LAND OFF EACH WELL LANE, ALFRETON, DERBYSHIRE

ARCHAEOLOGICAL STRIP, MAP AND RECORD

Planning Ref.:	AVA/2013/0181
NGR:	SK 4033 5499
PCAS Site code:	AELX 14
PCAS Job No.:	1347

Report prepared for

Ben Bailey Homes Ltd

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Contents

Figures

Summary

Pre-Construct Archaeological Services Ltd (PCAS) was commissioned by Ben Bailey Homes Ltd, to undertake an archaeological strip, map and record on land to the south of Each Well Lane, Alfreton, Derbyshire (NGR: SK 4033 5499). This work was undertaken as part of a condition attached to the granting of planning permission for residential development, on the advice of the Planning Archaeologist for Derbyshire County Council.

Previous archaeological work on this site, consisting of a geophysical and topographical survey, with subsequent trial trenching, identified few features of archaeological significance, apart from a series of parallel linear pits backfilled with coal waste located within the north-western part of the development area. These pits were considered to have formerly contained sleeper beams for a possible rail/trackway and were probably part of an 18th century coal mining operation.

In order to better understand and preserve by record this possible trackway, an area measuring c. 110m long by c. 15m wide was stripped of overlying topsoil to expose the full surviving extend of these remains. They were found to be associated with a concentration of large linear pits and a possible vertical mine shaft located at their western extent. They were also flanked by a series of possible postholes and associated with narrow, linear trenches. A post-medieval field boundary ditch and further small irregular pits were also recorded at their eastern extent.

Although these features remain enigmatic, an interpretation for a horse drawn wagon way, of late18th-early 19th century date, associated with a possible vertical mine shaft either to extract coal or bring in heavy (winching or pumping) equipment to an existing gallery may be speculated.

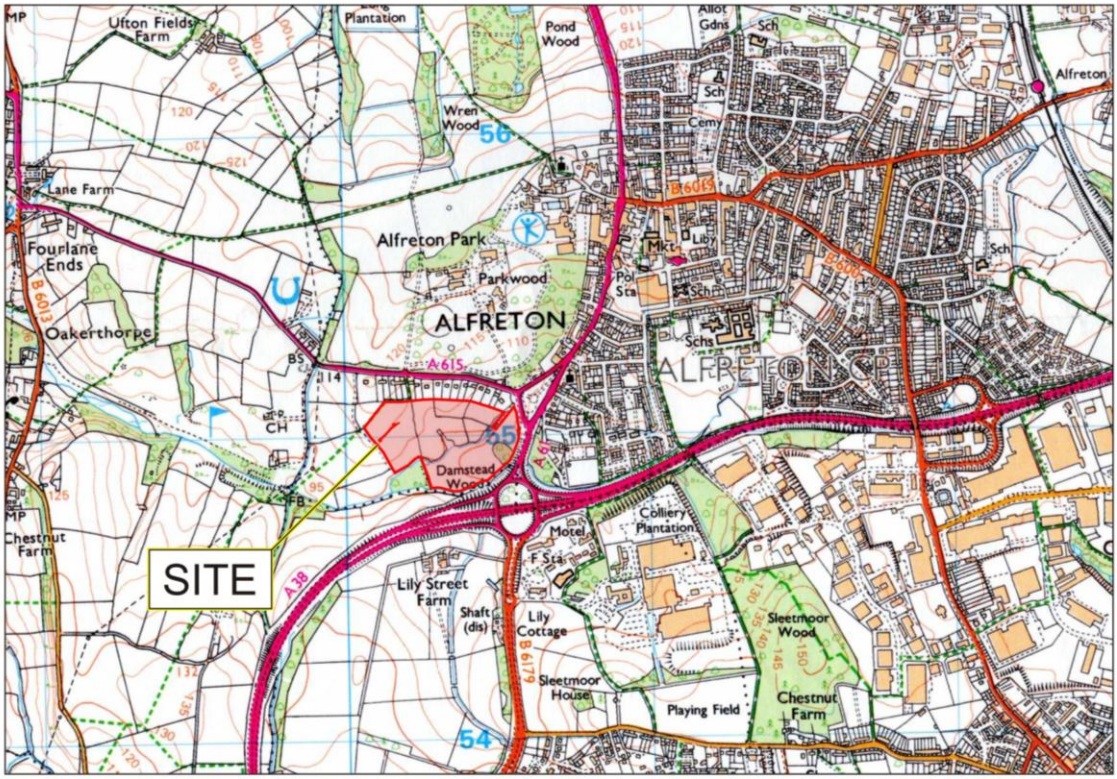

Fig. 1: Site location map. Development site highlighted in red. Scale 1:25 000

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1.0 Introduction

Pre-Construct Archaeological Services Ltd (PCAS) was commissioned by Ben Bailey Homes Ltd, to undertake an archaeological strip, map and record on land to the south of Each Well Lane, Alfreton, Derbyshire (NGR: SK 4033 5499). This work was undertaken as part of a condition attached to the granting of planning permission for the residential development of the site (AVA/2013/0181), on the advice of the Planning Archaeologist for Derbyshire County Council advising Amber Valley Borough Council.

The programme of archaeological work was undertaken in accordance with a specification for an archaeological strip, map and record (PCAS 2014b), the recommendations of the *National Planning Policy Framework* (2012), *Code of Conduct* (Institute for Archaeologists, 1994 as revised) and *Standards and Guidance for Archaeological Excavation* (Institute of Field Archaeologists, 2008 as revised) and the Management of Research Projects in the Historic Environment (MoRPHE). This was approved by the Planning Archaeologist for Derbyshire County Council.

2.0 Site location and description (**Figs. 1 - 3**)

The town of Alfreton is located in the eastern half of the County of Derbyshire, approximately 14 miles north of Derby and 12 miles south of Chesterfield. It is situated on the north-eastern boundary of Amber Valley Borough and adjoins the Districts of Bolsover and North East Derbyshire. The development site is located at the south-western limit of the modern town, to the south of Each Well Lane (A 615), west of Derby Road (A 61) and northwest of the A 38/A 61 intersection with the slip road forming the south-eastern boundary of the site.

The site comprises severa; undulating grass fields currently used for paddocks and grazing, which are defined by wooden fencing and hedgerows. Wooden and brick stable buildings are present in the north-eastern part of the site and a small disused brick building is located adjacent to the northern boundary. There is a pumping station located near to the northeast corner of the site which is accessed from Wach Well Lane by a metalled track. On the western side of the site a series of electricity pylons and overhead cables extend across from north to south.

The rear gardens of large detached properties, fronting on to Each Well Lane, define the northern side of the site. The eastern side of the site is defined by the A 61 and A 615. A narrow watercourse, the Oakerthorpe Brook, defines the southern boundary of the site with modern landscaping of the A 38 beyond. A small copse, Damstead Wood, defines the southwest side of the site and the western side of the site is flanked by open agricultural land. The area of archaeological strip, map and record lies on the west side of the development site.

3.0 Geology and topography

The underlying solid geology is mapped as Pennine Middle Coal Measures Formation, which consists of mudstone, siltstone, sandstone and coal (BGS 2014). No overlying drift deposits are recorded in this area.

The site occupies a predominantly southeast facing slope that rises from a low point around the 95m OD contour in the southwest corner of the site to a high point on the 130m OD contour in the northwest corner of the site.

4.0 Planning background

The National Planning Policy Framework (NPPF) came into force in March 2012. This places the responsibility for dealing with heritage assets affected by development proposals with the developer. Developers are required to 'record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible' (NPPF, s141).

An application for 149 dwellings, public open space and wildlife areas (all matters reserved except for access) on land off Eachwell Lane, Alfreton was submitted to Amber Valley Borough Council (AVA/2013/0181) in early 2014. On the recommendation of Steve Baker, the Planning Archaeologist for Derbyshire County Council, a scheme of pre-determination works to investigate the sites archaeological potential was completed to inform and advise the planning committee.

The scheme included a topographical survey, archaeological evaluation targeted on a previously completed geophysical survey, and an investigation of a hedge bank and possible building platform which lay within the site boundaries. The possible building platform was subsequently revealed to be the product of the deposition of waste material from the nearby coal mining activities. However, the evaluation also identified the remains of a series of linear pits in the west side of the site, which was speculatively identified as evidence of a portable rail track associated with the mining activities of the area (PCAS 2014a).

The planning application was grated subject to conditions in July 2014. The conditions included a requirement for further investigation and recording of the possible trackway identified in the evaluation, and the completion of the topographical recording of the ridge and furrow earthworks within the site as conditions allowed.

5.0 Archaeological and historical background

A detailed archaeological and historical background has previously been compiled for this project in a Heritage Statement and is summarised here (Planning Design 2013).

There are no records for Prehistoric, Roman or Early Saxon archaeological sites within 1km of the centre of the proposed development site. Historically, the earliest evidence for settlement is suggested by the place name which is thought to derive from the Saxon personal name *Aelfhere*, with the suffix *tun* meaning *Aelfhere's farm* (Cameron 1959). The settlement at Alfreton is first recorded in the Domesday Survey in 1086 as being a small village of 12 households, with only a small quantity of ploughland and meadow (*ibid*.).

The parish church of St. Martin dates from the late 12th century and is located *c*. 850m northeast of the site. This was probably the focus of the medieval settlement. The site of the original manor house has now been lost although its associated Park, claimed before 1330, lay to the west of the church. The full extent of Alfreton Park is unknown but it may have extended southwards, possibly incorporating part of the

development site. The common lands of the village also lay in this area, to the southwest of the church (Stroud 1999).

The chief economic resources of the medieval period were principally agriculture and coal mining. In the early 14th century the monks of Beauchief Abbey, who held land in the parish, were permitted to supply themselves with coal from Alfreton, although the easily accessible coal appear to have become exhausted by 1522. The industrial production of iron may also have been established by this time associated with the abundance of the coal and locally rich ironstone seams (*ibid*.).

The proposed development site includes part of a known archaeological site recorded on the Derbyshire Historic Environment Record (DHER: record 16201: *Ironworks (site of), Damstead Wood, Alfreton*) it is a post-medieval bloomery ironworks, dam and mill pond, that was active between *c*. 1565 and 1615, and possibly originated much earlier. The DHER listing records the following information:

Along the east side of Damstead Wood are the remains of a pond-bay. It formed a hammer pond for an iron mill, and slag and cinder can be found in the wood. 'John the Bloomer' occurs in a charter of Henry III applying to this area in the cartulary of Darley Abbey and in 1614 there are other references to an 'ancient iron mill and dam'. The pond appears to have been drained in the early 17th century. (1) The remains of the earthen pond-bay are visible underlying the east boundary of the wood. They are extensively mutilated….. Damstead Wood marks the site of a post-medieval ironworks. The works were probably built by John Zouch after he acquired the manor of Alfreton in 1565 and were disused by 1615 when he sold the site. At the eastern end of the site is a large dam at Oakerthorpe Brook, breached in the centre. Below this the site of the works is wooded and intersected by several small watercourses. At the southern end of the dam, earthworks mark the probable site of the headrace. Slag, brick and stone are visible over most of the site but, apart from the indeterminate earthworks, nothing remains of any buildings.

Based on the agricultural and coal mining economies Alfreton grew to become one of the larger and more prosperous town of Amber Valley in the post-medieval period, developing as a market town with an increasingly varied number of trades and industries. The common lands of the town were enclosed by 1816 and subsequently at least three coal mine shafts were sunk by the Morewood family, taking advantage of improved technology to mine at greater depths. Some of the new mines were recorded as being connected by tramway with the Cromford Canal built in 1794 to the south of the town. Late 19th century Ordnance Survey mapping records the presence of mine shafts in the north-eastern corner of the site although nothing is known of the mines that where in operation at this location (*ibid*.).

Previous archaeological work on the site included a geophysical survey which proved to be largely inconclusive (Planning Design 2013). A topographical survey and evaluation trenching positively identified a small area of possible medieval ridge and furrow, and a large spoil heap and rough metalled track of 18th-19th century date which were considered likely to have been associated with the coal mining activity in the eastern part of the site. However in the western part of the site an alignment of parallel rectangular pits, in-filled with coal waste were also identified and considered to be the possible remains of railway sleepers for a portable track, perhaps a railway which ran through the site as part of the coal mining operations or associated with the former iron works to the south (PCAS 2014a). It was these pits that were the focus for the strip, map and record.

6.0 Methodology

The adopted methodology followed the scheme set out within the Specification (PCAS 2014b). Fieldwork was undertaken between 8th – 19th December 2014, and was undertaken by S. Savage, M. Rowe, L. Brocklehurst and J. Coles.

Starting at the west end of the pits previously identified during the evaluation as a possible trackway a corridor *c*.10m wide was topsoil stripped by mechanical excavator. This corridor extended east for the full length of the surviving pits, a total of *c*. 110m and was widened to expose adjacent features.

Over 100 individual features, all in-filled with coal waste were identified. A GPS survey of these features was produced and distinct feature types were identified and a representative sample of each feature type was excavated and recorded. Digital photographs were taken to complement these records.

7.0 Results (**Figs. 2 – 4**)

A total of seven distinct feature types were identified, consisting of:

F1*. A large round pit/vertical shaft.* Located at the west end of the stripped area was a large round pit. This measured *c*. 2.2m in diameter and had been backfilled with coal waste. A quarter section was initially excavated to a depth of 0.5m below its surface demonstrating that it had vertical sides and raising the possibility that this was in fact a vertical mine shaft. For obvious safety reasons no further excavation took place and the location was fenced off. Two sherds of late 18th - 19th century pearlware pottery were recovered from the excavated section. A possible mine shaft had been identified.

F2*. A group of large rectangular/linear pits.* To the southeast of the F1 pit/shaft was a group of irregular linear pits. The largest of which was over 10m in length. These pits had been excavated in close proximity to each other and characteristically had vertical sides and flat bases between 0.25m and 0.4m deep. They were also backfilled with coal waste. Several fragments of hand made brick, tobacco pipe and a single sherd of modern whiteware pottery, dated to the 19th – 20th century were recovered from the excavated sections. It may be speculated that these pits originally contained large, possibly re-used timbers providing a sill/foundation for some heavy equipment. Each pit may have been excavated to accommodate a specific timber so as to provide a finished level surface.

F3*. Possible post holes*. Seventeen round – sub-rectangular small pits were identified. These mostly formed an irregularly spaced NE-SW alignment to the north of the possible F4 pits (see below) with a single similar feature to the south. These were characteristically shallow, only *c*. 0.1m deep with flat bases. They were all backfilled with coal waste. They may have originally contained posts, possibly for a hand/guide rail.

F4*. Possible sleeper beam pits*. Over seventy irregular rectangular pits formed a NE-SW alignment extending for over 80m. The western end was aligned on the F1 pit/shaft and stopped short of it by *c*. 10m. The eastern end appeared to be turning to the east and may have originally flanked the F6 ditch (see below). The pits were *c*. 2m -3.5m long, between 0.3m -1.5m wide and between 0.2 -0.5m deep. Characteristically they had steep or vertical sides and flat bases. All were backfilled with coal waste. They may have originally contained rough hewn timbers, or even

just spilt logs, which may account for their diversity, and provided a foundation for wooden rails.

***F5**. Possible rail trenches*. Two distinct groups of narrow, disrupted linear trenches were recorded on the same NE-SW alignment as the F4 sleeper beam pits. The southern group intersected with F4 pits, while the northern group was located just to the north of the F4 pits. The trenches varied in length, width and depth, and were all backfilled with coal waste. If these trenches originally contained rails, their irregular nature would appear to indicate the rails may have been reset or partially replaced during the course of their use. This may indicate the use of wooden rails, which appears to have been common before the introduction of iron rails from the early-mid 19th century (Lee 1951).

***F6**. A single ditch*. An E-W aligned ditch with a broad 'U' shape profile extended for over 30m beyond the limit of excavation to the east and west. It was *c*. 1m wide and *c*. 0.4m deep. To the west the ditch appears to have silted up naturally but to the east it contained coal waste, indicating it was open and contemporary with the other activity in this area. A single sherd of mid 16th - 17th century pottery identified as black glazed ware was recovered from the excavated section, suggesting a slightly earlier date, but it is considered likely this is residual of slightly earlier activity.

***F7**. A group of irregular/segmented pits*. An enigmatic group of irregular shallow pits were observed extending beyond the limit of excavation to the east. These appeared to be one segmented feature flanking the F6 ditch. Their function is unclear. They were backfilled with a mix of redeposited soil and coal waste.

8.0 Discussion and conclusion (**Fig. 5**)

Although it could not be proven, a hypothesised late 18th-early 19th century coal mining wagonway probably remains the most plausible interpretation of the F4 pits. The very deliberate, but *ad hoc* nature of the construction may be consistent with early industrial period mining indicating an informal and opportunistic use of local resources, specifically timber sleeper, rather than the more characteristically standardised and mass produced material of the later industrial period.

The wagonway generally follows the contour of the hillside, with a gentle slope down towards the east. This arrangement appears to be characteristic of such wagonways in that gentle downward slope facilitates the movement of the laden wagon and there is only a gentle gradient up which the unloaded wagon has to be pulled. The wagonway also appears to have been curving to the east at its southwestern end and it may be speculated that both the metalled track identified in evaluation trench No.6 and the large spoil heap, due east of the wagonway, may have been directly related to the wagonway and associated coal mining activity.

The identification of the possible vertical mine shaft remains unproven due to obvious safety consideration; however this interpretation is consistent with the wagonway hypothesis and mining methods of the late 18th-early 19th century. Similarly, the large rectangular pits are consistent with construction methods of this period. Although many of the features remained undated, ceramic finds recovered during this scheme of works is largely consistent with this date, and perhaps indicates some small scale activity on the site slightly earlier in the 17th century.

9.0 Effectiveness of methodology

The strip, map and record has been extremely effective in further characterising and recording this important industrial feature.

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http://list.english-heritage.org.uk/mapsearch.aspx

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http://opengov.ambervalley.gov.uk/

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11.0 Site Archive

The documentary and physical archive for this scheme is currently in the possession of Pre-Construct Archaeological Services Ltd. A copy of this report will be submitted to Derbyshire HER by June 2015, however no physical archive will be produced. A copy of this report will be publicly available on OASIS.

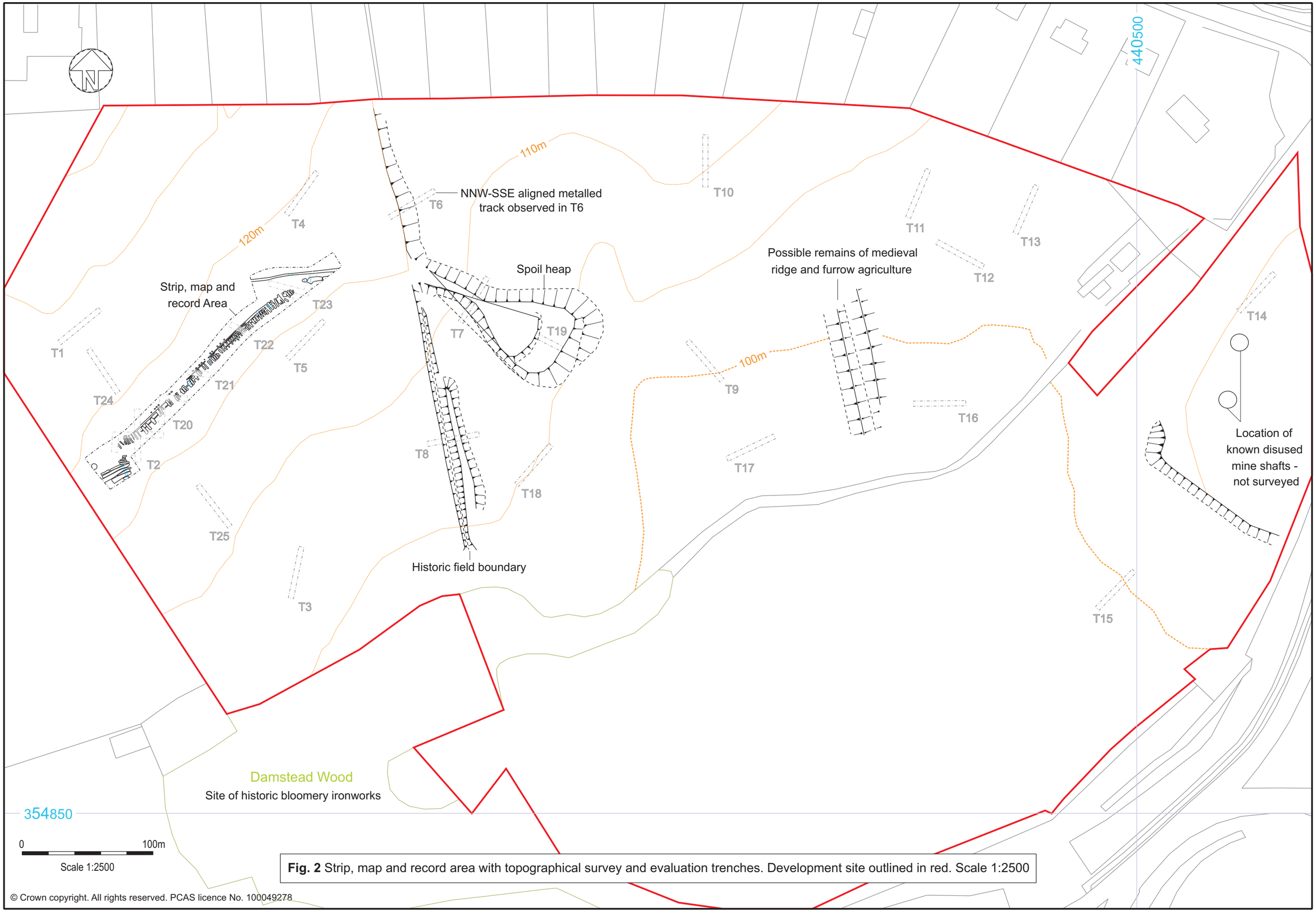

Fig. 2 Strip, map and record area with topographical survey and evaluation trenches. Development site outlined in red. Scale 1:2500

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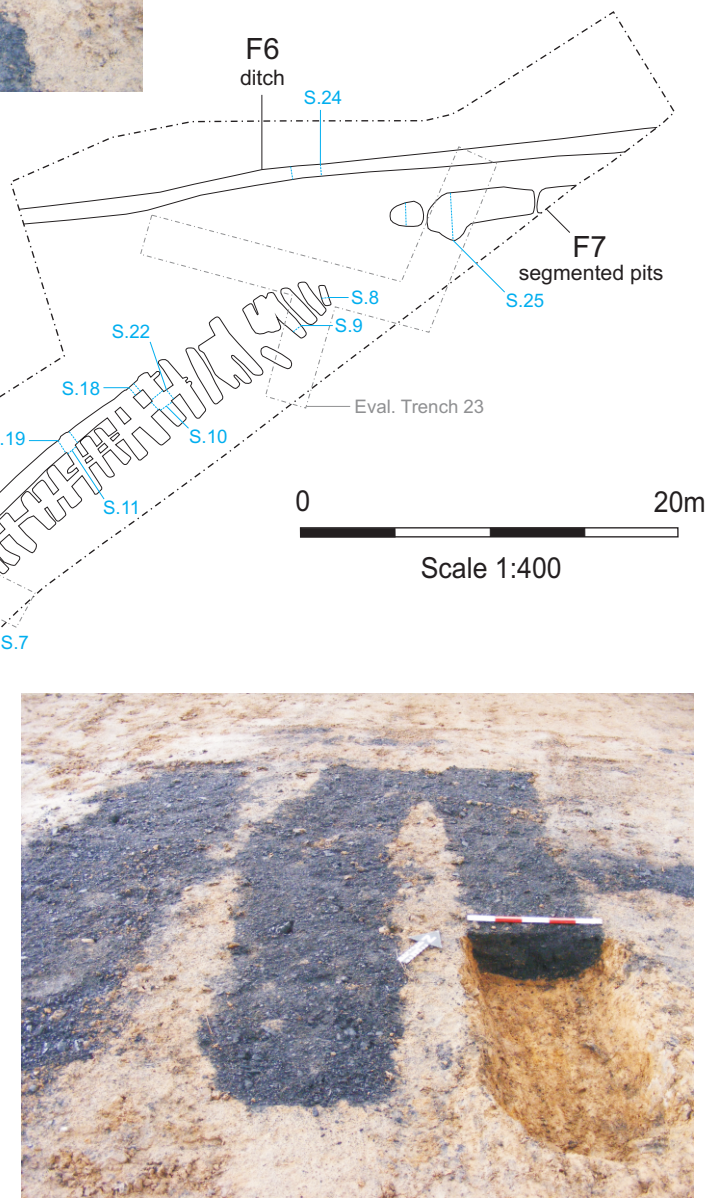
F3 Postholes. S.6

F5 Rail trench. S.20

F1 Possible vertical mine shaft.



F4 Sleeper beam pits. S.15

Strip, map and record area. Looking northeast. Scales 2m

F2 Large linear pits. S.1

Fig.3 Photographs and Plan of Strip, map and record area. Scale 1:400

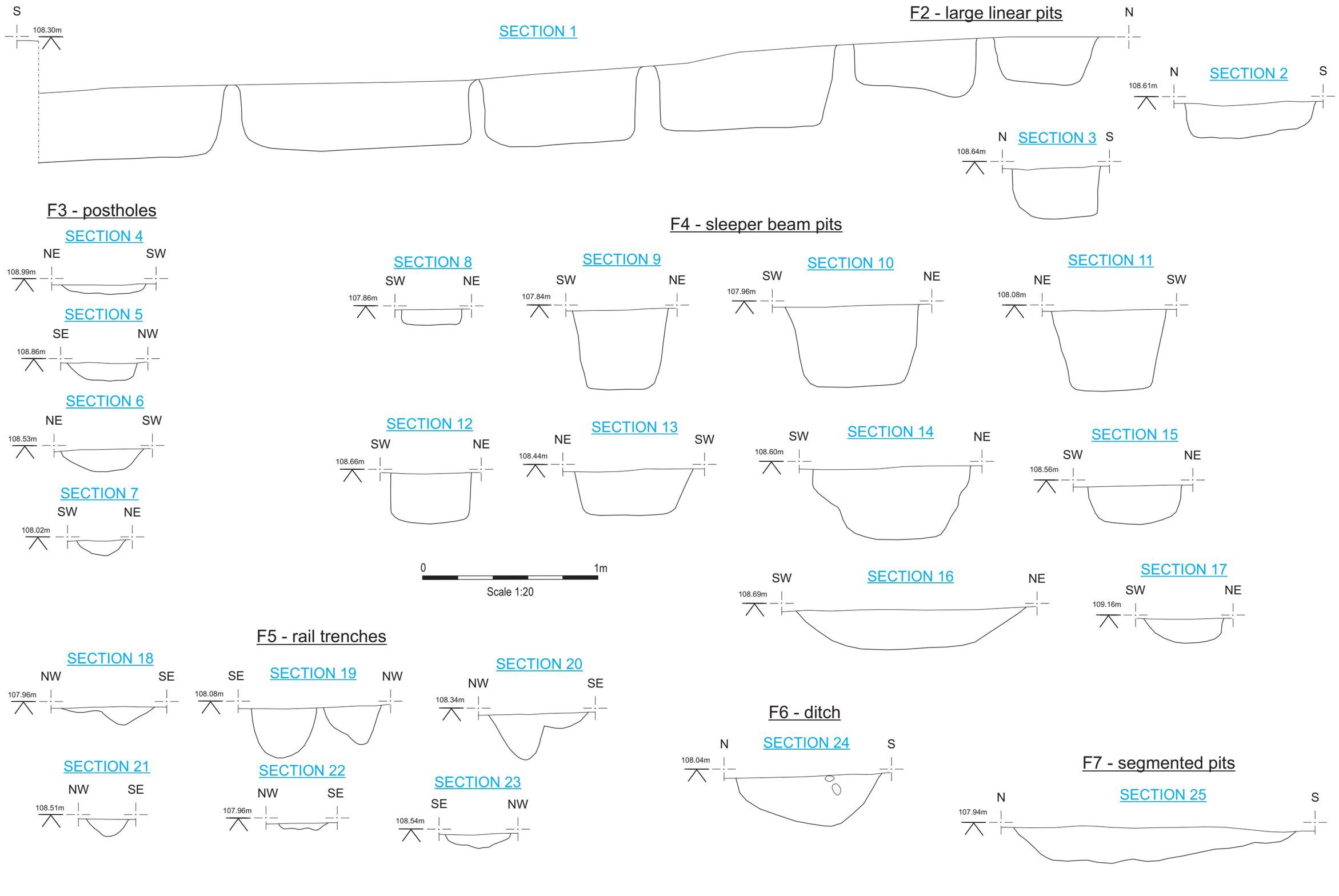
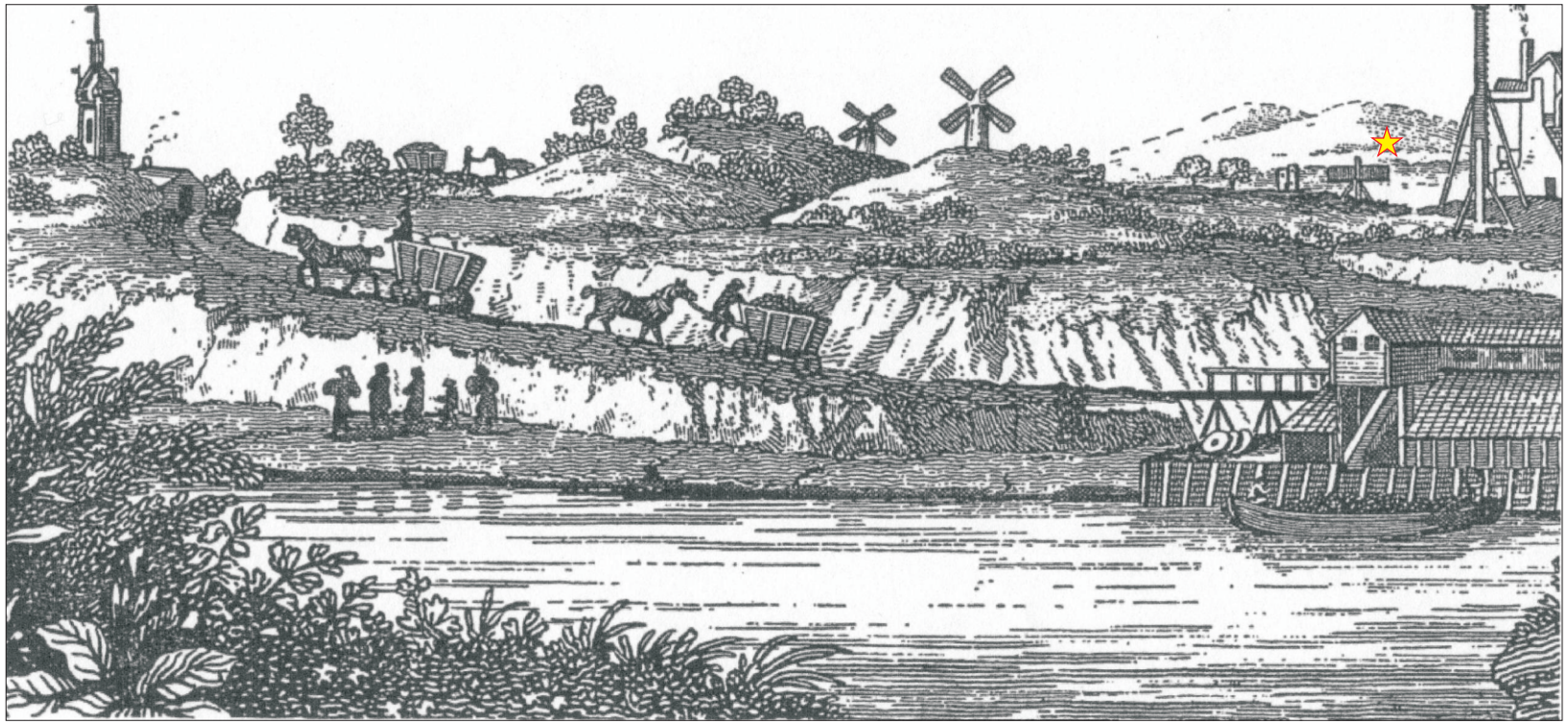


Fig.4 Sample sections. Scale 1:20



A double-track wagonway shown on part of the engraved title to a ‘Plan of the Collieries on the Rivers Tyne and Wear’, published in 1788 from surveys by John Gibson.

Note: As the laden coal wagon is moved down the slope the horse acts as a brake and once unloaded the horse returns the empty wagon back to the mine. In the background there is a timber built structure (yellow star), this appears to be a ‘whim’, a horse powered capstan or windlass. Something similar may have been employed at this site and constructed on timber foundations.

Fig.5 Illustration from *Archeologia Aeliana*, ‘Wagonways of Tyneside’, by C. E. Lee

Appendix 1: Context/feature type descriptions.

Individual features are not numbered or recorded as single items due to the large number of similar features and their universally homogenous fills, but rather distinct collective feature types are assigned a (F) number and recorded accordingly.

Feature Type	Description
F1. Pit or vertical shaft	A single large round cut feature with vertical sides measuring *c*. 2m in diameter. Possible vertical shaft not further excavated for very obvious safety reasons. Backfilled with coal waste.
F2. Large linear pits	A concentration of irregularly sized large linear pits. Charateristically with vertical sides and flat bases, *c*. 0.3m – 0.4m deep. Appear to 'fit' together indicating contruction/use contemporaniaously, but possibly constructed in an *ad hoc* manner. Mostly backfilled with coal waste but with some redeposited soil to the west, also included some ceramic finds including brick fragments. Smaller 'hybrid' pits located at the northeast corner of the larger pits. These appear to be similar in size to the 'Sleeper beam pits' (F4) but are clearly constructed as part of this group and so are included here.
F3. Post holes	Sixteen sub-round - sub-rectangular shallow possible post holes were located flanking the F4 and F5 features to the north, forming a single alignment *c*. NE-SW. A single similar possible post hole was also observed to the south of the F4 and F5 features. These measured *c*. 0.3m – 0.5m across and where characteristically shallow. All were backfilled with coal waste.
F4. Sleeper beam pits	Series of rectangular pits, each aligned *c*. NW-SE forming an closely, but irregular spaced *c*. NE-SW alignment of pits. This alignment appears to terminate adjacent to the F2 pits and infront of the F1 pit/shaft to the southwest. It appears to become less deep at the northeast end and possibly begins to turn towards the east. The individual pits were characteristically irregular in size, shape and spacing but were consistently flat based with mostly vertical sides. They measured *c*. 2-3m long by *c*. 0.4-1.4m wide by up to 0.45m deep. All were backfilled with coal waste.
F5. Rail trench	Multiple irregular, disrupted narrow linear trenches forming two distinct groups. Both groups share the same basic alignment as the F4 pits. The southern group intersects with the middle of the F4 pits while the northern group was located at the northern limit of the F4 pits and beyond. The trenches varied in length, width and depth. The longest continous stretch of these trenches extended for *c*. 30m and they varied in depth form 0.05m-0.3m but were consistently between *c*. 0.3-0.4m wide. All were backfilled with coal waste.

F6. Ditch	A single ditch aligned *c*. E-W extending beyond the limit of excavation. This was over 30m long by *c*. 0.8m wide by *c*. 0.3m deep with a shallow 'U' shaped profile. It was infilled with silt to the west but was partially infilled with coal waste to the east indicating it was open during the period of use of the F1-F5 & F7 features.
F7. Segmented pits	A series of irregular shallow pits aligned parallel with the F6 ditch extending beyond the limit of excavation to the east. These appeared to have irregular shapes and dimensions but were consistently shallow, *c*. 0.2m deep with flat bases. All were backfilled with coal waste.

Appendix 2: Alfreton, Derbyshire (AELX14)

THE CERAMIC FINDS

Dr Anne Irving

THE POTTERY

Introduction

All the material was recorded at archive level in accordance with the guidelines laid out in Slowikowski *et al.* (2001). A total of 25 sherds from 25 vessels, weighing 238 grams was recovered from the site.

Methodology

The material was laid out and viewed in context order. Sherds were counted and weighed by individual vessel within each context. The pottery was examined visually and using x20 magnification. This information was then added to an Access database. An archive list of the pottery is included in Table 1. The pottery dates to the early modern period.

Results

Table 1, Archive of the Pottery

Cxt	Cname	Full name	Form	NoS	NoV	W (g)	Part	Description	Date
F1	PEARL	Pearlware	Bowl	1	1	10	Rim		Late 18th to 19th
F1	PEARL	Pearlware	Hollow	1	1	1	BS	Blue transfer print	Late 18th to 19th
F2	WHITE	Modern whiteware	?	1	1	1	Rim	Very abraded	Mid 19th to 20th
F6	BL	Black-glazed wares	Tyg	1	1	5	BS		16th to 17th
US	BERTH	Brown glazed earthenware	Jar/ bowl	1	1	5	BS	Abraded	Mid 16th to 18th
US	BL	Black-glazed wares	Bowl	1	1	134	Rim		17th to 18th
US	BL	Black-glazed wares	Bowl	1	1	25	BS		17th to 18th
US	BL	Black-glazed wares	Jar/ bowl	1	1	5	BS		17th to 18th
US	BL	Black-glazed wares	Jar/ bowl	1	1	4	BS		17th to 18th
US	ENPO	English Porcelain	Bowl	1	1	3	Rim	Blue paint band with lustre ware lines	Mid 18th to 19th
US	ENPO	English Porcelain	Bowl	1	1	5	Base	Footring	
US	NOTS	Nottingham stoneware	Hollow	6	6	20	BS		Mid 18th to 19th
US	NOTS	Nottingham stoneware	Bowl	1	1	10	Rim		18th
US	NOTS	Nottingham stoneware	Bowl	1	1	1	Rim	Engine turned decoration	18th
US	NOTS	Nottingham stoneware	Mug	1	1	2	Handle		18th
US	PEARL	Pearlware	Hollow	5	5	7	BS	Transer printed ware	Late 18th to 19th

Potential

The sherds are suitable for discard.

ABBREVIATIONS

ACBMG	Archaeological Ceramic Building Materials Group	NoF	Number of Fragments
		NoS	Number of sherds
BS	Body sherd	NoV	Number of vessels
CBM	Ceramic Building Material	TR	Trench
CXT	Context	UHJ	Upper Handle Join
LHJ	Lower Handle Join	W (g)	Weight (grams)

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Appendix 3: AELX14

Finds Catalogue

Context	Material	No.	Weight (g)	Description	Date	Action
F2	BRK	1	1985	Handmade; 110 x180+mm	17th-18th	Discard
F2	BRK	1	1543	Handmade;95 x 155mm	18th-19th	Discard
F2	BRK	1	273	Handmade	18th- 19th	Discard
F2	BRK	1	848	Handmade	18th -19th	Discard
F2	Coal	1	60g			Discard
F2	C Pipe	1	2	Stem fragment	18th-19th	Discard
F2	C Pipe	1	2	Stem fragment	18th- 19th	Discard
F2	CPipe	5	1	Stem fragments		Discard
U/S	O Shell	1	11			Discard
U/S	C Pipe	1	10	Bowl; with foliate design along both seams	19th	Discard
U/S	C Pipe	3	8	Stem frags	18th-19th	Discard
U/S	Glass	1	33	Olive bottle glass; moulded ...ISTERED...BURR...	19th	Discard
U/S	Glass	7	145	Aqua carbonated drink bottle; moulded ....FFILLERS BREWERY...	19th	Discard

Selection, Retention and Dispersal Strategy

In line with the selection process summarised by the Society of Museum Archaeologists (Selection, Retention and Dispersal of Archaeological Collections, 1993), the material which is modern, undiagnostic and of little statistical value, or from poor contexts has been discarded (reburied – 12/03/2015).

OASIS DATA COLLECTION FORM: England

Printable version

OASIS ID: preconst3-203447

Project details

Project name	Archaeological strip, maps and record on land off Each Well Lane, Alfreton
Short description of the project	Pre-Construct Archaeological Services Ltd (PCAS) was commissioned by Ben Bailey Homes Ltd, to undertake an archaeological strip, map and record on land to the south of Each Well Lane, Alfreton, Derbyshire (NGR: SK 4033 5499). This work was undertaken as part of a condition attached to the granting of planning permission for residential development, on the advice of the Planning Archaeologist for Derbyshire County Council. Previous archaeological work on this site, consisting of a geophysical and topographical survey, with subsequent trial trenching, identified few features of archaeological significance, apart from a series of parallel linear pits backfilled with coal waste located within the north-western part of the development area. These pits were considered to have formerly contained sleeper beams for a possible rail/trackway and were probably part of an 18th century coal mining operation. In order to better understand and preserve by record this possible trackway, an area measuring c. 110m long by c. 15m wide was stripped of overlying topsoil to expose the full surviving extend of these remains. They were found to be associated with a concentration of large linear pits and a possible vertical mine shaft located at their western extent. They were also flanked by a series of possible postholes and associated with narrow, linear trenches. A post-medieval field boundary ditch and further small irregular pits were also recorded at their eastern extent. Although these features remain enigmatic, an interpretation for a horse drawn wagon way, of late18th-early 19th century date, associated with a possible vertical mine shaft either to extract coal or bring in heavy (winching or pumping) equipment to an existing gallery may be speculated.
Project dates	Start: 08-12-2014 End: 19-12-2014
Previous/future work	Yes / No
Any associated project reference codes	AELX 14 - Sitecode
Type of project	Recording project
Monument type	TRACK Post Medieval
Monument type	PIT Post Medieval
Significant Finds	NONE None
Investigation type	"Open-area excavation"
Prompt	Planning condition

Project location

Country	England
Site location	DERBYSHIRE AMBER VALLEY ALFRETON Land off Each Well Lane
Study area	0 Square metres
Site coordinates	SK 4033 5499 53.0902984521 -1.3977314 53 05 25 N 001 23 51 W Point

Project creators

Name of Organisation	Pre-Construct Archaeological Services Ltd
Project brief originator	Local Authority Archaeologist and/or Planning Authority/advisory body
Project design originator	Pre-Construct Archaeological Services Ltd
Project director/manager	Will Munford
Project supervisor	M. Rowe
Type of sponsor/funding body	Developer

Project archives

Physical Archive Exists?	No
Digital Archive recipient	Not yet known
Digital Contents	"none"
Digital Media available	"Images raster / digital photography","Text"
Paper Archive recipient	Derbyshire HER
Paper Contents	"none"
Paper Media available	"Report"

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	Land off Each Well Lane, Alfreton, Derbyshire: Archaeological strip, map and record
Author(s)/Editor(s)	Rowe, M.
Other bibliographic details	PCAS report no. 1347
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Place of issue or publication	Saxilby, Lincolnshire

Entered by	Alison Lane (alison@pre-construct.co.uk)
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