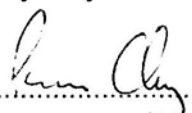
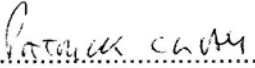


**M1 Junctions 21-30, Leicestershire/
Nottinghamshire/Derbyshire:
Archaeological Walkover Survey**

Client: OVE ARUP

Vicki Priest

Checked by Project Manager	
Signed: 	25.11.2004 Date:
Name: 	

University Of Leicester
Archaeological Services

University Rd, Leicester LE1 7RH
Tel: (0116) 2522848 Fax: (0116) 2522614

Report No 2004-190 ©2004

**M1 Junctions 21-30, Leicestershire/
Nottinghamshire/Derbyshire:
Archaeological Walkover Survey**

Contents

1. Summary.....	1
2. Introduction	1
3. Aims and Objectives	2
4. Methodology.....	2
4. 1 Assumptions.....	2
5. Description	:
5. 1 Junction 21 to 21a	3
5. 2 Junction 21a to 22	6
5. 3 Junction 22 to 23	11
5.4 Junction 23 to 23a	14
5.5 Junction 23a to 24	17
5.6 Junctions 24 to 24a	19
5. 7 Junctions 24 to 25	21
5. 7 Junctions 25 to 26	23
5.8 Junctions 26 to 27	28
5.9 Junctions 27 to 28	30
5.10 Junction 28 to 29	32
5. 11 Junction 29 to 30	35
6. Conclusion	39
7. Acknowledgements	40
8. Bibliography	41

Appendix 1 Archaeological Sites in the Study area identified during the walkover survey.

Plates and Figures

- Plate 1 Linear earthwork noted in Area 13
- Plate 2 Ridge and furrow within area 16.
- Plate 3 Ridge and furrow in Area 21
- Plate 4 Ridge and furrow in area 26
- Plate 5 Earthworks in area 33.
- Plate 6 Irregular earthworks and a natural ridge used for quarrying in Area 33
- Plate 7 Brick built threshing barn in area 48.
- Plate 8 Possible hollow way in area 56.
- Plate 9 Ridge and furrow in area 77
- Plate 10 Ridge and furrow in area 100 with post-medieval chimneys in the background.
- Plate 11 Irregular earthworks possibly associated with the railway in area 125.
- Plate 12 Disused railway and bridge in area 139
- Plate 13 Uneven earthworks in area 144.
- Figure 1 Location of the M1 Junctions 20 to 30.

**M1 Junctions 21-30, Leicestershire/
Nottinghamshire/Derbyshire.
Archaeological Walkover Survey**

1. Summary

This study reports on a walkover survey undertaken by University of Leicester Archaeological Services (ULAS) during October 2004 along the corridor of the M1 motorway between Junctions 21 and 30. It has identified a number of known and previously unknown archaeological sites, as well as areas where archaeology is likely to have been destroyed and areas not available for study at this time.

2. Introduction

This document reports on an archaeological walkover survey as part of a Stage 2 Assessment for the M1, Junctions 21 – 20. It follows the project design laid out in ‘Specification for Archaeological Walkover Survey’ (Ove Arup 30.07.2004, hereinafter SAWS) and the ‘Project Design for Archaeological Walkover Survey, M1 Junction 21 – 30’ (ULAS 02/511, hereinafter PD).

The survey of the preferred junction option comprises a walkover survey of the study area (a 100m corridor along the motorway) as well as new land-take outside the existing motorway boundaries. The land is a mixture of farmland, woodland, urban and industrial areas. Figure 1 shows the location of the work.

The walkover survey was undertaken by ULAS between 7th - 22nd October 2004. The conditions were generally dry and bright, with just a few rainy days. Each junction was walked separately from south to north. Most of the arable fields were recently ploughed or sown and the pasture comprised short grass making it easy to notice archaeological features. The denser urban areas were not look at in any detail. The scale of the survey was such that hedgerows were not studied in any detail. However it should be noted that many of the fields along the route are bounded by hedgerows that probably date back to enclosure and possibly earlier.

3. Aims and Objectives

The aim as laid out in the PD is to provide data to assist in the preparation of the Stage 2 assessment and planning of any subsequent phases of work that may be required. This will include:

- Verification of the nature of features identified during the process of data acquisition to date, including for example earthwork remains of ridge and furrow.
- Identification of any new areas of potential archaeological interest such as surface scatters
- Review the practicalities of undertaking further stages of archaeological mitigation in advance of proposed engineering works.
- Identification of previous ground disturbance that may be of archaeological interest (SAWS 2.1)

4. Methodology

A walkover survey was undertaken of all available areas on either side of the motorway and around each road junction, access being from public highways and footpaths. Any archaeological features or deposits were sketch plotted and photographed. Disturbed areas were also noted. Three extended areas were looked at Junction 21, Junction 24 and Junction 26.

4.1 Assumptions

All work has been carried out based on drawings supplied by the client.

The archaeological resource is by its nature an incomplete record. Where there are significant alluvial/colluvial deposits, buildings or lack of archaeological fieldwork, archaeological remains can remain undetected. Local knowledge has been utilised to assess the resources within the study area and to identify and assess areas of potential archaeology (e.g. alluvial deposits close to known archaeological remains).

5. Description

5. 1 Junction 21 to 21a

The area between J21 to 21a was walked under good conditions and is predominantly arable and pasture lands surrounding the urban areas of Leicester Forest, Kirby Muxloe and Thorpe Astley. This area has been surveyed previously (Liddle 1992) and five areas of archaeological interest were identified. This includes the deserted medieval village of Lubbesthorpe, which lies to the north-east of Junction 21 and is a Scheduled Ancient Monument, although there appear to be faint earthworks lying outside the scheduled area. In addition a number of fields west of the site were identified during the walkover as containing medieval ridge and furrow, possibly part of the field system belonging to the village. There is also a Roman site and brick kiln within this area. The surveys also identified further occupation north of Lubbesthorpe as well as prehistoric flint and pottery scatters and a Roman kiln south of the junction. Prehistoric settlement site, burials and Roman features were excavated around Junction 21a.

Area 01

This area comprises a mixture of ploughed land and pasture with some wooded areas to the east. No archaeological features were noted and there were no obvious earthworks associated with the deserted medieval village in area 02. However previous work in the area (Liddle 1992) identified a prehistoric flint and pottery scatter as well as the remains of a Roman pottery kiln. Further south there is also another flint and Iron Age pottery scatter.

Area 02

Immediately west of the motorway lies the deserted medieval village (DMV) of Lubbesthorpe consisting of well preserved earthworks. The land is generally pasture with some ploughing to the south and west of the earthworks. To the south of the DMV are further faint earthworks, possibly a continuation of the medieval settlement, along with north - south ridge and furrow and hollows that are probable evidence of quarrying. An old stream course runs along the bottom of the area. To the north-east are further hollows, again probable evidence of quarrying. An old field boundary aligned north-west to south-east lies within the lower south-east corner. A number of sherds of early medieval pottery (Anglo-Saxon and Saxo-Norman) have previously

been recovered from the northern area of the site suggesting early settlement in this area (Liddle 1992), although there was no further evidence for the findspots (LE234 and LE231). The ruined building (LE227) was not investigated as it lay within the farm and was not easily accessible. A number of fields north of this were not accessible.

Area 02a

Four fields of ridge and furrow were noted to the west of Lubbersthorpe DMV. This was orientated north to south and was quite poorly preserved in places. A number of fields between Areas 2a and 2 were not accessible and it should be noted that these could also contain earthworks.

Area 03

This area comprises mainly ploughed land, two stubble fields in the north, presumably awaiting ploughing, one pasture, one cropped with maize. No obvious archaeological features were noted.

A number of fields in this area were not viewed due to lack of access. The fields to the east, adjacent to the M1 have a public footpath but this had been fenced off with barbed wire.

Area 04

This was mainly urban around Leicester Forest and not studied in any detail.

Area 05

Industrial estates and urban areas around Thorpe Astley were not visited in any detail.

Area 06

This comprises mainly wasteland areas with some construction work underway adjacent to the Service Area. School playing fields and a playground exist to the north. The fields to the far north-west were not viewed due to obstruction by housing and fencing.

Area 07

Some slight earthworks were visible here although the land was very overgrown. They may be industrial remains connected to the railway, the dismantled remains of which lie immediately south of the area.

Area 08

This was a mix of ploughed land, stubble awaiting the plough and pasture with much of the land around Junction 21a lying within a floodplain area and containing alluvium. The only archaeological feature noted was an old field boundary in the northern part of the area aligned west-east. East of Kirby Muxloe a prehistoric flint scatter has been previously noted (LE130). A Roman road aligned south-west to north-east dissects the area but there is no visible evidence for it on the ground. The fields immediately west of the motorway were not accessible.

Area 09

This area comprised a mixture of floodplain and pasture. Some of the pasture to the north appears to be re-landscaped. There is a findspot (LE6798) to the west. The numerous streams are mainly quite small with alluvial deposits around them. Given the proximity of the Iron Age / Roman site to the south, these may well preserve archaeological deposits.

Area 10

An industrial estate lies to the east. To the west adjacent to the motorway is a new factory, re-landscaping and wasteland and it seems unlikely that any archaeological remains will have survived here.

Area 11

The land here is mainly farmland and includes maize, pasture and set-a-side / overgrown land. The land between the M1 and Ratby Lane appears at least partially re-landscaped. The area between the M1 and Junction 21a is pasture and floodplain. Work in advance of Junction 21a located a large scatter of Roman and Iron Age pottery. Further excavation of this area produced a prehistoric settlement site along with burials and Roman features. Much of this will have been removed by the existing junction but it is likely that there are other associated features undisturbed in this area.

5. 2 Junction 21a to 22

The area between J21a to 22 is predominantly farmland including pasture, ploughed and cropped fields and set-aside with just one urban area to the west (Ratby). There are a number of earthworks along the M1 corridor – mainly ridge and furrow, and many appear well preserved. Previous work in this area (Liddle 1993) has identified a number of archaeological sites along this stretch. These included Roman pottery and a Roman road just north of the junction, and a number of earthwork sites.

There are two quarries around Junction 22, which are likely to have destroyed any archaeology within this area. Conditions were mainly good when this area was visited.

Area 12

This area is predominantly farmland – a mixture of set-aside, pasture, and woodland (Martinshaw Wood). A Roman road passes through two of the southern fields although no trace of it was noted in the field (see area 13).

Area 12a

A sub-circular enclosure was noted within Martinshaw Woods (Liddle 1993).

Area 13

A raised earthwork runs roughly east - west across the western field on a similar alignment to the Roman road but to the north of its supposed route (Plate 1). Previous work (Liddle 1993) suggested that the road actually lies south, however the line is only projected. The earthwork disappears before reaching the eastern field; however this field had considerably higher stubble that may have obscured the earthwork. It seems likely that this earthwork represents an old field boundary although the possibility that it is related to the Roman road cannot be discounted.

The same field also contains other possible earthworks consisting of three raised areas that could be house platforms or pillow mounds. However the stubble within the field makes it difficult to be certain that they are archaeological features.



Plate 1:
Linear earthwork
noted in Area 13

Area 14

This comprises wasteland and land primed for building. The lower three fields were difficult to see but look like wasteland. A number of Roman pottery sherds have previously been recovered to the south (Liddle 1993), but no obvious features were noted. Earthworks have also been noted in the northern area (Liddle 1993), but were not easily checked during the walkover.

Area 15

The urban area of Ratby was not visited in any detail. There is a findspot within the area (LE9384).

Area 16

An area of ridge and furrow was noted next to the motorway. The earthworks are very well preserved and are aligned north-west to south-east, abutted by further earthworks aligned south-west to north-east in the north-west corner of the field (Plate 2).

Area 17

The land immediately west of the motorway is a combination of pasture and ploughed areas with large areas of woodland (Martinshaw Wood). A few fields to the north were not accessible.



Plate 2
Ridge and
furrow within
area 16.

Area 17a

North of Thornton Lane fieldwalking has found a Roman kiln and occupation site as well as a number of flint tools. No further evidence for this was seen during the walkover.

Area 18

The land east of the motorway is similar to that in Area 17 comprising mainly pasture, farmland and wooded areas. A small field next to Martinshaw Lodge contains two ponds and is quite wet.

Area 19

This field contains a linear bank, more than 1m high, running parallel with the northern field boundary. It may be a boundary and is probably of post-medieval date. The earthwork was not directly accessible and viewed from a distance. The fields west of this were not accessible.

Area 20

This small field contained some slight undulations. The grass here was quite long making it difficult to distinguish exactly what they are, though they do not appear to be ridge and furrow or field boundaries. This area around Whittington Grange has

been identified as a probable medieval settlement based on documentary evidence (Liddle 1993) and the earthworks could be related to this.

Area 21

Four rows of well preserved ridge and furrow are visible here. There is an old field boundary to the north of the ridge and furrow with further earthworks behind it. Adjacent to these earthworks is the possible remains of a hollow way that has been totally truncated on the eastern side by a modern concrete path possibly laid during construction of the M1.



Plate 3:
Ridge and furrow in
Area 21

Area 22

Ridge and furrow aligned east-west is visible within this field.

Area 23

This land comprises a flat area of floodplain with ridge and furrow aligned south-west to north-east within the south western corner of the in western field. It appears to vanish beneath alluvial deposits, which suggests that the flooding here may have been fairly recent.

Area 24

The southern field has a north-south aligned earthwork, probably a field boundary dividing the field in two along with a possible plough headland in the far east of the field. The northern field has east - west aligned ridge and furrow.

Area 25

Most of this area is taken up by a quarry with no public access.

Area 26

The two southern fields contain relatively well preserved ridge and furrow aligned south-west to north-east. The north-eastern field also has ridge and furrow running in the same direction (Plate 4). The north-western field contains earthworks, probably old field boundaries.



Plate 4:
Ridge and furrow
in area 26

Area 27

North-south aligned ridge and furrow is visible throughout the two western fields, very faint in places. The eastern field contains a faint earthwork, which probably represents an old field boundary. The area also lies under alluvium.

Area 28

The southern field contains east-west aligned ridge and furrow. The field to the north-west contains a 18th – 19th century two-celled stone barn with a window in the gable end and an arched doorway on south side in both cells. Apart from the lack of slates/roof tiles it is in good repair. The north-east field contains earthworks that could be spoil tips from the nearby quarry or evidence of earlier small scale quarrying.

Area 29

This area comprises Markfield quarry. North of this appears to be a disused 19th quarry area that would have destroyed any archaeology in the immediate area.

Area 30

The urban area of around Markfield was not studied.

5. 3 Junction 22 to 23

The area between J22 to 23 was mainly walked under good conditions, although some areas were visited on overcast and rainy days. The area is predominantly agricultural with a few wooded areas, and there were quite a number of fields that were not accessible along this length of the corridor particularly on the western side. There are quarries and a landscaped golf course south of Junction 22 that will have disturbed any archaeology in the area as well as indications of older quarrying activity. Ridge and furrow earthworks and possible enclosures were also identified in this area. There are also a number of areas containing alluvial deposits although none of these lies close to known archaeology.

Area 31

This was mainly agricultural land including ploughed fields and pasture with no obvious archaeological features. A number of fields in this area were not accessible.

Area 32

Like area 31 this comprised mainly pasture and ploughland with wooded areas. A number of fields close to the motorway were not accessible.

Area 32a

A rectangular platform of uncertain date was previously noted here (Liddle 1993), although the fields containing it were not accessible during the walkover.

Area 33

Within the western field lies a mound that looks like a possible minehead. The field also contains linear earthworks aligned east to west, possibly enclosure boundaries, although the dense undergrowth made identification difficult (Plate 5). Within the eastern field close to the road are a number of irregular earthworks with stone rubble present, probably indicating a demolished building. A natural stone ridge in middle of field appears to have been used for quarrying in past (Plate 6).



Plate 5:
Earthworks in
area 33.

Area 34

The land here is mainly recently ploughed or set-aside with no visible archaeology.

Area 35

The fields in this area comprised pasture and stubble with no visible archaeological features.



Plate 6:
Irregular earthworks
and a natural ridge
used for quarrying in
Area 33

Area 36

This area comprised a large quarry with no public access. Any archaeology in this area is likely have been destroyed by quarrying.

Area 37

This area comprised mainly pasture fields. No archaeological features were visible.

Area 38

The fields in this area were generally pasture, with some woodland down by Copt Oak. No archaeological features were visible, although there are alluvial areas along the eastern edge of the motorway.

Area 39

The two western fields contain east-west aligned ridge and furrow. Within the east field an earth bank aligned north-east to south-west, turns to run roughly east to west forming an enclosure. There is a slight platform also present outside the enclosure by its corner. The northern field has a linear earthwork aligned north-east to south-west.

Area 40

This area contained a mixture of pasture, plantation and ploughed land. There is a find spot (LE7284) to the south. No visible archaeological features were noted. There was no access to some of the fields close to the motorway and to the north of the area.

Area 41

This area includes a quarry, modern plantation and a golf course with no visible archaeological features.

Area 42

This area appears mainly to comprise cropped fields although a number of these were visible only from a distance and difficult to see. The area immediately east of Junction 23 is partially alleviated.

5.4 Junction 23 to 23a

The area between J23 and 23a comprises mainly farmland, pasture and woodland with the urban area of Shepshed to the west. A number of fields around Junction 23a were not accessible. Areas of archaeological interest include a couple of small areas of ridge and furrow and two 19th century barns. Conditions were mainly good except for some rain during the walkover of the northern part of the route. Again there are a number of areas of alluvium, although few associated directly with archaeology. A number of earthworks were noted including the area around Shepshed Mill and Roman and Iron Age pottery has been previously recorded.

Area 43

This area comprises mainly stubble and woodland. No visible archaeological features were noted.

Area 44

Ridge and furrow aligned west to east was noted in the southern field. Within the northern field a large, linear earthwork bank was also recorded. This may be related to the ridge and furrow or possibly an old field boundary. A sherd of Anglo-Saxon

pottery has been recorded here (LE6114), and the alluvium may well preserve further archaeological deposits.

Area 45

This is the urban area of Shepshed along with a number of playing fields. The urban areas were not looked at in any detail.

Area 46

This Area comprises farmland with ploughed and cropped fields, pasture and some woodland. A sherd of Anglo-Saxon pottery has been recorded from this area (Liddle 1993).

Area 46a

There was no access to Shepshed Mill Farm, which lies on the site of Shepshed water mill. Previous work suggested that there may be associated earthworks (Liddle 1993). The area is heavily alluviated.

Area 46b

A Roman occupation site was noted during the construction of the motorway along with a possible north/south Roman road. No evidence for the site was seen during the walkover, but it is likely to extend outside the confines of the motorway corridor.

Area 46c

The bank around Piper wood is likely to be medieval in date (Liddle 1993).

Area 47

This area comprises farmland with ploughed and cropped fields, pasture and some woodland. Sherds of Roman pottery have previously been recorded here (Liddle 1993). A deer park (LE4732) lies to the north but there was not evidence for earthworks associated with it.

Area 47a

A group of Iron Age pottery sherds has been recorded here (Liddle 1993), suggesting a possible prehistoric occupation site. No evidence for it was noted during the walkover.

Area 48

A large 19th century brick built threshing barn was visible in this area. It appears to be in very good condition, with double doors and two storeys with one side designed for the parking of carts within it (Plate 7). Other buildings in vicinity probably date to the same time but none were not investigated further due to the presence of fierce dogs.

Area 49

This field contains a brick built barn or cowshed. It is probably 19th century in date with a window at gable end and the roof tiles gone.



Plate 7:
Brick built threshing
barn in area 48.

Area 49a

There is a findspot of Iron Age pottery here (LE6519), along with numerous Roman pottery sherds (LE8057). No visible archaeological deposits were noted on the ground.

Area 50

The area was predominantly farmland, including pasture and ploughed fields with no visible archaeological deposits.

Area 50a

A scatter of Roman and earlier pottery sherds have been found during fieldwalking (Liddle 1993) possibly indicating an occupation site. No evidence was noted during the walkover.

Area 51

The southernmost field has ridge and furrow, aligned north to south with a hollow dissecting the field north-east to south-west. The central fields contain north/south aligned ridge and furrow. The western field lies on the floodplain and is heavily alluviated. It contains an old field boundary aligned south-west to north-east.

Area 52

The area was not accessible due to the presence of a New Age Traveller community.

5.5 Junction 23a to 24

The area between J23a and 24 includes East Midlands airport to the west and the urban area of Kegworth to the east. There are a couple of areas of ridge and furrow and what appears to be the remnants of a shallow hollow way south of Kegworth. There is also the remains of an old windmill tower. Conditions were mainly good for the walkover with a bout of heavy rain during the visit to the area around Kegworth.

Area 53

The northern area belongs to East Midlands airport and has probably been disturbed. To the south is an area of scrubland that may also be part of the Airport. This also looks disturbed although the foliage made it difficult to see.

Area 54

This area is mainly ploughed and cropped farmland. The field to the south of the roundabout has an old field boundary running north south although all that remains

are a few trees. Roman and Iron Age pottery has previously been recorded here, although a number of fields alongside the motorway were not available for study

Area 54a

This field contains LE4633 (old windmill tower) west of Kegworth just north of Ashby Lane before the M1 is reached (LE4633). No structural evidence of the tower remains but an irregular, angular cropmark was noted within the field close to the location of the windmill.

Area 54b

In the field to the west of the roundabout there was a possible Iron Age ring ditch recorded. The field had been recently ploughed and no cropmarks were visible.

Area 55

The north west corner of the field contains ridge and furrow, orientated north-west to south-east. In the south of the field lies is a stream, small pond and a weir. These may possibly be part of a medieval or post medieval mill complex or series of fishponds. There is another pond to the west, opposite the main roundabout at Junction 23a and a third pond to the east of Whatton Road. It was not possible to examine these features in detail as there were no public rights of way.

Area 56

A narrow driveway (Brickyard Lane) appears to utilise the remnants of a hollow way, with steep sides and trees planted on top either side (Plate 8). A track continues from it running south.



Plate 8:
Possible
hollow way in
area 56

Area 57

Both the southern and western fields contain east/west ridge and furrow. The northern field contains a linear earthwork bank dividing the bottom end of the fielding half. To the west of this bank lies more well preserved ridge and furrow aligned north to south and to the east the ridge and furrow is aligned north-west to south-east. The northern part of the field contains the faint remains of an L- shaped earthwork enclosure. Conditions when viewed were bad (heavy rain) but the earthworks were still quite clear.

Area 58

This area contains the town of Kegworth. The urban areas were not studied in any detail.

Area 59

This area comprises farmland, mainly ploughed and cropped with no visible archaeological deposits.

5.6 Junctions 24 to 24a

The short area between junctions 24 and 24a comprise mainly ploughed and cropped fields and pasture. There are a number of archaeological features to the

west of Junction 24 including possible ring ditches. The eastern side of the road has had some archaeological evaluation and contains a possible barrow earthwork as well as flint scatters, while there are numerous cropmarks noted on the western side, including a possible Iron Age ring ditch. No evidence for the cropmarks was noted on the ground during the walkover.

Area 60

This area generally appears to be wasteland though there are some paddocks and ploughed fields.

Area 60e

Finds and an Iron Age enclosure were previously noted in this field (LE6905). No evidence for these were however noted on the ground.

Area 60f

There are a number of cropmarks recorded between Junctions 24 and 24a (LE4682, LE4702, LE4679) but no evidence of these was seen on the ground. Previous work also identified ridge and furrow and field systems in the area east of Junction 24 although much of this is no longer visible (Clark 1995b).

Area 61

This area comprises mainly ploughed and cropped farmland. The area has previously been fieldwalked producing some prehistoric flint (Priest 2000a).

Area 61a

A possible barrow has previously been noted east of Junction 24a, along with flint tools (LE7097), although fieldwalking and geophysical survey in 2000 failed to find anything conclusive (ULAS 2000/158, Priest 2000a).

To the north is more ploughed farmland – some areas appear to have been re-landscaped particularly around the modern pond in the northern area.

Area 61b

Prehistoric flint has previously been noted here (Priest 2000).

5. 7 Junctions 24 to 25

The area around Junction 24 has long been associated with prehistoric, Roman and medieval activity. To the east is an extensive barrow cemetery as well as numerous cropmarks. To the west is an Iron Age settlement and Roman villa site. Excavations within the Lockington quarry produced Iron Age and Roman features, and the Hemington quarry site has produced evidence for early bridges and associated features. The quarries will have destroyed much of the archaeology in the area but there is a strong possibility that features exist immediately adjacent to and beneath the existing motorway. Further north the area around the river Trent has a large floodplain area and is known for the presence of palaeochannels and palaeoenvironmental deposits. The urban areas of Sawley, Long Eaton and Breaston along with the marina are likely to have disturbed any archaeology in these areas.

Area 60, 60a-d

The northern part of Area 60 (north of Junction 24a) contains part of the Lockington Barrow Cemetery (LE4687, LE6034, LE6035, LE4718) as well as other cropmark features (Meek 2000). In the southern area around Junction 24a itself there are a number of barrows identified from aerial photographs (Area 60d). One of the barrows (LE6034) was excavated during the construction of Junction 24a, revealing a Bronze Age barrow, complete with gold jewellery, belonging to a barrow cemetery in this area (Hughes 1995, Clark 1995a, Meek 2000). Another barrow identified by aerial photographs lies quite close to the existing motorway to the north (Area 60a). Much of the remaining area has been quarried in the past and many of the cropmarks lost. However there are at least three barrows that lie very close to the motorway (Area 60b, 60c) apparently within a strip of undisturbed land between the quarry and the motorway. In addition the archaeological features may run beneath the motorway itself.

A number of cropmarks have previously been noted within what are now the urbanised areas of Sawley, Long Eaton and Breaston. Although most of these will

have been destroyed by modern development it is possible that some may remain beneath undisturbed areas of land (e.g. playing fields, gardens etc).

Area 62

This area contains Lockington quarry, which has no public access. This area has been the subject of intensive archaeological evaluations over the last few years. This has shown evidence for Iron Age and Roman features as well as palaeoenvironmental deposits associated with ancient channels of the River Trent (Ripper 1998a 1998b, Priest 2000b, 2003a, 2003b). Much of the area has been destroyed by the quarry although the extensive Iron Age and Romano-British settlement site currently remains intact and undisturbed.

Area 63

This is mainly ploughed and cropped farmland. Much of the central area has been quarried in the past. No archaeological deposits were visible on the ground although the extensive archaeology to the south and west might suggest potential for hidden deposits in this area, and there is a Roman site to the east (LE4720). It is also possible that the barrow cemetery stretched this far and that the strip of land immediately east of the motorway may have preserved archaeological features.

Area 64

This is part of the Hemington Gravel pits and likely to have removed any archaeological deposits. However archaeological work here has recorded bridges and associated structures and important palaeoenvironmental data (Cooper 2000). A beehive quern was also found close to the motorway here (17411).

Area 65

Sawley Marina and its associated industrial area is likely to have disturbed any archaeology in this area. A polished stone axehead was previously found here (22578).

Area 66

This area comprises farmland, mainly set-a-side and pasture. This area of land also contains the Sawley Loop, a palaeochannel easily visible in the landscape and likely

to contain palaeoenvironmental data (L. Cooper pers. com.). The eastern side of the Motorway also flood regularly. This channel is probably dated to the 15th century (P. Courtney pers. com.).

Area 66a

Previously a cropmark complex was noted to the north including ridge and furrow and linear features.

Area 67

The urban area of Sawley and Long Eaton lie on the eastern side of the motorway and were not visited. To the west lies the reservoir. A cropmark ring ditch (17414) lies close to the motorway and areas of this may well have survived. There is also evidence for a Roman road (17404). A bronze dagger (17405) was found on the western side and a Roman road is also thought to lie in this vicinity (17404), although likely to be much truncated by the reservoir. To the east cropmark enclosures (22574, 22583) have been noted within the urbanised areas. To the north Long Eaton also contains cropmarks 22567, 22566 and 22565. All of these are likely to have been disturbed by modern development.

Area 68

This area comprises farmland, generally pasture. No archaeological features were observed although the fields were viewed from the motorway.

Area 69

This is the urban area of Breaston, which was not visited. It contains a cropmark enclosure (22564) of which parts are likely to be truncated and the Derby Canal (22501).

5. 7 Junctions 25 to 26

Much of the land in this section is taken up by the urban areas of Risley, Sandiacre, Stapleford and Trowell. However in the intervening farmland some areas of preserved ridge and furrow were noted. There is also evidence for early mining, particularly around the northern end of this stretch of motorway. Around the historic

village of Strelley there area a number of medieval features and the land around Junction 26 contains Nuthall temple (post -medieval house) and is classed as a historic park and garden. This area was walked under good conditions.

Area 70

This land contains an east /west linear bank possibly a boundary, with north/south ridge and furrow to the west and east/west ridge and furrow to its east.

Area 71

The urban area of Risley was not visited during the walkover.

Area 72

This area comprises farmland, mainly ploughed and cropped. No archaeological features were noted.

Area 73

This is the town of Sandiacre. The SMR records a milepost (25101) and an industrial lace factory in this area. To the north is Cloud House (25109) with Norman foundations. The urban area was not visited but the land immediately adjacent to M1 is overgrown and difficult to see.

Area 74

A golf course exists in this area. The landscaping involved with this is likely to have either removed or buried archaeological features here, although see area 74a and 74b.

Area 74a

Ridge and furrow is recorded in the SMR (26514) either side of the golf course.

Area 74b

There is evidence for early mining (26513) in this area.

Area 75

This area comprises scrublands and cropped fields. No archaeological features were noted.

Area 76

This is mainly farmland, generally pasture with some overgrown fields. No archaeological features were noted in this area.

Area 77

Five fields of well-preserved ridge and furrow, were noted here (Plate 9). They were aligned east-west, and partly lie within the conservation area.



Plate 9:
Ridge and furrow in
area 77

Area 78

This is a floodplain area with faint east/west earthworks likely to represent ridge and furrow or drainage channels.

Area 79

This land was difficult to view due to the presence of a large bund running around much of the perimeter. What was visible however appeared to be mainly industrial wasteland.

Area 80

This is an area of floodplain and pasture, containing two large areas of ridge and furrow. West of the river the earthworks are well-preserved and aligned south-west to north-east. There is an earthwork bank and a possible pond to the west of the ridge and furrow. On the opposite side of river the ridge and furrow is aligned east to west. The full extent and state of preservation is difficult to see due to long undergrowth. There is a county boundary here possibly indicating the presence of an ancient boundary line following the stream. The cropmark site (05171) is likely to be natural. To the east lies the sewage works, which has probably destroyed any archaeology in the area.

Area 81

The urban area of Stapleford was not visited.

Area 82

The urban area of Trowell contains the medieval church of St. Helen (00395) and was not visited in any detail during the walkover.

Area 83

This area comprised mostly overgrown fields and pasture. An old quarry site (02354) lies to the west.

Area 83a

Immediately north of Trowell are two fields containing earthworks. The northern field contains two curvilinear earthworks roughly aligned NW-SE. These may be related to ridge and furrow (undergrowth within the field hinders identification). Ridge and furrow is also visible in the southern field.

Area 84

This is mainly pasture with some ploughed fields. The SMR records a Pinfold (02350) and a post-medieval bridge (00389). No evidence for other archaeological features were visible on the ground.

Area 85

This area is farmland, generally pasture with some ploughed fields. Two areas of ridge and furrow were noted here. The northern field contains very faint east/west ridge and furrow, although the undergrowth made it hard to see. The middle and southern field also contain ridge and furrow aligned north-west to south-east and north-east to south-west.

Area 86

This is the service area and is likely to have destroyed any archaeology.

Area 87

This area contains a number of historic coal mines (02352, 02097) and a well (02351); however no evidence for these were visible on the ground.

Area 88

Irregular earthworks in the field to the west may well be connected the historic coalmines adjacent to it.

Area 89

This area contains pasture and cropped farmland. Numerous coal mines have been noted here along the line of the motorway (02326, 02327, 06077), although no archaeological features were noted on the ground.

Area 90

This area comprises pasture and ploughed and cropped farmland. No archaeological features were noted during the walkover.

Area 90a

There are numerous SMR entries around the historic village core of Strelley. These include a fishpond, bank and ditch (02218, 02220, 02222), as well as other earthworks (02119, 02225), and a windpump (02219) probably associated with the medieval village. Roman features were also noted here (05924, 06084). Just north of this lies the parish boundary (06050).

Area 91

East of the motorway is a plantation. No archaeological features were visible in this area.

Area 92

This is predominantly farmland, generally pasture, with some ploughed fields. No archaeological features were visible in this area. To the south a windmill is noted on the SMR (02240), but the fields in this area were not accessible.

Area 93

The area around Junction 26 is a historic park and garden. The land is mainly grassed with no archaeological deposits visible during the walkover. The area contains Nuthall temple (05271, a post-medieval house), and the medieval church of St. Patrick (02120).

5.8 Junctions 26 to 27

The area between Junctions 26 and 27 was walked under good, dry conditions. Except for the urban area of Nuthall, it is mainly open farmland and wooded areas. Areas of archaeological interest include some possible medieval fishponds and there are numerous records of quarries and limekilns along this section that are likely to have disturbed earlier archaeological activity.

Area 94

This is an area of farmland, generally cropped or ploughed. There is a dismantled railway within a steep cutting running across the northern part of the area. No other archaeological features were noted.

Area 95

The urban area of Nuthall was not visited during the walkover.

Area 96

There is a possible fishpond north-east of Junction 26 roundabout between Nottingham Road and Low Wood Road. This was not looked at in detail as there were no public rights of way.

Area 97

This is mainly cropped or ploughed farmland. It contains records of quarries and limekilns, which are likely to have disturbed any earlier activity to some extent.

Area 98

This is woodland containing a medieval fishpond. Further archaeological features were not noted although visibility was restricted by lack of access to the wood.

Area 99

This is mainly industrial wasteland, likely to have disturbed earlier archaeological activity. There are four tall post-medieval brick chimneys here (Plate 10).`

Area 100

This area contains east/west oriented ridge and furrow, quite well preserved (Plate 10).



Plate 10:
Ridge and furrow in
area 100 with post-
medieval chimneys in
the background.

Area 101

This area comprises mainly large areas of woodland. Features recorded on the SMR on the western side of the motoway include a lime kiln (02369), a pit (02479) and a dam (02478) as well as quarries outside the study area.

Area 101a

A medieval fishpond (02506) lies in the northern part of the woodland.

Area 101b

Two scatters of Roman finds were recorded here although no evidence was noted on the ground during the walkover.

Area 102

This is another area of woodland containing a medieval fishpond (02507) along with an earthwork (02505), quarries (02521) and a lime kiln (02522).

Area 103

This is mainly cropped or ploughed farmland with areas of woodland. Despite the presence of a DMV and earthworks to the north-east there is no evidence on the ground for ridge and furrow.

Area 104

This area comprises farmland, generally cropped or ploughed fields. No evidence for archaeological deposits were noted. The SMR records a quarry that may have disturbed any archaeological remains here (02504). A number of fields around this area were not accessible.

5.9 Junctions 27 to 28

A number of areas along this section were not accessible to visit during the walkover. The urban towns of Selston and Pinxton are likely to have impacted any archaeology

in these areas and the remaining land is predominantly farmland with very few areas of archaeological activity noted on the ground.

Area 105

This area is cropped or ploughed farmland. No archaeological features were noted. A number of fields around Junction 27 were not accessible and the SMR records a quarry in this area (02527).

Area 106

This is farmland, generally cropped, some ploughed. There are a number of old coalmines, quarries, pits and associated features in this area (02528, 02531, 02532, 02441, 02440). Many of these will have disturbed any earlier archaeology. No evidence for these were noted on the ground, however many of these fields were not accessible.

Area 107

This area comprises cropped and ploughed farmland. Again there are features associated with coal mining and the railways in this area (02442, 02542, 02438) but these were not visible in the areas that could be visited.

Area 108

This comprises the urban area of Selston. The SMR records a post-medieval house (02428) here and there is an old tramway line to the north.

Area 109

This farmland is mainly pasture, with some overgrown areas. Again this is an area that has been subjected to coalmining in the past so likely to be quite disturbed. No archaeological features indicating the coalmines were noted during the walkover.

Area 109a

There is a deer park here (02548), but no evidence for it on the ground.

Area 109b

The ground in the north-east corner is quite uneven, possibly indicating the presence of the coal mine and tip here (02435).

Area 110

The town of Pinxton was not visited. The SMR records a toll road (02554), and a tramway (11902) in this area. The fields just south of Junction 28 were viewed from the M1; no obvious archaeological features were noted.

Area 111

This was generally cropped farmland with some newly ploughed fields. The area is quite flat and boggy close to the stream. There are two historic parks and gardens within the study area – Brookhill Hall (119904), and Kirkby Old Hall (02550), which was not accessible.

5.10 Junction 28 to 29

The area around Junction 28 is mainly urban (South Normanton) with more urban areas to the north. The land between Junction 28 and 29 is predominantly farmed with some features associated with coal mining and a few areas of medieval earthworks particularly around Blackwell and Stainsby and the substantial area of Hardwick Park that contains several preserved features.

Area 112

This is the town of South Normanton (not visited) with recreational grounds to the south and north.

Area 113

This area is farmland, mainly pasture and ploughed land. No archaeological features were noted.

Area 114

This is the industrial and urban area of South Normanton, east of the motorway.

Area 115

This area comprises marshy grassland. A dismantled railway runs next to the stream, but no other archaeological features were noted.

Area 116

This is an area of pasture and ploughed fields. No archaeological features were noted.

Area 117

There are a number of irregular earthworks to west of this area, possible quarrying, although as there was no access it was difficult to see the features. A linear earthwork to the east, possible plough headland, runs SW-NE adjacent to the road. Within the historic core of the village of Blackwell itself are a number of features associated with St. Werburgh's Church (1807, 1805, 1803).

Area 118

This is an area of marshy ground and the continuation of the dismantled railway in area 115. No other archaeological features were visible.

Area 119

This comprises farmland, generally cropped or set-aside. No visible archaeological features were noted during the walkover.

Area 119a

There is a Romano British pottery scatter and a flint scatter recorded in this field (1813, 1815). No visible archaeological features were noted during the walkover.

Area 120

This is the urban area of Newton, and is likely to have disturbed any archaeological deposits in this area, with a playing field to the north east. Many of the areas around here and Tibshelf were not accessible.

Area 121

This area contains Tibshelf services and was not visited.

Area 122

The town of Tibshelf is likely to have disturbed any archaeological deposits in this area and was not visited.

Area 123

This area comprises farmland, both pasture and ploughed fields. No other archaeological features were noted.

Area 123a

There are features associated with coal mining recorded here (14009, 14011). North of Tibshelf services is a Bronze Age ditch (14008), although this was not visible on the ground.

Area 124

This is farmland, generally cropped or set-aside. No visible archaeological features were noted. However there was an inaccessible area that contains an earthwork hollow (07521).

Area 125

A number of irregular earthworks were noted in this field, possibly connected to the dismantled railway to the south (Plate 11). It was difficult to assess the precise nature and extent of earthworks due to the undergrowth. There is a curvilinear bank running north to south that again could be connected with the railway, (possibly a cutting?).

Area 126

This area comprises Hardwick Park and conservation area. There has been some landscape survey and trial excavations in the past here that revealed the presence of garden features and landscaping, water management and the presence of a park pale around the park itself. The land within the study area includes a coin find (205) and an old letter box (201). There are a number of old mill features in the northern part of the park, close to the motorway.



Plate 11:
Irregular earthworks
possibly associated
with the railway in
area125.

Area 127

This area contains predominantly cropped or set-aside fields. No visible archaeological features were noted.

Area 127a

Cropmark features recorded by the SMR (7708) were not visible on the ground during the walkover.

Area 128

This is mainly farmland, under pasture or plough. In the village of Stainsby (a conservation area) there are substantial earthworks to the north and east of the settlement and the manor house (29896). A large area south of the junction was not available for walking including an area that had previously recorded Roman pottery (260).

5. 11 Junction 29 to 30

The area between Junctions 29 to 30 was walked under mainly good dry conditions. The southern part of the route is mainly open farmland. To the north are large areas that have been disturbed by open cast mining and the town of Barlborough. Most of

the visible archaeology in this area relates to coal mining such as the remnants of railways and associated structures.

Area 129

The grassed fields east of the conservation area and village of Heath contain a number of SMR references including a number of old buildings and a chapel (7701, 7702, 7704, 7707). No other visible archaeological features were noted.

Area 130

This was mainly farmland, a mixture of cropped, pasture and scrub fields with no obvious archaeological features. A Mesolithic flint scatter (7709) lies to the far west.

Area 130a

This area contains Sutton Scarsdale deerpark (13403), although there are no earthworks associated with it visible on the ground.

Area 131

This area comprised mainly farmland, generally cropped and ploughed though there is some woodland in the far north. A single Roman-British pottery sherd was recorded west of Bolsover (13409). No visible archaeological features were noted.

Area 132

This area contains the towns of Long Duckmanton and Duckmanton. The SMR records the presence of a possible medieval church site here (13406).

Area 133

This is predominantly farmland, mainly cropped. No visible archaeological features were noted. Parts of this area may have been quarried and re-landscaped, but it is hard to tell.

Area 134

The open cast workings in this area would have destroyed any archaeology here.

Area 135

This is an area of cropped farmland. There are also possible open cast workings in this area.

Area 136

This area is mainly cropped farmland. No archaeological features were visible in this area.

Area 137

This area appears to contain modern coal tips and would presumably have destroyed any archaeology in this area.

Area 138

This is mainly farmland, generally cropped and ploughed though there is some woodland to the north. No archaeological features were noted in this area.

Area 138

There are a number of features recorded within Romeley Wood. These include two mounds and a bell pit (4421, 4422, 4423) and Romeley Hall (4424).

Area 139

There is a c. 19th / 20th century disused railway here (probably associated with the open cast mine) with the track still in place. A brick bridge spanning with three arches spans the railway cutting (Plate 12).



Plate 12:
Disused railway
and bridge in
area139

Area 140

The disused railway in area 139 continues on the other side of the motorway. A concrete building was noted adjacent to it, one storey, flat roof, two rooms, each with a metal window frame and a door on the south-east facing end. It probably dates to the mid to late 20th century and is now derelict.

Area 141

This is an area of farmland, generally cropped. There are some hollows south of the road although these appear to be old stream beds rather than earthworks.

Area 142

This area appears to contain modern coal tips and areas of rubbish tip / wastelands and would presumably have destroyed any archaeology in this area.

Area 143

The urban area of Barlborough is likely to have disturbed archaeology in this area.

Area 144

There are a number of irregular earthworks here. Their function is unknown but they may relate to open cast working and tipping in this area rather than be archaeological in origin (Plate 13).



Plate 13:
Uneven earthworks in
area 144.

6. Conclusion

The walkover survey identified a total of 101 archaeological sites within the study area (Appendix 1). Of these 33 do not appear to have been previously recorded. Most of these are earthwork sites - mainly ridge and furrow, but there are also a number of buildings structural remnants. In addition many of the known sites (e.g. those recorded on the SMR or during previous fieldwork), were verified on the ground.

A number of areas were defined that will have badly disturbed or destroyed archaeology in the area. These include urban areas, quarries and areas of open cast mining. However, not all features may have been destroyed by these areas and archaeology may exist in small undisturbed areas (for example beneath quarry soil bunds). It should also be noted that identified archaeological deposits may extend outside these areas.

7. Acknowledgements

The walkover was undertaken by Matt Hurford, Martyn Henshaw, Vicki Priest and Gerwyn Richards. The Project was managed by Patrick Clay.

Vicki Priest

29th Nov. 2004.

8. Bibliography

- Clarke, R. 1993, AN archaeological assessment of land around Junction 24 of the M1 motorway. Lockington-Hemington and Kegworth parishes. LAU Report 95/03.
- Clarke, R. 1995, The Lockington barrow cemetery Leicestershire: An archaeological assessment. LAU Report 95/07
- Cooper, L. 2003, Hemington Quarry, Castle Donington, Leicestershire, UK: a decade beneath the alluvium in the confluence zone. In Howard et al (eds) *Alluvial Archaeology in Europe*. Leeds: Balkema
- Liddle, P. 1992, An archaeological survey of the line of the motorway from Junction 21 to 21a. MARS AST 92/5
- Liddle, P. 1993, An archaeological survey of the line of the motorway from Junction 21a to 23a. MARS AST 93/6
- Meek, J. 1999, Desk based assessment of the proposed 'Fulcrum' site, Kegworth, Leicestershire. ULAS Report 99/120.
- Meek, J. 2000, Archaeological Desk-based assessment of Lockington barrow cemetery, Leicestershire. ULAS Report 2000/162.
- Hughes, G. 1995, Archaeological excavations in advance of the A456 Derby Southern Bypass 1994: Contract 2. BUFAU Report 320.5
- Priest, V. 2000a, A fieldwalking survey at the Fulcrum Site, Kegworth, Leicestershire (SK 47852840(centre)). ULAS Report 2000/56.
- Priest, V. 2000b, Warren Farm, Lockington: archaeological evaluations on phases 1, 2, 3, 4, 7, 8 and 9. ULAS Report 2000/133
- Priest, V. 2003a, Warren Farm, Lockington-Hemington parish: results of the archaeological evaluations on the focal areas. Phases 1 and 2. ULAS Report 2003-097.
- Priest, V. 2003b, Warren Farm, Lockington-Hemington parish: results of the archaeological watching brief on phases 1, 8 and 9. ULAS Report 2003-096.
- Ripper, S. 1998a, An interim partial archaeological evaluation of land west of Warren farm, Lockington, Leicestershire. ULAS Report 98/53.
- Ripper, S. 1998b, An archaeological evaluation of land west of Warren farm, Lockington, Leicestershire. ULAS Report 98/53.
- ULAS 2000, Agreed Statement of Archaeological Implications: The Fulcrum Site, Kegworth, Leicestershire. ULAS Report 2000/158.

Appendix 1: Archaeological Sites in the study area identified during the walkover survey					
Motorway Section	Area No	SMR Refs	Other Refs	Description	Comments
J21 - J21a	01			Flint scatter, Iron pottery scatter and remains of a Roman kiln site identified during previous fieldwork.	No evidence visible on the ground.
	02	LE227 LE231 LE234	30274	Scheduled Ancient Monument Lubbesthorpe Deserted Medieval Village and finds of early medieval pottery.	Earthworks appear to extend outside the Scheduled area.
	02a			Ridge and furrow	Possibly associated with Lubbesthorpe DMV.
	07			Slight earthworks	Possibly industrial - associated with the railway?
21a - 22	08	LE130		Field boundary, flint scatter and Roman road	No evidence visible on the ground.
	09	LE6798		Findspot	No evidence visible on the ground.
	11			Roman/Iron Age pottery. Excavation of a prehistoric settlement site with burials and Roman features.	Much of this will have been removed by the existing junction.
	12a			Sub-circular enclosure.	
	13			Earthworks Roman road	Earthworks may indicate presence of Roman road?
	16			Ridge and furrow	Well preserved
	17a			Roman kiln and occupation site.	No evidence visible on the ground.
	19			Linear bank	Probably an old field boundary
	20			Slight earthworks	Possibly related to the medieval settlement at Whittington Grange?
	21			Ridge and furrow and possible hollow way	Well preserved.
	22			Ridge and furrow	
	23			Ridge and furrow	
	24			Ridge and furrow and field boundary	
	26			Ridge and furrow and earthworks	Well preserved
	27			Ridge and furrow and field boundary	Very slight earthworks
	22 - 23	28			Ridge and furrow C18th - C19th Barn
32a				Undated platform	Fields not accesible.
33				Earthworks and old quarry	
39				Ridge and furrow and earthworks.	
40		LE7284		Findspot	No evidence visible on the ground.
23 - 23a		44	LE6114		Ridge and furrow and earthworks. Sherd of Anglo-Saxon pottery
	46a			Shepshed Mill Farm	
	46b			Roman occupation site and road	Beneath the motorway - no evidence visible on the ground, but likley to extend outside the motorway corridor.
	46c			Medieval bank	Around the wood.
	47	LE4732		Roman pottery and medieval deer park	No evidence visible on the ground.
	47a			Iron Age pottery scatter	No evidence visible on the ground.
	48			C19th barn	Good condition
	49			C19th cowshed / barn	
	49a	LE6519 LE8057		Roman and Iron Age pottery	No evidence visible on the ground.
	50a			Roman and prehistoric pottery scatter	No evidence visible on the ground.
	51			Ridge and furrow and earthworks.	
23a - 24	54a	LE4633		Old windmill tower earthworks	Cropmark on the ground.
	54b			Possible Iron Age ring ditch	No evidence visible on the ground.
	55			Ridge and furrow. Mill complex?	
	56			Hollow way?	

Motorway Section	Area No	SMR Refs	Other Refs	Description	Comments
	57			Ridge and furrow and earthworks.	
24 - 25	60a - d	LE4687 LE6034 LE6035 LE4718 LE4724		Bronze Age barrow cemetery and prehistoric cropmark features	Much destroyed by quarrying but some features may survive immediately adjacent to the motorway.
23a - 24	60e	LE6905		Iron Age enclosure	Now destroyed - nothing else visible on the ground.
	60f	LE4682 LE4702 LE4679		Cropmarks and ridge and furrow.	No evidence visible on the ground.
	61a			Possible Bronze Age round barrow	No evidence visible on the ground.
	61b			Flint scatter	
24-25	62			Romano-British settlement site	Currently being quarried.
	63	LE4720		Possible Roman site	Partially destroyed by quarrying.
	64	17411		Bridges and associated structures. Beehive quern.	Now destroyed by quarrying.
	65	22578		Flint axehead	Now destroyed by Sawley Marina
	66a	17416		Medieval cropmarks	May be preserved by alluvium.
	67	17404 17405 17414 22574		Prehistoric cropmarks, Roman road, Bronze dagger	Probably destroyed by urban development but some evidence may survive.
	69	22564 22501		Cropmark enclosure Derby Canal	Within an urban area.
25 - 26	73	25101 25109		House and milepost	Within an urban area.
	74a	26514		Ridge and furrow .	Ridge and furrow is still visible either side of the golf course.
	74b	26513		Early mining	Partially destroyed by the golf course?
	77			Ridge and furrow	Well preserved
	78			Ridge and furrow / drainage	
	80	5171		Ridge and furrow and earthworks.	
	82	00395		Church	Within an urban area.
	83	02354		Quarry	
	83a			Ridge and furrow and earthworks	
	84	00389 02350		Pinfold and post-medieval bridge	
	85			Ridge and furrow	
	87	02352 02097 02351		Evidence for early mining and a well	No evidence visible on the ground.
	88			Earthworks and historic coal mining	
	89	02326 02327 06077		Coal mines	No evidence visible on the ground.
	90a	02218 02220 02222 02119 02225 02219 05924 06084 06050		Numerous medieval and post-medieval features around Strelley	
	92	02240		Windmill	
	93	05271 02120		Historic park and garden, house and church.	Within historic park and garden
26 - 27	98			Medieval fishpond	
	100			Ridge and furrow	

Motorway Section	Area No	SMR Refs	Other Refs	Description	Comments
	101	02369 02479 02478		Lime kiln, pit and dam.	Within woodland.
	101a			Medieval fishpond	Within woodland.
	101b	02244 02245		Roman finds scatter	No evidence visible on the ground.
	102	02505 02507 02717 02719 02521		Medieval fishpond, earthworks, quarries and a lime kiln	Mostly within woodland.
	104	02504		Quarry	Field not accesible.
27 - 28	105	02527		Quarry	Field not accesible.
	106	02528 02531 02532 02440 02441		old coalmines, quarries, pits and associated features	Many of these will have disturbed earlier archaeology.
	107	02442 02542 02438		Tramway, coal mine and railway	No evidence visible on the ground.
	108	02428		House and tramway	Within an urban area
	109a	02548		Deer Park	No evidence visible on the ground.
	109b	02435		Historic coal mines	Some uneven ground.
	110	02554 11902		Tramway and toll road	Within an urban area
	111	11904 02550		Historic park and garden and houses	
28 - 29	117	1807 1805 1803		Earthworks and church.	
	119a	1815 1813		Flint and Roman pottery scatter	No evidence visible on the ground.
	123a	14009 14011 14008		Bronze Age ditch Coal mining	No evidence visible on the ground.
	124	07521		Earthwork	Not accessible
	125			Earthworks	Possibly connected to the railway?
	126	205 201		Hardwick Park	
	127a	7708		Cropmark features	No evidence visible on the ground.
	128	29896 260			Som areas not accesible
29 - 30	129	7701 7702 7704 7707		Several old buildings and a chapel	
	130	7709		Mesolithic flint scatter	
	130a	13403		Deerpark	No evidence visible on the ground.
	131	13401		Single sherd of Roman pottery.	No evidence visible on the ground.
	132	13406		Medieval church site	Within the village.
	138a	4421 4424 4423 4422		Bell pit and mounds. Romeley Hall	
	139			Disused railway and bridge	C20th
	140			Disused railway and building.	C20th
	144			Irregular earthworks	Possibly related to tipping?

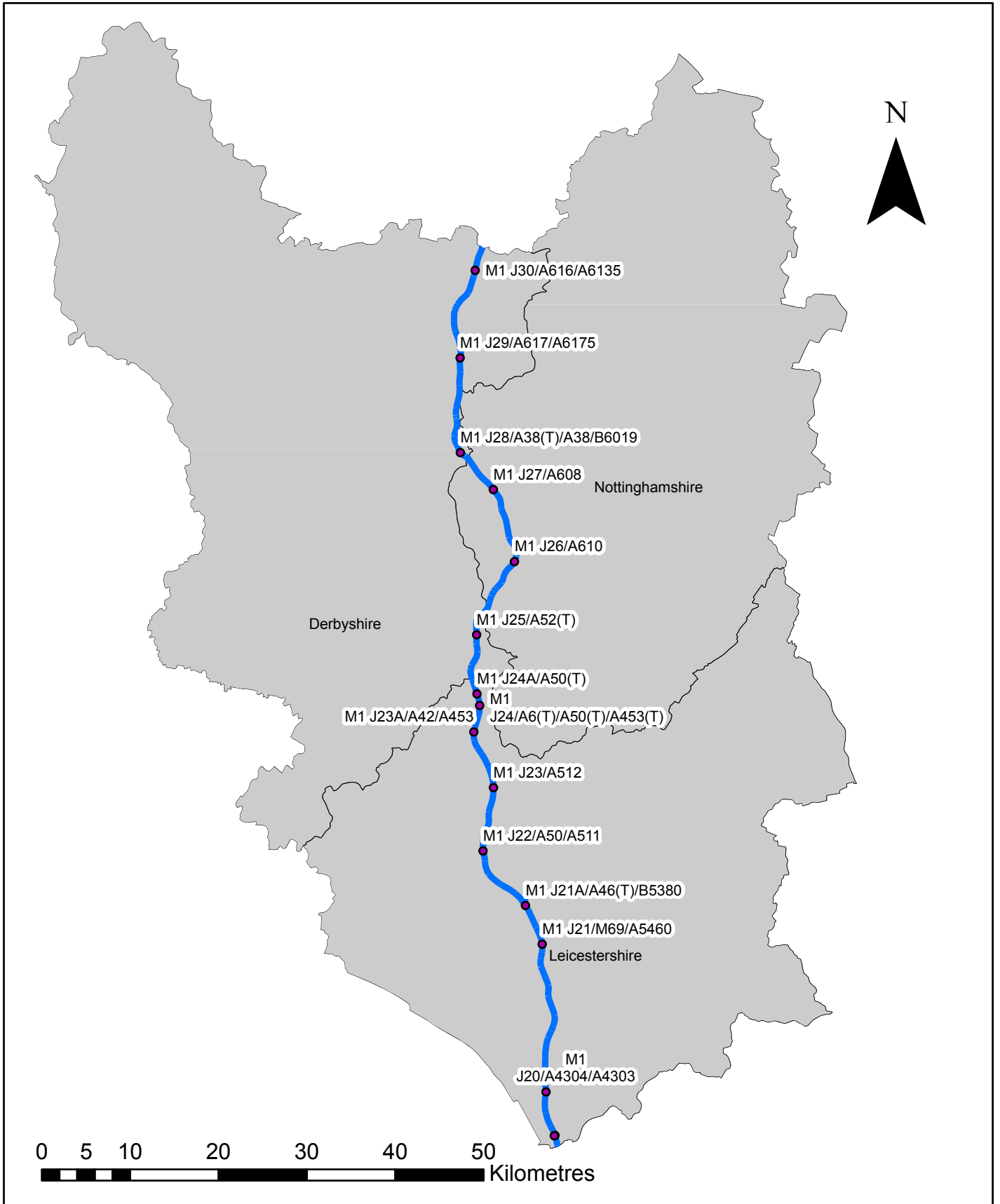


Figure 1. Location of M1, Junctions 20 to 30 in Leicestershire, Derbyshire and Nottinghamshire.