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THE A48 LYDNEY BYPASS, GLOUCESTERSHIRE

A preliminary archaeological assessment

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1.

Summary

This assessment of the proposed A48 Lydney Bypass route corridor identifies sites and areas of archaeological interest within a search area encompassing the fields, and in some cases part fields, through which the proposed road is scheduled to be constructed. The evidence collected is listed and discussed in terms of its archaeological significance. Recommendations for further work, to be undertaken in advance of road construction, are made.

2. Introduction

2.1 This assessment of the proposed A48 Lydney Bypass route corridor was undertaken by the Archaeology Section of Gloucestershire County Council to provide a preliminary indication of the archaeological implications of road construction. The survey was commissioned by Gloucestershire County Council, County Surveyors Department, and was undertaken in January 1991.

2.2 Description of the survey area, Figure 1

The survey area follows the line of the proposed road corridor and consists of a 4km long transect which leaves the present A48 at c 1km to the east of Lydney, runs south for c 1.7km before turning west to skirt the southern edge of the town, and then rejoins the present A48 c 0.35km to the east of Aylburton. An access road c 0.90km long links the proposed bypass with the northwestern part of Harbour Road from a proposed roundabout immediately to the east of the present railway line.

The route discussed is in accordance with that set out on Gloucestershire County Council, County Surveyor's Department 1:2500 scale drawings numbers TR229/67/71, TR229/93/124, TR229/94/125, and TR229/95/126.

2.3 Topography and Geology of the Survey Area

Where the proposed route leaves the present A48 to the east of Lydney, at a height of 150m AOD, it crosses rolling hill country with an underlying geology of Old Red Sandstone of the St. Maughan's group. From here the route descends, crossing the second and third gravel terraces of the River Severn, before
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flat estuarine alluvium, at a height of less than 50m AOD, immediately south of Lydney. It then rises up over the more gently rolling country of the first gravel terrace before rejoining the A48 immediately east of Aylburton at a height of c 50m AOD.

2.4 Landuse, 1991, Figure 2

In January 1991 the bulk of the agricultural land within the survey area was under grass with only one field of arable and two very small areas of unmanaged woodland.

On the lower ground, immediately south of Lydney, the predominant landuse was either recreational, or the dumping of industrial and domestic waste. The canal, railway line, part of the car park of the Albany Engineering Company, and small areas of wasteland were also in this area. To the south of the church the route passes through land currently used as the back garden of 70 Church Street, Lydney, and runs along the line of a modern footpath.

2.5 Former landuse, Figure 2

Documentary sources (Atkyns 1715, Rudder 1979, Rudge 1803) and maps compiled in the first half of the 19th century (GCRO 1840) suggest that the agricultural regime followed in the last two hundred and fifty years was broadly similar, but slightly more mixed than that of today. The landscape was dominated by grassland, although in 1840 a clear division was made between meadow, ie grass grown predominantly for hay, and pasture. On the higher ground to the east of Lydney there was a greater proportion of arable in 1840 and some areas described as "brake", presumably scrubby woodland. Also in 1840 a small sandstone quarry (Glos 11865) was situated in the northwestern part of OS parcel 7812 to the north of Hurst Farm.

A few traces of the ridges and furrows, created as a result of medieval arable farming, were recorded within the survey area (Figure 3). This must be regarded as a minimum distribution, as post-medieval cultivation is likely to have removed surface evidence of this practice in many areas.

3. **Survey design and methodology**

3.1 The purpose of the survey was to examine and highlight areas of archaeological interest, not only directly in the path of the proposed road corridor, but within a wider search area, generally restricted to the fields through which the proposed road was to pass.

A wider search area was chosen, firstly to allow for the identification of sites, the setting or amenity value of which could be affected by the proposed road, and secondly to highlight areas of interest outside the proposed corridor but which could be reasonably expected to extend into it on the basis of available evidence.

3.2 Documentary sources relating to the area were assessed and relevant data extracted. These sources were:-

Gloucestershire County Sites and Monuments Record (Glos SMR) curated by the Archaeology Section, Planning Department, Gloucestershire County Council.

Vertical aerial photographs curated by the Wilderness Environmental Studies Centre, Mitcheldean.

Oblique aerial photographs taken and curated by the Dean Archaeological Group.

Oblique aerial photographs curated by the National Rivers Authority - Lower Severn Division, Tewkesbury.

Aerial photographs, both oblique and vertical, curated by the Royal Commission on Historical Monuments for England (RCHME) and the University of Cambridge were not available for study at the time of the survey.

Documents and maps curated by the Gloucestershire County Record Office (Section 7: Unpublished sources and bibliography).

Major published works (Section 7: Unpublished sources and bibliography).

3.3 Fieldwork was undertaken in January 1991 to validate the recorded evidence of archaeological sites from the documentary sources and to search for any unrecorded sites within the search area.

3.4 The documentary and field assessment resulted in the addition of 45 new entries to the Sites and Monuments Record. A total of 7 additional observations were made to existing records.

4. General discussion

4.1 Archaeological background

Although there is no known evidence of prehistoric activity from within the survey area, chance finds dating from the Bronze Age (c 1800 BC - c 700 BC) have been recorded from Lydney (Glos SMR), and artefacts dating from the later mesolithic (c 6000 BC - c 3500 BC) to the Bronze Age have been collected within the parish in recent years (Walters 1987; Standing 1988). Evidence of occupation during the Iron Age (c 700 BC - c AD 43) has been found at Camp Hill, in Lydney Park (Glos 25; Wheeler & Wheeler 1932) to the northwest of the survey area.

During the Roman period (c AD43 - c AD410) an extensive ritual complex (Glos 26) was sited in Lydney Park (Wheeler & Wheeler 1932; Casey 1981) and the site of at least three Romano-British buildings (Glos 6377), perhaps part of a Roman villa, have been excavated to the east of Park Farm Coverts (SO 64140439; Scott-Garrett 1955, 1956; Fitchett 1986) in the southwestern part of the survey area.

The present A48 to the northeast of Lydney follows the line of the Roman road (Glos 6212) between Gloucester and Carleon in South Wales.

Lydney itself is not known to have been a Roman settlement. Romano-British material has, however, been found within the town (Glos SMR).

Nothing is known of Lydney in the immediate post-Roman period. The name "Lideneg" is first recorded c 853 (Smith 1964, 257), and in the Domesday survey of 1086 Lydney is described as a manor with eight smallholders and a mill (Moore 1982). A small motte and bailey castle (Glos 44) had been built at Little Camp Hill, in Lydney Park, by the twelfth century.

The main focus of medieval settlement (Glos 6501) is likely to have been in the area between St. Mary's Church (SO 63300253; Glos 5620) and the early fourteenth century cross (SO 62960287; Glos 27) in the southwestern part of the modern town. Hamlets, or smaller subsidiary settlements, are however recorded from Lydney parish (Atkyns 1715; Rudder 1779; Rudge 1803) including one at Hurst, on the periphery of the survey area.

Surviving evidence of medieval field systems are also known to the south and west of the town. An example of this (Glos 11893) is found within the area covered by the survey.

During the post-medieval period furnaces and forges associated with iron working were built at Lydney (eg Lydney Furnace: Glos 5656; Lower Forge: Glos 5659). Pidcock's canal (Glos 5821), which crosses the survey area, was built c 1800 to carry ore and coal from the harbour to iron works near the town. The harbour itself (Glos 434) was improved from the early years of the nineteenth century, reflecting Lydney's importance as the main port carrying timber and coal from the Forest of Dean at that time.

The construction of the Severn and Wye Railway (Glos 5702), which ran to the south of the town, within the survey area, was begun c 1868.

In conclusion it can be demonstrated that human activity has been taking place in the Lydney area for at least 8000 years. Given this it is likely that archaeological evidence of this activity will be present within the survey area.

4.2 Limitations on the gathering of archaeological evidence

Given the predominantly pastoral regime which is known to have been practised in the survey area for several hundred years the potential for the survival of earthworks could be regarded as fairly high. It is known, however, that more arable was

practised in 1840 than in 1991, and the evidence of ridge and furrow demonstrates that destructive ploughing in areas currently under grass has taken place in the past. Consequently surface traces of archaeological features may have been removed by earlier ploughing cannot be ruled out.

The general lack of freshly turned earth on the surface of arable fields in January 1991 limited the possibility of determining areas of former occupation by the retrieval of surface artefacts.

4.3 Sites of archaeological significance within the proposed road corridor, Figure 5

The only sites of definite archaeological significance identified within the proposed road corridor are post-medieval industrial features. These comprise two of the stone built underpasses (Glos 11870, 11871) and the stone lined wier (Glos 11869) associated with the disused Severn and Wye railway.

4.4 sites and areas of potential archaeological significance within the proposed road corridor, Figure 5

Identified sites of potential significance within the road corridor are summarised below, following the corridor route from east to west.

4.4.1 The amorphous mound surmounted by an oak tree against the northern boundary of OS parcel 9425 (Glos 11898) could be the remains of a Bronze Age burial mound, a feature of major archaeological significance. It may, however, be associated with an old field boundary (GCRO 1840) (see above 4.3) or be the result of differential ploughing around the tree's roots.

4.4.2 The area around Hurst Farm (OS parcels 5400, 5972, 6657, 7980 and 8854; Area B) must be regarded as of archaeological interest. Documentary evidence (Atkyns 1715, Rudder 1779) identifies Hurst as a shrunken medieval settlement, and features probably associated with former settlement were observed before the Second World War (Glos 6503; Scott-Garrett and Harris 1932). Several possible trackways (Glos 11864, 11877, 11901), other possible settlement features (Glos 11887), and features suggesting the possible re-use of building stone (Glos 11888, 11907, 11908) were noted in January 1991.

4.4.3 The proposed road corridor runs to the north of a large mound (Glos 9787) in the southeastern corner of OS parcel 7220. It does however cut across a cropmark adjacent to the mound (Glos 11876) which could be a buried feature of archaeological significance, either associated with the mound or an entirely separate feature.

4.4.4 The scatter of oyster shells (Glos 11878) in the northern corner of OS parcel 4109 may indicate Romano-British activity in the area, especially given the proximity of known Roman buildings (Glos 6377). A deposit of this sort could be a residue of the spreading of midden waste onto arable fields during the Roman period, rather than necessarily indicating the presence of in situ domestic deposits.

4.5 Predicted areas of archaeological interest, Figure 5

It is possible to predict areas of possible archaeological potential within the survey area, for which no evidence was available in January 1991.

4.5.1 Sites of Romano-British date, or surviving Roman road surfaces may be present adjacent to the Roman road (Glos 6212) in the northern part of the survey area (Area A).

4.5.2 Aerial photographic surveys of cropmarks in the vicinity of the Rivers Avon (Webster and Hobley 1964) and Upper Thames (Leech 1977) suggest that areas with gravel subsoil, generally high ground with light, well drained soils, were favoured locations for prehistoric and Romano-British settlement.

Two sections of the proposed corridor, the area between Crump Farm and Plummer's Farm (Area C), and the area from the canal to the junction with the present A48 to the east of Aylburton (Area D), cross gravel terraces of the River Severn (OS 1957) and should therefore be regarded as potential areas of archaeological interest.

The latter area (Area D), between the canal and the junction with the present A48 is of particular interest on account of its known proximity to both the medieval centre of Lydney (Glos 6501), the area between St. Mary's Church (SO 63300253; Glos 5620) and the Cross (SO 62960287; Glos 27) itself situated on one of the gravel terraces of the River Severn, and known Romano-British occupation (Glos 6377).

It should not however be concluded that areas without a gravel subsoil are likely to be of no archaeological interest and it is noteworthy that the known shrunken medieval settlement at Hurst (Glos 11909) was situated to the north of the gravel terraces on a subsoil of Old Red Sandstone (OS 1957).

4.6 Sites and areas of lesser or no archaeological significance

Many surface features visible on the ground in January 1991 have limited archaeological significance. While it is important, for example, to record the presence of ridge and

furrow as evidence of the pattern of medieval cultivation the deposits themselves have little potential for yielding further significant information. A similar situation pertains to the two major holloways recorded (Glos 11866, 11879). Both are important as evidence of earlier communication networks but neither (Glos 11866 being currently a waterlogged stream bed, and Glos 11879 a modern road) is likely to contain deposits warranting further investigation. Many post-medieval features within the corridor (Pidcock's Canal, Glos 5824; the Severn and Wye railway, Glos 5702; field boundaries recorded in 1840 Glos 11884 and Glos 11885) are also unlikely to produce further information of any significance.

It cannot, however, be concluded that the areas in which these features lie are necessarily devoid of all archaeological value for landscape features, such as ridge and furrow or railway embankments can mask earlier archaeological deposits sealed beneath them.

Similarly areas within the 1991 survey where dumping of industrial and domestic waste had taken place, such as the area between the Lydmet works (SO 64100230), the boating lake (SO 63600255) and the railway line (No apparent OS parcel numbers), could contain significant archaeological deposits which have been buried by later dumping.

5. **Recommendations for further work**

5.1 The survey of the proposed A48 Lydney Bypass can only be regarded as a preliminary (Stage 1) assessment of the archaeological implications of road construction within the defined road corridor. In order to make a complete assessment of the Bypass, and to record archaeological evidence which will be destroyed by road construction the following further stages work are recommended.

5.2 **Stage 2: Completion of the assessment and evaluation**

5.2.1 In order to complete the assessment of the archaeological implications of the proposed Bypass, a second stage of work is recommended to provide a detailed study of the area to be affected by road construction, to prospect for, and to evaluate in detail all significant archaeological sites and areas of interest. A range of prospection methods could be utilised as appropriate, including aerial reconnaissance, geophysical survey, collection of surface artefact scatters by systematic fieldwalking, and trial excavation.

The Stage 2 programme should attempt to locate and evaluate the full range of archaeological features within the affected area, to determine their extent, date, and level of preservation. On the basis of this evidence, informed decisions could then be made regarding appropriate levels of recording for each site. Within this stage of work it is recommended that any ground investigations, undertaken in advance of road construction, should be observed.

5.2.2 Detailed recommendations for the treatment of specific sites and areas during Stage 2

The detailed recommendations should be read with reference to Sections 4.3 - 4.6, and Figure 5.

It is recommended that trial excavation should be undertaken in the following areas:

Glos 11898; Glos 11876; Area A.

It is recommended that a programme of geophysical survey, followed up, where appropriate, by trial excavation, should be undertaken in the following areas:

Area B; Area C; Area D.

It is recommended that a programme of systematic fieldwalking, followed up where appropriate, by trial excavation, should be undertaken in all fields within the proposed road corridor under arable cultivation.

5.3 Stage 3: Recording in advance of construction

5.3.1 Using the Stage 1 and 2 assessments, suitable project designs should be prepared for individual sites to be affected by construction, and an appropriate level of recording, consisting of partial or full survey and excavation, undertaken for each.

5.3.2 It is possible at this stage to make recommendations for Stage 3 recording in the case of some of the areas of identified archaeological interest.

It is recommended that a photographic record should be made of the following sites prior to their destruction by road construction:

Glos 11869; Glos 11870; Glos 11871.

5.4 Stages 2 and 3 should be undertaken well in advance of construction to allow detailed project designs for both phases of work to be drawn up and implemented. It should be noted that some operations (such as fieldwalking over recently ploughed fields) need to be integrated into the farming cycle.

5.5 **Stage 4: Observation and recording during construction**

All ground disturbance during road construction should be observed to record information concerning sites and areas not selected for excavation during Stage 3, and to record evidence not predicted during Stages 1, 2 and 3.

5.6 **Stage 5: Post-excavation, archive preparation, analysis, and publication**

To complete Stages 1-4 it is necessary to prepare an archive of the field data, to analyse this data, and to publish the results of this analysis.

6. **Gazeteer of sites**

6.1 The gazeteer lists in brief all entries for the A48 Lydney Bypass survey area noted on the Gloucestershire Sites and Monuments Record in January 1991. Each site is listed by order of SMR number, and located by National Grid Reference and parish. Brief recommendations for further archaeological work follow each gazeteer entry where relevant.

The recommendations should be read in conjunction with Section 5. Where no recommendation is given, no specific archaeological response is envisaged.

The position of all sites listed in the Gazeteer is recorded on Figures 3 and 4. Sites recommended for further work and sites and areas of potential archaeological interest are recorded on Figure 5.

A gazeteer of observations within the survey area thought to be of no potential archaeological interest and not designated a Sites and Monuments Record number (see 6.3 below) follows. The location of these observations is not recorded except by reference to the Ordnance Survey parcel in which they were made.

6.2 **Gazeteer of Sites and Monuments within the survey area**

Glos 4087

SO 62700235

Lydney

Cropmarks, generally linear in form, visible on aerial photographs (The Wilderness: Fairey Surveys 7514:3501). Those within the survey area correspond to old field boundaries known from documentary sources, or diverted watercourses (GCRO 1840, 1815; OS 1921 b).

Glos 5702

SO 66900390 - SO 62900440 Lydney

The Severn and Wye railway constructed in the nineteenth century. With the exception of the stretch from Lydney junction to the south (SO 63350204) and Norchard Steam Centre to the north (SO 62900440), which is maintained by The Dean Forest Railway Society, the line is no longer used. To the east of Plummers farm the railway passes through a cutting, to the west it runs along a high embankment.

Glos 5821

SO 63170375 - SO 63400174 Lydney

Pidcock's Canal constructed c 1800 to carry ore and coal from the Upper Harbour to John and Thomas Pidcock's works at Pill Forge and Middle Forge.

Glos 6212

SO 64140439 Lydney

The modern A48 trunk road to the east of Lydney follows the course of the Roman road which ran between Gloucester and Caerleon.

Recommended action: Evaluation of the area immediately adjacent to the road.

Glos 6377

SO 62500175 Aylburton

The remains of at least three stone structures, possibly a villa complex dating to the second century AD (Scott-Garrett 1955, 1956; Fitchet 1986).

Glos 6503

SO 64500365 Lydney

Medieval paved causeway bordered by a narrow cobbled track (Scott-Garrett & Harris 1932). The precise location is

unclear, but the position shown on Figure 3 is based on topographical information contained in the site description. The site of an earlier building reported in 1932 (Scott-Garrett & Harris 1932), which was probably in OS parcel 5972, was not visible in January 1991.

Recommended action: Evaluation as part of the scheme for Glos 11909 (Area B).

Glos 9787

SO 62870222

Lydney

Earthwork mound adjacent to a field boundary c 14m x c 20m in plan and attaining a height of c 2m. Surmounted by an oak tree at least 180 years old (Standing 1988).

The interpretation of this earthwork is unclear. Some authorities believe it to be a medieval or post-medieval windmill tump (Standing 1988), although local tradition regards it as the site of a civil war mass burial.

Glos 11185

SO 63000144 - SO 65000348

Lydney

Railway line from Chepstow to Grange Court junction. Opened in 1852 and still in use.

Glos 11863

SO 65170445

Lydney

Field name "Mill Ground" from the 1840 Tithe Map and Apportionment (GCRO 1840). The northeastern and southwestern boundaries of this field are formed by small streams and the name may imply a mill was situated in the field. There were no obvious signs of the remains of a ruined building in 1991 within the area of the proposed road corridor.

Glos 11864

SO 64730392

Lydney

Holloway, forming boundary between OS parcels 5400 and 7980.

The holloway, which was an area of woodland in January 1991, ranges in width from c 3m to c 5m and in depth from c 0.70m to c 1.50m, widening towards the northeast where it meets the angle of a steep sided watercourse forming the boundary of the field to the northeast.

Part of the internal southern edge of the holloway was faced with sandstone blocks in the area immediately adjacent to the stream.

Recommended action: Evaluation as part of the scheme for Glos 11909 (Area B).

Glos 11865

SO 64650415

Lydney

Quarry recorded on the 1840 Tithe Map and Apportionment (GCRO 1840) and the second series 1:2500 Ordnance Survey Sheet (OS 1922). It had been backfilled by January 1991.

Glos 11866

SO 64810313

Lydney

Field name "Old Lane" on the 1840 Tithe Map and Apportionment (GCRO 1840). In January 1991 this was a wooded holloway between c 1.5m and c 2m deep and generally c 9m to c 10m in width at its lip. It had steep sides (c 60°) leading to a flat extremely boggy bottom through which a small stream ran. This can be interpreted as a now disused trackway.

To the west it connected with Naas Lane at Crump Farm, through O.S. parcel 6909 known as "Old Road" in 1840 (GCRO 1840). To the east it is traceable as "Old Road" (GCRO 1840) as far as trackways through Warren Grove still visible on the 1986 Ordnance Survey map (OS 1986). Part of this route was visible

as a line of trees following a continuous field boundary on aerial photographs taken in 1975 (The Wilderness: Fairey Surveys 7541:3559). Beyond Warren Grove the route is lost although it may originally have served as a back road to Purton to the northeast.

Glos 11867

SO 64990268

Lydney

Post-medieval stone built covered culvert to take spring water below the Severn and Wye railway. Presumably constructed in the nineteenth century at the same time as the railway.

Glos 11868

SO 65000266

Lydney

Stone bridge constructed in the nineteenth century to enable stock to cross the Severn and Wye railway. Rusticated stone with square flat topped finials and splayed entrance.

Glos 11869

SO 64440237

Lydney

Post medieval stone lined wier created by wooden railway sleepers. A small mound on its southern side can be interpreted as the result of cleaning operations.

Recommended action: record prior to destruction.

Glos 11870

SO 64390234

Lydney

Nineteenth century arched stone bridge to allow stock to pass through the Severn and Wye railway embankment. Constructed of rusticated stone with splayed entrances.

Recommended action: record prior to destruction.

Glos 11871

SO 64700251

Lydney

Nineteenth century stone built causeway to allow stock to pass through the Severn and Wye railway embankment. Rusticated stone with splayed entrance and square flat topped finials. The top of the underpass is currently made up of logs and iron girders.

Recommended action: record prior to destruction.

Glos 11872

SO 63350239

Lydney

Stone bridge crossing Pidcock's Canal to the south of Churchfield House. The arch on this originally humpbacked bridge has been levelled to flatten the causeway. The facade has been infilled with stone above a wooden lintel. The bridge may be an original canal feature but could post-date it.

Glos 11873

SO 63410251

Lydney

Cast iron footbridge crossing the Severn and Wye railway to the east of Lydney Church. The bridge is nineteenth century in date and in 1991 was a listed building, grade II.

Glos 11874

SO 63470257

Lydney

Stone faced sluice to allow excess water from Pidcock's canal to drain into the River Lyd to the east. Probably of contemporary build with the canal.

Glos 11875

SO 63500270

Lydney

Field name "Territt" on the 1840 Tithe Map and Apportionment (GCRO 1840). The name refers to a bank of earth called "the Turret" in 1779 (Rudder 1779; Smith 1964, 262). The field is situated at the bottom of the steep slope of natural origin between the church and the River Lyd.

Glos 11876

SO 62650223

Lydney

Rectilinear cropmark in OS parcel 7220, visible on aerial photographs (The Wilderness: Fairey Surveys 7514:3501) as a light mark on dark crop adjacent to the possible windmill tump (Glos 9787) in the southwestern corner of the field. The cropmark may represent a buried ditch, perhaps associated with the mound.

Recommended action: Evaluation.

Glos 11877

SO 64720377

Lydney

Slightly curved depression leading from the pond in the northern field boundary of OS parcel 8554, towards the southeastern corner of OS parcel 5400. The depression, c 3m in width and c 0.25m in depth, widens towards the pond and contains a slight hump immediately north of the pond - perhaps upcast from pond cleaning. In places it has a distinctly rutted appearance as if wheeled vehicles have run along its bottom. The hollow has not been created in recent times (J. Biddle pers comm) and may represent part of an old trackway.

Recommended action: Evaluation as part of the scheme for Glos 11909 (Area B).

Glos 11878

SO 62410207

Ayleburton/Lydney

A low-level scatter of oyster shell visible on bare patches between rows of fairly recently sown grass after heavy rain. The scatter may be indicative of Romano-British activity in the area (note proximity to Glos 6377) although no other artefacts from that period were found.

Recommended action: Evaluation of the proposed road corridor to the north of the scatter (Area D).

Glos 11879

SO 64600280

Lydney

Naas Lane, still in use as the road from Lydney to the sixteenth century farms at Naas Court and Naas House, is a holloway, in places up to 2m deep, for much of its length from Crump Farm to the bridge across the Severn and Wye railway immediately north of Plummers Farm.

Glos 11884

SO 64700375

Lydney

Shallow linear hollow corresponding to the position of the field boundary which divided OS parcels 5972 and 7980 in 1967 (OS 1967). This boundary had been removed by January 1991.

Glos 11885

SO 64900270

Lydney

A linear earthwork consisting of a shallow depression (c 0.10m deep) adjacent to a slight rise (c 0.20m high) and a total of c 1m in width. A field boundary in this position is marked on the 1840 Tithe Map (GCRO 1840).

Glos 11886

SO 63820190

Lydney

Ovoid dark crop mark visible on some aerial photographs (Dean Archaeological Group 16:16). The headland of the adjacent medieval cultivation system (Glos 11893) respects the position of the mark suggesting the location of some pre-existent and no longer visible feature.

Glos 11887

SO 64650389; SO 64680394

Lydney

Two distinct ovoid hollows. The northern measured c 24m x c 16m, the southern c 20m x c 12m.

Both attained a maximum depth of c 1m with fairly steep sides to the north, west and east. No edges were discernable to the south where the surface field level, which slopes from north to south, corresponded to the bottom of the hollows.

It is unclear whether these represent archaeological features, perhaps backfilled ponds, or natural formations.

Recommended action: Evaluation as part of the scheme for Glos 11909 (Area B).

Glos 11888

SO 64630370

Lydney

The field boundary between OS parcels 6657 and 5972 is situated on a degraded field bank c 0.70m high on its northern side with numerous large fragments of red sandstone up to 0.38m x 0.22m.

This is most clearly visible at SO 64640370 where the line of the boundary curves round to the north as if skirting some no longer visible feature. This irregularity was recorded (although schematically) on the 1840 Tithe Map (GCRO 1840) and in January 1991 had mature oak trees growing on it.

A large sandstone block (0.38m x 0.22m) with a deliberately worked curved recess c 0.05m deep is incorporated into the bank at this point.

Recommended action: Evaluation as part of scheme for Glos 11909 (Area B).

Glos 11889

SO 64850328

Lydney

Large, approximately circular, depression c 50m in diameter and in excess of 1.5m deep. Probably a backfilled pond.

Glos 11891

SO 64800252

Lydney

Shallow linear gullies and low banks in OS parcel 8052. Probable traces of medieval ridge and furrow.

Glos 11893

SO 63750180

Lydney

Medieval field systems with well defined ridge and furrow. Extends across OS parcels 9500, 8400 and 0061 (and also OS parcels 6385 and 0001 to the west and east of the survey area).

Glos 11894

SO 64900373

Lydney

Site of a pond on the County Series Ordnance Survey Map (OS 1922) and visible as a water filled depression in January 1991.

Glos 11896

SO 64710246

Lydney

Low discontinuous grassy bank c 0.40m high and c 1m wide. The remains of an old field boundary marked on the 1840 Tithe Map (GCRO 1840).

Glos 11898

SO 64900427

Lydney

An amorphous low mound of uncertain origin, c 6m x c 7m in area and c 0.30m high, situated against the northern boundary of OS parcel 9425.

An established oak tree c 2m to the south of the field boundary is growing on part of the mound. The position of the mound and the tree may coincide with an old field boundary visible on the 1840 Tithe Map (GCRO 1840) although this is not certain.

Recommended action: Evaluation.

Glos 11901

SO 64700400

Lydney

A strip of land, marked on the 1840 Tithe Map (GCRO 1840) running along the eastern boundary of OS parcel 5400, can be interpreted as the site of a trackway, the northern portion of which was still visible in 1958 (OS 1958).

A linear depression, c 45m in length and c 3m - c 7m wide, which runs parallel to the northeastern boundary of OS parcel 7980 may represent a continuation of this trackway leading towards the present site of Hurst Farm.

Recommended action: Evaluation as part of the scheme for Glos 11909 (Area B).

Glos 11903

SO 64750350

Lydney

Linear hollow, c 150 in length, c 15m - c 20m in width and attaining a maximum depth of c 1.50m, running southwards to a large dry valley in the southern part of OS parcel 8554. It can be interpreted as a dry valley of natural origin.

Glos 11906

SO 64740368

Lydney

Fairly irregular curved linear hollow up to c 10m wide and c 0.50m deep in the northwestern corner of OS parcel 8554. To the north it terminates at an existing pond, its southwestern limit was a pond in 1840 (GCRO 1840). The feature is reported to have been a ditch until recent times (J. Biddle pers comm).

Glos 11907

SO 64600377

Lydney

The northern field boundary of OS parcel 5972 contained numerous blocks of red sandstone up to 0.30m x 0.20m, perhaps the remains of a ruinous field bank upon which the present hedge was planted. Small grassed mounds, representing recent upcast from ditch cleaning to the south of the boundary at the junction of OS parcels 5972 and 7980, also contained sandstone fragments of a similar size.

Recommended action: Evaluation as part of the scheme for Glos 11909 (Area B).

Glos 11908

SO 64800388

Lydney

Fragments of red sandstone c 0.10m x c 0.20m visible in part of the eastern boundary of OS parcel 7980 where no longer marked by a hedge. The stones may have been part of a now ruinous hedge bank.

Glos 11909

SO 64950370

Lydney

The medieval settlement at Hurst, probably in the vicinity of the present Hurst Farm, is first mentioned in the Lay Subsidy Rolls for 1327, (Smith 1964, 259). It was an estate owned by Robert Grinder in 1444 (Rudder 1779) and is described as a "hamlet" in both 1715 (Atkyns 1715) and 1779 (Rudder 1779). In 1803 however Hurst was no longer included in the list of 'Tythings and Hamlets' within Lydney parish (Rudge 1803) and had presumably shrunk to a single farm by that time.

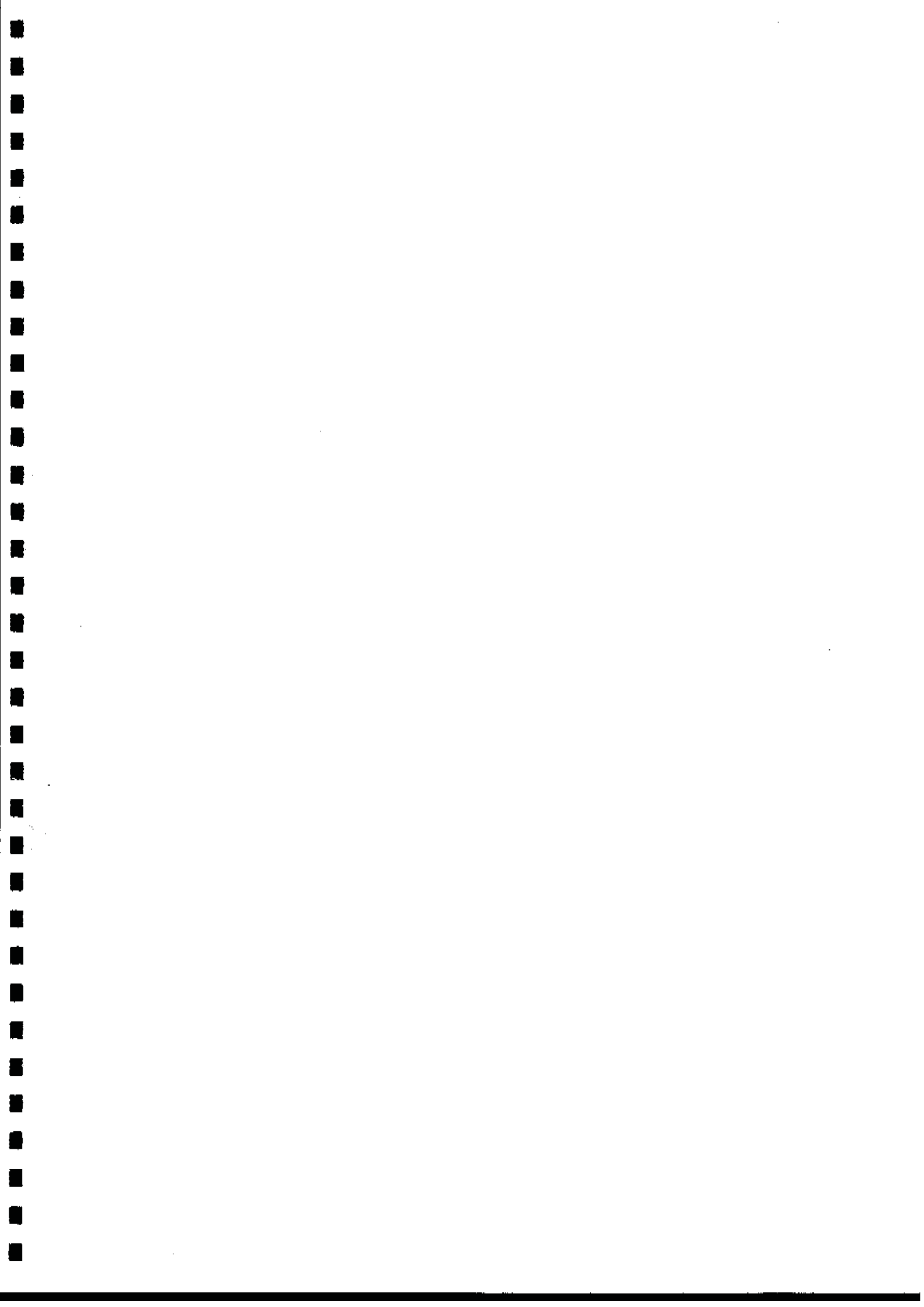
Recommended action: Evaluation of area of archaeological potential within the proposed road corridor (Area B).

Glos 12028

SO 64650355

Lydney

Weathered fragments of medieval and post-medieval pottery found on the surface of OS parcel 6657 in 1987.



- 6.3 Observations not assigned Sites and Monuments Record numbers
- 6.3.1 Shallow linear hollows interpreted as the result of post medieval field drainage systems were noted in OS parcels 8500, 9788, 8973, 7562 and 6055.
- 6.3.2 A small mound adjacent to a pond was noted in OS parcel 7533. It can be interpreted as upcast from a pond cleaning episode.
- 6.3.3 Amorphous irregular undulations in the northern part of OS parcel 5972 were visible in January 1991. In their present form they appear to have no archaeological significance but are noteworthy on account of their proximity to Hurst Farm shrunken medieval settlement (Glos 11909).
- 6.3.4 Large hollow area adjacent to the northeastern boundary of OS parcel 5605. The hollow was recorded on the 1958 Ordnance Survey map (OS 1958) but is not on the preceding 1922 survey (OS 1922). It can therefore be interpreted as being of recent origin.

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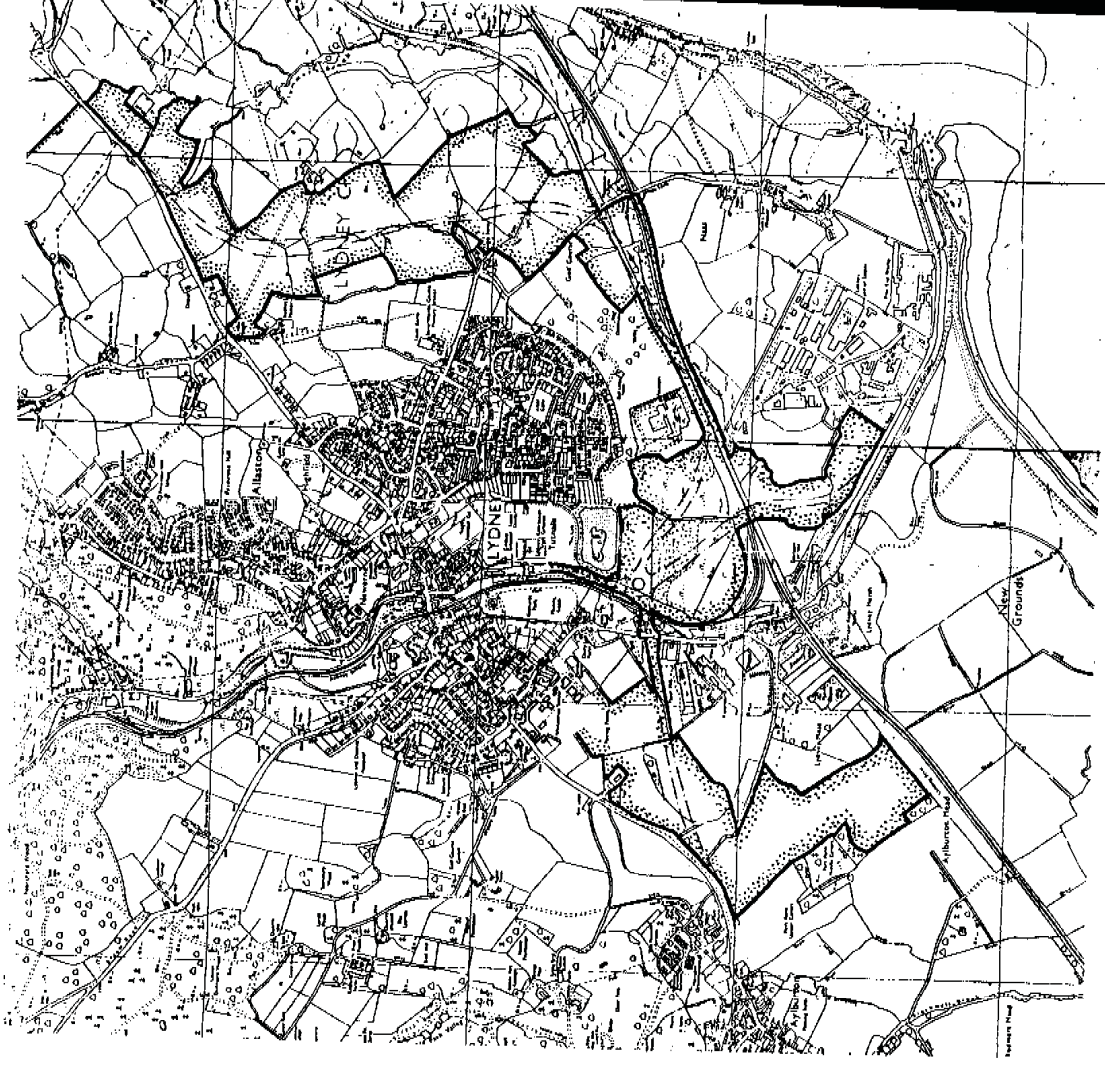
Dean Archaeological Group, the National Rivers Authority - Lower Severn Division, and the Wilderness Environment Studies Centre for access to their collection of aerial photographs.

All figures were drawn by Mrs W. Greenhalgh.

Fieldwork within the survey area would have been impossible without the co-operation of the landowners, all of whom obligingly allowed access.

LYDBYPASS

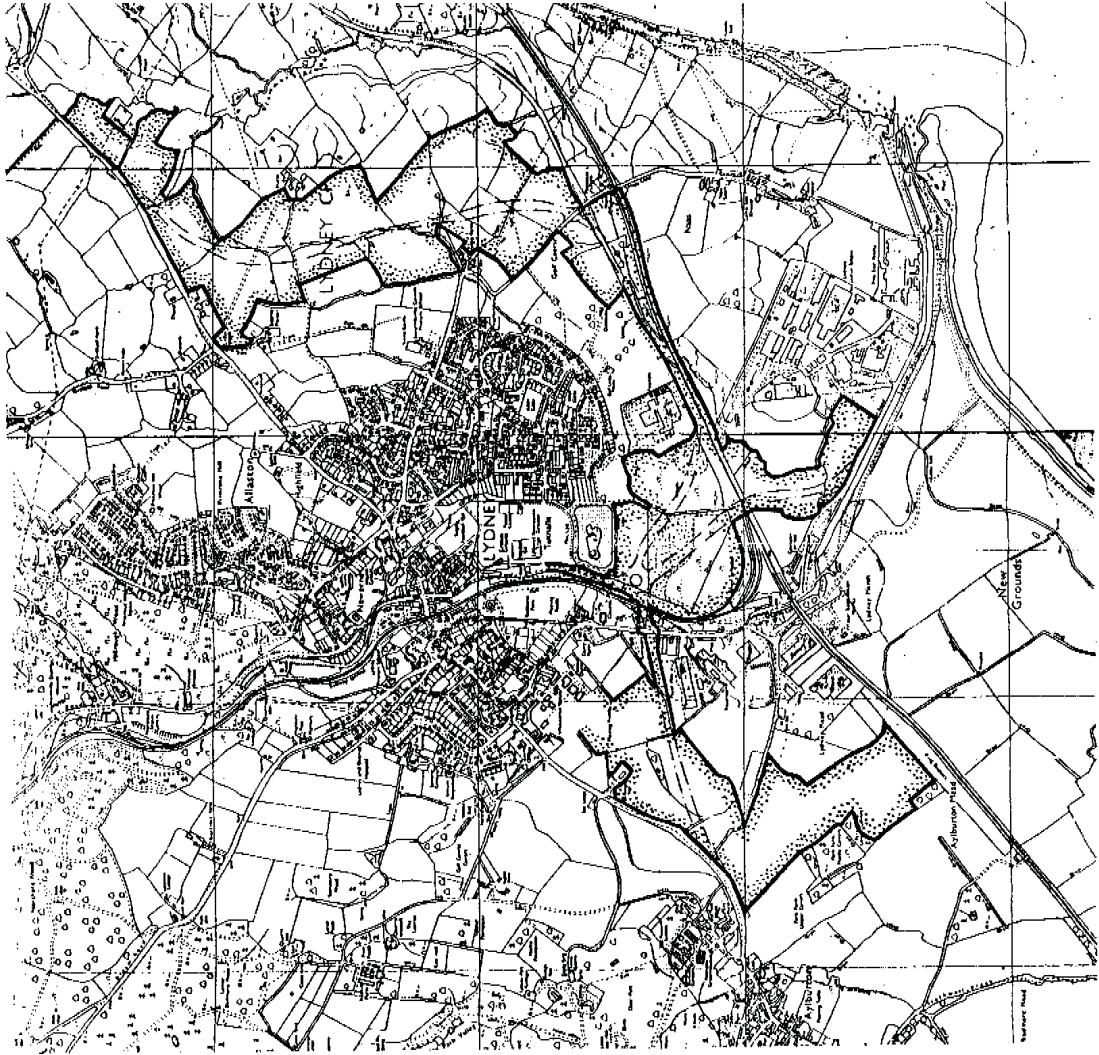
A48 LYDNEY BYPASS
LOCATION OF SURVEY AREA



--- Limit of survey area

Figure 1

**A48 LYDNEY BYPASS
LOCATION OF SURVEY AREA**



--- Limit of survey area

Figure 1

A48 LYDNEY BYPASS
LAND USE

c. 1840

- ARABLE
- PASTURE
- MEADOW
- BRAKE

LYDNEY
(1991)

1991

- ARABLE
- RECREATIONAL
- TIPPING
- WOODLAND
- GRASS
- WASTE

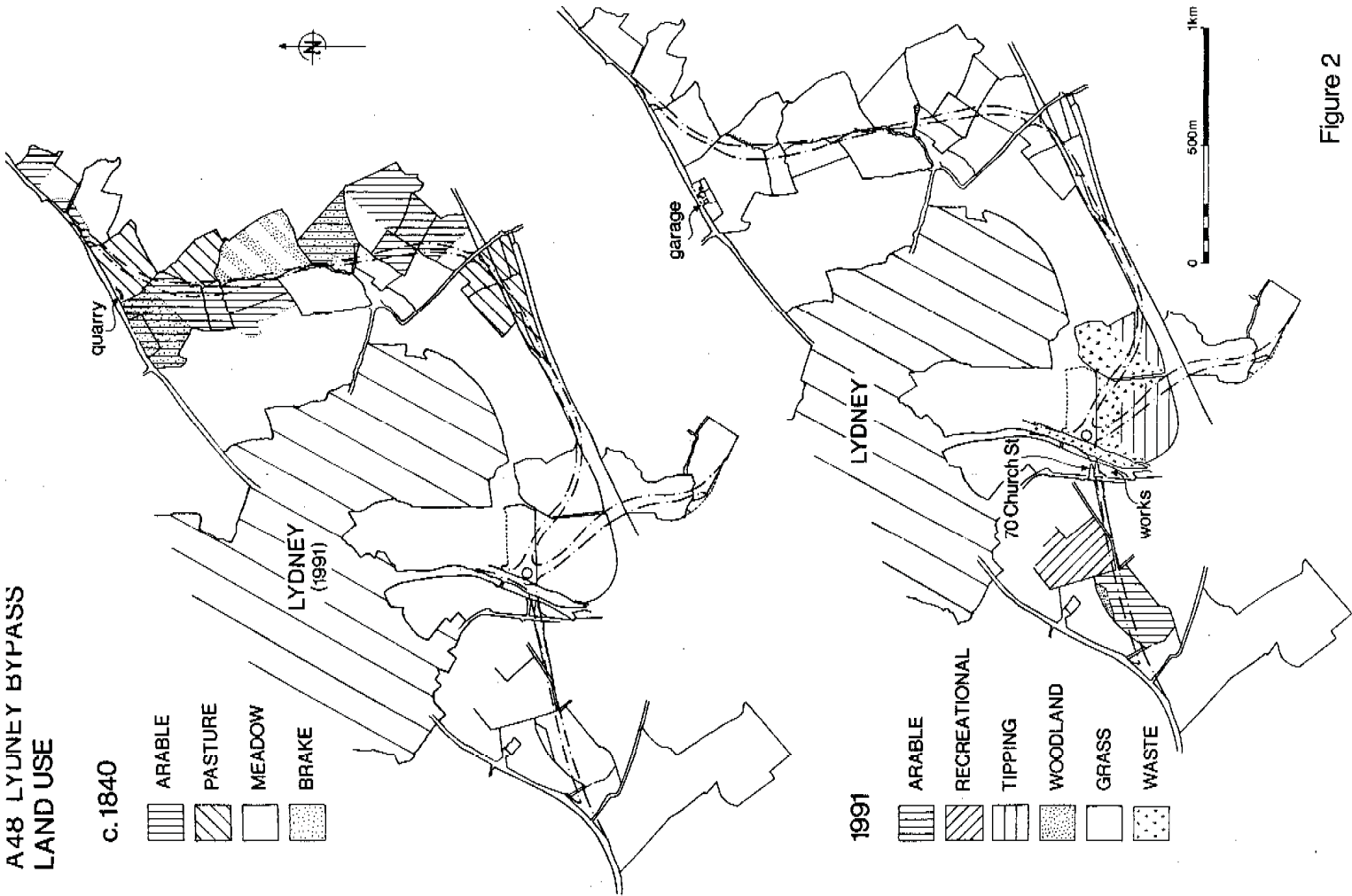








Figure 2

A48 LYDNEY BYPASS

Identified sites & predicted areas of archaeological potential within the proposed road corridor

- KEY**
-  predicted area of archaeological potential
 -  visible earthwork
 -  surface finds
 -  cropmark
 -  limit of road corridor
 -  identified site of archaeological interest

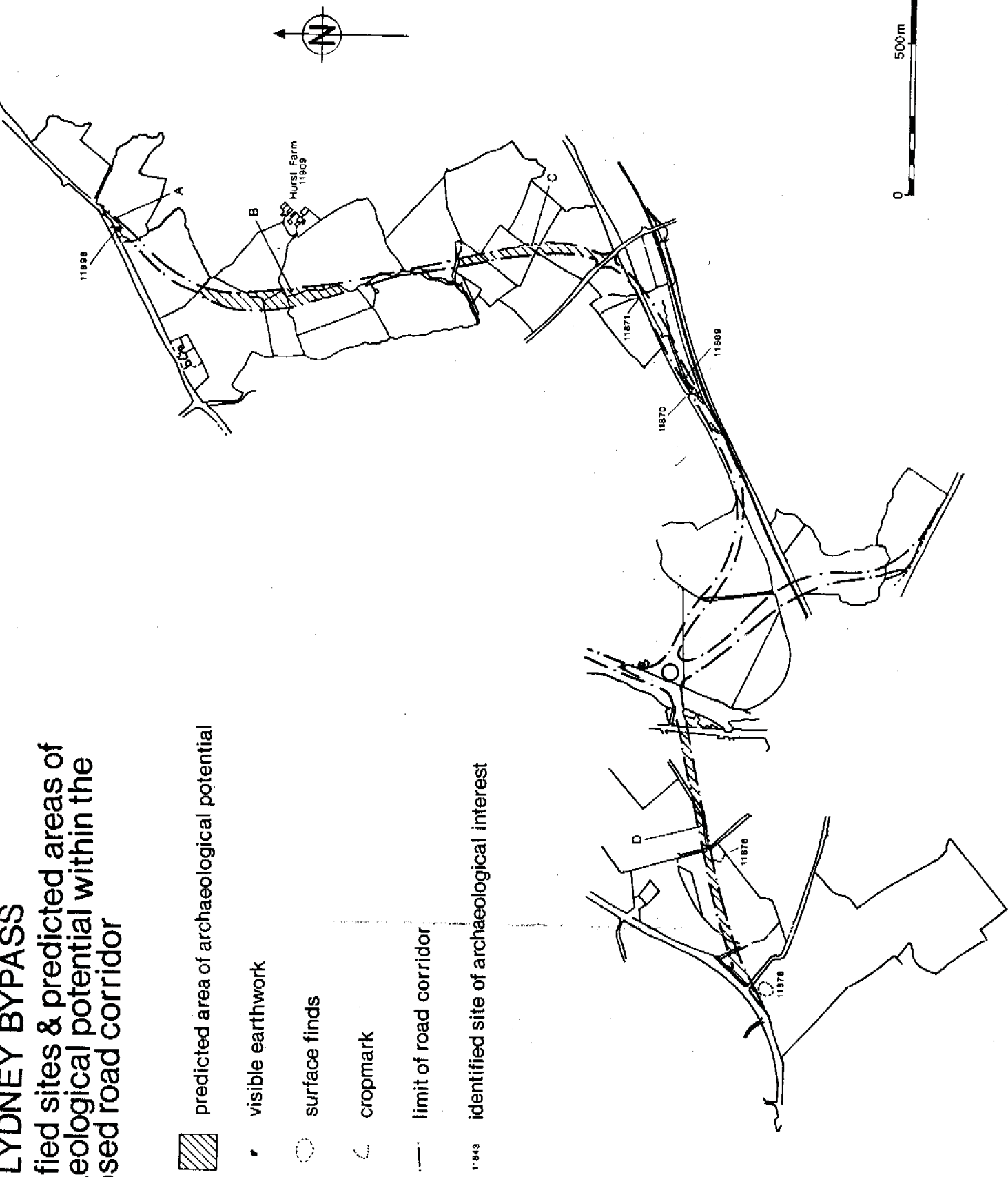


Figure 5