

INDEX DATA	RPS INFORMATION
Scheme Title A428 Lavendon Bypass	Details Summary of Archaeological Assessment Stages 1, 2, 3A & 3B.
Road Number A428	Date 1993
Contractor Bucks C.C.	
County Bucks.	
OS Reference SP 95	
Single sided ✓ Double sided A3 1 Colour 1	



**A428 LAVENDON BYPASS
SUMMARY OF ARCHAEOLOGICAL ASSESSMENT
STAGES 1, 2, 3A and 3b**

**BUCKINGHAMSHIRE COUNTY MUSEUM
ARCHAEOLOGICAL SERVICE**

FOR

**DAVID HUSKISSON ASSOCIATES,
KENNEDY AND DONKIN TRANSPORTATION
AND
DEPARTMENT OF TRANSPORT**

JULY 1993

**A428 Lavendon Bypass:
Summary of Archaeological Assessment Report**

Results of investigations.

The following stages of archaeological investigation have been undertaken by Buckinghamshire County Museum Archaeological Service for David Huskisson Associates and the Department of Transport:

Stage 1 and 2. Desktop study utilising existing documentary and cartographic information, data derived from the County Sites and Monuments Record, aerial photographic evidence, and initial field reconnaissance.

Stage 3. Non-destructive field investigation. This was divided into stage 3a (systematic fieldwalking and collection of surface artefacts from all arable land), and stage 3b (geophysical survey, consisting of magnetic susceptibility measurement and detailed magnetometer survey where appropriate). Stage 3b was undertaken for the County Museum by the Bartlett-Clark consultancy.

All the reports arising from these stages of work describe the methodologies involved, and the reliability of the data retrieved.

It is likely that these surveys will have located the majority of archaeological sites present on the route.

The proposed routes of the Lavendon bypass cross three sites of proven or probable archaeological interest, one of which was unknown prior to initiation of these studies.

The sites involved are as follows:

* CAS 1284; 5898. A complex of features, largely Romano-British in date, and probably relating to a villa or farmstead. The site was initially visible as a concentration of artefacts (including building materials, pottery and slag) on the ploughsoil surface of fields 002 and 003, but geophysical survey has revealed a complex morphology. The site is now known to consist of a large curvilinear enclosure in field 003, two smaller enclosures (one within the large enclosure, the other to its northwest in field 002) and numerous ditches and pits. The major focus of buildings lies off the projected road line, but the main enclosure and several other features are intersected by the published (outer) route. The enclosures may indicate a Late Iron Age farmstead which subsequently developed into a formal villa complex. The results of fieldwalking suggest that there may also be related features to the south east (fields 004,005).

* CAS 1290. A small medieval site of uncertain character appears to be deeply buried in field 017. The site was initially discovered in a pipe trench by the roadside;

there is no trace of the site on the present ground surface, but geophysical data from samples recovered with an auger showed characteristics indicative of past human activity, suggesting the likelihood of archaeological features existing beneath subsoil level.

* CAS 5912. Magnetic anomalies in field 021 are consistent with an area of archaeological disturbance in the western half of this field. The advanced state of crop growth prevented effective fieldwalking of this area and also hindered full magnetometer survey.

Other archaeological sites were noted during the course of the survey, but do not fall within the road corridor(s).

Site locations are shown on the accompanying plan.

Impact.

The most significant site would appear to be the Romano-British site in fields 002, 003, 004, 005. Although the main focus of Roman buildings is almost certainly to the northeast of the published (outer) road line, the published route will have a significant impact on the enclosure ditch and other features. The preferred (inner) route does not appear to have any significant impact on this site.

Further field investigation needs to be undertaken to assess the full impact of the road construction upon these three sites.

Recommendations for further action.

Further characterisation of all three sites is necessary to confirm the date, character, depth, spatial extent and state of preservation of the archaeological deposits. The following measures are proposed:

Fields 002 and 003: Trial trenching by machine.

Fields 004-005: Hand dug test pits to characterise the presence, character and density of artefacts.

Field 017: Hand-dug test pits to confirm the depth and extent of archaeological deposits

Field 021: Trial trenching by machine to confirm the existence of archaeological deposits and elucidate their nature.

Following completion of these stage 4 investigations, proposals would be drawn up where necessary for a programme of full investigation and/or other mitigatory measures.

