



Planning, Transport
and Environment

INDEX DATA	RPS INFORMATION
Scheme Title Ludney Bypass	Details Arch. Eval. Stage 4
Road Number	Date Mar '95
Contractor Gloucs. CC.	
County Gloucs.	
OS Reference S060	
Single sided <input checked="" type="checkbox"/> Double sided A3 <input type="radio"/> Colour <input type="radio"/>	

SO65100435 - SO65170455
Glos 14936

Lydney Bypass: Stage 4
An Archaeological evaluation 1995

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Figures

- 1 Location of the proposed development area @ 1:10000 (OS 1978 sheet SO60 SE)
- 2 Location of the evaluation area @ 1:2500 (enlarged from OS 1953, sheet SO 6504)

1. Summary

An archaeological evaluation which required a 2% sampling of an area prior to development produced no archaeological deposits. Access to the roadside verge immediately adjacent to A48 was not possible during the evaluation but was recommended on the basis that significant archaeological deposits may have been missed.

2 Introduction

The following report outlines the results of an archaeological evaluation conducted in January 1995 in advance of groundworks associated with the Lydney Bypass, stage 4. Recommendations for the work to be undertaken in advance of road construction were made in the preliminary archaeological assessment (Hoyle 1991).

The works in this area north of Lydney Junction cut across the possible course of a Roman road (Gloucestershire County Sites and Monuments Record number Glos.6212). Since it was not known to what degree any remains of the road survived it was recommended that the area should be investigated by means of trial excavation.

3 The evaluation

The eastern section of the proposed Lydney Bypass, Stage 4, involves the widening of the present A48 to the north of the electrical sub station within OS parcel 1544 (fig 1). The exact location (chainage 14670-15000) is shown on County Surveyors Department Projects and Traffic Unit drawing number TR229/157/210, sheet number 5.

It was possible that the construction works would affect surviving deposits associated with the Roman road itself, or evidence of contemporary roadside structures. Accordingly it was recommended that a minimum sample area totalling c.40m of trench at 1.6m in width should be evaluated. A number of trenches were excavated along the length of the proposed road corridor, perpendicular to the modern road, to test for the survival of below ground deposits.

4 Results of the evaluation

A total of 5 trenches of varying lengths were excavated within the proposed road corridor (fig.2) and all were found to be devoid of any deposits of archaeological significance. A stratigraphic sequence comprising topsoil, an undateable relict ploughsoil and undisturbed subsoil was recorded in all the trenches.

The topsoil consisted of a dark greyish brown silt. The underlying disturbed subsoil was a reddish brown clayey silt which sealed an undisturbed subsoil of a reddish brown clay and red sandstone bedrock.

No finds were retrieved during the evaluation and the only recorded feature present within trenches 1 to 5 was a modern trench, containing a metal pipe, running north-south, probably a water or gas main. This was sealed by the topsoil and cut a relict ploughsoil.

5 Interpretation

The results of the evaluation provide no evidence to suggest the presence of a Roman road or any associated features immediately east of the present A48. The evidence therefore suggests that the Roman road lies beneath the existing A48 or that it follows an alternative route away from the evaluated area.

6 Conclusion

No archaeological remains were found during the evaluation, although the evaluation only represents a 2% sample of the development area and can only be used as a guide to the density or otherwise of any archaeological deposits. It is always possible that archaeological deposits may have been missed during the sampling techniques used in the trial excavation. This is particularly relevant in connection with the roadside verge between the present A48 and the boundary to field parcel 1544 to which access for evaluation was not possible.

7 Recommendation

It is recommended that a watching brief is commissioned during all earth removal in the evaluated area in order to record any archaeological features which may be present, but which were not located during the evaluation. Particular emphasis should be placed on the roadside verge area mentioned above.

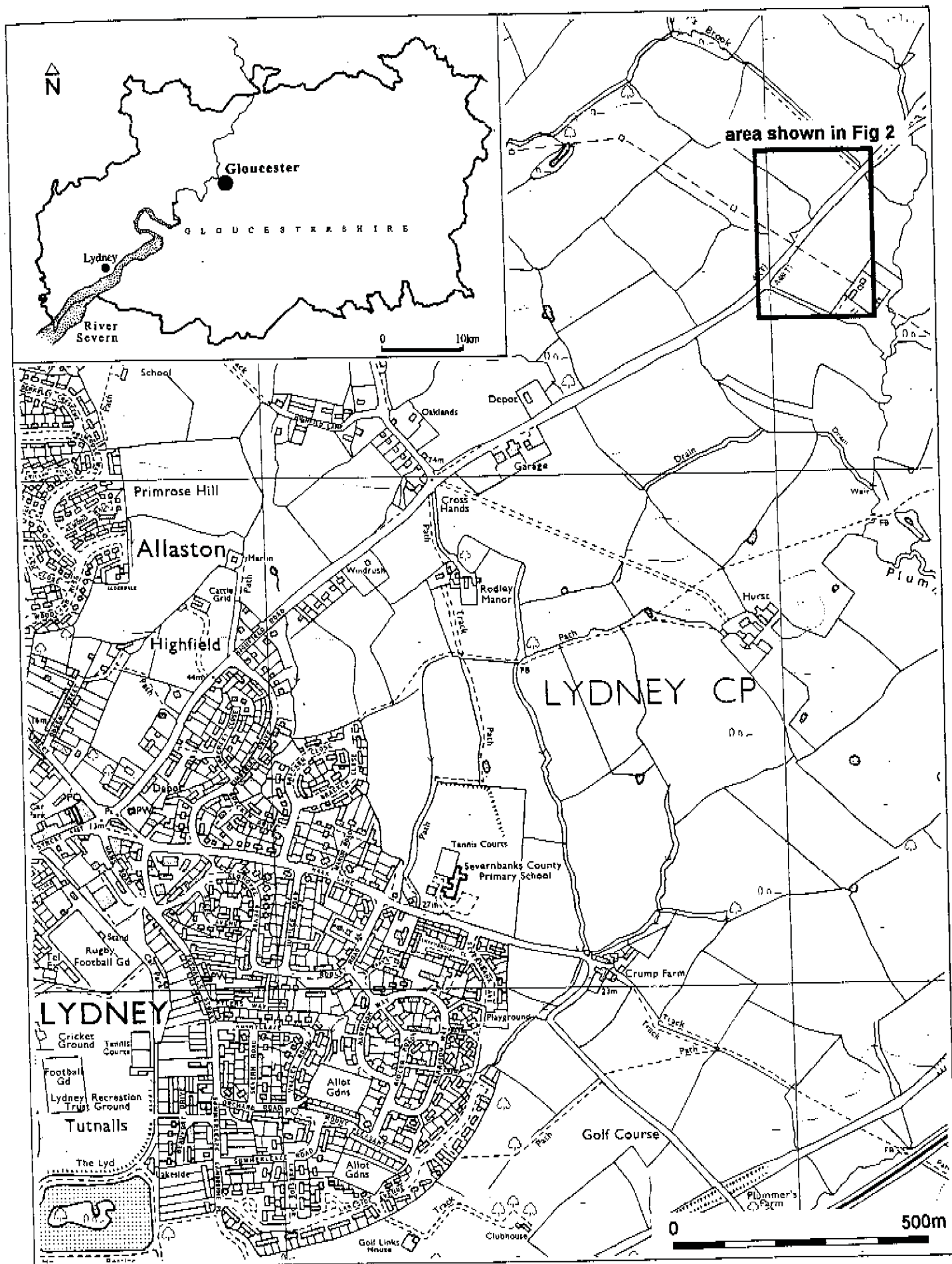


Fig 1: Site location

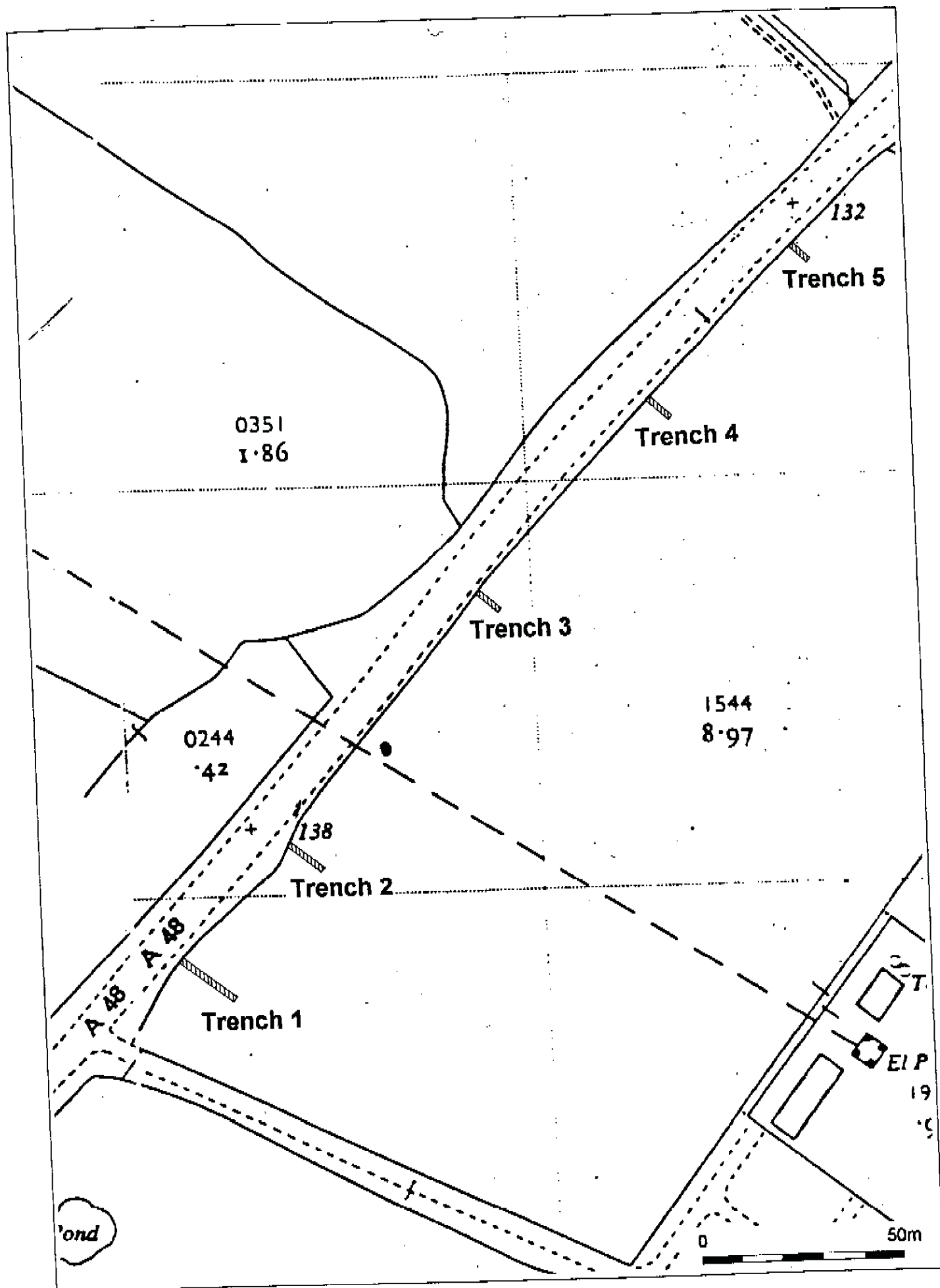


Fig 2: Trench location

8 References

- | | | |
|----------|------|---|
| Hoyle J. | 1991 | A48 Lydney Bypass, Gloucestershire
A preliminary archaeological assessment
Gloucestershire County Council |
| OS | 1953 | Ordnance Survey County Series
scale 1:2500, sheet SO6504 |
| OS | 1978 | Ordnance Survey County Series
scale 1:10000, sheet SO60 SE |

9 Acknowledgements

The writer would like to thank the following for their assistance during the project:

County Surveyors Department Projects and Traffic Unit for commissioning the project;

Mr. Nigel Harriss, Archaeology Section, (projects), Planning Department, Gloucestershire County council, who compiled the illustrations;

Ms. Jan Wills, County Archaeological Officer, Planning Department, Gloucestershire County Council, for commenting on the draft text;

Mr. Jon Hoyle, Archaeology Section (projects), Planning Department, Gloucestershire County Council, for managing the project and commenting on the draft text.

Appendix 1**Context list**

Context number	Description	Interpretation
100	Dark greyish brown clayey silt	Topsoil
101	Dark reddish brown silty clay	relict ploughsoil
102	Light reddish brown clay	Undisturbed subsoil
103	Linear cut	Modern pipe trench
104	Fill of cut	Back fill to modern trench
200	Dark greyish brown silt	Topsoil
201	Dark reddish brown silty clay	Relict ploughsoil
202	Reddish brown layered sandstone	Undisturbed bedrock
203	Reddish brown clay	Undisturbed subsoil
300	Dark greyish brown	Topsoil
301	Dark reddish brown silty clay	Relict ploughsoil
302	Reddish brown silty clay	Backfill to modern trench
303	Linear cut	Modern pipe trench
304	Light pinky red/green clay	Undisturbed subsoil
400	Dark reddish/greyish brown silty clay	Topsoil
401	Light reddish brown sandy clay	Relict ploughsoil
402	Reddish brown clay	Backfill to modern trench
403	Yellowish brown clay	Undisturbed subsoil
500	Dark greyish brown silt	Topsoil
501	Reddish brown silty clay	Backfill to quarry cut
502	Light yellowish brown clayey sand	Undisturbed subsoil
503	Cut feature	Probable quarry pit

Appendix 2 The watching brief

It was recommended in this evaluation report that a watching brief should be maintained during the groundworks associated with the road construction

Following notification of the removal of topsoil within the road corridor of the Lydney Bypass, evaluated by trial excavation in January, a site visit was made on the 21/2/95 to identify any archaeological features not located during the evaluation.

Apart from an area at the southern end of the site which was used for machine access, most of the site had been stripped of topsoil and a drainage ditch constructed along part of the northern end of the site. No features of archaeological interest were observed within the area affected by topsoil stripping.

The topsoil was redeposited along the roadside verge as a linear bank approximately 2m high and 6m wide replacing the hedge line which was removed prior to topsoil stripping. The area of the roadside verge does not appear to have been affected by the activities of earth removal and was presumably unaffected during the construction of the earthen bank. In view of the possibility of the presence of a Roman road (Glos 6212) aligned along the present A48, the area remains an important part of a continuing observation. If this linear bank is to be eventually removed and the underlying soil is to be further affected by construction an archaeological presence will be necessary to observe any archaeological deposits that could not be predicted by the evaluation.

21/2/95