















# FOOTPATH WIDENING SCHEME, SOUTH OF EVESHAM, WORCESTERSHIRE

Archaeological Watching Brief

commissioned by Amey

WSM57262

July 2014





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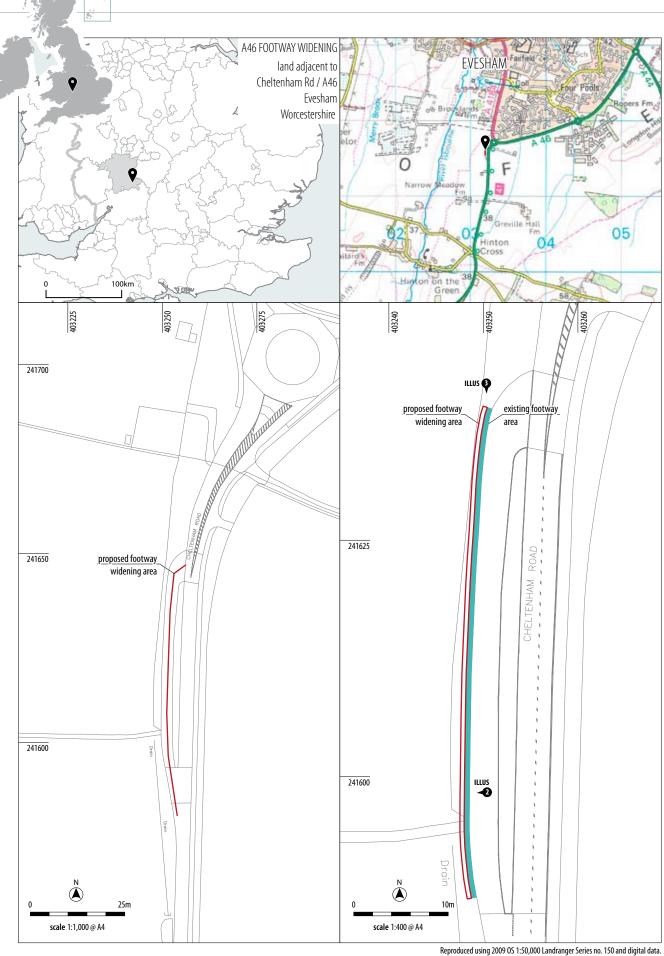
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ILLUS 1 Site location

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# FOOTPATH WIDENING SCHEME, SOUTH OF EVESHAM, WORCESTERSHIRE

## Archaeological Watching Brief

Headland Archaeology (UK) Ltd undertook a watching brief during a footpath widening scheme in a layby adjacent to the A46, south of Evesham. Prehistoric archaeology has been documented in the area and a large Roman settlement is located to the east and south of the works. However, no archaeology was uncovered during the watching brief and it is very likely that the construction of the layby has destroyed any surviving deposits.

#### 1 INTRODUCTION

Headland Archaeology (UK) Ltd was commissioned by Amey to undertake a watching brief during a footpath widening scheme in a layby on the A46 located just south of Evesham (NGR SP 03233 41543). The layby was bordered by the northbound carriageway of the A46 to the east and a grass verge to the west (Illus 1). Archaeological activity has been documented in the area with a major Roman settlement to the east. Aerial photographs show complex crop marks directly adjacent to the works area, and these are believed to be associated with this settlement. The archaeological advisor to the planning authority (Mike Glyde, Worcestershire Archives and Archaeology Service) requested the implementation of an archaeological watching brief so that any such remains uncovered in the course of the works could be suitably recorded.

The works were undertaken in accordance with a Written Scheme of Investigation (Kimber 2014) prepared by Headland Archaeology (UK) Ltd and agreed in advance of works by the archaeological advisor.

The underlying geology is recorded as mudstone and lies beneath deposits of glacial head (BGS).

## 2 ARCHAEOLOGICAL BACKGROUND

Evidence for human occupation in the area has been dated back to the Bronze Age, and there is evidence of continued activity through the Iron Age and Roman periods with finds and field systems being identified in the landscape.

The A46 runs through a major Roman settlement which is partially scheduled (SM 1020257). It is believed to extend to the west towards the football ground but archaeological evidence for it has so far been limited to aerial photographs of crop marks. An excavation in the football ground in 2010 by the Historic Environment and Archaeology Service at Worcestershire County Council (Arnold 2010) only found residual Roman pottery. Stratified Bronze Age archaeology was unearthed however, raising the possibility that the crop marks in this area are Bronze Age and not Roman as previously thought.

This area of Evesham has been used for light industry and horticulture since the town's development in the 8th century. Medieval ridge and furrow field systems have been identified within the landscape and a 19th century farmstead is located just to the north of the works.

### 3 AIMS AND OBJECTIVES

The objectives of the watching brief were as follows:

- to ensure the excavation and recording of any archaeological remains that would be disturbed by the footpath improvement works;
- to produce and deposit a satisfactory archive and disseminate the results of the work via grey-literature reporting and publication as appropriate.







The resulting archive (finds and records) will be organised and deposited with Worcestershire Museums Service to facilitate access for future research and interpretation.

## 4 METHOD

The proposed works involved the widening of a length of footpath forming the western boundary to the layby. The footpath was approximately 104m in length and it was proposed to increase the width from 0.9m to 2m.

Archaeological monitoring of the work was undertaken on 30th April and 2nd May 2014.

The main contractor mechanically removed the tarmac surface of the existing footpath. Immediately to the west of the existing footpath a 1.1m wide trench was excavated to a depth of 0.38m below the existing ground level.

#### ILLUS 2

East facing section through made ground

#### ILLUS 3

General view of excavation from the north

The main contractor mechanically excavated deposits as necessary for the improvement works with a mechanical excavator equipped with a flat-bladed bucket. These works were monitored by an archaeologist. The archaeologist recorded the stratigraphic sequence once deposits had been removed to the depth sufficient for the works. Sufficient time was allowed prior to continuing excavation works for the archaeologist to make adequate records.

All recording was undertaken on pro forma record cards. Colour transparencies and black-and-white print photographs were taken on 35mm film. Digital photographs on a 7.2mp camera were taken for illustrative purposes but will not form part of the site archive.

The excavation revealed that the ground immediately adjacent to the road was in fact heavily disturbed with no archaeological remains present. In consultation with the archaeological advisor to the planning authority (Mike Glyde, Worcestershire Archives and Archaeology Service) it was decided to halt the continuous presence of an archaeologist on site and undertake intermittent monitoring visits for the duration of the works.

### 5 RESULTS

The deposits excavated to enable the footpath improvement works comprised re-deposited material. No in situ archaeological or geological deposits were observed (Illus 2). A thin topsoil layer (c0.05m in depth) overlay a mixed layer of disturbed ground; a mid-brown silty clay with brick rubble, plastic wrappers, tarmac and other modern detritus. Service pipes and drains were also observed running parellel with the layby (Illus 3) in the north of the excavated area.

### 6 DISCUSSION

No archaeology was observed during this scheme of work. The construction of the A46 and the layby has either truncated or concealed any archaeology which may have been present. As the geological level was not reached it may be that the made up ground is sat above an undisturbed layer of archaeological deposits and the depth required for this scheme of work was

not deep enough to uncover this resource. However, it is more likely that during the construction of the road and layby the surrounding soil was stripped and any archaeological deposits were disturbed or entirely removed, at least in the immediate vicinity of the road and layby.

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