

Negative Watching Brief: Historic Environment Record

Civil Parish & District: Lydford-on-Fosse, Mendip	National Grid Reference ST 56449 30528	HER Number: 42243
Subject: Archaeological monitoring and recording of groundworks associated with a commercial development at Cross Keys Motors, Lydford-on-Fosse, Somerset		Photo attached? YES
Planning Application no: 2018/2903/FUL	Recipient museum: Museum of Somerset (Taunton)	
OASIS ID: southwes1-398205	Museum Accession no: TTNCM 43/2020	
Contractor's reference number/code: LFCK20	Dates fieldwork undertaken: 8 th July 2020	
<p>Description of works.</p> <p>Archaeological monitoring and recording was undertaken by South West Archaeology Ltd. (SWARCH) during groundworks associated with the development of commercial units at Cross Keys Motors, Lydford-on-Fosse, Somerton, Somerset (Figure 1). This work took place at the request of a private client and was carried out by SWARCH personnel on 8th July 2020 in accordance with a Written Scheme of Investigation (Boyd 2020) and in consultation with the South West Heritage Trust.</p> <p>The site is on the north-west side of the commercial estate of Cross Keys Motors, in a triangle of land between the A37 and the Castle Cary to Taunton line of the Great Western Railway (GWR); c.450m south-west of the cross-roads at Lydford-on-Fosse. The site lies at a height of c.35m AOD on the slowly permeable calcareous clayey soils associated with shallow well drained brashy calcareous soils over limestone of the Evesham 1 Association (SSEW 1983), over interbedded mudstone and limestone of the Langport Member, Blue Lias Formation and Charmouth Mudstone Formation (BGS 2020). The Somerset Historic Environment Record indicates two 18th century turnpike roads: one along the now A37 (24627), which corresponds to the Roman route, the Fosse Way (55101) and runs along the north-west boundary of the site; the other (24695) at Lydford-on Fosse, between Langport and Castle Cary; both dated c.1753. The Curry Rivel-Castle Cary line (56989) of the GWR that opened c.1905/6 runs immediately south-south-east of the site.</p> <p>An area c.40mx70m was excavated to the top of the weathered natural geology. This area was divided approximately in half by a north-south hedge line that had been removed. The western half of the site had been an existing yard area and the modern stoned/tarmaced surfaces were removed to the level of formation and directly overlaid the natural; the ground having been partially terraced to make it level in the 20th century. The east half of the site (Figure 2) was across a field in which c.0.21m of a dark brown-grey, friable-soft clay-silt topsoil, (100), overlaid c.0.10-0.30m of Subsoil (101); a light yellow-brown, compact silt-clay. Subsoil (101) overlaid Natural (102), a light brown-yellow, indurate clay with strata of rocky (possible limestone) veins and associated alternating clay layers. Natural (102) was cut by linear broad and shallow Ditch [103] (Figures 1, 3 and 4), aligned west-north-west by east-south-east with very gentle sides to a broad, gentle concave/flattish base and a single fill, (104). Fill (104) was identical to Subsoil (101) with occasional sub-rounded stones at its base.</p> <p>Topsoil (100) contained x4 sherds (6g) of White Refined Earthenware (WRE), x4 sherds (26g) of industrial redwares/flowerpot, x3 shards (5g) of modern glass; x1 fragment (frags.) (90g) of ceramic sewer pipe, x1 21st century Fe bolt (29g), and x1 frag. (1g) of plastic. Subsoil (101) contained x5 frags. (101g) of ceramic land drain, x3 sherds (4g) of post-medieval industrial redwares, x3 frags. (62g) of post-medieval tile, x2 frags. (40g) of metal (x1 Fe fuel? cap), x1 sherd (1g) of WRE, x1 frag. (2g) of clay pipe stem, x1 frag. (35g) of animal bone (cow), and x1 rubber object (58g). Fill (104) contained x5 frags. (49g) of CBM, x3 sherds (26g) of various industrial type pottery and x1 frag. (59g) of 19th century glazed tile, x2 frags. (4g) of clay pipe stem, x2 shards (18g) of modern green bottle glass, and x1 frag. (252g) of Fe machinery. All finds were subsequently discarded.</p> <p>Although not represented on historic mapping; Ditch [103] contained modern finds, was parallel to boundaries to the south that were removed during the construction of the adjacent railway line; can be extrapolated eastward to meet and align with a section of the extant field hedge-line adjacent to the cutting for the railway line; and extrapolated westward towards a known culvert/drain associated with the Cross Keys Motors site and the A37. Ditch [103] probably represents either a relict part of the extant post-medieval field system; or drainage and a possible working boundary associated with the 1905/6 construction of the adjacent section of railway. No other archaeological features or deposits were present.</p> <p>Bibliography. Boyd, N. 2020: <i>Cross Keys Motors, Lydford-on-Fosse, Somerton, Somerset: Written Scheme of Investigation</i>. SWARCH WSI no. LFCK20WSIv1. British Geological Survey 2016: <i>Geology of Britain Viewer</i>. http://maps.bgs.ac.uk/geologyviewer_google/googleviewer.html Soil Survey of England and Wales 1983: <i>Legend for the 1:250,000 Soil Map of England and Wales</i>.</p>		
Recorder: J. Bampton, South West Archaeology Ltd.		Date sent to HER: 20/07/2020

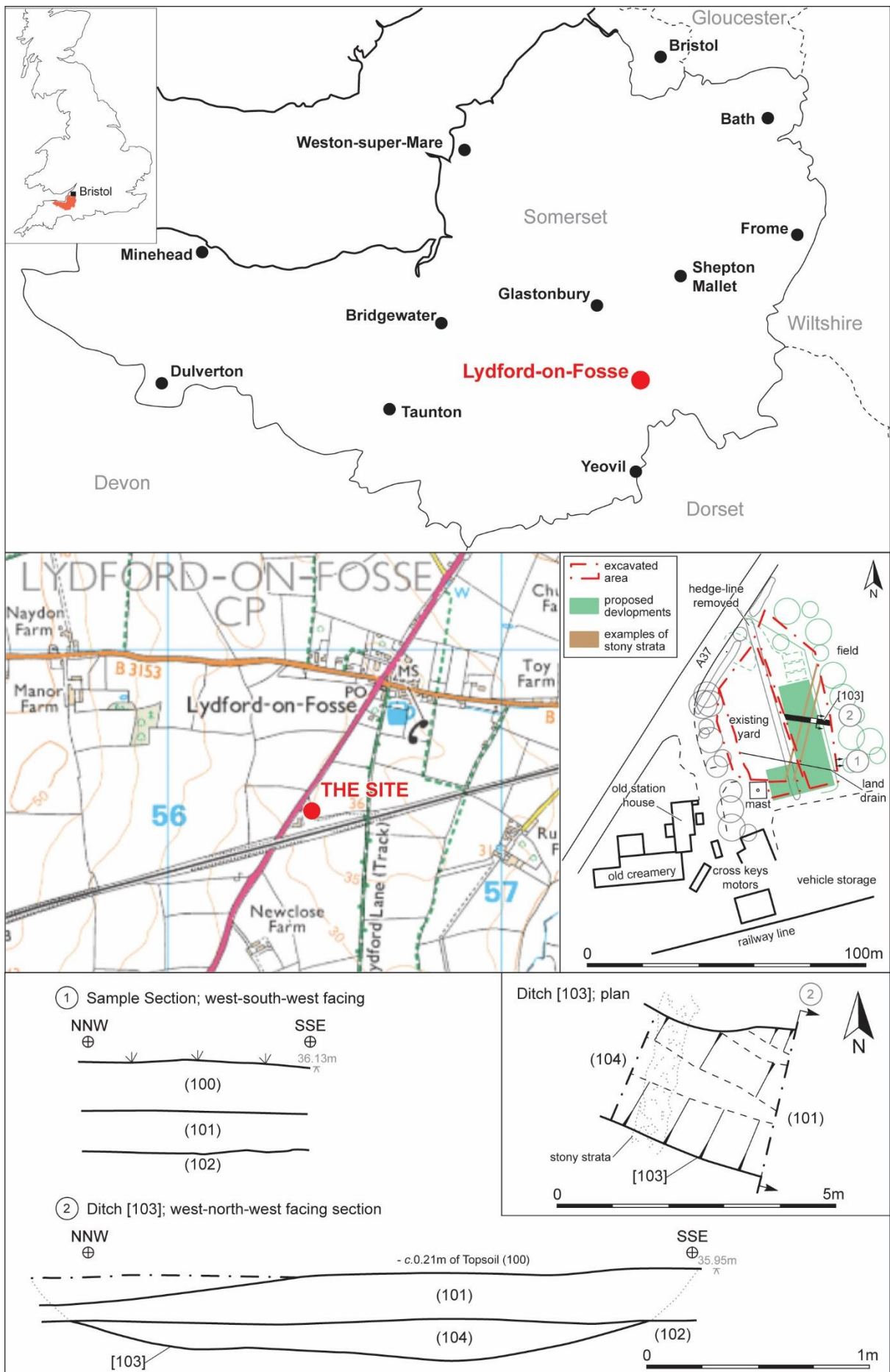


FIGURE 1: SITE LOCATION AND PLAN, AND FEATURE SECTION DRAWINGS AND PLANS.



FIGURE 2: EAST HALF OF THE SITE MID-EXCAVATION; VIEWED FROM THE SOUTH-SOUTH-EAST (NO SCALE).



FIGURE 3: DITCH [103]; VIEWED FROM THE WEST-NORTH-WEST (2M SCALE).



FIGURE 4: DITCH [103]; VIEWED FROM THE EAST-SOUTH-EAST (2M SCALE).