA_3.pdf

¹⁰ English Heritage, (2008), Conservation Principles, Policies and Guidance. Available at: <http://modgov.southnorthants.gov.uk/ieDecisionDetails.aspx?id=923>

¹¹ Historic England, (2015), Good Practice Advice in Planning Note 2 (GPA2) – managing significance in decision taking in the historic environment. Available at: <https://historicengland.org.uk/images-books/publications/gpa2-managing-significance-in-decision-taking/gpa2/>

¹² Historic England, (2017), Good Practice Advice in Planning Note 3 (GPA3) – the setting of heritage assets. Available at: <https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/heaq180-gpa3-setting-heritage-assets/>

- Historic England, Statements of Heritage Significance: Analysing Significance in Heritage Assets (2019)¹³; and
- Severn Trent Water, Design Manual for Archaeology and Heritage (2010).¹⁴

¹³ Historic England, (2019), Statements of Heritage Significance: Analysing Significance in Heritage Assets. Available at: <https://historicengland.org.uk/images-books/publications/statements-heritage-significance-advice-note-12/heag279-statements-heritage-significance/>

¹⁴ Severn Trent Water, (2010), Severn Trent Water Design Manual for Archaeology and Heritage (Document Reference: DM0102-04)

4 Baseline

4.1 Site description

A site walkover for the route of the pipeline was undertaken on 22nd November 2022. The pipeline starts at the Melbourne STW and travels north-east through a large agricultural field currently used for cultivation of arable crops. The landscape is undulating, varying between 44m Above Ordnance Datum (AOD) and 60m AOD (Photo 4.1). The pipeline continues on a north-eastwards alignment before turning at a 90 degree angle to head across the former Midlands Railways (MM47) known locally as the Cloud Trail.

Photo 4.1: View of the pipeline route through a large arable field with a gentle undulation, looking north-east



Source: Mott MacDonald, 2022

After the pipeline route passes over the Midlands Railway, it then travels on a north-westwards alignment towards the River Trent. Here the landscape is relatively flat at approximately 50m AOD within the floodplains of the River Trent. The fields are a mix of pasture and arable with extant Second World War features and structures south of Ramsley Brook, now outside the pipeline route. Before the route reaches the River Trent it passes through a densely wooded area formerly occupied by a Second World War depot (MM51). Many of the former depot structures were identified during the walkover survey, and these include a disused railway platform (Figure 4.2) and defensive structures (Figure 4.3). At the River Trent the landscape sits at c.42m AOD.

Photo 4.2: Disused railway platform identified during the site walkover, looking south-east



Source: Mott MacDonald, 2022

Photo 4.3: Second World War concrete gun placement identified during the walkover survey, looking north-east



Source: Mott MacDonald, 2022

Photo 4.4: Abandoned Second War World train wagon, looking west



Source: Mott MacDonald, 2022

Beyond the land used for pasture, the pipeline route then travels through a large woodland area. This area is notably identified as a Second World War military depot and the walkover identified a single storey brick building presumed to relate to the depot alongside, an abandoned train wagon (Photo 4.4) and the earthwork remains of a former service road. The landscape appears rough and comprises shallow undulations, however due to the dense woodland it was difficult to assess the full extent of the area. The pipeline route continues through the dense wooded area, along the Carr Brook, until it reaches the River Trent, at this point the pipeline route sits at c.36m AOD.

Photo 4.5: Single storey administration building, looking south-west



Source: Mott MacDonald, 2022

4.2 Historic map regression

Historic maps are used to better understand how the area surrounding the Scheme has developed and changed over time. This section has been divided into different pipeline sections to reflect the boundaries of surveying grids used when creating these maps.

Table 4.1: Historic Map Regression

Date	Map Name	Section of pipeline	Description
1882	Derbyshire Ordnance Survey Sheet LVIII 7 25 inch to the mile	East of Melbourne	Map shows a rural landscape with areas of open field systems and small pockets of woodland. The Midland Railway is in operation and cuts across the landscape just south of Ramsley Brook. Station road has been established in its current alignment crossing just north of Ramsley and Carr Brooks.
1885	Derbyshire Ordnance Survey Sheet LVIII.NW 6 inch to the mile	Melbourne Town	Eastern Melbourne is primarily composed of open fields with small buildings such as the Gas Works. The landscape surrounding King's Newton is composed of woodland, with some open fields being present behind existing buildings. The landscape between the settlements and the River Trent is composed of open filed systems with small pockets of woodland. Small marsh areas can be seen close to the trent and Ramsley Brook.
1885	Leicestershire Ordnance Survey Sheet IX.NE 6 inch to the mile	East of Melbourne	No noticeable changes since the previous survey of this area published in 1882.
1896	Loughborough (Hills) Ordnance Survey	Melbourne Town / East Melbourne	Map shows the landscape outside Melbourne and King's Newton undeveloped, however due to scale detail of the exact use of the fields cannot be seen.

Date	Map Name	Section of pipeline	Description
	Sheet 141 1 inch to the mile		
1901	Derbyshire Ordnance Survey Sheet LVIII.NW 6 inch to mile	Melbourne Town	Mapping shows small changes compared to the 1896 map. Melbourne has expanded slightly to the north-west. Some of the open field systems located north and east of King's Newton have been amalgamated into larger agricultural plots. Sewage farms have been established in the current location of Melbourne STW by Shardlow R. D. Council.
1904	Leicestershire Ordnance Survey Sheet IX.NE 6 inch to the mile	East of Melbourne	Map shows some smaller field systems having been amalgamated into larger agricultural plots, but no other changes are visible.
1924	Derbyshire Ordnance Survey Sheet LVIII.NW 6 inch to the mile	Melbourne Town	The map shows further development on the west and north-west of Melbourne. No change in the field arrangements from the previous Ordnance Survey map. Filter beds and tanks have been installed in the Sewage farms.
1924	Derbyshire Ordnance Survey Sheet LVIII.NE 6 inch to the mile	East of Melbourne	Some further amalgamation of smaller fields into larger plots can be seen, primarily in the area north-east of the Midland Railway line. No other visible changes can be noted.
1939	Derbyshire Ordnance Survey Sheet LVIII.6 25 inch to the mile	Melbourne Town	Maps shows that by this period Melbourne and King's Newton have almost merged into one. Further developments appear to have been made to the sewage farms. No changes appear to have taken place in the field boundaries.
1946	Derby, Nottingham & Leicester Ordnance Survey Sheet 121 1 inch to the mile	Melbourne Town / East of Melbourne	Map doesn't show any visible change in the Melbourne and King's Newton area from the previous map. The areas east of the towns and towards the River Trent continue to be undeveloped, however due to the scale of the map it's not possible to see any changes that might have taken place in boundaries.
1953	Burton upon Trent – A Edition Ordnance Survey Sheet 120 1 inch to the mile	Melbourne Town	Map shows some development having taken place in the area between Melbourne and King's Newton, almost amalgamating the two settlements. The fields north and south of the River Trent have undergone several changes with the establishment of a military depot. New branching rail lines originating in the Midland Rail are spread across the south field joining some of the military buildings across the depot. The field north of the river has seen the construction of several large buildings connected by small roads, and a cemetery.
1960	Burton upon Trent – A// Edition Ordnance Survey Sheet 120 1 inch to the mile	Melbourne Town	No visible changes could be identified when compared with the previous ordnance survey map.
1966	Derby and Leicester – B/* Edition Ordnance Survey Sheet 121 1 inch to the mile	Melbourne Town / East of Melbourne	The map shows a number of new buildings which have been constructed in the military depot located between King's Newton and the River Trent. In the north part of the military depot, north of the River Trent, the opposite seems to have happened with some of the buildings which appeared in the previous map have been demolished.
1969	Burton upon Trent – B/* Edition	Melbourne Town	The biggest change from the previous map is the decommissioning and possible removal of the Midland

Date	Map Name	Section of pipeline	Description
	Ordnance Survey Sheet 120 1 inch to the mile		Rail and branching lines which would have serviced the military depot which suggests the area is no longer in use.
1971	Derby and Leicester – B/*/* Edition Ordnance Survey Sheet 121 1 inch to the mile	Melbourne Town / East of Melbourne	No noticeable changes could be identified when compared with the previous ordnance survey map.

4.3 Geology

The British Geological Survey (BGS) depicts the underlying bedrock of the study area primarily as a mixture of sandstone, mudstone, and limestone. Helsby Sandstone Formation is present along the majority of the pipeline route. Morridge Formation, located under in the eastern section of Melbourne and under King’s Newton. and Widmerpool Formation, located close to the River Trent within the Second World War depot. are also present in the route of the pipeline. The former comprises a mix of mudstone, siltstone and sandstone, while the latter is formed of limestone and mudstone. ¹⁵

Superficial geological deposits within the study area comprise a mix of clay, silt, sands and gravel formed primarily of a band of alluvium which follows the alignment of several watercourses in the area, such as Ramsley Brook and the River Trent, reflecting former floodplains. Bands of Head, which are located on the edges of the alluvium deposits, are also present in the study area. ¹⁶

The waterlogged nature of alluvium is conducive to the preservation of organic remains such as timber trackways and other waterside activity, as well as paleoenvironmental remains such as seeds, pollens and molluscs. The latter is invaluable for the reconstruction of past environments. Deposits of alluvium can also seal in former land surfaces, potentially masking and protecting archaeological features that pre-date the deposits.

4.4 Designated heritage assets

The study area from Melbourne STW to the River Trent Outfall contains the following designated heritage assets, which are listed within Appendix A and shown on Figure A7S13297-MMD-XX-ZZ-DR-EN-0005

- One scheduled monument:
 - Melbourne Castle fortified manor and earlier medieval manorial remains (MM27), located 326m west of pipeline.
- Six Grade I Listed Buildings:
 - MM01 to MM06;
 - Pedestal with statue of Andromeda in Melbourne Hall Gardens (MM01), located 403m southwest of pipeline;
 - The birdcage arbour in Melbourne Hall Gardens (MM02), located 439m southwest of pipeline;
 - Stone fountain to north of lower terrace in Melbourne Hall Gardens (MM03), located 404m southwest of pipeline;

¹⁵ BGS, 2022 BGS Geology Viewer [online] <https://www.bgs.ac.uk/map-viewers/bgs-geology-viewer/>

¹⁶ *Ibid.*

- Two pairs of cherubs to northwest of the grand basin in Melbourne Hall Gardens (MM04), located 407m southwest of pipeline ;
- Pair of cherubs to north of statue of Mercury in Melbourne Hall Gardens (MM05), located 412m southwest of pipeline;
- Tea rooms to north of Melbourne Hall and attached walls, Church Close (MM06), located 440m southwest of pipeline;
- Seventeen Grade II Listed Buildings:
 - MM07 to MM26;
 - Village Cross (MM07), located 340m west of pipeline;
 - Castle farmhouse and ruins of Melbourne Castle and outbuildings (MM08), located 428m southwest of pipeline;
 - Barn at castle farm (MM09), located 398m southwest of pipeline;
 - New bridge at SK 396260 (MM10), located 120m west of pipeline;
 - Elm's farmhouse (MM11), located 282m southwest of pipeline;
 - King's Newton House and attached gates and outbuildings (MM12), located 369m west of pipeline;
 - Cross House (MM13), located 309m west of pipeline;
 - Chantry House (MM14), located 499m west of pipeline;
 - Walls enclosing Melbourne Hall Gardens (MM15), located 370m southwest of pipeline;
 - Crofton House (MM16), located 281m west of pipeline;
 - Pair of chest tombs at SK 33942513 (MM17), located 433m southwest of pipeline;
 - No. 58 Main Street, King's Newton (MM18), located 500m west of pipeline;
 - Outbuildings to southeast of King's Newton House, Jawbone Lane (MM19), located 374m west of pipeline;
 - Church House (MM20), located 392m southwest of pipeline;
 - Chantry barn and chantry stables (MM21), located 471m west of pipeline;
 - Trent and Mersey canal, canal milepost at SK 392274 (MM22), located 273m north of pipeline;
 - No. 32 Trent Lane (MM23), located 254m west of pipeline.
- Two conservation areas:
 - Melbourne (MM25), located 20m southwest of pipeline;
 - Trent and Mersey Canal (MM26), located 206m southwest of pipeline.
- One Registered Park and Garden:
 - Melbourne Hall (MM24), located 330m southwest of pipeline.

4.4.1.1 Melbourne Conservation Area (MM28)

Melbourne started off in recorded history as a royal manor, visited on occasion by kings. In 1133 part of the royal manor was given to Adelulf, first Bishop of Carlisle, by King Henry I, as a place of refuge. The Coke family acquired the freehold of Melbourne Hall from the Bishop of Carlisle in 1704 and steadily continued to develop their estate. As the remainder of the freehold property belonging to the Lord of the Manor was eventually dispersed in the early 19th century, it set the scene for the development of the town during the late Georgian period. The settlement changed dramatically at the turn of the 19th century when industrial development within the East Midlands reached out to Melbourne and started the process of the transformation of a village into a Georgian town, with the development of factories, chapels, public buildings, and housing. The industrial development was based around the finishing of textiles; worsted, silk and lace,

but there were further spin-off industries once a skilled working population was housed within the settlement.¹⁷

The area has a number of distinctive characteristics including:

- very ancient origins as an important settlement, centred upon the church;
- one of the best-preserved historic settlements in Derbyshire;
- high architectural quality, with the highest concentration of listed buildings in the district;
- one of the best-preserved 18th century country house gardens in England, complemented by adjacent landscaped grounds including the former mill pool;
- streets of “working Georgian” character, dominated by red brick town houses, interspersed with factories and workshops;
- a series of distinct enclosed spaces framed by buildings and tight-knit, dense development, which contrast with a looser, spacious character and substantial gardens;
- it has a long market garden history, which is still apparent in the setting of the town.

The setting of the conservation area is predominately urban space, in an undulating landscape. Comprising Melbourne’s historical core and the streets radiating from it, the conservation area showcases the development of the town from its earliest phases as a medieval royal manor through to its later development as an industrial Georgian town through an array of well-preserved historical buildings which have been maintained through successful preservation schemes. The setting contributes positively to the conservation area as it allows an understanding of the development of smaller medieval settlements into Georgian ‘working’ towns, evidence of which has rarely survived in this area of Derbyshire.

4.5 Archaeological investigations

Archaeological investigations carried out within the study area are confined largely to the centres of Melbourne and King’s Newton. A number of these investigations were in the form of extensive building surveys conducted to better understand the historical development of the assets (MM74 to MM84).

Excavations carried out in 1973 by Department of the Environment (D.O.E). in Castle Street, Melbourne (MM31), located 333m southwest of the pipeline route, in advance of factory development uncovered two shallow Neolithic pits containing sherds of a late Neolithic vessel with cord-impressed decoration and three fragments of quartzite, apparently from an axehead. A V-shaped ditch was also discovered; however, dating could not be determined. The ditch was thought to possibly be a drainage ditch for a medieval fishpond. A wall foundation trench was found below the present-day pavement and recorded as being medieval in date.¹⁸

A watching brief was undertaken in 1989 by Anne Dodd at Castle Mills, Melbourne, prior to site development (MM71). During this investigation sections of castle masonry were recorded in the southern trenches of the site and the core of a large wall was also noted in one of the trenches. A layer of glazed roof tile was also identified during works.¹⁹

A field walking survey was conducted by the Trent & Peak Archaeological Unit (TPAU) in 1999 as part of a research project into the early Anglo-Saxon archaeology of lowland Derbyshire (MM63). This survey investigated the location of the cremation cemetery (MM53) uncovered during the railway construction at King’s Newton in the 19th century. Lithic materials and pottery

¹⁷ South Derbyshire District Council, (2013), Melbourne Conservation Area Character Statement, Available online at: <https://www.southderbyshire.gov.uk/assets/attach/1911/Melbourne-Statement-adopted-2011-updated-2013.pdf>

¹⁸ Courtney, T (NDAC). 1976. 'Excavations at Melbourne, Derbyshire, 1973', Derbyshire Archaeological Journal. Volume 96, pp 62-69. Vo. 76, pp. 62-9

¹⁹ Dodd, A. 1989. Castle Mills, Melbourne, Derbyshire, Report on a Watching Brief.

sherds were uncovered by the survey, though no new Anglo-Saxon material was found.²⁰ TPAU also undertook a watching brief (MM73) at Castle Lane, Melbourne, located 290m southwest of the pipeline route, in 2018. This work was conducted in advance of an extension to an existing industrial unit and was seen as an opportunity to uncover deposits associated with Melbourne Castle, however the only archaeologically relevant discovery was a 17th/18th century box drain.²¹

An archaeological evaluation on Station Road in 2008 by Northamptonshire Archaeology (MM69) identified the remnants of medieval ridge and furrow in the northern most trenches. Some colluvial deposits dated to the post-medieval period were also uncovered in the south-east trenches of the site.²²

In 2014, trial trenching was conducted by Archaeological Research Services (ARS) off Main Street in King's Newton (MM62). This excavation, which comprised a total of five trenches, uncovered an undated shallow drainage gully as well as residual low density medieval pottery and prehistoric lithics.²³

In 2015 AOC Archaeology undertook an archaeological evaluation at Blackwell Lane (MM66). The excavations on this site uncovered archaeological features including a gully associated with probable Bronze Age pottery and evidence of metal working, a pit with a single sherd of Roman pottery, and a wall footing associated with 12th/13th century pottery.²⁴

Other archaeological works (MM65, MM67) carried out within the study area failed to uncover any relevant evidence.

4.6 Archaeological and historical background

This section aims to highlight the key archaeological features by period based on the NHLE, local HER data, map regression, site walkover and additional research.

4.6.1 Prehistoric (500,000 BC to AD 43)

Geological stratigraphy during this period suggests alluvial deposits from the river spread during periods of flooding, therefore prehistoric remains may be sealed by or contained within the alluvial deposits associated with the River Trent and other smaller watercourses

The earliest dated evidence of human occupation found within the study area comes from two pits excavated during an archaeological investigation carried out by the D.O.E (MM31). The site of the excavation is located 333m east of the proposed pipeline route. One of these pits contained sherds of a Neolithic vessel with cord-impressed decorations as well as three fragments of quartzite which were possibly part of an axehead. No other Neolithic finds are recorded within the study area.

Evidence of human occupation dating to the Bronze Age was uncovered during an archaeological investigation by AOC archaeology in 2015, at Blackwell Lane in Melbourne (MM66), 320m south of the proposed pipeline route. A gully excavated during the investigation was associated with pottery recovered which was likely Bronze age in date. The gully was also

²⁰ Challis, K, Brown, J, Priest, V, Garton, D & Kinsley, G. 2000. Anglo-Saxon Derbyshire. Report on Fieldwalking at Three Early Anglo-Saxon Sites in Derbyshire.

²¹ Collins, C (TPA). 2018. Castle Lane, Melbourne, Derbyshire: an Archaeological Watching Brief.

²² Clarke, J (Northamptonshire Archaeology). 2008. Archaeological Evaluation at Station Road, Melbourne, Derbyshire.

²³ Park, V (ARS Ltd). 2014. Land off Main Street, Kings Newton, Melbourne, Derbyshire: Results of an Archaeological Evaluation.

²⁴ Atkins, I (AOC Archaeology). 2015. Land at Blackwell Lane, Melbourne, Derbyshire. Archaeological evaluation report.

recorded as showing evidence of metalworking activity which would suggest the existence of an established settlement and industrial activity in the area.

The Derbyshire HER records the discovery of various prehistoric quartzite implements found around Castle Street in Melbourne (MM57), 443m from the pipeline route as well as an unspecified number of unstratified prehistoric lithics (MM61) located 251m from the pipeline route. Little information is given regarding the dating or discovery of these assets.

Evidence uncovered from this period appears to suggest activity is concentrated primarily towards the centre and eastern parts of Melbourne where conditions would likely allow early settlements to have easy access to the surrounding waterways while also avoiding their floodplains. The location of the pipeline route in close proximity to watercourses was likely within the floodplains and thus not conducive to the establishment of a settlement.

4.6.2 Roman (AD 43 to 410)

Evidence of Roman activity within the study area is scarce and the Derbyshire HER records only two assets dated to this period. A sherd of Roman pottery was recovered during an archaeological investigation at Blackwell Lane (MM66) in Melbourne, 320m from the pipeline route, and a single coin depicting Decentius (MM54), who ruled as Western Roman Emperor between 350 and 353 AD, was discovered at Fairfield Lodge in King's Newton, 342m from the pipeline route.

The lack of Roman evidence within the study area appear to suggest activity dating to this period was likely confined to more beneficial locations, such as Shardlow Wharf or Aston Cursus, where existing settlements could be occupied or where transportation links were easily accessible.

4.6.3 Early Medieval (AD 410 to 1066)

The earliest evidence of activity dating to the early medieval period within the study area was uncovered in 1866 during the construction of the now mostly dismantled Midland Railway where works uncovered a cremation cemetery containing a reported 'many hundreds of urns'.²⁵ There are few published details in regards to this discovery and the investigation that followed however, published details suggest the cremations were dated to the 6th century AD.

The Derbyshire HER also records the discovery of an Anglo-Saxon sculpture embedded into the wall of King's Newton Hall. It is noted that the sculpture could have been imported to the site along with other stones and thus it does not prove to be strong evidence of local early medieval activity in the area.

The Domesday survey references an early settlement at Melbourne as the land of King William, indicating that the village was passed over to William the conqueror after his ascension to the English throne in 1066. The recording of Melbourne as an established settlement during King William's Domesday Survey suggests it likely had early medieval or even earlier establishments.²⁶ No reference to King's Newton is made on the Domesday survey though it has been suggested that due to archaeological evidence and its more strategic location connecting the north and southsides of the Trent valley, the entry attributed to Melbourne in the Domesday Survey could have been centred on King's Newton rather than modern day Melbourne.²⁷

²⁵ Briggs, JJ, Massey, W & Jewitt, L. 1868-9. 'Notice of a discovery of ancient remains at King's Newton, Derbyshire', *The Reliquary*. Volume 9, pp 1-8, illust.

²⁶ Open Domesday, n. d. Available online at: [Home | Domesday Book \(opendomesday.org\)](https://www.domesdaybook.org/)

²⁷ South Derbyshire District Council, (2011), King's Newton Conservation Area Character Statement, Available online at: <https://www.southderbyshire.gov.uk/assets/attach/1908/Kings-Newton-Statement-adopted-2011.pdf>

Historical and archaeological evidence from this period suggests activity was concentrated west of the pipeline route, likely centred on the location of modern King's Newton. The areas with the pipeline footprint were likely used for agricultural purposes or maintained in a natural state.

4.6.4 Medieval (AD 1066 to 1540)

Melbourne's entry in the Domesday Book of 1086 records the settlement as a small village comprising of twenty villagers, six smallholders, one priest, and an estimated population of 3.9 households. The survey also mentions the existence of a millstream, recorded as 'myln burna', in the village.²⁸ The name 'Melbourne' is recorded as being derived from this millstream.²⁹

In the 12th century the first Bishop of Carlisle, Adelulf, received part of the Melbourne estate from King Henry I and it was at this time the development of the parish church in Melbourne began.

The Scheduled Melbourne Castle (MM27) is located within the study area, 326m south-west of the pipeline route. The asset is a fortified manor dating from the early 14th century, it is believed to have incorporated part of the royal manor house recorded in 13th century documentation. The castle grounds also hold a farmhouse (MM08), constructed around 1605.

A set of 15th century stone pits (MM56) discovered just south of Melbourne STW, 133m from the pipeline route, serve as one of the earliest pieces of evidence of the areas industrial development which would greatly influence the development of the town in later centuries. These pits were abandoned in 1513, however they remained visible in the form of earthworks until the 1950s. Excavations undertaken by AOC Archaeology at Blackwell Lane (MM66) recorded further evidence of Melbourne's medieval character. The remains of a wall footing with associated 12th or 13th century pottery and a nearly complete 12th/13th century jug were recovered during these investigations.³⁰

King's Newton first appears in the historical records as part of the manor of Melbourne under the Lord of the Manor of Melbourne. The village, as is known today, began with the laying out of Main Street as a planned settlement in the 12th century and the name "Neutona" is first mentioned during the reign of King Henry II. The village once again appears in historical records in 1231 when the Bishop of Carlisle obtained a market charter at Newton. It was also during the 13th century when the village first acquired the prefix "King's".³¹ Records point to the existence of a chapel of ease at King's Newton. First mentioned in 1238, the chapel was dedicated to St Nicholas and is believed to have stood in what is now Chantry Close.

When first established, Main Street was lined on both sides with homesteads comprising houses, outbuildings, yards, and gardens. Behind these homesteads lay a series of small fields belonging to them which were utilised by the inhabitants for agricultural purposes and formed part of an open field system.³² Inhabitants of the new village made their living primarily from agriculture and indication of this can still be seen in the fields extending north of the modern village where ridge and furrow are visible as cropmarks (MM29) and earthworks (MM39).

The village of King's Newton appears to have reached its maximum expanse during the medieval period; however, evidence in the form of visible earthworks and features (MM42) suggests the settlement began shrinking. It has been suggested that the shrinking of the

²⁸ Open Domesday, n. d. Available online at: Home | Domesday Book (opendomesday.org)

²⁹ South Derbyshire District Council, (2011), Melbourne Conservation Area Character Statement, Available online at: <https://www.southderbyshire.gov.uk/assets/attach/1911/Melbourne-Statement-adopted-2011-updated-2013.pdf>

³⁰ Atkins, I (AOC Archaeology). 2015. Land at Blackwell Lane, Melbourne, Derbyshire. Archaeological evaluation report.

³¹ South Derbyshire District Council, (2011), King's Newton Conservation Area Character Statement, Available online at: <https://www.southderbyshire.gov.uk/assets/attach/1908/Kings-Newton-Statement-adopted-2011.pdf>

³² *Ibid.*

settlement at King's Newton could have been due to part of the village being moved to higher ground to avoid the wetter conditions of the Trent Marshes.³³

Across the River Trent, northeast of the proposed outfall location, is the possible location of Weston (MM28), a small medieval village adjacent to St Mary's church, that would come to be abandoned for unknown reasons.

Activity from this period appears to have been concentrated primarily within the cores of the local settlements with the developing of local industrial facilities beginning to be developed and allowing for growth. Historical evidence attests to the route of the pipeline, located outside the cores of the developing settlements, was primarily used for agricultural purposes or maintained in a natural undeveloped state.

4.6.5 Post-medieval (AD 1540 to 1901)

Melbourne underwent a high level of development throughout the post-medieval period which saw it transition from a medieval village into a Georgian working town. The first large change came in 1604 when the royal manor of Melbourne was sold to the Earl of Huntingdon who immediately began reshaping the settlement by demolishing Melbourne castle between 1604 and 1630.³⁴

The original rectory in Melbourne, which due to serving as an occasional residence to the Bishop of Carlisle was technically a palace, began being leased by the Bishop. In 1629 the leasehold was taken over by Sir John Coke. Leasing continued until 1704 when the house, known as Melbourne Hall by this time, was acquired outright by the Right Honourable Thomas Coke. Coke would begin his own redevelopment efforts beginning with the laying of the gardens (MM24) with the help of the landscape designers George London and Henry Wise.³⁵

By the 1700s, King's Newton had seen an enlargement of properties due to the rise of local gentry families which took any opportunities available to increase the size of their holdings. As the seats of these families, King's Newton Hall, Chantry House, Church House, and King's Newton House became the most important properties in the villages. It was also around this period when the Melbourne Estate began to acquire more land and properties around the village. The largest land purchase came in 1735 when the Melbourne Estate purchased one of the properties belonging to one of the gentry families in the village, King's Newton Hall. Together with the purchase of the King's Newton Hall estate they also bought Elms Farm, The Orchard Yard (now the site of Nos.71-77 Main St and the land at their rear), No. 18 Main Street, Nos. 8-12 Main Street and No. 54 Main Street (once a public house called The Chequer). Prior to 1735 they owned The Limes (78 Main Street) and Four Gables, Main Street. Then in 1766 they acquired a farm from the Bucknalls (now the Hardinge Arms). These purchases made the Melbourne Estate the sole largest landowner in King's Newton.³⁶

Industrial development appears to have played a big role in the development of the two settlements in the post-medieval period though King's Newton appears to have continued to depend on its established agricultural trade to a greater extent, which is evident from the existence of farmhouses (MM36) and extensive ridge and furrow (MM30 and MM39) associated with the village and dated to the 18th century. Stone pits (MM55) and brick yards (MM38) appear to have also played a role in the industrial development of both villages.

³³ Usher, H J. 1978. 'Derbyshire', Medieval Village Research Group, 26th Annual Report. pp 6-7.

³⁴ South Derbyshire District Council, (2011), Melbourne Conservation Area Character Statement, Available online at: <https://www.southderbyshire.gov.uk/assets/attach/1911/Melbourne-Statement-adopted-2011-updated-2013.pdf>

³⁵ *Ibid.*

³⁶ South Derbyshire District Council, (2011), King's Newton Conservation Area Character Statement, Available online at: <https://www.southderbyshire.gov.uk/assets/attach/1908/Kings-Newton-Statement-adopted-2011.pdf>

Development in the area was further fuelled by the improvements to the transportation of people and goods during the 18th and 19th centuries. The first large infrastructure project in the area saw the opening of the Trent and Mersey Canal in 1777 (MM43). The canal was an immensely successful project which allowed for a large array of good to be transported to and from major cities such as Manchester and it created a boom in the development of infrastructure across the villages and towns in its path.³⁷

Canal trade began to decline with the rise of railways as faster and more efficient ways of transportation for good and people. The Midland Railway (MM47) which connected Derby and Ashby, was proposed in 1867 and the section connecting Derby to Melbourne was completed the following year, with a rail station being constructed about a mile north-east of the town thus being in an optimal location to service both Melbourne and King's Newton.³⁸

The areas surrounding the growing settlements also continued to be developed likely for agricultural, industrial, and possibly other purposes. Evidence of possible land partitions remains visible in the form of earthwork boundary bank (MM49) located within the pipeline route. Partitions such as these likely disappeared as plots of land began to be amalgamated into larger fields at the beginning of the 20th century as the core settlements changed from relying on agricultural practices with the development of new transportation networks.

4.6.6 Modern (AD 1901 to present)

Melbourne expanded considerably in the modern period, most of which is focused on the north-west side of the settlement; however, King's Newton appears to have remained relatively unchanged since the turn of the century.

Possibly the most noteworthy addition to King's Newton during this period was a stone Celtic cross with a large square stepped base which was erected to celebrate the accession to the throne of King Edward VIII in 1936.

South Derbyshire saw a large surge in activity with the outbreak of Second World War and Britain's attempts to prepare for any eventuality which may result from it. Due to the availability of the Midland Rail, the Trent and Mersey canal and the River Trent as avenues for transportation and communication, the area north of King' Newton served as the location for military activities and a military depot (MM51) was established. The railway and local infrastructure were requisitioned as No.2 Railway Training Centre (Melbourne Military Railway) during the Second World War. The railway was used extensively by Allied soldiers and engineers for military training which included the practising of demolition and rebuilding of railway lines. The soldiers using the railway camped nearby, including at King's Newton and Weston-on-Trent, and further research indicates that river fording training also took place, potentially over the River Trent. Furthermore, two bombing decoys were also located in close proximity to the depot: these were the Thulston Bombing Decoy and Ambaston Bombing Decoy. Records from the war period document the town of Melbourne was bombed in July 1940, with 8 High Explosive (HE) having been dropped in the town centre and surroundings outskirts. The closes recorded strike to the pipeline route was on Church Street.

The depot underwent various phases of development with rail lines being extended from the existing Midland Rail tracks to allow for easier transportation of military cargo and a series of buildings of unknown use were erected. On the north side of the River Trent a prisoner of war (POW) camp (MM52) was established to house captured soldiers. Sometime in the post war period the depot and the POW camp were abandoned and main of the former railway sidings and structures remain today. Only a small number of the depot structures survive today, and

³⁷ Lindsay, J. 1979. The Trent and Mersey Canal

³⁸ Leleux, R. 1976. Regional History of the Railways of Great Britain. Vol 9: The East Midlands. p177-8.

these are largely in a ruinous condition, including brick built railway platforms (MM85), a small single storey administration building (MM86), a concrete gun placement (MM87) and a former compacted service road (MM88). However, during the walkover survey a collection of earthwork remains (MM89) and crop marks (MM90) were recorded, which were interpreted as being the remains of former depot buildings and railway lines.

4.7 Archaeological potential and project risk

4.7.1 Prehistoric (500,000 BC to AD 43)

The potential for archaeological remains dating to the prehistoric period is assessed as **low/medium**. Evidence recorded in the Derbyshire HER appears to suggest prehistoric remains have a higher potential to be found in Melbourne, where excavations have uncovered features dated to the Neolithic or Bronze Age periods. Prehistoric settlements often favoured locations with easy access to waterways such as the River Trent and its subsidiary waterways such as Carr Brook, and Ramsley Brook. The BGS maps deposits of alluvium along the whole alignment of the pipeline which have the potential to mark and preserve prehistoric deposits, as well as containing paleoenvironmental remains.

The project risk has been assessed as **low/medium**. It is likely that some archaeological investigation will be required, especially along the watercourses and areas of known prehistoric activity, to ensure no unknown archaeological remains are removed by the pipeline route. The eastern end of the pipeline section close to Melbourne Castle and when the pipeline continues on from the Midlands Railway and Station Road likely poses the largest risk of encountering remains from this time period as evidence suggests it has remained undeveloped. A large section of the pipeline route will also run through the former Second World War depot whose construction would have resulted in the removal of archaeological remains from this period.

4.7.2 Roman (AD 43 to 410)

The potential for archaeological remains dating to the Roman period is assessed as **low**. There is little evidence for Roman activity and only a sherd of pottery and a single coin have been recorded within the study area.

The project risk has therefore been assessed as **low**. Activity dating to this period was likely confined to more beneficial locations, such as Shardlow Wharf or Aston Cursus, which would explain the lack of evidence recovered from this area. A large section of the pipeline route will also run through the former Second World War depot whose construction would have resulted in the removal of archaeological remains from this period.

4.7.3 Early medieval (AD 410 to 1066)

The potential for archaeological remains dating to the early medieval period is assessed as **low**. Evidence dating to the early medieval period is limited within the study area, the discovery of a cremation urn during the construction of the Midlands Railway was a chance find. Elsewhere activity from this period would have been concentrated around the established villages

The project risk has therefore been assessed as **low**. While the pipeline route will run in relatively close proximity, 218m northwest, to the cremation urn, evidence within the study area points towards activity in this period being centred around the early settlement of Melbourne, which was likely located in the area of modern King's Newton. No evidence of activity was found in the fields east of King's Newton, where the pipeline is due to run and historical records attest to these areas being used primarily for agricultural purposes during this period. A large section of the pipeline route will also run through the former Second World War depot whose construction would have resulted in the removal of archaeological remains which might have existed in the area.

4.7.4 Medieval (AD 1066 to 1540)

The potential for archaeological remains dating to the medieval period has been assessed as **low**. Evidence from this period is centred around the historical cores of Melbourne and King's Newton, away from the pipeline route.

The project risk has been assessed as **low**. The pipeline route is some distance from the historical cores of both Melbourne and King's Newton thus avoiding areas where remains from this period are expected. Fields where the pipeline runs are on the edge of the settlements and were likely used for agriculture during this time.

4.7.5 Post-medieval (AD 1540 to 1901)

The potential for archaeological remains dating to the post-medieval period is assessed as **low/medium**. Evidence attests to the development of both Melbourne and King's Newton throughout the post-medieval period due to the growth of extensive stone, brick, and pottery industries. The growth of the towns resulted in extensive building works being carried out with several of these edifices still extant today. The post-medieval structures make up the core of both Melbourne's and King's Newton's historical identity and as such it is of vital importance to conserve their setting. Outside the settlements, records show the land was predominately utilised for a mixture of agricultural and industrial purposes. Archaeological evidence of the use of these fields remains in the areas surrounding the growing settlements as they continued to be developed likely for agricultural, industrial, and possibly other purposes. Evidence of possible land partitions remains visible in the form of earthwork boundary bank (MM49) located within the pipeline route.

The project risk has been assessed as **low**. The current route of the pipeline will avoid the historical cores of both settlements and instead run along areas which have historically been utilised for agricultural and industrial purposes and therefore have a lower potential for encountering archaeological remains from this period

4.7.6 Modern (AD 1901 to present)

The potential for archaeological remains dating to the modern period is assessed as **high**. Most of the pipeline route is within an area that was occupied by a depot site during the Second World War. This was part of the Melbourne Military Railway where allied soldiers and engineers undertook military training including the practising, demolition, and rebuilding of railway lines. The depot site was a large transit point for supplies and equipment. Only a small number of the depot structures survive today, and these are largely in a ruinous condition, including brick built railway platforms (MM85), a small single storey administration building (MM86), a concrete gun placement (MM87) and a former compacted service road (MM88). However, during the walkover survey a collection of earthwork remains (MM89), and crop marks (MM90) were recorded, which were interpreted as being the remains of former depot buildings and railway lines. The potential for below ground remains is high due to the level of activity within this area.

The project risk has been assessed as **high**. The foundations of these structures and sidings may cause obstructions during construction and there is a high potential to reveal archaeological remains from this former activity.

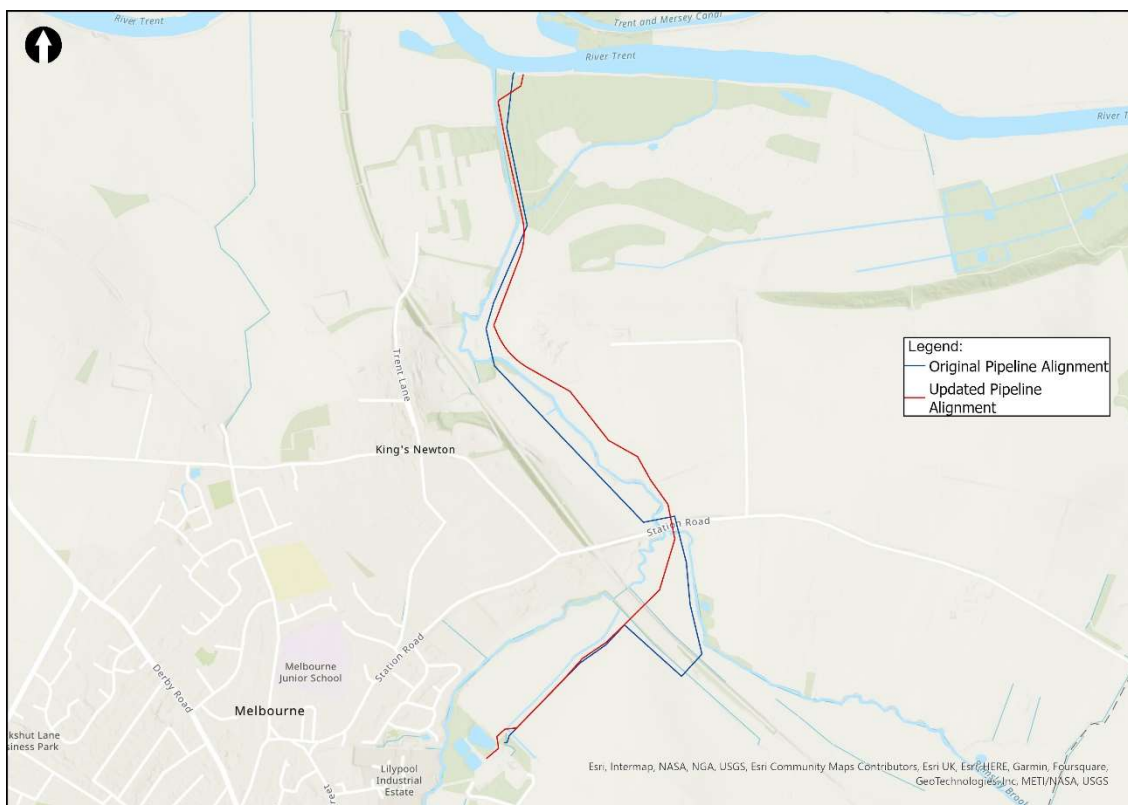
5 Impact Assessment

This impact assessment looks at the impact of the pipeline route on the archaeological and built heritage resource. Recommendations for further archaeological investigation are outlined in Section 6.2.

5.1 Design Mitigation

Route optioneering has been undertaken following the first revision of this report. The report concluded that the pipeline route be moved north of Ramsley Brook to avoid a number of extant Second World structures which survived in pasture fields south of the brook (Figure 5.1).

Figure 5.1: Change of pipeline alignment following the first revision of the report



Source: Mott MacDonald, 2022

5.2 Temporary works

Temporary works include any construction or satellite compounds and the construction easement. These involve below ground excavation and have the potential to remove both known and unknown archaeological remains.

The construction easement is expected to measure a maximum width of 30m with the pipeline as the centre point.

The locations of construction and satellite compounds are not currently finalised. The locations of these should be informed by the results of this assessment.

5.3 Permanent works

The pipeline is not expected to run in close proximity to any designated assets, the closest of which (MM10) is 120m west of the currently defined route. Works will involve a buried pipe which will not cause any permanent change to the ability to understand the significance of designated assets and therefore no harm.

The pipeline is however due to impact two non-designated monuments present within the study area. A boundary bank (MM49), located on Station Road, sits in the route of the pipeline, and would be removed during construction. The pipeline route also runs through part of a former Second World War depot (MM51) which has the potential for unknown remains associated with its former use. These archaeological remains would be removed by the construction of the pipeline.

Works required for the new pipeline will require an open cut trench excavation across the full 2.5km length. The open cut trench excavations are expected to measure on average 0.61m in width and have an average depth of 1.42m. These excavations will remove all known and unknown archaeological remains. Directionless drilling would be undertaken where the pipeline crosses the former Midlands Railway Line, thus preserving the heritage asset in-situ.

The outfall will be located on the bank of the River Trent at NGR SK39315 27189 and require excavations up to 2m in width and 5m deep. Excavations associated with the new outfall will also remove any archaeological remains associated with the former Second World War depot site (MM51) as well as any unknown archaeological remains.

6 Conclusions and recommendations

6.1 Conclusions

This report has been prepared by Mott MacDonald on behalf of Severn Trent Water, in advance of the construction of a new 2.3km rising main and outfall between Melbourne Sewage Treatment Works (STW) (National Grid Reference (NGR) SK 39265 25398) and the River Trent (NGR SK 39326 27201) in South Derbyshire.

The purpose of the report is to understand the archaeological and historical resource of the pipeline route and construction of the outfall. This will give a preliminary indication of the archaeological potential within the pipeline route and area of the new outfall, a preliminary indication of the potential project risk for the archaeological and heritage resource and draw up appropriate recommendations for further archaeological work.

The pipeline route will run through a primarily rural context thus avoiding the historical cores of King's Newton and Melbourne where the majority of designated assets are located. The rural areas east of the settlements, where the pipeline is due to run, appear to have been utilised for agricultural and industrial purposes, attested by the existence of a boundary earthwork (MM53) within the route, and most of these fields remain as open plots to this day. The area close to the River Trent which will contain a large section of the new rising main as well as the new outfall was heavily developed during the Second World War during which a military depot (MM55) was constructed. The depot was part of the Melbourne Military Railway where allied soldiers and engineers undertook military training including the practising, demolition and rebuilding of railway lines as well as river crossing drills. The site also served as a large transit point for supplies and equipment during the war period and was the target of bombing raids carried out by the German air force. Only a small number of the depot structures survive today, and these are largely in a ruinous condition, including brick built railway platforms (MM85), a small single storey administration building (MM86), a concrete gun placement (MM87) and a former compacted service road (MM88). However, during the walkover survey a collection of earthwork remains (MM89) and crop marks (MM90) were recorded, which were interpreted as being the remains of former depot buildings and railway lines.

Nearby archaeological investigations have identified continuous activity dating back to the Neolithic period. Watercourses would have been favourable locations for early settlements and evidence recovered from excavations within the study area appear to corroborate this. Alluvium along the watercourses also have the potential for palaeoenvironmental remains.

The new pipeline is expected to be constructed using an open cut trench method and there will be deep excavations associated with the outfall structure. These excavations have the potential to remove a boundary earthwork (MM49), associated archaeological remains of the military depot (MM51) as well as potential unknown archaeological remains. The pipeline will be directionally drilled underneath the Midland Railway (MM47) thus preserving this in-situ.

Route optimisation has been undertaken to re-route the pipeline north of Ramsley Brook in order to avoid an area where there are numerous surviving Second World War structures.

6.1.1 Summary of archaeological risks

A summary of the archaeological potential for Melbourne STW to the River Trent Outfall is provided in Table 6.1.

Table 6.1: Summary of archaeological risks

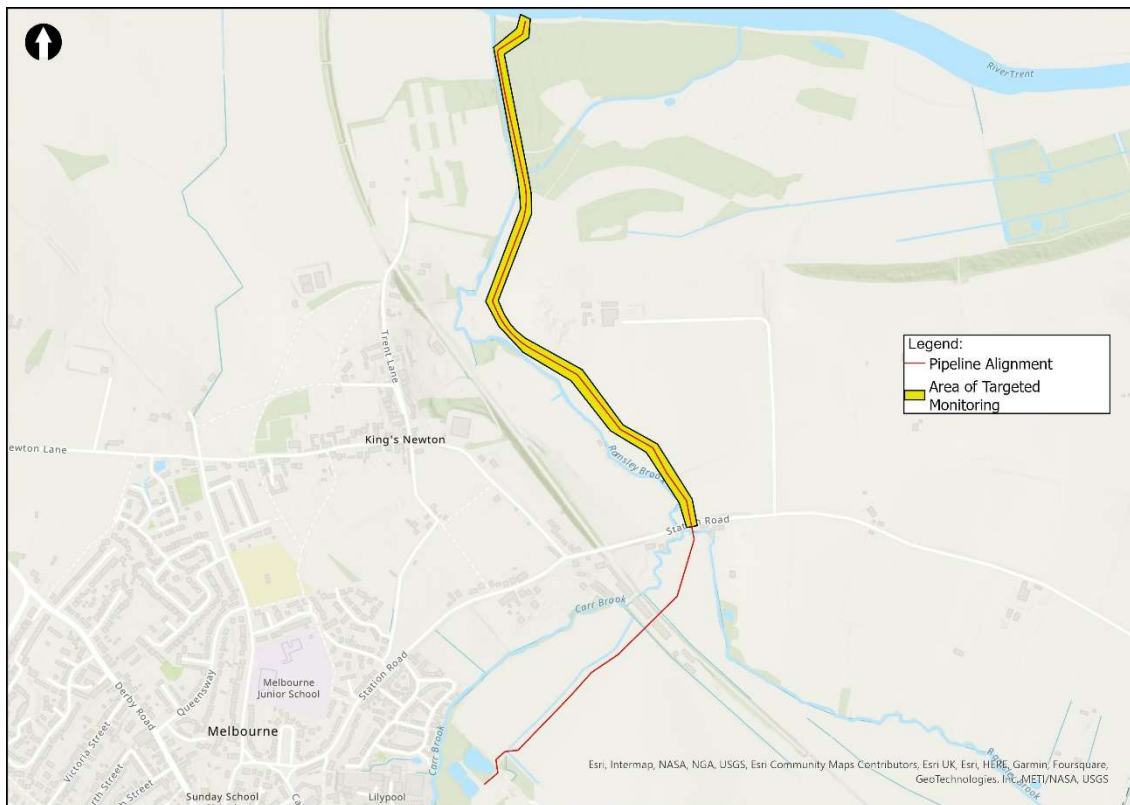
Period	Archaeological potential	Summary of known risks/potential
Palaeoenvironment	Medium	There is potential for palaeoenvironmental remains to survive within the alluvial deposits associated with Carr brook, Ramsley brook and the River Trent.
Early Prehistoric (Mesolithic, Neolithic, Bronze Age)	Low/Medium	There is evidence of Neolithic and Bronze Age activity southwest of the pipeline route, focused east of Carr brook. However, in general across the area there is a lack of evidence for prehistoric activity, which may be due to a lack of archaeological investigations.
Iron Age/Roman	Low	There is a lack of evidence or activity in this period.
Early medieval	Low	Evidence of activity from this period is predominately located around King's Newton, east of the now decommissioned Midland rail. There are no known archaeological remains from this period recorded within the pipeline route.
Medieval	Low	Activity from this period appears to be focused on the historical core of the settlements which are located east of the pipeline route. The areas crossed by the pipeline are recorded in this period as having been utilised for agricultural and industrial purposes.
Post-medieval	Low/Medium	There is a high concentration of post-medieval designated and non-designated assets dating to the post-medieval period in Melbourne and King's Newton, reflecting the towns' growth during this time as a result of the development of industries in the area. There is also the potential for ridge and furrow in the undeveloped areas of the pipeline route.
Modern	High	The pipeline is expected to run through an abandoned WWII depot where remains of rail and structures can still be observed standing.
Unknown	Medium	Much of the pipeline alignment has not been subject to intrusive archaeological investigation. There is generally a medium potential for unknown archaeological remains to survive.

Source: Mott MacDonald, 2022

6.2 Recommendations

A meeting took place with the Derbyshire Conservation, Heritage and Design Service on the 31st January 2023 to discuss the pipeline route, known heritage assets, possible impacts and recommendations for potential further archaeological work. It is likely that archaeological monitoring (Watching Briefs) will be required during construction of the pipeline from Station Road to the River Trent where there is known remains or there is a higher potential for unknown archaeological remains to be encountered (Figure 6.1). Geophysical Survey was discussed as an option however, as the route runs through an area where previous evaluation for the Church Wilne to Melbourne pipeline Scheme did not reveal any archaeological anomalies and due to the frequency of deep alluvium within the route of the pipeline, it was agreed that Geophysical Survey would not be the best approach. If Ground Investigations take place along the course of the watercourse, it was also discussed that provision should be made for these to be monitored by a Geoarchaeologist in order to establish whether the alluvial deposits have any palaeoenvironmental potential.

Figure 6.1: Area proposed for Archaeological Monitoring (Watching Briefs)



Source: Mott MacDonald, 2022

Areas targeted for Archaeological Monitoring (Watching Briefs) should be discussed and agreed with the Derbyshire Design and Conservation Team, and a Written Scheme of Investigation be produced detailing the scope of this further work.

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Appendices

A. Gazetteer

MM No.	Name	NHLE / HER Ref	Period	Type	Description
MM 01	Pedestal with statue of andromeda in Melbourne Hall gardens	1334616	Post-medieval	Grade I Listed Building	Pedestal with statue of Andromeda. c1700 by Iran van Nost. Erected as part of a French-style garden designed by Royal Gardeners to Queen Anne, London and Wise, for Thomas Coke of Melbourne Hall. Stone and lead.
MM 02	The birdcage arbour in Melbourne Hall gardens	1096375	Post-medieval	Grade I Listed Building	By Robert Bakewell. Erected as the centre piece of a French style garden designed by Royal Gardeners to Queen Anne, London and Wise, for Thomas Coke of Melbourne Hall, with work carried out by William Cooke of Walcott. Stuccoed brick and wrought iron. Unique cage-like structure of elaborate workmanship with open domed roof and open cupola over, also with small room behind with leaded roof.
MM 03	Stone fountain to north of lower terrace in Melbourne Hall gardens	1204272	Post-medieval	Grade I Listed Building	Fountain with central statue. c1704, with later repairs. Statue by Jan van Nost. Erected as part of a French style garden designed by Royal Gardeners to Queen Anne, London and Wise, for Thomas Coke of Melbourne Hall with work carried out by William Cook of Walcot. Stone and lead.
MM 04	Two pairs of cherubs to northwest of the grand basin in Melbourne Hall gardens	1096372	Post-medieval	Grade I Listed Building	Two pairs of cherubs. c1700 by Jan van Nost. Erected as part of a French style garden, designed by Royal Gardeners to Queen Anne, London and Wise, for Thomas Coke of Melbourne Hall. Stone and lead. Each pair of cherubs stand on a panelled stone pedestal with moulded base and cornice. To the western pair, one cherub is snatching a bunch of lilies from the other and to the eastern pair the cherubs are quarrelling. These form a group with two pairs of cherubs on the opposite side of the Basin and tell the tale of Castor and his brother Pollux fighting over a bunch of flowers and their eventual reconciliation.
MM 05	Pair of cherubs to north of statue of mercury in Melbourne Hall gardens	1334595	Post-medieval	Grade I Listed Building	Pair of cherubs. c1700 by Jan van Nost. Erected as part of a French style garden designed by Royal Gardeners to Queen Anne, London and Wise, for Thomas Coke of Melbourne Hall. Stone and lead. Each cherub stands on a plain pedestal, with moulded base and cornice. The western one is standing ready to draw his bow which is now missing and the eastern one is flying and has a quiver on his back.

MM 06	Tea rooms to north of Melbourne Hall and attached walls, church close	1334633 / MDR4416	Post-medieval	Grade I Listed Building	Tea Rooms to north of Melbourne Hall and attached walls GV I Laundry, now tea rooms, and attached walls. Early C18 with C19 addition and minor later alterations. Probably built by William Cooke of Walcot for Thomas Coke of Melbourne Hall, at the same time as the remodelling of the garden by Royal Gardeners to Queen Anne, London and Wise. Rubble stone with ashlar dressings, quoins and wide first floor band.
MM 07	Village cross	1088381 / MDR4373	Modern	Grade II Listed Building	Village cross. Medieval and 1936. Stone. Large square stepped base with modern celtic cross to top on plain base with inscription to south side which reads 'Here stood the ancient cross of King's Newton. This one was erected to mark the accession to the throne of His Majesty King Edward VIII AD 1936'.
MM 08	Castle farmhouse and ruins of Melbourne castle and outbuildings	1204011 / MDR10687	Medieval	Grade II Listed Building	Farmhouse and attached castle walls with outbuildings. c1311, with C15 and C16 additions, and early C18 with C19 and C20 alterations and additions. Farmhouse is of red brick, on stone plinth, with flush stone quoins and plain tile roof with brick coped gables and central brick ridge stack. Castle walls are of ashlar and rubble stone. Farmhouse is two storeys plus attics and has three bays, plus single storey wing to east.
MM 09	Barn at castle farm	1096407 / MDR10688	Medieval / Post-medieval	Grade II Listed Building	Barn. C16 and C18 with later additions and alterations. Square panel timber framing with corner braces to upper panels, on stone plinth and with brick nogging, plus later red brick, and pantile roof. Single storey and three bays.
MM 10	New bridge at SK 396 260	1334622	Post-medieval	Grade II Listed Building	Road bridge. C17 and C20. Ashlar, and concrete with rubble stone. C17 bridge to north, widened to south. C17 bridge has two chamfered four-centred arches with triangular sectioned cutwater to north side and plain stone parapets. C20 addition of no interest.
MM 11	Elm's farmhouse	1205049	Post-medieval	Grade II Listed Building	Farmhouse. 1801-4 with early C20 alterations. Red brick on stone plinth with gauged brick dressings and plain tile roof with brick gable stacks and one brick ridge stack, plus stepped eaves band. Two storeys plus garrets and four bays.
MM 12	Kings' Newton house and attached gates and outbuildings	1334643 / MDR10699	Post-medieval	Grade II Listed Building	House and attached gates and outbuildings. C17, altered and extended in early C19 with minor later alterations. Rendered stone with deep stone plinth and hipped slate roof with wide eaves, rendered side wall stacks, and a large, rendered ridge stack. Three storeys and three bays, plus large rear addition.
MM 13	Cross house	1096370	Post-medieval	Grade II Listed Building	House. Early C19 with minor later alterations. Rendered brick with painted stone first floor sill band and shallow pitched C20 concrete tile roof with rendered gable stacks. Three storeys and three bays.

MM 014	Chantry house	1088379 / MDR10739	Medieval / Post-medieval	Grade II Listed Building	House. C16 and early C18 with major alterations in mid C19 in Tudor style. Ashlar with plain low C18 plain first floor band to main front, with red brick and stone rubble to other elevations plus vestiges of square panel timber framing to interior. Steeply pitched plain tile roof with stone coped gables on moulded kneelers and C19 ashlar ridge, gable and side wall stacks, plus short pieces of moulded C18 stone cornice between the gables. Two storeys plus attics and four bays.
MM 15	Walls enclosing Melbourne Hall gardens	1096404	Post-medieval	Grade II Listed Building	Garden walls with gates and attached dog graves. Early and late C18 with numerous late repairs. Erected as part of a French style garden designed by London and Wise, Royal Gardeners to Queen Anne, for Thomas Coke of Melbourne Hall. Stone rubble and red brick with stone dressings. Northern section of wall adjoining Blackwell Lane is of rubble stone with flat stone copings and to east end there are a pair of plain stone gate piers with pyramidal copings and ball finials, plus double plank gates. Eastern section of wall is of red brick with vitrified headers and is probably contemporary with the gardens. To south and west the walls change to rubble stone and south side has one blocked segment headed stone doorcase. In the south-east corner there is a dogs graveyard with small stone memorial plaques, dating from 1855 to the present day, inserted into the garden wall.
MM 16	Crofton house	1334652	Post-medieval	Grade II Listed Building	House. Late C18 and early C19 with minor later alterations. Red brick with painted stone dressings and slate roof with brick ridge stack and brick gable stack to north, plus dentilled eaves band. Two storeys plus garrets and three bays, that to south earlier than other two.
MM 17	Pair of chest tombs at SK 3394 2513	1281401	Post-medieval	Grade II Listed Building	Pair of chest tombs. 1788 and early C19. Stone. Tomb to north has panelled sides and ends with shaped balusters to corners. Above it has a slate slab with moulded edges, inscribed 'In memory of Mr William Fox who died April 26th 1788. In the 64th year of his age'. Southern tomb has plain sides and ends with raised corners, decorated to each side with semi-circular headed panels. Large chamfered slab to top with moulded edges. Inscriptions now illegible.
MM 18	No. 58 main street, King's Newton	1204785	Post-medieval	Grade II Listed Building	Two cottages, now one. C16, considerably rebuilt in early C20 and with C20 rear additions. Square paned timber framing on stone plinth with painted brick nogging and corner braces to upper panels. C20 red clay tile roof with brick gable stacks. Two bays and single storey plus attic.
MM 19	Outbuildings to southeast of Kings Newton house, jawbone lane	1204758	Post-medieval	Grade II Listed Building	Outbuildings. Early C19 with later alterations. Red brick on stone plinth and plain tile roof with one brick ridge stack and dentilled eaves band. Two storeys and seven bays, with tall gabled central bay. Central depressed segmental arch with double plank doors and tall pigeon loft above with dentilled pediment and a small circular opening.

MM 20	Church house	1096392	Post-medieval	Grade II Listed Building	House, now two houses. Early C18 with C20 alterations and additions to rear. Rubble stone with stone dressings, flush quoins and chamfered plinth, painted to front elevation. Steeply pitched plain tile roof with stone coped gables on plain kneelers and central brick ridge stack, plus covered eaves cornice. Two storeys plus basement and garrets, three bays with lobby entrance plan.
MM 21	Chantry barn and chantry stables	1088380	Post-medieval	Grade II Listed Building	Threshing barn and stables, now two houses. Early C19 with later additions and alterations, converted c1980.
MM 22	Trent and Mersey canal, canal milepost at SK 392 274	1280464 / MDR11193	Post-medieval	Grade II Listed Building	Canal milepost. 1819, produced by Rangeley and Dixon. Cast iron. Circular stem with shallow segmental plate near top and moulded circular head. The stem has a raised square near the base inscribed 'R and D. Stone 1819' and the plate has two panels, that to east inscribed 'SHARDLOW 4 MILES' and that to west inscribed 'PRESTON BROOK 88 MILES'. Erected as part of a series of mileposts on the Trent and Mersey Canal.
MM 23	No. 32 Trent Lane	1205061 / MDR10694	Post-medieval	Grade II Listed Building	Cottage. C17 with C18 and late C19 alterations. Pebbledashed stone rubble and red brick with red clay tile roof plus brick ridge stack and dentilled eaves. Single storey plus attic and two bays, lobby entrance plan.
MM 24	Melbourne Hall	MDR4451	Post-medieval	Grade I Registered Park and Garden	Gardens laid out during the period 1704-1710 and parkland probably laid out during the C17 and the early C19
MM 25	Melbourne Conservation Area			Conservation Area	The Melbourne Conservation Area was designated by Derbyshire County Council on 12th February 1969. It was extended by the District Council on 27th May 1976 to include more of Blanch Croft, again by the District Council on 10th October 1991 to take in four additional areas on the edges of the original designated area and once more by the District Council on 9th June 2011.
MM 26	Trent And Mersey Canal			Conservation Area	The Trent and Mersey Canal Conservation Area is of outstanding industrial archaeological importance, both nationally and locally. It was first designated on 6 May 1988 as a means of preserving and enhancing the special architectural and historic interest that has been retained since its creation.

MM 27	Melbourne castle fortified manor and earlier medieval manorial remains	1008610 / MDR4380	Medieval	Scheduled Monument	The monument includes the known extent of the site of the medieval fortified manor known as Melbourne Castle. This early 14th century manor was preceded by earlier manor houses dating back to the first half of the 11th century. The fortified manor is believed to have incorporated part of a royal manor house noted in 13th century documents and is known to have possessed a variety of ancillary features at various periods in its history. The buried remains of earlier and later medieval buildings and associated manorial features will survive throughout the area of the scheduling, partly overlain by Castle Farm in the northern half and, in the southern half, sealed beneath the new housing development and residents' car-park which is now being completed on the site of Castle Mills and Castle Cottage. Both mill and cottage were demolished in the late 1980s. The Castle Street frontage of the mill formerly stood on the site of a row of cottages which were demolished after a fire in 1933. Knowledge of the fortified manor derives from field observation, a large body of documentary evidence held principally by the Duchy of Lancaster and a number of partial excavations.
MM 28	Weston House, Weston Upon Trent	MDR7310	Medieval	Monument	Supposed site of Medieval village adjacent to St. Mary's Church.
MM 29	Chellaston Junction, Cropmarks of Parallel Ditches, ridge and furrow, enclosure feature.	MDR4399	Ditch: Unknown Enclosure: Unknown Ridge and Furrow: Medieval	Monument	SK 393278: Cropmarks of a pair of parallel ditches, possibly a droveway, are visible at Weston on Trent. Possible cropmark trackway of unknown date seen as an interrupted single linear feature defined by 2 ditches, with a maximum length of 90m. North of Weston Hill Farm, a rectangular enclosure feature with ridge and furrow cropmarks in the fields to the east and south have been identified.
MM 30	Ridge and furrow north of King's Newton, Melbourne	MDR8113	Medieval	Monument	Ridge and furrow cropmarks at King's Newton.
MM 31	Neolithic pits, and medieval and post-medieval occupation, Castle Street, Melbourne	MDR4397	Pit: Neolithic Ditch: Medieval Site: Medieval to Post-medieval	Monument	Excavations between the abbatoir and county fire station, Castle Street, Melbourne (SK 389253), in advance of factory development, were carried out by the D.O.E. in 1973 to ascertain whether there had been any medieval or earlier occupation. The earliest features found were two shallow Neolithic pits, one containing sherds of a late Neolithic vessel with cord-impressed decoration and three fragments of quartzite, apparently from an axehead. A V-shaped ditch of uncertain date, running north-west to south-east, may have been a drainage ditch for a medieval fish pond. A wall foundation trench running parallel to, and below the present pavement of Castle Street may be medieval. Post- medieval intrusions were also revealed and a variety of unstratified medieval and post-medieval pottery recovered.

MM 32	Cliff House, Weston Upon Trent	MDR10675	Medieval / Post-medieval	Building	Built in the first half of the 16th century probably as a timber framed building, with decorative brick infill, much of the building was replaced with stone in the 18th century. It became an inn in the 19th century, perhaps as a consequence of the building of the canal. It was later converted into a private dwelling, and was bought some time before 1968 by the Ukranian community for use as a clubhouse.
MM 33	Charnwood, Jawbone Lane, Kings Newton, Melbourne	MDR10693	Post-medieval	Building	A two-storey stone house probably built by the Cantrell family in the mid eighteenth century for an employee, with considerable alterations made in the mid 20th century.
MM 34	58 and 60 Kings Newton, Melbourne	MDR10724	Post-medieval	Building	A pair of houses of stone, brick and timber-framing, probably built as one house at the end of the 17th century, but much altered. No. 58 is grade 2 listed.
MM 35	Weston House, Weston Upon Trent	MDR10762	Post-medieval	Building	Rectory built in 1865, used as a youth centre from 1920s, and restored as a retirement home in 1970s.
MM 36	63-67 Main Street, Kings Newton, Melbourne	MDR10869	Post-medieval	Building	Early 17th century farmhouse, divided into cottages in the 18th century, and one well-preserved and retaining two cruck trusses; site probably built on since 12th century
MM 37	The Limes, Kings Newton, Melbourne	MDR10751	Post-medieval	Building	Farmhouse built 1800 onwards, on the site of an older property.
MM 38	Brick Yard and Clay Pit (site of), King's Newton	MDR4423	Post-medieval	Monument	19th century brickworks, also a pottery c.1850-70. Area partially levelled but quarry face survives.
MM 39	Ridge and furrow north-east of The Hall gardens, King's Newton	MDR4422	Medieval	Monument	Well surviving ridge and furrow west of possible village earthworks
MM 40	Shrunken Medieval Village, King's Newton	MDR4403	Medieval	Monument	Hollow ways, levelled platforms and other indistinct earthworks indicate village shrinkage at this location.
MM 41	Chapel (possible site of), King's Newton	MDR4406	Medieval	Monument	Possible approximate site of a medieval chapel of ease dedicated to St Nicholas

MM 42	Field system, Melbourne Park, Melbourne	MDR7336	Post-medieval	Monument	Earthwork field system of post-medieval date seen as a random, mixed shape ridge and furrow system with 'blocks' on average 170m by 100m.
MM 43	The Trent and Mersey Canal, South Derbyshire	MDR7892	Post-medieval	Site	Canal completed in 1777 and used for both trade and passenger transport. Commercial traffic continued into the 1950s.
MM 44	Castle Cottage (site of), Castle Street, Melbourne	MDR10700	Post-medieval	Monument	Mid-18th century stone cottage, rebuilt in the 19th century, and extended in the 20th century, now demolished.
MM 45	Castle Mills, Castle Street, Melbourne	MDR7316	Post-medieval	Monument	Lace mill constructed in 1857 and later used for hosiery. Demolished in 1989.
MM 46	Graveyard, Castle Street, Melbourne	MDR7284	Medieval	Monument	Graveyard with probable medieval origins, possibly containing the site of the medieval church of St Michael, demolished in the 16th century
MM 47	Midland Railway, Derby & Melbourne branch (mostly dismantled)	MDR4623	Post-medieval	Site	Section of former Midland Railway from Derby to Melbourne; opened 1868, closed 1930. (SK 363317 to SK 380289)
MM 48	Gas works (site of), Castle Lane, Melbourne	MDR7317	Post-medieval	Monument	The site of a gas works that was extant by the late 19th century. It is not known if anything remains of the works.
MM 49	Boundary bank, Station Road, Melbourne	MDR7335	Post-medieval	Monument	Probable earthwork boundary bank of post medieval date seen as an interrupted single linear feature defined by one bank, with a maximum length of 110m.
MM 50	Earthworks (agricultural), north of Blackwell Lane, Melbourne	MDR4395	Unknown	Monument	Earthworks that were originally recorded as 'castle' but probably a relatively recent tip.
MM 51	WWII Military Depot (site of), Melbourne	MDR14464	Modern	Monument	An extensive area that has been identified as being associated with a former WWII Military Depot, using aerial photographs taken in August 1945.
MM 52	Site of Weston Camp (Camp 634), Northwest of	MDR14463	Modern	Site	Former site of Weston Camp (Camp 634), Northwest of St Mary's Church, Weston upon Trent, a Second World War German prisoner of war camp.

St Mary's Church, Weston upon Trent					
MM 53	Cremation cemetery (approximate site of), King's Newton	MDR4389	Early Medieval	Site	An Anglo-Saxon cremation cemetery was discovered in 1866 to the east of King's Newton during the construction of the railway. The few published details suggest a 6th century date.
MM 54	Roman coin, Fairfield Lodge, King's Newton	MDR7279	Roman	Findspot	A coin of Decentius was found at Fairfield Lodge, possibly in imported topsoil.
MM 55	Stone pit, King's Newton Lodge, King's Newton	MDR7280	Unknown	Monument	A stone pit of eight long trenches; now grown over.
MM 56	Seymour Pits (site of), north of Blackwell Lane, Melbourne	MDR7283	Medieval	Monument	15th century stone pits that were abandoned by 1513. Still visible as levelled earthworks on aerial photographs taken in the 1950s.
MM 57	Prehistoric quartzite implements, Melbourne	MDR9004	Prehistoric	Findspot	Various prehistoric quartzite implements found in Melbourne.
MM 58	Saxon sculpture, The Hall, Main Street, King's Newton	MDR4421	Early Medieval	Monument	A piece of Anglo-Saxon sculpture with one face of interlace surviving, was found built into the Hall wall. It could have been imported to the site with other stone.
MM 59	Post medieval Box Drain, off Castle Lane, Melbourne	MDR22870	Post-medieval	Site	Post medieval Box Drain, off Castle Lane, Melbourne, thought to be of 17th or 18th century date.
MM 60	Unstratified Medieval Pottery, off Main Street, Kings Newton, Melbourne	MDR23254	Medieval	Findspot	Unstratified medieval pottery, off Main Street, Kings Newton, Melbourne.
MM 61	Unstratified Prehistoric Lithics, off Main Street, Kings Newton, Melbourne	MDR23255	Prehistoric	Findspot	Unstratified prehistoric lithics, off Main Street, Kings Newton, Melbourne.

MM 62	Trial Trenching off Main Street, Kings Newton, Melbourne, 2014	EDR4144	Intrusive Event	An evaluation comprised of five trial trenches was carried out in advance of a proposed housing development. One undated shallow drainage gully was identified, along with residual low density medieval pottery and prehistoric lithics.
MM 63	Fieldwalking, Milton, King's Newton and Wyaston, by TPAU, in 1999	EDR2886	Non- intrusive Event	As part of a research project into the early Anglo-Saxon archaeology of lowland Derbyshire, funded by the Derbyshire Archaeological Advisory Committee, fieldwalking was carried out at three sites associated with known Anglo-Saxon finds - Milton, where a recent metal-detector find indicated a possible cemetery or settlement site; King's Newton, where a cremation cemetery was found during railway construction in the 19th century; and Wyaston, where a female inhumation under a barrow was excavated in 1852. Lithic material and pottery sherds were recovered from each area; however, no new Anglo-Saxon material was found.
MM 64	Geophysical Survey off Main Street, Melbourne, 2014	EDR5052	Non- intrusive Event	A magnetometer survey was carried out in advance of a proposed development, over an area that was believed to be a Saxon cemetery. While anomalies were recorded, the surveyors concluded that these were probably modern features and specifically archaeological features were not identified.
MM 65	Trial Trenching Southwest of Blakefield House, Jawbone Lane, Melbourne, 2015	EDR4971	Intrusive Event	An evaluation comprised of the excavation of six 30m by 1.2m trenches was carried out in advance of a proposed residential development. This work followed an earlier geophysical survey. A late 19th to early 20th century boundary was identified as a linear feature, but no other archaeological deposits, features or finds were reported.
MM 66	Archaeological evaluation at Blackwell Lane Melbourne by AOC Archaeology in 2015	EDR4141	Event / Intervention	Eight trial trenches were excavated on a site off Blackwell Lane. A few archaeological features were identified including a gully associated with probable Bronze Age pottery and evidence for metalworking, and a possible pit with a single sherd of Roman pottery, as well as a wall footing associated with 12th-13th century pottery and a near complete 12th-13th century jug recovered from a subsoil context.
MM 67	Watching brief, land at Castle Lane, Melbourne, by APS, in 2006	EDR2257	Event / Intervention	A watching brief was carried out on April 19 2006 during groundworks at Scallywags Nursery, Castle Lane, Melbourne. The watching brief monitored the excavation of footing trenches for an extension to the current nursery building. The development site lies directly north of the site of Melbourne Castle. The watching brief revealed a sequence of undated and recent deposits. Undated layers included a series of levelling deposits raising the original ground level. No archaeological deposits were identified.

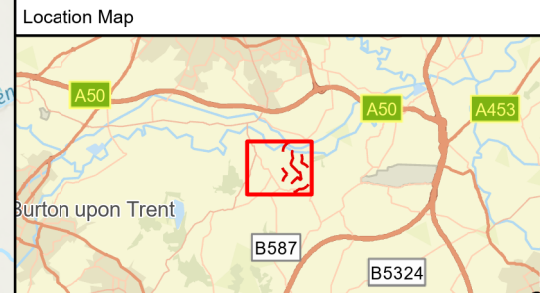
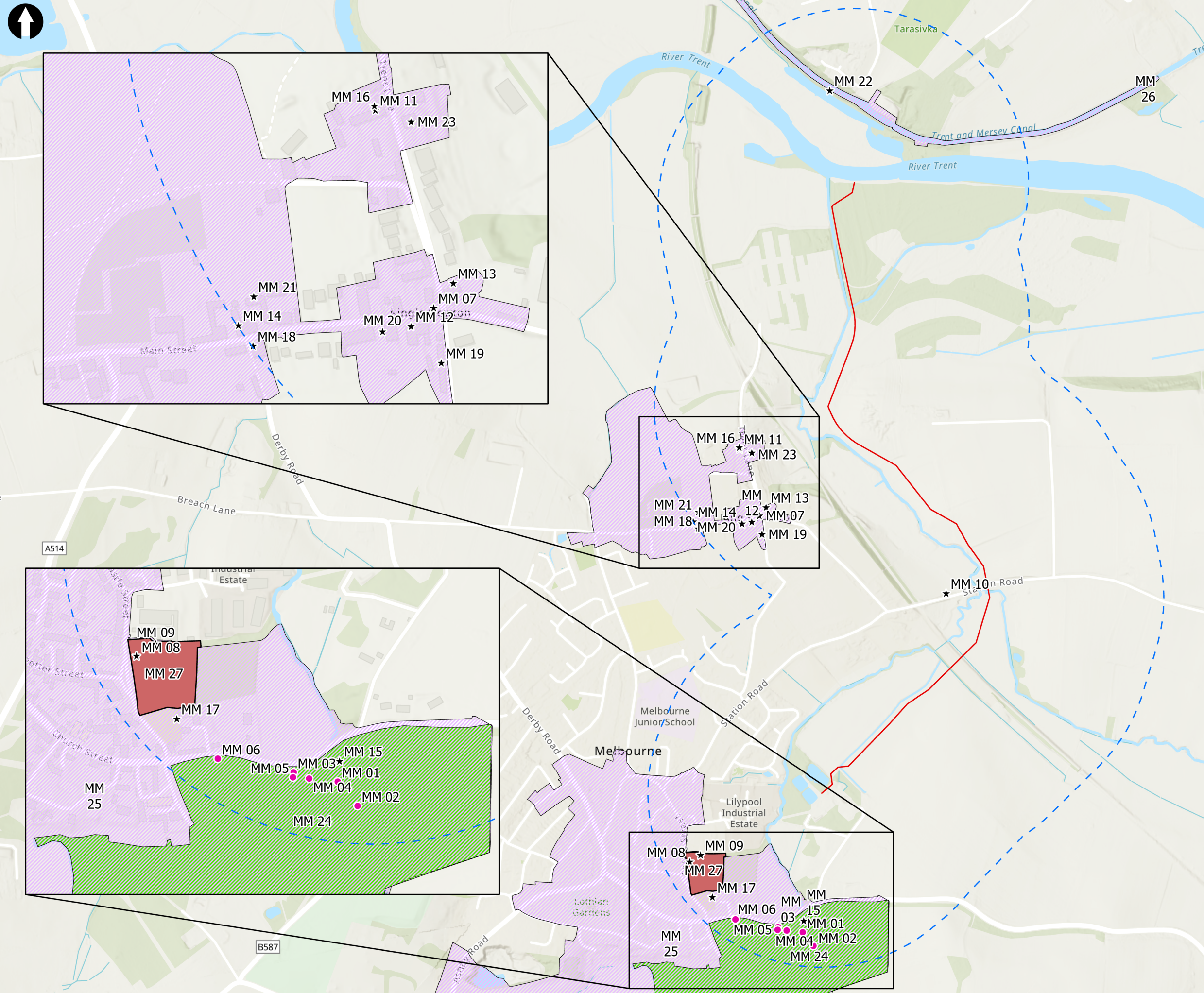
MM 68	Desk-based assessment, Station Road, Melbourne, by ULAS, in 2005	EDR1913	Event - Interpretation	Desk-based study of cartographic, documentary and index information, together with a site visit.
MM 69	Archaeological evaluation, Station Road, Melbourne, by Northamptonshire Archaeology, in 2008	EDR2668	Event / Intervention	An evaluation was carried out during November 2008 in advance of housing development. A total of 14 evaluation trenches were excavated. No significant archaeological features were present, although remnants of medieval ridge and furrow were identified in trenches in the northernmost field. Colluvial deposits dated to the early post-medieval period or later overlay an undated buried soil in the south-east part of the site
MM 70	Site monitoring, medieval earthworks at King's Newton, by A Myers, in 1996	EDR3587	Event / Survey	Site visit carried out during construction of a house after the site had been levelled without consent.
MM 71	Watching brief, at Castle Mills, Melbourne, by Anne Dodd, in 1989	EDR3406	Event / Intervention	Prior to site development, a watching brief was carried out. Sections of castle masonry were recorded in southern trenches and the core of a massive wall was also identified in another trench. A layer of glazed roof tile was also identified. Much of what may have been considered as medieval deposits or features were largely destroyed during the construction of the mill in 1857.
MM 72	Archaeological Watching Brief, at 32 Trent Lane, Kings Newton, by ARS Ltd, in 2015	EDR4374	Event / Intervention	Watching brief carried out by ARS Ltd on groundworks associated with the construction of a small conservatory adjacent to the current house and a new detached dwelling within the curtilage of the existing house.
MM 73	Watching Brief at Castle Lane, Melbourne, 2018	EDR4497	Event / Intervention	A watching brief was carried out in advance of an extension to an industrial unit off Castle Lane, Melbourne. The work was seen as an opportunity to observe deposits associated with Melbourne Castle. A 17th-18th century box drain was uncovered.
MM 74	Building Survey of Cliff House, Weston on Trent, in 1988 (DBR 19)	EDR1974	Event / Survey	Measured survey of Cliff House, with description and interpretation of the evidence to produce a summary of the building's development
MM 75	Building Survey of Charnwood, Melbourne, in 1989 (DBR 40)	EDR1996	Event / Survey	Measured survey of Charnwood, with description and interpretation of the evidence to produce a summary of the building's development

MM 76	Building Survey of 32 Trent Lane, Kings Newton, Melbourne, in 1989 (DBR 41)	EDR1997	Event / Survey	Measured survey of 32 Trent Lane, with description and interpretation of the evidence to produce a summary of the building's development
MM 77	Building Survey of Kings Newton House outbuildings, Melbourne, in 1989	EDR2002	Event / Survey	Measured survey of outbuildings at Kings Newton House, with description and interpretation of the evidence to produce a summary of the building's development
MM 78	Building Survey of Kings Newton House, Melbourne, in 1992 (DBR 47A)	EDR2004	Event / Survey	Measured survey of Kings Newton House, with description and interpretation of the evidence to produce a summary of the building's development
MM 79	Building Survey of Castle Cottage, Melbourne, in 1989 (DBR 43)	EDR2005	Event / Survey	Measured survey of Castle Cottage, with description and interpretation of the evidence to produce a summary of the building's development
MM 80	Building Survey of 58 and 60 Kings Newton, Melbourne, in 1991 (DBR 78)	EDR2043	Event / Survey	Measured survey of 58-60 Kings Newton, with description and interpretation of the evidence to produce a summary of the building's development
MM 81	Building Survey of Chantry House, Kings Newton, Melbourne, in 1991 (DBR 93)	EDR2069	Event / Survey	Measured survey of Chantry House, with description and interpretation of the evidence to produce a summary of the building's development
MM 82	Building Survey of 65 Main Street, Kings Newton, Melbourne, in 1999 (DBR 231)	EDR2214	Event / Survey	Measured survey of 65 Main Street, with description and interpretation of the evidence to produce a summary of the building's development
MM 83	Building Survey of The Limes, Kings Newton,	EDR2085	Event / Survey	Measured survey of The Limes, with description and interpretation of the evidence to produce a summary of the building's development

	Melbourne, in 1992 (DBR 108)			
MM 84	Building Survey of Castle Farm, Melbourne, in 1989 (DBR 32)	EDR1990	Event / Survey	Measured survey of Castle Farm and barn, with description and interpretation of the evidence to produce a summary of the building's development
MM 85	Brick built railway platforms		Modern	Brick built railway platforms within the former military depot identified during walkover survey.
MM 86	Small single storey administration building		Modern	Remains of single storey administration buildings within the former military depot identified during walkover survey.
MM 87	Concrete gun placement		Modern	Concrete gun placement within the former military depot identified during walkover survey.
MM 88	Former compacted service road		Modern	Compacted service road within the former military depot identified during walkover survey.
MM 89	Collection of earthwork remains		Modern	Remains of earthwork features within the former military depot identified during walkover survey.
MM 90	Crop marks		Modern	Crop marks within the former military depot identified during walkover survey.

B. Drawings

- B.1 A7S13297-MMD-XX-ZZ-DR-EN-0005 – Melbourne to Trent Outfall, Designated Heritage Assets, Pipeline Route, Drawing 1**
- B.2 A7S13297-MMD-XX-ZZ-DR-EN-0006 – Melbourne to Trent Outfall, Non-designated Heritage Assets, Monuments, Drawing 2**
- B.3 A7S13297-MMD-XX-ZZ-DR-EN-0007 – Melbourne to Trent Outfall, Non-designated Heritage Assets, Events, Drawing 3**



Key to Symbols

- Pipe Alignment
- - - 500m Study Area

Grade

- Grade I
- ★ Grade II

- Scheduled Monuments
- ▨ Registered Parks and Gardens
- ▨ Conservation Areas

Notes

Data from South Derbyshire HER

Service layer credits will appear from base mapping used
 World Topographic Map: Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS
 World Street Map: Esri UK, Esri, HERE, Garmin, Foursquare, FAO, METI/NASA, USGS
 World Hillshade: Esri, Intermap, NASA, NGA, USGS
 World Hillshade: Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson,

Rev	Date	Drawn	Description	Ch'k'd	App'd
01	19/01/2023	PS	For Information	ZB	VN

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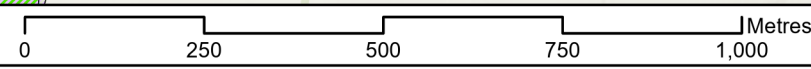
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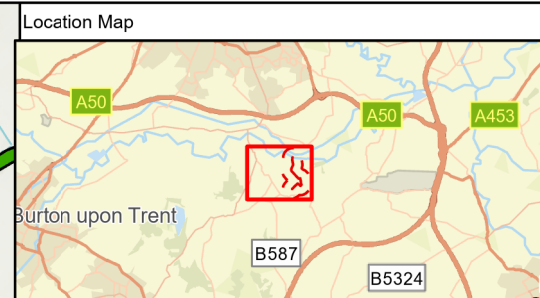
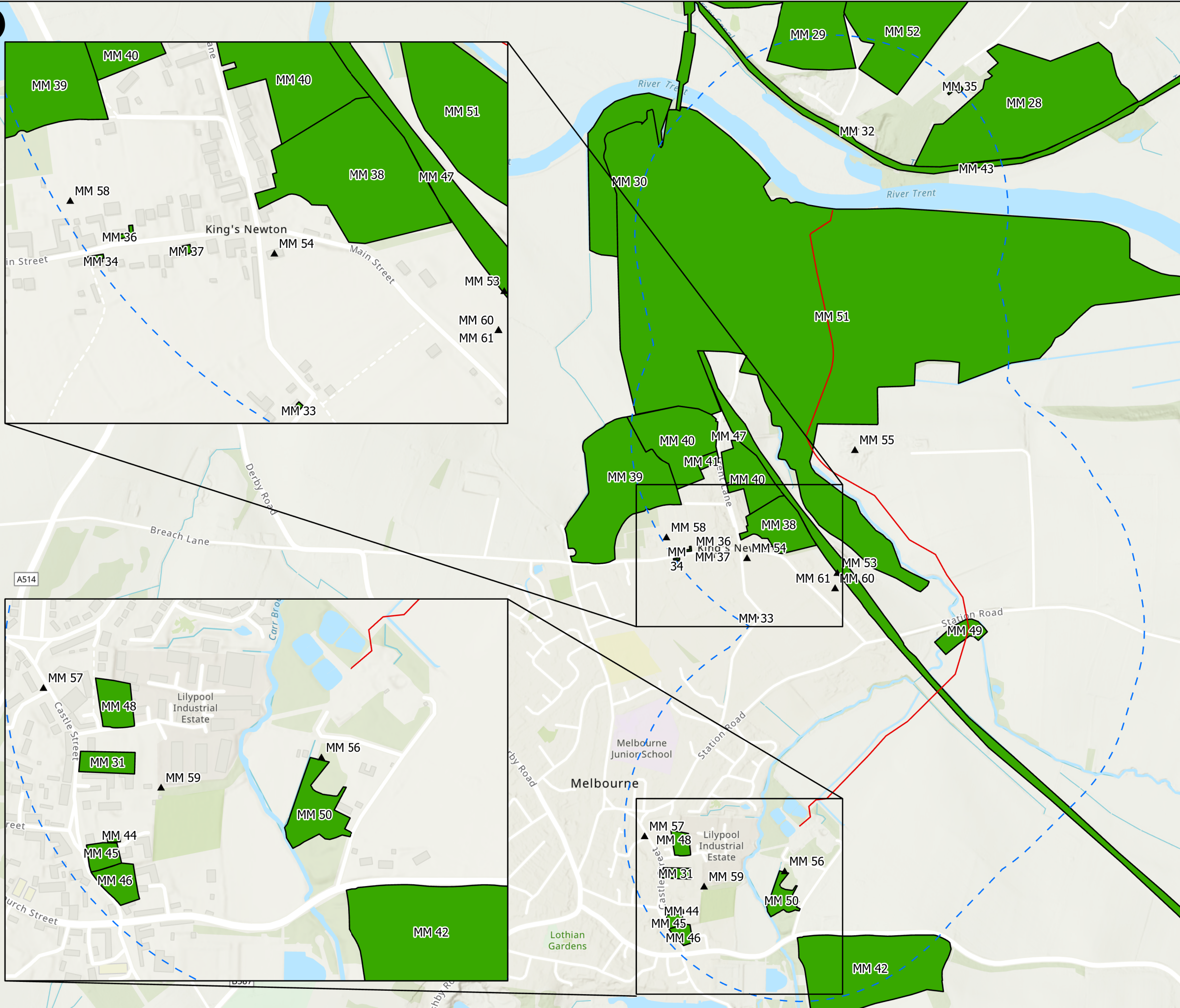
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Melbourne to Trent Outfall
 Designated Heritage Assets
 Pipeline Route
 Figure 1

Designed	P Silva	Check	Z Burn
Drawn	P Silva	Coordination	Z Burn
GIS Check	Z Burn	Approved	V Nash
Scale at A3	Status	Rev	Security
1:10,551	INF	01	STD

Drawing Number: A7S13297-MMD-XX-ZZ-DR-EN-0005





Key to Symbols

- Pipe Alignment
- - - 500m Study Area
- ▲ Monuments Points
- Monuments Polygon

Notes

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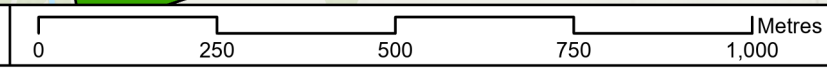
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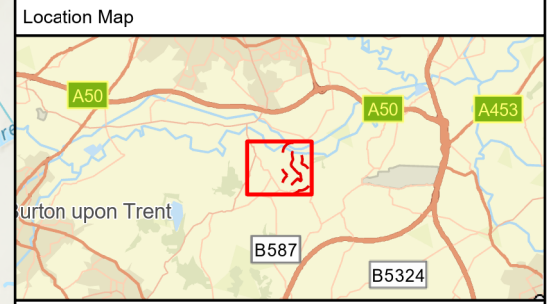
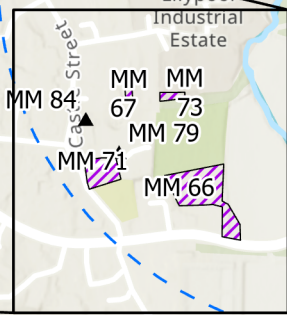
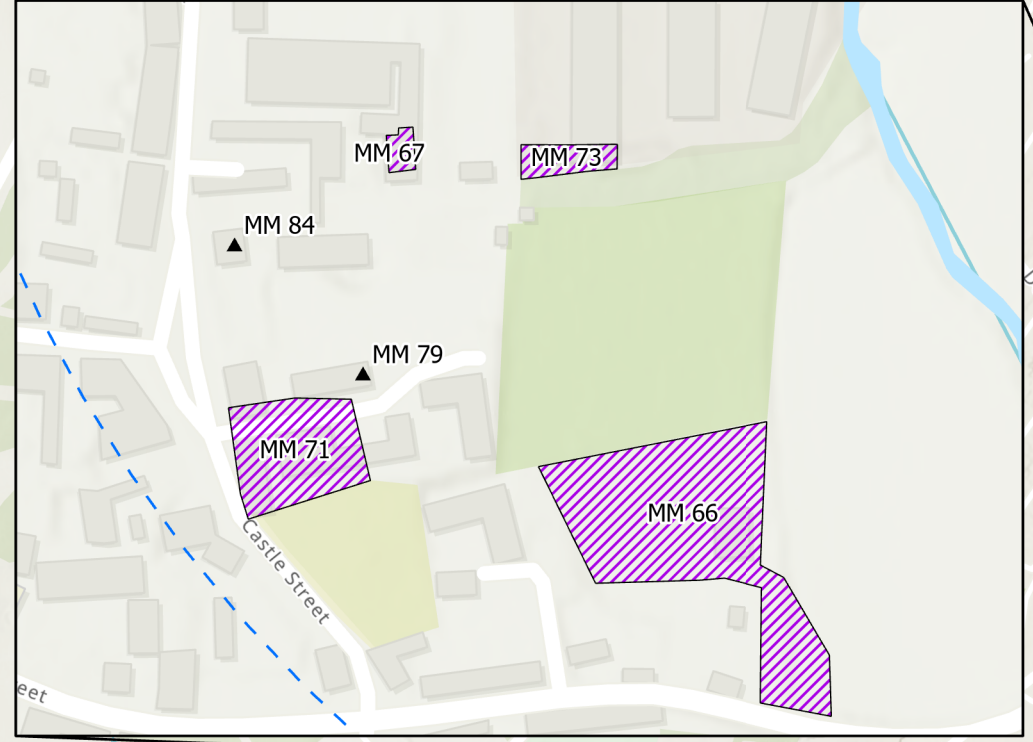
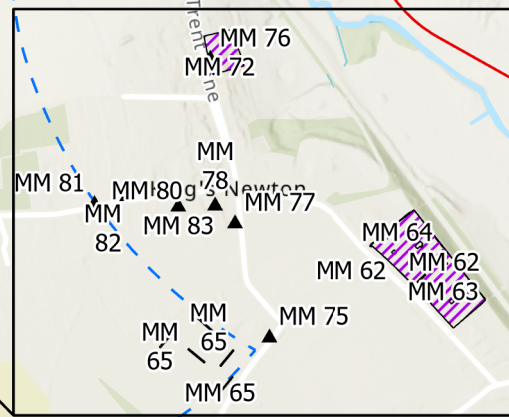
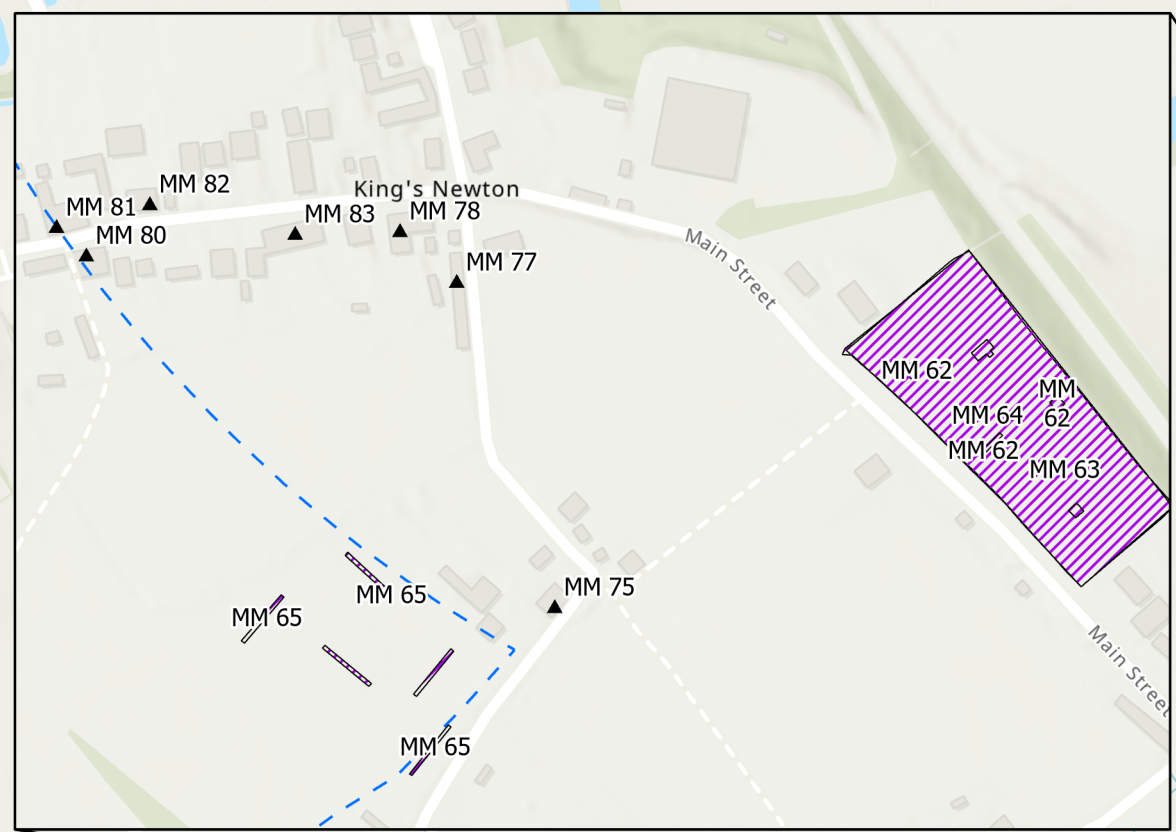
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Melbourne to Trent Outfall
 Non-designated Heritage Assets
 Monuments
 Figure 2

Designed	P Silva	Check	Z Burn
Drawn	P Silva	Coordination	V Nash
GIS Check	Z Burn	Approved	V Nash
Scale at A3	Status	Rev	Security
1:10,601	INF	01	STD

Drawing Number
 A7S13297-MMD-XX-ZZ-DR-EN-0006





Key to Symbols

Legend

- Pipe Alignment
- - - 500m Study Area
- ▨ Events Polygon
- ▲ Events Points

Notes

Data from South Derbyshire HER

Service layer credits will appear from base mapping used
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Rev	Date	Drawn	Description	Ch'k'd	App'd
01	19/01/2023	PS	For Information	ZB	VN

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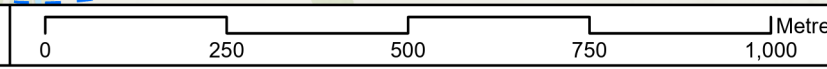
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Title

Melbourne to Trent Outfall
 Non-designated Heritage Assets
 Events
 Figure 3

Designed	P Silva	Check	Z Burn
Drawn	P Silva	Coordination	V Nash
GIS Check	Z Burn	Approved	V Nash
Scale at A3	Status	Rev	Security
1:10,425	INF	01	STD



Drawing Number
 A7S13297-MMD-XX-ZZ-DR-EN-0007

