

making sense of heritage

# A367 Odddown Bus Lane

Interim Report

Ref: 71240  
March 2009



**wessex**archaeology

## **A367 ODDOWN BUS LANE INTERIM REPORT**

### **1. PROJECT BACKGROUND**

- 1.1. Wessex Archaeology (WA) was commissioned by Bath and North East Somerset District Council to undertake archaeological works on land adjacent to the A367 at Oddown Park and Ride, Bath.
- 1.2. The work comprised a geophysical survey and evaluation of the proposed A367 Oddown Bus Lane, Oddown, Bath (NGR372980, 161442)
- 1.3. This document represents an interim report of the results of this work, a full detailed report will be prepared at a future date.

### **2. AIMS AND OBJECTIVES**

- 2.1. The general aims of the project were to establish the presence/absence, extent, character and date of archaeological remains within the survey area.

### **3. METHODOLOGY**

#### *Geophysical Survey*

- 3.1. The first stage of works comprised a detailed gradiometer survey using a Foerster Ferex Magnetic Gradiometer system over 20m x 20m grids with a sample interval of 0.25m along transects at 1m spacings. Positioning was provided using an RTK GPS system to locate the grids to better than 0.1m
- 3.2. The fieldwork for this stage of work was carried out on the 5<sup>th</sup> March 2009.

#### *Trial Trenching*

- 3.3. The second stage comprised the excavation of 16 machine excavated trenches based upon a plan agreed with the Archaeological Advisor to Bath and North East Somerset District Council and to the general requirements of the IFA standards and guidelines.
- 3.4. This phase of fieldwork was carried out on the 9<sup>th</sup> and 10<sup>th</sup> March 2008.

### **4. RESULTS**

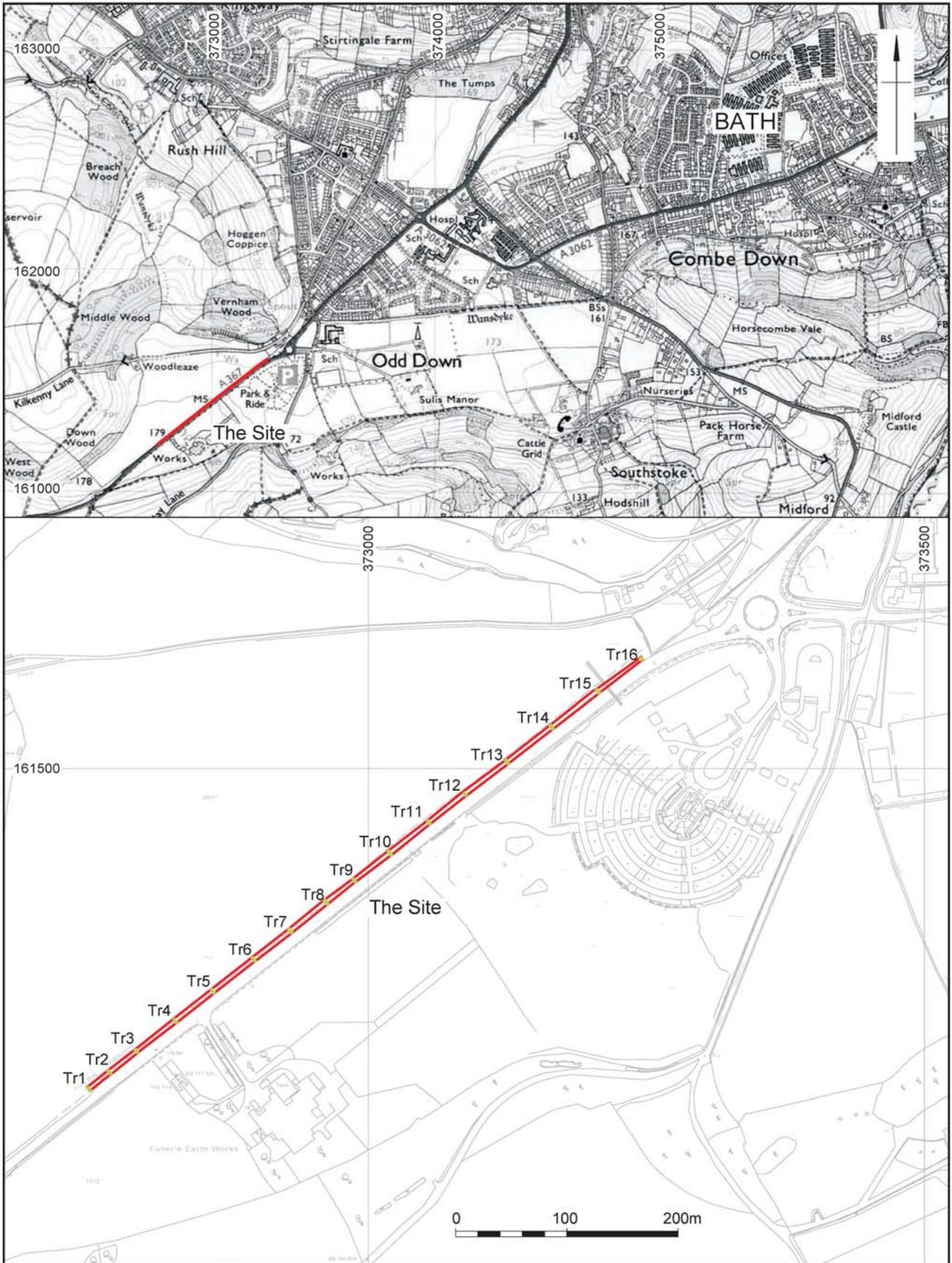
- 4.1. The geophysical survey produced readings which suggested significant modern disturbance. Although it was unclear whether this was from road construction and/or dumping or the area being used as a landfill as was evident on the other side of the road at Oddown Park and Ride (Figure 2).
- 4.2. In order to investigate the possibility that archaeological remains were preserved below modern dumped material, sixteen trenches were excavated

along the proposed route of the new bus lane (Figure 1). These trenches were excavated between the line of hedge which bounded the present carriageway and the boundary of the proposed new lane as defined by the client.

- 4.3 Only Trenches 1, 2, 3, 9, 15 and 16 showed a natural sequence with mid brown silty clay topsoil overlying a fragmented limestone natural. Trenches 15 and 16 also had a light brown silty clay subsoil.
- 4.4 The remainder of the trenches showed a topsoil over a redeposited natural overlying a modern (late 20<sup>th</sup> century landfill) which contained plastic, fragmented bottles etc. This may have caused the unusual readings recorded during the Geophysical Survey

## **5. CONCLUSION**

- 5.1. The site has been subject to considerable modern disturbance in the form of extensive landfilling. The lack of a subsoil in Trenches 1, 2, 3 and 9 suggest disturbance in the area. The subsoil present in Trenches 15 and 16 may indicate that this was the only undisturbed area of the site.
- 5.2. No features or finds of archaeological significance were found during the archaeological works on the site.



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Site and trench location

Figure 1



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Trench locations and magnetometer greyscale images Figure 2



Plate 1: General shot, looking north-east, showing site during excavation



Plate 2: Trench 1, facing south-east, showing natural deposits

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Plate 3: Trench 6 facing south-east, showing thin limestone capping over landfill deposits

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