

**A36 SALISBURY BY-PASS
ARCHAEOLOGICAL SURVEY: SUPPLEMENT**

The Chain Drove and Crouch Barn Routes

MARCH 1991

PREPARED FOR:-

**Department of Transport
South West Regional Office
Tollgate House
Houlton Street
Bristol
BS2 9DJ**

MAIN CONSULTANT:-

**Rendel Palmer & Tritton Ltd
Consulting & Designing Engineers
61 Southwark Street
London SE1 1SA**

SUB CONSULTANT:-

**Wessex Archaeology
Portway House
South Portway Estate
Old Sarum Salisbury
Wiltshire SP4 6EB**

REPORT CONTROL SHEET

DEPARTMENT OF TRANSPORT
South West Regional Office

A36 SALISBURY BYPASS

ARCHAEOLOGICAL SURVEY SUPPLEMENT
The Chain Drove and Crouch Barn Routes

Report No: R/SBAA/13

Status and Approval Schedule

Issue No	Status	Description of Amendments	Prepared by: Sign & Date	Proj Mgr Sign & Date	Proj Dir Sign & Date
2	Final	Including Client's Comments	Wessex Archaeology R. Davison 11.07.91	U. P. L. 28.8.91	J. M. Lewis 6/8/91
1	Draft	For Review by Client	Wessex Archaeology R. Davison 26.03.91	U. P. L. 26.4.91	J. M. Lewis 28/4/91

1. INTRODUCTION

1.1 BACKGROUND

This report contains the results of the assessment of the archaeological potential of alternative routes suggested for the western end of the A36 Salisbury By-Pass. The archaeological impact of the alternatives known as the Chain Drove and Crouch Barn routes is discussed, and recommendations are given for mitigation. This work was undertaken under instruction from Rendel Palmer & Tritton Ltd, the consulting engineers, by Wessex Archaeology during the assessment of the preferred route.

1.2 METHODOLOGY

The assessment was carried out principally through documentary research and fieldwalking. This latter method involved the collection of artefacts found on the surfaces of ploughed fields (Fig. 1); each field was divided into collection units which were plotted. Some test pits were excavated and limited augering undertaken, as shown on Figs A - B, located in a pocket at the rear of this report. A detailed method statement is contained in the main archaeological survey report (Wessex Archaeology, A36 Salisbury By-Pass Archaeological Survey, March 1991).

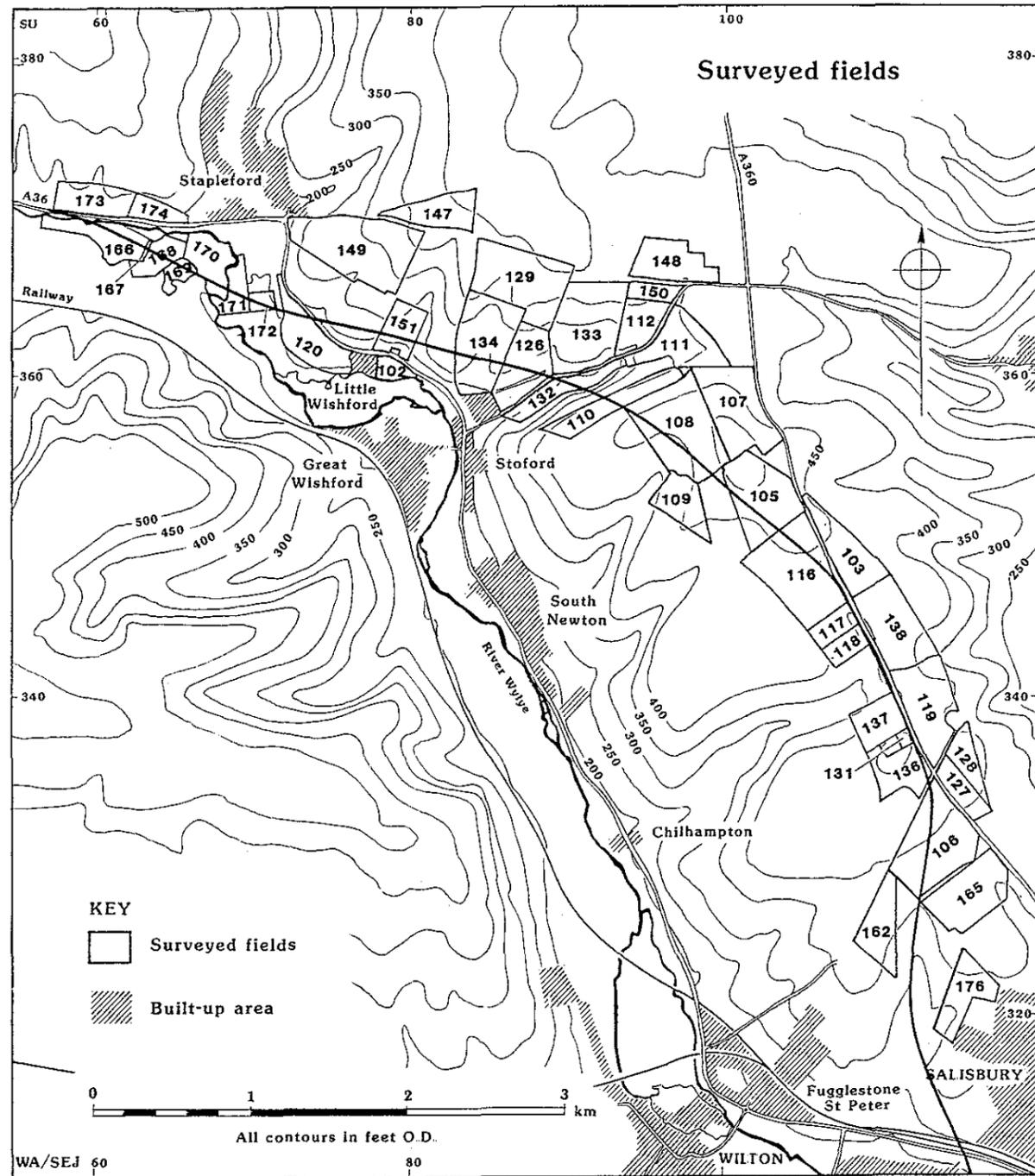


Fig. 1 Location of surveyed fields, western half of route

2 . THE RESULTS OF THE ASSESSMENT

2.1 SUMMARY

The archaeological results are summarised in Table 1. Full details of results and methodology are to be found in Sections 3 and 4 of the main archaeological survey report (Wessex Archaeology, A36 Salisbury By-Pass Archaeological Survey March 1991). Descriptions of the alternative routes are given below in Sections 2.2 and 2.3 (this volume).

2.2 THE CHAIN DROVE ROUTE

The Chain Drove route departs from the preferred route east of Stapleford near Hunters lodge. It crosses the post-medieval water-meadow system, rises onto Chain Hill following the line of Chain Drove, until it joins the line of the present A360. The route runs southwards along the line of the present road until it rejoins the preferred route as it approaches Camp Hill reservoir.

The Modified Chain Drove route deviates from the preferred route to the south of Serrington. It also crosses the post-medieval water-meadow system and then follows the course of a dry coombe eastwards until it joins the Chain Drove route.

2.3 THE CROUCH BARN ROUTE

This route shares the line of the preferred route for part of the length which runs through the water-meadows east of Stapleford. It then runs across the lower slopes of Chain Hill, and across both Stapleford Bottom and Mount Pleasant. It passes between the Newton Barrow and the neighbouring bowl barrows SU13NW 674, and joins the line of the Chain Drove/Modified Crouch Barn route 300m south-east of the Newton Barrow.

The modified Crouch Barn route is similar to the Crouch Barn route, but follows a line 200m to the north-east for some of its length. It joins the line of the Chain Drove route within field 107.

3. MITIGATION

3.1 PROPOSALS

The areas of archaeological potential have been coloured according to level of response on Figs.2 and 3, and the background information is to be found on Figs. 4 and 5. For the sake of completeness these figures show the suggested alternative routes and all the areas of archaeological potential encountered in the survey areas. The areas of potential crossed by the routes are listed below in an approximately west-east order, together with the levels of appropriate archaeological work recommended (Table 1). The levels of response have been simplified to three options; preservation, preservation by record, and monitoring during construction. Sites to be preserved are limited to those already registered as Scheduled Ancient Monuments and so deemed of national importance and afforded legal protection: no such sites are directly affected by the preferred route. Sites to be preserved by record would require excavation prior to construction work; they include all sites considered to be of considerable importance within the context of the archaeological background of the Salisbury area, and for which their potential data value is sufficient to merit detailed further investigation. Sites to be monitored would require a watching brief involving the presence of one or more archaeologists on site while topsoil and, where appropriate, subsoil was being removed; they include all sites considered to be of local importance but not of sufficient potential or of degree of preservation to merit detailed further investigation. The definition of excavation or watching brief as an archaeological response does not imply that the response is favoured instead of preservation, but only that they are the appropriate options where preservation is not a viable alternative.

3.2 WATCHING BRIEFS

The westernmost parts of both the Chain Drove and Crouch Barn routes, and their modified versions, coincide with, or only slightly deviate from, the line of the preferred route; all of them run for some length through the post-medieval watermeadows east of Stapleford. The response suggested for the preferred route, of a watching brief for this section, is therefore also applicable to the alternative routes, although the lengths of section affected vary from route to route (Table 1, and Figs. 4 and 5).

Both the Chain Drove route and the modified Chain Drove route pass through field 149, on the lower slopes of Chain Hill, which produced a concentration of burnt flint and small amounts of prehistoric, medieval, and post-medieval pottery. Both routes also cross an outlying part of the field system SU03NE 639. Burnt flint is known to be often associated with prehistoric occupation sites, which are otherwise difficult to locate from surface indications, and there is a possibility that there was some occupation in this field. This evidence is, however, likely to be slight as there are no indications of substantial features, and the land has been ploughed probably resulting in damage to any sub-surface archaeological remains. The ditches of the field system SU03NE 639 are certainly crossed only once on the Chain Drove route and twice on the modified route. A watching brief should be effective in dealing with them and with any occupation features which appear elsewhere in the field.

KEY TO FIGS. 2 & 3

Field boundaries

- Walked ----- Geophysical survey
----- Augered Observed

Sites and Monuments
Record

-  Field systems
 Enclosures
 Settlements
 Barrows/Ring ditches
 Spot finds

Occurrence of pottery

-  Prehistoric
 Romano-British
 Medieval

Occurrence of significant
amounts of:

-  Worked flint
 Burnt flint
 Auger holes
 Test pits

By-pass routes:

- Preferred route
- - - - Crouch Barn route
- · - · - Modified Crouch Barn route
—— - - Chain Drove route
- - - - Modified Chain Drove route

This plan is based upon the Ordnance Survey Map with the sanction of the Controller of H.M. Stationery Office Crown Copyright Reserved.

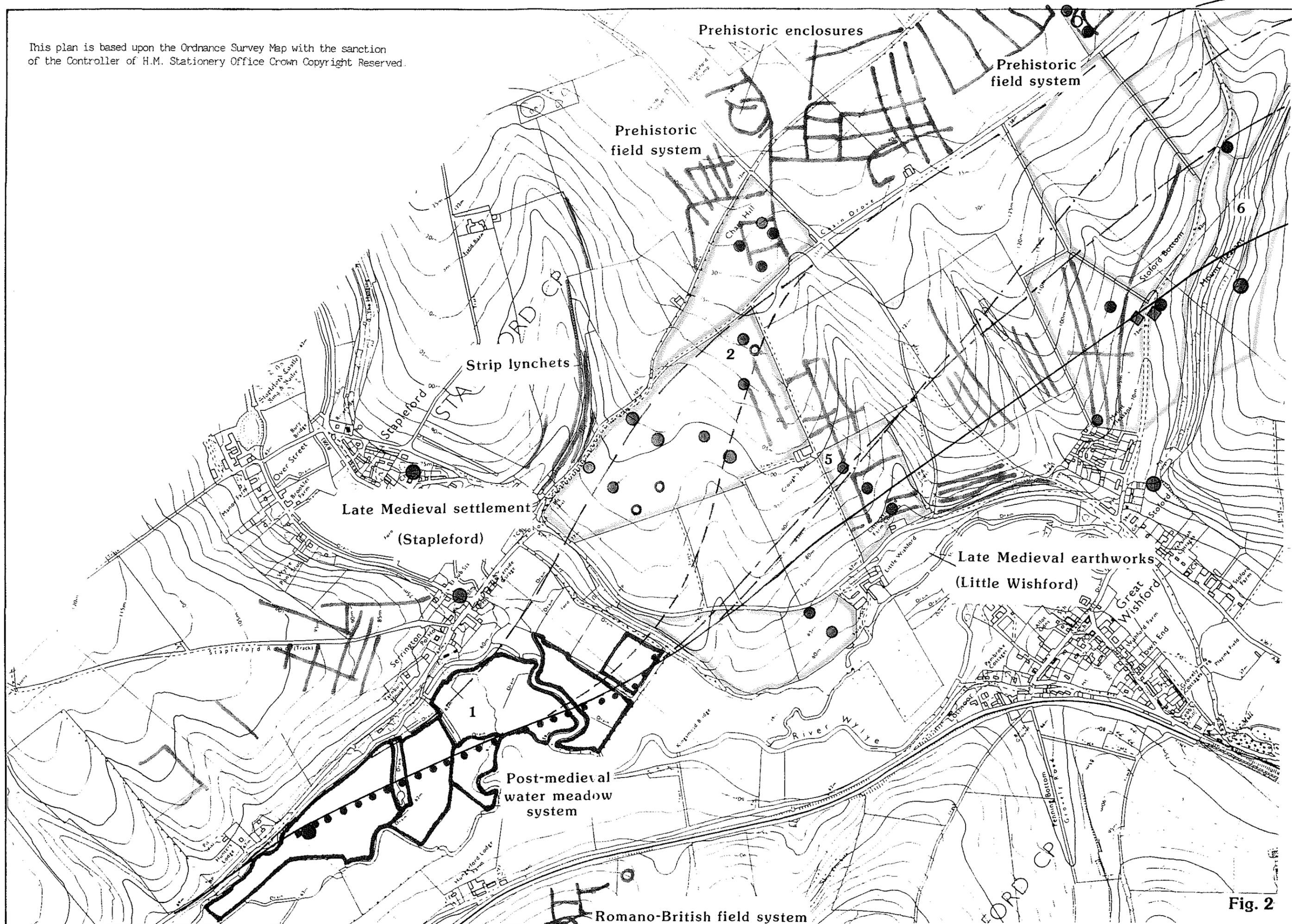
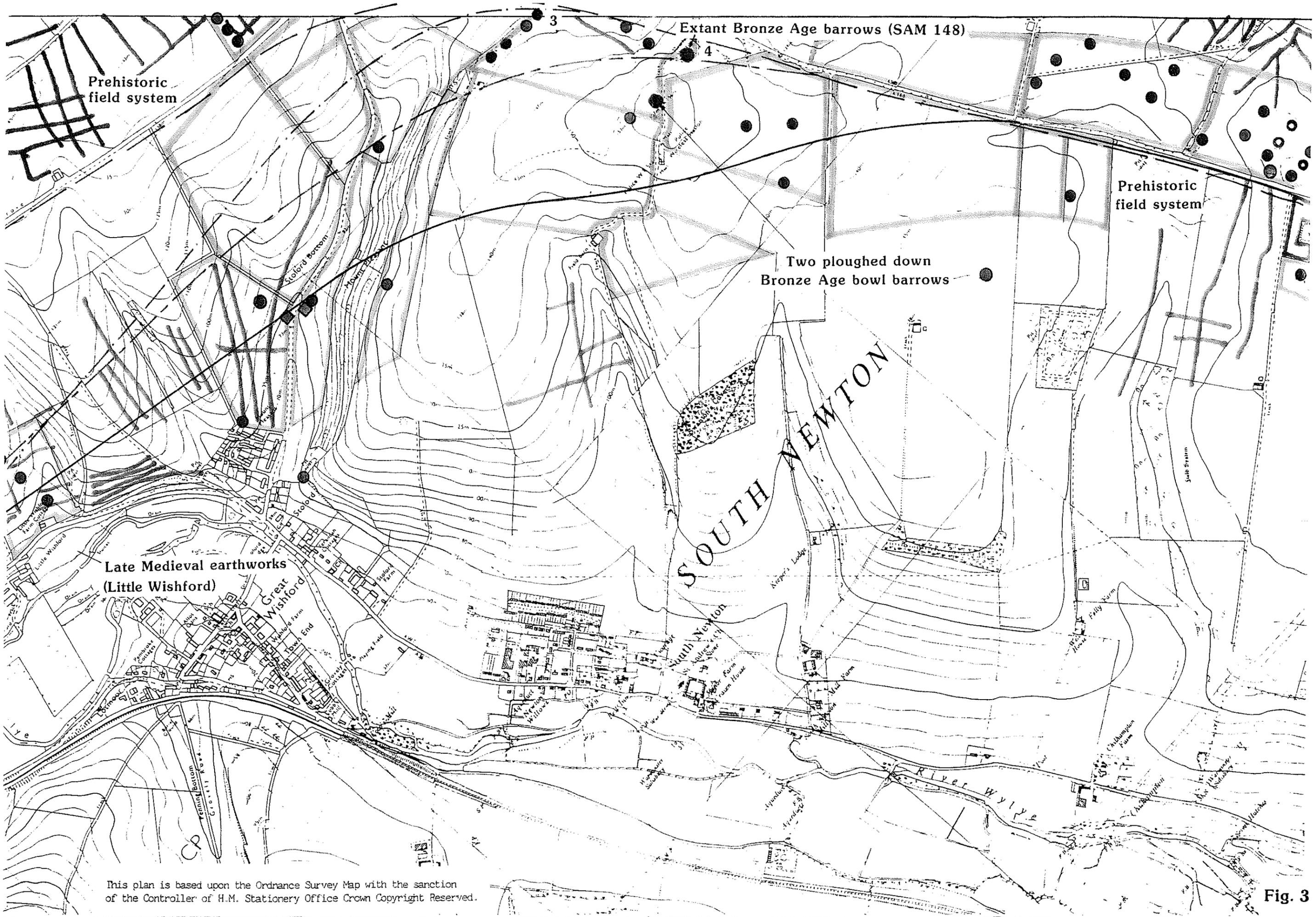


Fig. 2

Scale 1:10,000



This plan is based upon the Ordnance Survey Map with the sanction of the Controller of H.M. Stationery Office Crown Copyright Reserved.

Fig. 3

Scale 1:10,000

The Chain Drove route does not cross any certain archaeological features as it runs along Chain Drove, but it does skirt a major field system (SU03NE 612), enclosures, and a concentration of finds in Field 148 of prehistoric, Roman and medieval date. Although there are no visible traces of the field system across the route, the disposition of the visible field boundaries, especially towards the eastern end of the of the system SU03NE 612, suggests that it once did. The proximity of both the field system, and the concentrations of material from surface collection in field 148, is such that a watching brief is required along this section.

Although the Crouch Barn and modified Crouch Barn route cross more field system ditches than the Chain Drove routes, this field system has been badly eroded and was given a low score by Bowden (1986) in his assessment of the road corridor's archaeological potential. A watching brief is, however, necessary at the points where field ditches are crossed by the route. The Crouch Barn route also crosses the extreme northern end of the only section of downland on the route, at Mount Pleasant. It is at this point only some 60-70m wide, that a watching brief should be carried out.

The alternative routes cross the field to the north of Newton Barrow, within which scatters of artefacts were recovered during the field survey. It is suggested that a watching brief take place in this area, augmented by evaluatory excavation work (see following section 3.3).

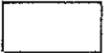
Table 1: Areas of archaeological potential crossed by the alternative routes.
(N.B. Site numbers as in Figs. 2-5)

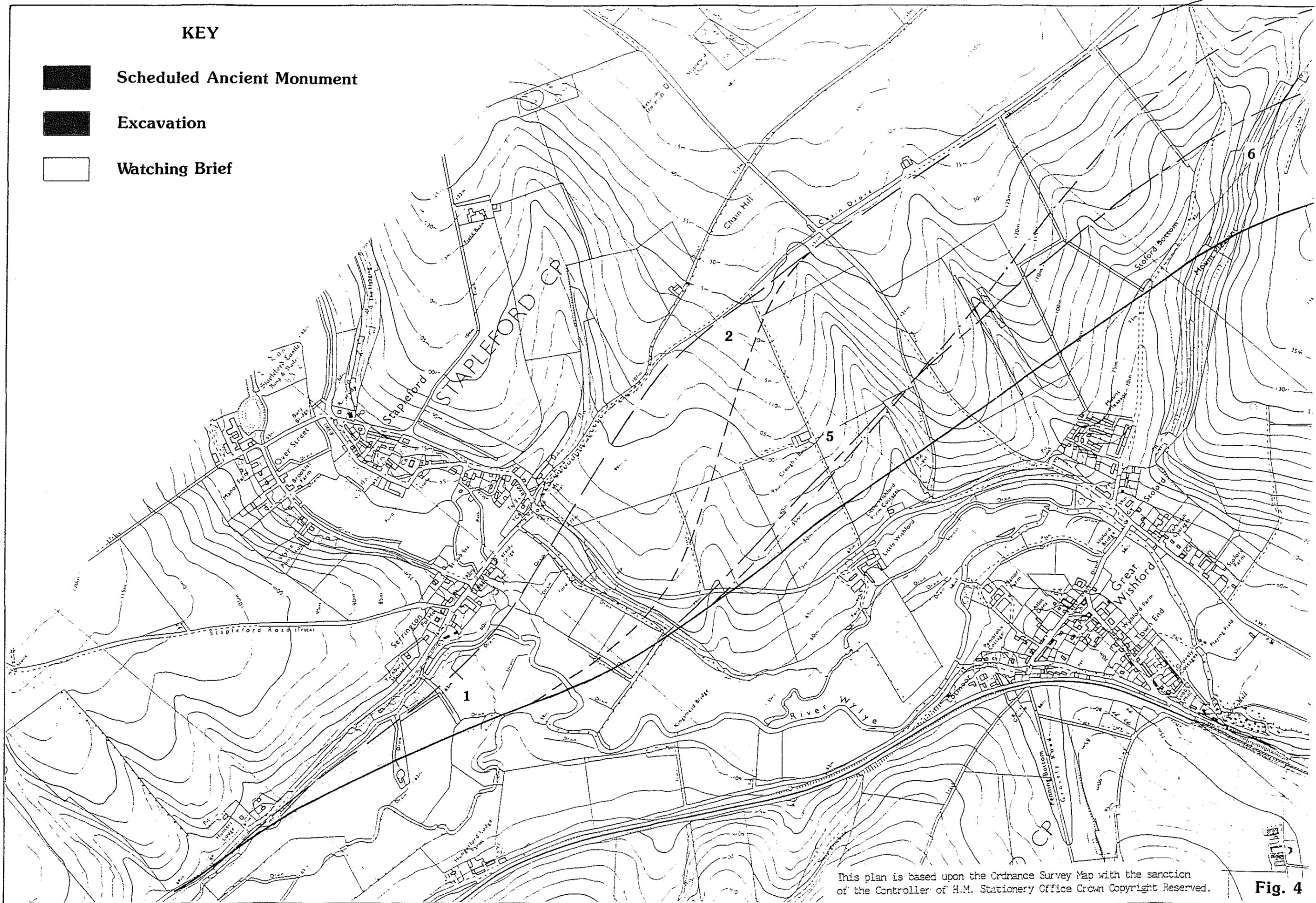
LOCATION	NATURE OF EVIDENCE	RESPONSE
Chain Drove Route		
1. River Wylze South of Stapleford (centred on NGR SU065367) (900m)	Extant remnants of post medieval water meadow system. Unassociated find of Neolithic worked flint (SMR SU 03NE 101)	Watching brief
2. Chain Drove (from NGR SU 072369 to SU 097364) (2400m)	Concentrations of medieval pottery and Romano-British pottery in the northern part of Field 149. The route then crosses an outlying part of the field system SU03NE 639, at SU 080369, and passes within 50m of the field system SU03NE 612 and the enclosure at SU 087369.	Watching brief
3. Field 107 (from SU 100363 to SU 104354 (400m)	Concentrations of prehistoric and Romano-British pottery and worked flint; crosses outlier of field system SU13NW 707.	Watching brief and Excavation
4. Barrow SU 103355	Newton Barrow, Scheduled Ancient Monument 148. Both the Chain Hill Drove route and the modified Chain Hill Drove route skirt the this barrow and the pair of flat bowl barrows to the west (SU13NW 674).	Preservation
Modified Chain Drove Route		
1. River Wylze South of Stapleford (centred on NGR SU065367) (1300m)	Extant remnants of post medieval water meadow system. Unassociated find of Neolithic worked flint (SMR SU03NE 101)	Watching brief

Table 1: continued

LOCATION	NATURE OF EVIDENCE	RESPONSE
2. Chain Drove (from SU 076366 to SU 097364) (2,000m)	Concentrations of medieval pottery in Field 149; the route also crosses part of field system SU03NE 639. The route then joins the Chain Drove route.	Watching brief.
3. Field 107 (from SU 100363 to SU 104354 (400m)	Concentration of prehistoric and Romano-British pottery and worked flint. Crosses outlier of field system SU13NW 707.	Watching brief and Excavation
4. Barrow SU 103355	Newton Barrow, Scheduled Ancient Monument 148. Both the Chain Hill Drove route and the modified Chain Hill Drove route skirt the this barrow and the pair of flat bowl barrows to the west (SU13NW 674).	Preservation
Crouch Barn Route		
1. River Wylfe South of Stapleford (centred on NGR SU065367) (1,300m)	Extant remnants of post-medieval water meadow system. Unassociated find of Neolithic worked flint (SMR SU 03NE 101)	Watching brief
5. Chain Hill lower slopes - Stoford Bottom (from SU 075364 to SU 093362) (1,400m)	Prehistoric sherd found on surface of field 151. Route cuts across field system SU03NE 639.	Watching brief
6. Mount Pleasant (SU 096360) (60m)	Surviving chalk downland	Watching brief
3. Field 107 (from SU 099359 to SU 104354) (500m)	Sherds of Romano-British pottery on surface. Route passes closes to Newton Barrow (Scheduled Ancient Monument 148)	Watching brief and Excavation
4. Barrow SU 103355	Newton Barrow, Scheduled Ancient Monument 148.	Preservation
Modified Crouch Barn route		
River Wylfe South of Stapleford (centred on NGR SU065367) (1,300m)	Extant remnants of post-medieval water meadow system. Unassociated find of Neolithic worked flint (SMR SU 03NE 101)	Watching brief
5. Chain Hill lower slopes (from SU 075364 to SU 089363) (900m)	Prehistoric sherd found on surface of field 151. Route cuts across field system SU03NE 639.	Watching brief
3. Field 107 (from SU 098360 to SU 104354) (350m)	Concentration of Romano-British pottery. Route passes between Newton barrow (Scheduled Ancient Monument 148) and a pair of flat bowl barrows to the west.	Watching brief and Excavation
4. Barrow SU 103355	Newton Barrow. Scheduled Ancient Monument 148.	Preservation

KEY

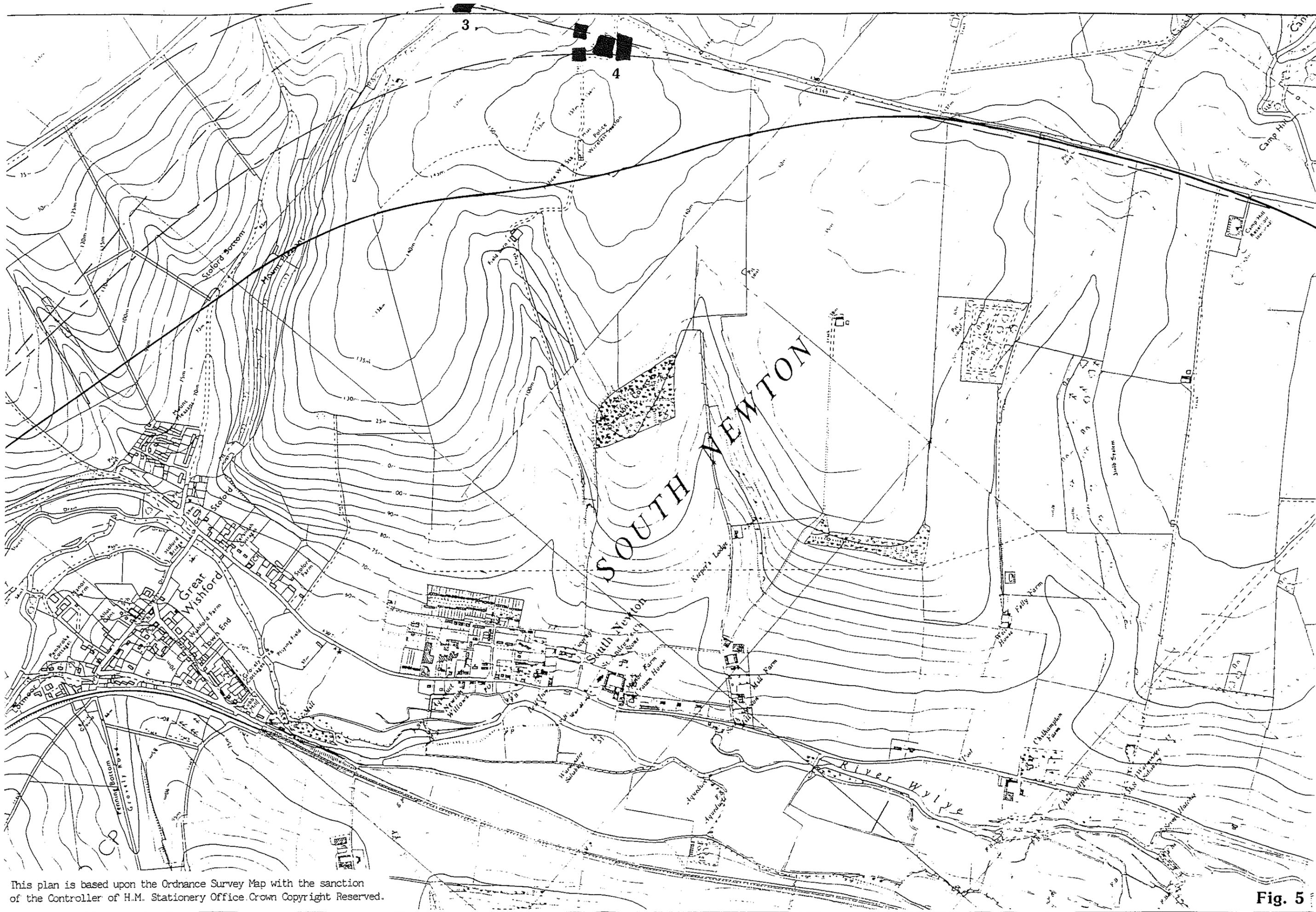
-  **Scheduled Ancient Monument**
-  **Excavation**
-  **Watching Brief**



This plan is based upon the Ordnance Survey Map with the sanction of the Controller of H.M. Stationery Office Crown Copyright Reserved.

Fig. 4

Scale 1:10,000



This plan is based upon the Ordnance Survey Map with the sanction of the Controller of H.M. Stationery Office Crown Copyright Reserved.

Fig. 5

Scale 1:10,000

3.3 EVALUATORY EXCAVATIONS

All the alternative routes pass close to the extant Newton Barrow, SAM (Scheduled Ancient Monument) 148. The proposed road lines leave the barrow preserved, but the areas around barrows are of interest. In particular, Early Bronze Age barrows were sometimes used as the focus for Middle Bronze Age cremation cemeteries. The existence of the ring ditches SU13NW 674 also raises the possibility that there may be other ploughed out barrows of which there are now no traces, in the same field, as barrows commonly occur in groups. Although the two known sites are avoided by all the routes, if one of these routes were chosen it would be necessary to carry out some further work to evaluate the area around and between the barrows. This could be done by machine-trenching of limited areas.

Limited excavation is suggested for the area around the Scheduled Ancient Monument of Newton Barrow. Prehistoric and Romano-British pottery and a concentration of worked flint were found in the northern end of the adjacent field, 107 (Fig. 1). The significance of the surface scatters of artefacts and high potential for archaeological features close to Newton Barrow and the two bowl barrows to the west could be investigated by excavating targeted areas.

A maximum of 250m of route could be investigated in this manner covering both areas of interest.

3.4 GENERAL IMPACT

The total length of sections in which some archaeological response would be required is shown in Table 2. In the case of the modified versions of the two routes the length of sections requiring archaeological work include the sections that are common to both the original and the modified versions of each route. The section within which lengths have been considered is from Hunters Lodge in the west to the intersection of the alternative routes with the A360 in the east.

Table 2 Total route lengths requiring archaeological responses

	CHAIN DROVE	MODIFIED CHAIN DROVE	CROUCH BARN	MODIFIED CROUCH BARN	PREFERRED ROUTE
Total length of sections requiring watching briefs	3,700m	3,700m	3260m	2,550m	2,550m
Total length of sections requiring excavation	200m	200m	200m	200 m	-

Table 2 shows that the alternative routes have no advantage over the preferred route, in that the total section lengths requiring watching briefs are equivalent or longer. The provision for excavation at the eastern end of the alternative routes highlights the increased level of damage to areas of high archaeological potential otherwise avoided by the preferred route. It should be noted that the proximity of the Chain Drove and Modified Chain Drove routes to an enclosure at SU 087369 and to occurrences of Romano-British pottery to the north of the existing Chain Drove is of some concern since the closer the

route gets to the brow of Chain Hill, the more likely it is to cross areas of high archaeological potential. Therefore it seems that the alternative routes are likely to be more detrimental to archaeological remains than the equivalent section of the preferred route.