

Devon County Council Historic Environment Record

Civil Parish & District: Sidmouth, East Devon	National Grid Reference SY 1293 8847 SY 1320 8910	Number:
Subject: Watching brief of Phase 1 of cycleway from Sidmouth to Sidford.		Photo attached? N
Planning Application no: 07/1145/CM	Recipient museum: Royal Albert Memorial Museum	
OASIS ID: exeterar1-50249	Museum Accession no: 16/2008	
Contractor's reference number/code: EA 6334	Dates fieldwork undertaken: 30/01/08 to 13/03/08	
<p>Description of works.</p> <p>A watching brief was undertaken on groundworks associated with Phase I of the construction of a new cycleway between Sidmouth and Sidford. The route (fig. 1) lies on the valley floor, with potential for well-preserved archaeological and palaeoenvironmental material.</p> <p>The works along much of the route consisted only of widening and resurfacing the existing footpath, but a few areas required more substantial excavation and preparation.</p> <p>A new footway was constructed along Margaret's Meadow from NGR: SY 12986 88649 to SY 13104 88840. This required the excavation of a trench 2.2m wide and 0.15m deep. Following the removal of the turf and topsoil, <i>in situ</i> clay and flint was revealed along the entire route. No features were observed. The unstratified finds consisted of a single struck flint of Neolithic or Early Bronze Age date, five sherds of 17th to 18th century South Somerset coarseware, and of 19th- and 20th-century pottery, glass, slate and coal fragments. Hedgebanks were breached at both ends of the footway and were recorded on <i>pro forma</i> Exeter Archaeology Hedgebank Morphology Recording Sheets.</p> <p>A replacement cycle/foot bridge (fig. 2) was constructed over the Wool Brook near the junction with the River Sid (NGR SY 12974 88633). Excavation was required to depths of up to 1.7m for the piers and the repositioning of an electric cable. Several former railway sleepers that reinforced the banks of the brook and the river were removed. Inspection of the exposed sections indicated that there was a large area of modern material infilling and building up of the banks to a depth of about 1.2m. This made ground is probably associated with concrete reinforcing along the banks of the brook and the river. This made ground overlaid <i>in situ</i> gravels and consisted mainly of redeposited gravels and soil. No features or finds (other than modern) were observed.</p> <p>A 40m length of trench, 0.7m deep, was excavated for a French drain alongside the path to the south of the ford at the eastern end of Lymebourne Lane (fig. 2). This lay on the same route as an existing deeper sewer pipe and only cut through the associated trench fill. The ground level appeared to have been raised to carry the path, probably as a flood prevention measure.</p>		
Recorder: Neil Goodwin (Exeter Archaeology)	Date sent to HER: 24/10/2008	

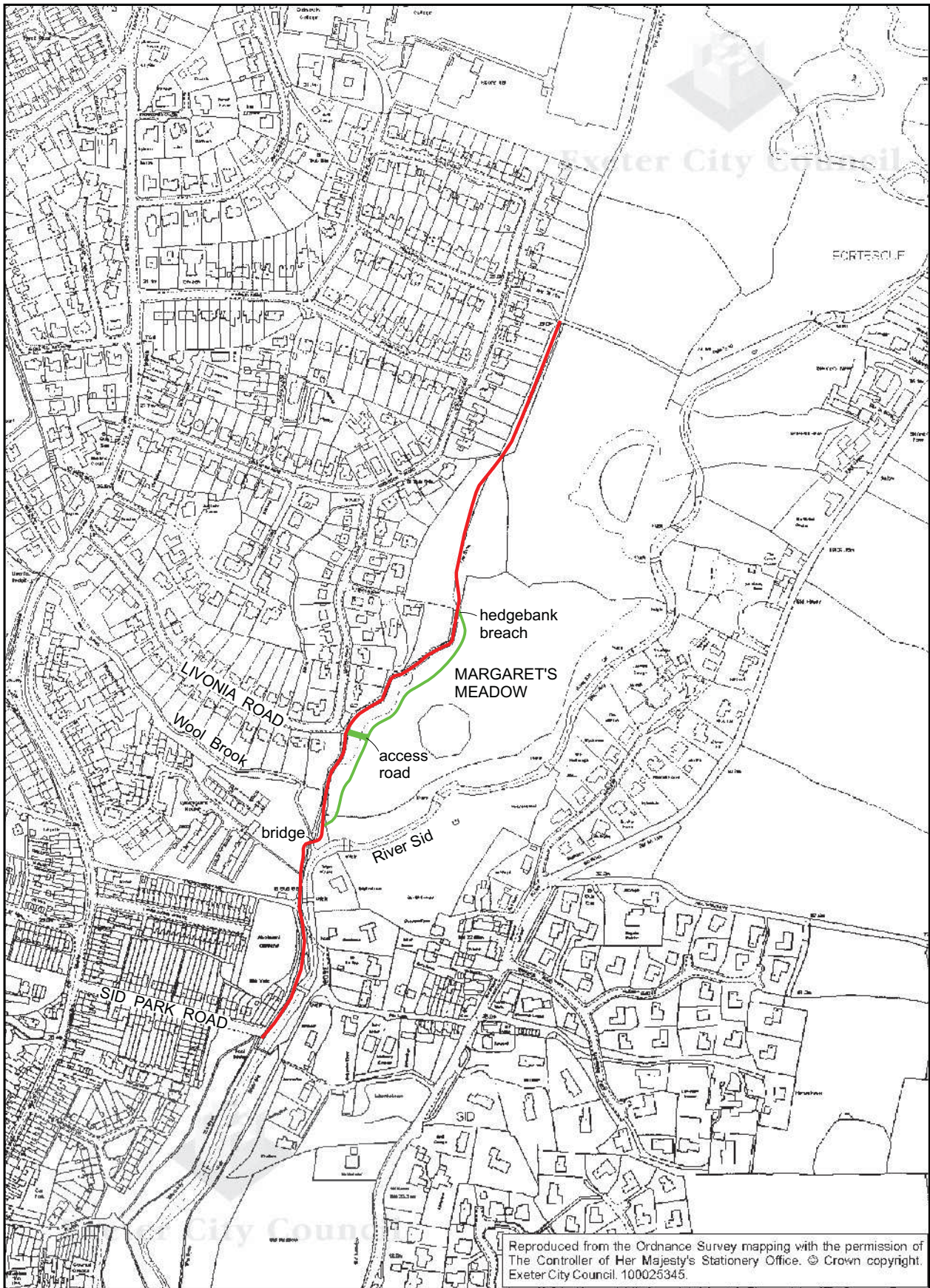


Fig. 1 Route of Phase I of the cycleway (indicated in red) and the walkway (indicated in green). Scale 1:5,000.

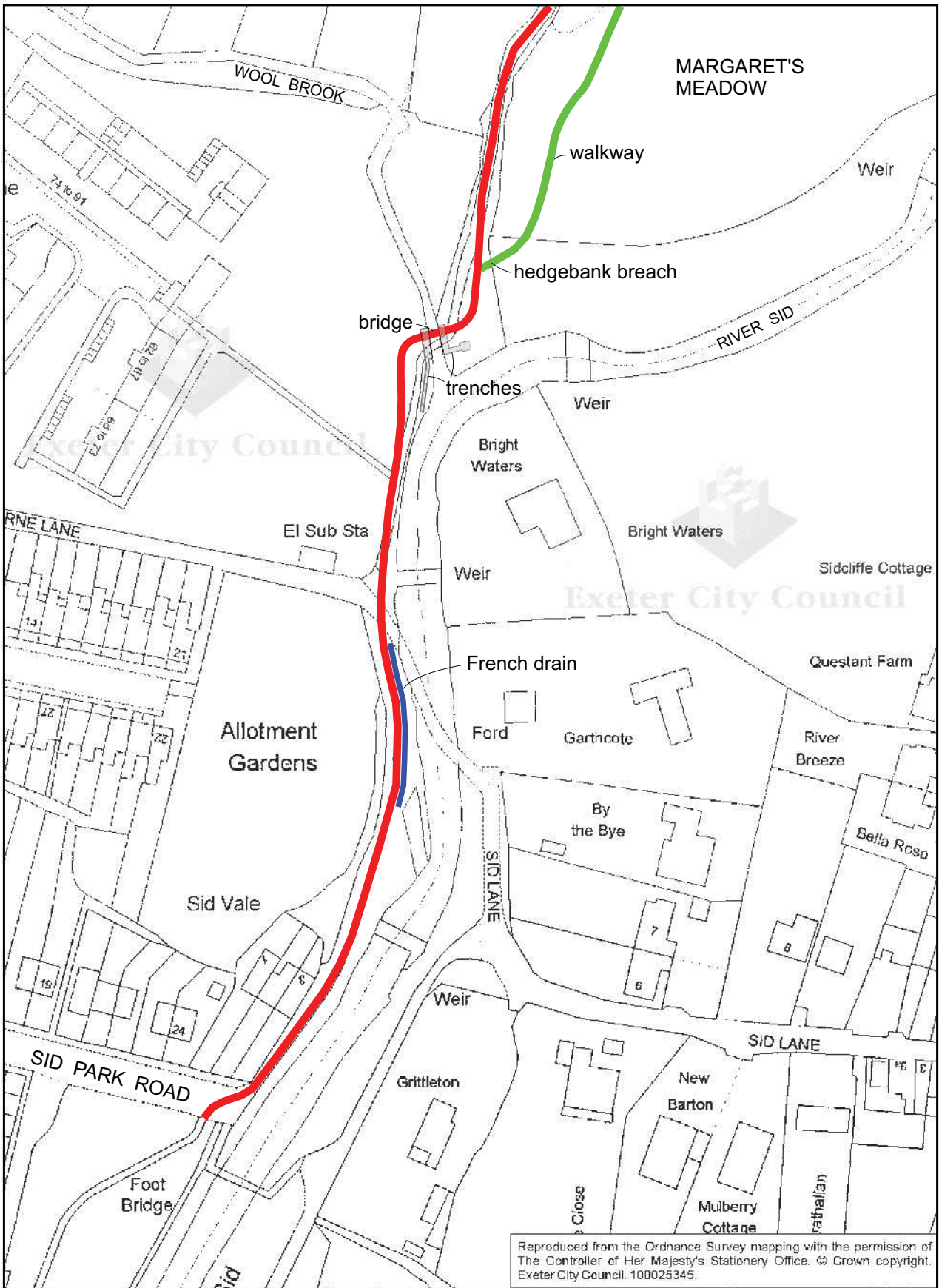


Fig. 2 Route of the southern end of cycleway. Scale 1:1,250.