



INDEX DATA	RPS INFORMATION
Scheme Title A303 Sparkford - Ilchester road improvement	Details Archaeological proof of evidence
Road Number A303	Date
Contractor Wessex Archaeology	
County Somerset	
OS Reference ST52	
Single sided <input checked="" type="checkbox"/> Double sided A3 <input type="checkbox"/> Colour <input type="checkbox"/>	

✓
A303 SPARKFORD TO ILCHESTER ROAD IMPROVEMENT

PUBLIC INQUIRY

Archaeological Proof of Evidence

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1. INTRODUCTION

1.1 *Qualifications*

My name is Richard Newman. I hold the degrees of BA (Honours) in Archaeology and History, and PhD in Landscape History, both from the University of Wales. I am a Member of the Institute of Field Archaeologists. I am the Director of the Lancaster University Archaeological Unit. Until May 1994 I was an Assistant Director with Wessex Archaeology. My duties there included overseeing teams engaged in the compilation of archaeological reports for environmental impact assessments. During 1992-3 one of my projects was the A303 Sparkford to Ilchester road improvement.

1.2 *Experience*

My training and experience has encompassed archaeological work throughout all periods, but concentrating on Romano-British, later medieval and post-medieval subjects. I am the author of an article on the archaeological aspects of the environmental impact assessment of road schemes published in 1993 by the Institute of Field Archaeologists. I have lectured on the archaeological aspects of environmental impact assessments to heritage management and archaeological students at Bournemouth University.

1.3 *Wessex Archaeology: Background*

Wessex Archaeology is part of the Trust for Wessex Archaeology. Established in 1983 from the Wessex Archaeology Committee, the Trust is a registered charity and a company limited by guarantee. It is a non-profit making organization. The Trust's work is monitored by a small board of honorary Directors, who are mainly academics and senior professional archaeologists.

1.4 *Wessex Archaeology: Expertise*

Wessex Archaeology is one of the largest professional archaeological field units in the country. Based at Old Sarum Park, Salisbury, it specialises in providing archaeological advice to a wide variety of organization and individuals in rescue archaeology projects. Regular clients include English Heritage, regional water companies, local authorities, consultant engineers, universities and numerous property developers. More than one hundred and thirty projects are undertaken each year. Many projects have been undertaken in Somerset in the past five years.

1.5 *Wessex Archaeology: Experience with Road Scheme Assessments*

Wessex Archaeology has wide experience in the assessment of the archaeological potential of road scheme developments. Their projects have included various stretches of the A303 in Hampshire and Wiltshire, the A35 Dorchester Bypass (Dorset), the M3 Winchester Bypass (Hampshire), the A27 Westhampnett Bypass (West Sussex), the A36 Salisbury Bypass (Wiltshire), the A34 Newbury Bypass (Berkshire), the Second Severn Crossing approach roads (Avon), the A380 Kingskerswell Bypass (Devon) and various other schemes throughout southern England and the south Midlands.

2. A303 SPARKFORD TO ILCHESTER: ARCHAEOLOGICAL STUDIES

2.1 *Introduction*

In the following sections I will present the evidence gathered during an archaeological assessment undertaken as part of the environmental assessment of the Sparkford to Ilchester Road Improvement. I will detail the history of the assessment, explain the work of the various sub-consultants involved, explain any technical terms where necessary, provide a context for the evidence presented, describe the archaeology affected by the published scheme, assess the impact of the scheme on the archaeological resource and provide a strategy for mitigating any adverse effects.

- 2.1.1 The road improvement route is intended to replace the present A303 from the western end of the Sparkford Bypass to the eastern end of the Ilchester Bypass at Podimore. There are a number of areas of known archaeological importance within this general vicinity (Chowne 1990) (DD 63). In particular the area is important for remains belonging to the Iron Age to early Medieval periods. An initial study area was defined between Podimore and Sparkford, lying to the north of the Camels and well to the south of Babcary (Fig 1 and 2). Two sites of major national importance lie close by - though not within - this study area, the Roman town of Ilchester (Fig 1) and the Iron Age hillfort and early medieval British (Celtic) fortress of South Cadbury, 3km to the south-east of Sparkford. Assessment of the archaeological resource and the wider cultural heritage was important, therefore, in assessing the potential impact of the road improvement on the environment.
- 2.1.2 The initial desk-based appraisal had here, as elsewhere, to contend with the variability of the evidence. Considerable information was available for some sites, very little for others and as later field investigations revealed, some sites remained to be discovered. The work undertaken has been adequate for its purpose and I am confident that the archaeological resource has been suitably assessed. The possibility that some remains still await discovery exists, but is accommodated by the mitigatory provision of a watching brief.
- 2.1.3 Throughout the work undertaken by Wessex Archaeology archaeological material from all periods was considered from the Palaeolithic (Old Stone Age) through to 1950. The defined periods are summarised below.

PERIOD	DATE RANGE		WELL-KNOWN
	from	to	LOCAL SITES
Industrial Age	AD 1710	AD 1950	Yeovilton air field
Post-Medieval	AD 1485	AD 1710	Hazeltrove House
Medieval	AD 1066	AD 1485	Sherbourne Old Castle
Early Medieval	AD 420	AD 1066	South Cadbury
Romano-British	AD 43	AD 420	Ichester
Iron Age	800 BC	AD 43	South Cadbury
Bronze Age	2300 BC	800 BC	Priddy Circles
Neolithic	4000 BC	2300 BC	The Sweet Track
Mesolithic	8000 BC	4000 BC	Charlton Horethorne
Palaeolithic	250000 BC	8000 BC	Wookey Hole

2.2 *The Assessment Stages*

Wessex Archaeology was first sub-contracted by Veryard and Partners (now Veryard Ltd) in 1990, to carry out a preliminary study of the archaeological potential of the vicinity likely to be affected by various route proposals. The purpose of the study was to identify and define the known archaeology of the study area. The area chosen for study was as defined in section 2.1 (Fig 2). Following recommendations made by Wessex Archaeology some field assessment was carried out by other organization, with Wessex Archaeology being commissioned to collate the results of the work of these organizations and write a heritage impacts section to the environmental statement. Subsequently Wessex Archaeology provided further advice, contributed to discussions with English Heritage and the County Council and undertook detailed field evaluation of selected sites throughout 1992-3.

- 2.2.1 The phased approach which was adopted, involving throughout discussions with the County Archaeological Officer and English Heritage, is the normal way in which a road scheme archaeological assessment progresses. This approach is advocated in the *Design Manual for Roads and Bridges Volume 11: Environmental Assessment (DMRB vol. 11)* (DD 12). In section 8 of *DMRB vol. 11* (DD 12) a staged approach involving successively, desk-based study, preliminary walkover survey and field survey is described

2.3 *The Preliminary Study*

The preliminary study was carried out by Dr Peter Chowne, then Deputy Director of Wessex Archaeology and now Director of the Museum of London Archaeology Service. The study was largely based on information contained within Somerset County Council's Sites and Monuments Record - a listing of the known sites within the county - and information gathered by Dr Chowne from his observations made during a field visit confined to public rights of way. Eight known sites were noted within the study area (Fig 2). One of these a moated site in Coages Park (no 54435 in Fig 2) is a scheduled monument.

- 2.3.1 Scheduled monuments are archaeological sites which are included on a schedule of monuments maintained by the Secretary of State for the Environment. The requirement upon the Secretary of State to do this is enshrined in the Ancient Monuments and Archaeological Areas Act 1979. All monuments on the schedule have statutory protection. The Secretary of State is required to consult with English Heritage before making any changes to the schedule.
- 2.3.2 On the basis of this preliminary study it was clear that of the three route options subsequently considered by Wessex Archaeology, the preferred route (which broadly followed the route of the present A303) was farthest from the scheduled monument and had the least impact on the known archaeological resource. Neither the scheduled monument itself or its setting was affected by the preferred route, whereas its setting was affected by the other route options. The preferred route was also the shortest route and therefore least likely to affect unknown archaeological sites (Fig 2).
- 2.3.3 Both the green and orange route options pass very close to the park pale (embanked boundary) of Coages medieval deer park (Fig 3). The scheduled monument, a moated site within Coages Park, was probably a hunting lodge within the deer park. Both the context and the physical surroundings of its setting would be affected by the green and orange route options. Furthermore the green route cuts across the high quality earthworks of a shrunken medieval settlement (part-deserted sites where some settlement still exists) at Downhead. This is an area of constraint defined by South Somerset District Council in the Local plan as an Area of High Archaeological Potential. As a result of their demonstrably detrimental effects on the archaeological resource of the study area and for other reasons detailed in other expert evidence, the green and orange routes were dismissed from further consideration.
- 2.3.4 Dr Chowne's report (DD 63) contained recommendations for further assessment at specific sites. Along the subsequent preferred route these were a cropmark complex at Conegore Corner (no 54635 on Fig 2) and a possible Anglo-Saxon cemetery adjacent to the preferred route (no. 54429 on Fig 2). Cropmarks are marks made on the landscape

by differential crop growth, which are observable in particular from the air. The differences in crop growth are usually caused by the water retentive qualities of features in the sub-soil such as filled in ditches, which cause moist areas, or buried walls, which cause drier areas. Dr Chowne suggested that this site should be further investigated by means of a geophysical survey followed by machine-cut trial trenches.

- 2.3.5 Dr Chowne also suggested geophysical survey followed by the digging of test pits for the possible cemetery.

2.4 *Geophysical Survey at Conegore Corner*

Following the decision upon the preferred route, it was advocated by Wessex Archaeology that magnetometry and resistivity surveys should be undertaken at a site of cropmarks noted at Conegore Corner (OS. ST580253, no 54635 on Fig 2) from aerial photographs. This was a site identified for further assessment in the preliminary study (Chowne 1990) (DD 63).

- 2.4.1 Magnetometry involves the detection of fluctuations in the Earth's magnetic field caused by changes in the magnetic qualities of the soil and sub-soil. These changes may be caused by the presence of metal objects or by the buried presence of walls and silted ditches. Such features can also be found by resistivity, a method which maps changes in the soils electrical resistance. These changes largely reflect variations in water content, thus a wall would be indicated by a low water content and a ditch by a higher water content. Both techniques are known as geophysical survey methods.

- 2.4.2 A magnetometry and resistivity survey of the cropmarks at Conegore Corner was commissioned from Geophysical Surveys Ltd of Bradford, West Yorkshire, by Veryard & Partners. Although little was found to corroborate the indications of potential archaeological features noted on the aerial photograph, possible indications were detected of a circular ditch and other features (Ovenden 1992 (DD64); Wessex Archaeology 1993c (DD 65)).

2.5 *Watching Brief and Field Inspection during the geotechnical Investigations*

Also following the decision on the preferred route, Wessex Archaeology advised that a watching brief should be maintained during the geotechnical investigations and that a field inspection should be made along the route. The contract was let for the geotechnical investigations and the successful contractor sub-contracted AC archaeology of Chicklade, Wiltshire, to carry out the watching brief and inspection. The resultant report identified features of possible archaeological interest in four of the test pits. Moreover artefacts were found in five fields and earthworks noted in seventeen fields (Cox 1992) (DD 66).

2.6 *The Impact Assessment*

The information gathered in the preliminary report (DD 63), the geophysical surveys at Conegore Corner and the data provided by AC archaeology, was assessed by Wessex Archaeology and supplemented by a documentary search carried out at the Somerset County Records Office in Taunton. As a result a draft impact assessment report was produced by Wessex Archaeology in 1992 and circulated for comment by the Department of Transport to the Somerset County Archaeological Officer and English Heritage. This report included recommendations for further assessment work where the nature of the evidence was considered too inconclusive to make recommendations regarding the impact of the scheme and any mitigation proposals.

- 2.6.1 Accordingly meetings were held with the Somerset County Council Archaeological Officer and English Heritage to discuss the findings. It was generally felt that in some instances insufficient data was available to define mitigation proposals for some sites along the preferred route (Fig 4). It was decided, therefore, to organize further geophysical surveys of three areas. These lay to the north of the present A303 at Conegore Corner (OS. ST575233, A303.11 on Fig 4), to the west of Camel Hill Farm on the north side of the present A303 (OS. ST583255, A303.19 on Fig 4) and between Pepper Hill Copse and the present A303 (OS. ST593257, A303.29 on Fig 4).

2.7 *Further Geophysical Surveys*

Wessex Archaeology acting on behalf of Veryard & Partners commissioned GeoQuest Associates of Durham University to undertake the surveys, in the winter of 1993.

- 2.7.1 The results obtained from the field on the north-west of the Conegore Corner cross roads confirmed, by giving indications of medieval farming in the form of ridge and furrow, that the scatter of medieval artefacts noted (Cox 1992) (DD 66) was likely to be the result of medieval field manuring. Low background scatters of medieval artefacts within fields likely to have been cultivated in the Middle Ages, are considered to be the result of the spreading of domestic waste on the fields and are therefore not considered to be indicators of a significant archaeological site.
- 2.7.2 The geophysical results from Pepper Hill were rather inconclusive, but from the area to the west of Camel Hill Farm came definite indications of a building likely to be a Romano-British villa (Noel 1993, see Fig 5) (DD 67).

2.8 *Field Evaluation of Selected Sites*

Further discussions ensued with the Somerset County Archaeological Officer, English Heritage and the Department of Transport, as a result it was concluded that there were four areas where further clarification was necessary and justified field evaluation. These were the site of the putative villa to the west of Camel Hill Farm (B on Fig 4), the area

to the south of Pepper Hill Copse (C on Fig 4), land adjacent to the north side of the A303 to the south of Camel Hill House (OS. ST588255, D on Fig 4) and the cropmark site at Conegore Corner.

- 2.8.2 This evaluation was to be carried out by the excavation of machine stripped trial trenches, using a mechanical excavator to remove the upper non-archaeologically significant material. All suspected archaeological features were to be investigated by manual excavation. Agreement was secured from the landowners allowing these works to go ahead.
- 2.8.3 This evaluation was undertaken in March 1993. Little of significance was found at sites A,C and D (Fig 4), but at site B the putative villa near Camel Hill Farm, confirmation was forthcoming of a substantial stone walled Romano-British structure (Wessex Archaeology 1993a (DD 68) and Figs 5 & 6).
- 2.8.4 The potential importance of the site at Camel Hill Farm encouraged further discussions with Somerset County Council representatives and English Heritage. It was agreed that consideration should be given to a southward adjustment to the preferred route to avoid and preserve the Romano-British site. Such an adjustment might jeopardise the survival of hitherto unknown important remains to the south of the present A303, therefore additional trial trenches were advocated for the area to be affected by the new route proposals (Fig 7).

2.9 *Evaluation of Preferred Route Alteration*

Trial trenches were excavated to the south of the A303 south-west of Camel Hill Farm in May 1993. Limited evidence of early Iron Age activity was found (Wessex Archaeology 1993b) (DD 69). With the completion of this work the Somerset County Archaeological Officer and English Heritage were satisfied that the preferred route had been fully assessed (Section 3 Appendix 2).

2.10 *The Impact Assessment Report for the Published Route*

Following the agreement of mitigation recommendations with the Somerset County Council Archaeological Officer and English Heritage, an Assessment Report was produced in September 1993 (Wessex Archaeology 1993c) (DD 65). In total 34 sites were recorded within the original study area (Fig 3). Of these 21 either lie on the published route or immediately adjacent to it (Wessex Archaeology 1993c) (DD 65). The large percentage of sites located along the published route is solely a reflection of the much greater effort focused on assessing the published route in comparison with the rest of the study area.

2.11 *The Development of the Published Route and the Avoidance of Sites of National Importance*

The archaeological study necessary to assess the impact of the route proposals was undertaken between 1990 and 1993. The results of this work were taken into account in deciding upon the course of the published route. In particular, care was taken to avoid nationally-important archaeological monuments which are recognised as such by being designated scheduled monuments or were considered to be of potentially-schedulable quality by English Heritage.

2.11.1 Monuments are added to the schedule on the basis of eight non-statutory criteria. These are period, rarity, documentation, group value, survival/condition, fragility/ vulnerability, diversity and potential. A consideration of all these aspects is used to derive an opinion as to their national importance. Any monuments added to the schedule must be of national importance.

2.11.2 No scheduled monuments are affected by the published route, nor do they even lie close to it. One site considered to be of potentially schedulable quality, the Romano-British site at Camel Hill, has been avoided (see Appendix 1).

2.11.3 The September 1993 Assessment Report (DD 65) lists significant sites located along or adjacent to the adjusted preferred route, which has been adopted as the published route. These sites were qualitatively assessed so as to rank them in order of their archaeological value. Judgments of national importance were based on the eight non-statutory criteria for scheduling. Sites not of national importance were ranked in consideration of the quality and quantity of the evidence and its potential for contributing to archaeological knowledge at a county or district level. No sites regarded to be of national importance are affected by the published route.

2.12 *Boundaries*

Several still existing field boundaries are crossed by the published route. The ecologist's assessment of the hedgerows (DD 27) indicates that they do not contain any evidence of antiquity. This includes the hedge which forms the parish boundary between West and Queen Camel (ST 581254). This hedge and those hedges to the immediate west and east, appear to be growing on top of the remains of earlier dry stone walls. An opportunity to date these features will be presented through the mitigatory provision of a watching brief.

2.13 *Provision of Mitigation*

Having assessed the relative merits of the areas of archaeological potential it is proposed that in co-operation with English Heritage and Somerset County Council a series of measures is put forward to mitigate any adverse effects of the road improvement on the

archaeological resource. These include preservation *in situ* through engineering measures and preservation by record involving excavation in advance of the road construction, or by maintaining a watching brief during construction work. These measures are in accord with the levels of response recommended for projects subject to planning procedures as defined in Planning Policy Guidance 16 (DD 70).

3. BACKGROUND TO THE ARCHAEOLOGY AND HISTORY OF THE AREA

3.1 *Prehistory*

There are relatively few remains of the prehistoric past, dating before the Iron Age, in this part of Somerset. Most of the detailed evidence for prehistoric remains comes from within the vicinity of South Cadbury Castle, approximately 3km to the south-east of Sparkford. There artefacts dating from the Mesolithic to the Bronze Age have been found. In the Iron Age South Cadbury Castle was a hillfort and probably the tribal centre for the locality. A more minor Iron Age settlement was situated to the south of the village of Podimore (Wessex Archaeology 1993c) (DD 65).

3.2 *The Romano-British Period*

The Podimore Iron Age site continued to be occupied during the Romano-British period, but the main centre of activity was the town of Ilchester, probably the documented Roman town of *Lindinis*. Ilchester is surrounded by the remains of Romano-British villages, villas and other more minor farms (Wessex Archaeology 1993c) (DD 65).

3.3 *Early Medieval Period*

During this period the area remained part of the "Celtic West" until about AD 660. The most important local site and probably one of the most important sites of this period in the West Country was South Cadbury Castle. The Iron Age hillfort was re-fortified and re-occupied and appears to be the centre of a local ruler or warlord. By the 8th century the area was under the control of the West Saxon kingdom. There are few Anglo-Saxon remains in the area, but an estate known as *Cantmell* is known to have existed in the vicinity by the 10th century, and it is likely that the 9th-century cross shaft in West Camel church yard belonged to this estate (Wessex Archaeology 1993c) (DD 65).

3.4 *Medieval Period*

The period 1066-1485 sees a great increase in the number of known sites in the area. In particular there are a large number of deserted and shrunken settlement sites within the vicinity. These sites include Podimore Milton, Little Marston and West Camel. These are testimony to the dramatic decline in population that took place nationally in the later Middle Ages.

3.5 *Post-Medieval and Recent Times*

The more recent past has left its legacy in surviving buildings in particular. West Camel and Queen Camel are both designated Conservation Areas largely because of the large number of 17th- and 18th-century houses within their surviving building stock. Hazelgrove House is a country house set within landscaped grounds which appear on English Heritage's Register of Parks and Gardens of Special Historic Interest.

4. THE ARCHAEOLOGY OF THE PUBLISHED ROUTE

4.1 *Introduction*

The archaeology of the published route is described below by site type or individual site. Only two sites of particular significance (see section 5) are known to be affected by the published route, an Iron Age ditch and a grade II listed milestone.

- 4.1.1 A detailed account of the sites along the published route is contained in Wessex Archaeology 1993c (DD 65). In summary 21 sites lie along the length of the published route. The route does not affect any scheduled monuments, conservation areas, or grade I or II* listed structures.
- 4.1.2 One field was considered initially to be the site of a deserted settlement (A303.24), but on investigation nothing of archaeological interest was found.
- 4.1.3 All the sites described have reference numbers beginning A303. These refer to the gazetteer entries in Wessex Archaeology 1993c (DD 65) and the removal of the A303 prefix provides the site number given in Fig 3.

4.2 *Anglo-Saxon Burials*

To the south of the published route, but close enough to merit attention, several burials of probable 7th-century date were found in 1931 (A303.28). The site has been defined by the local authority as an area of constraint.

- 4.2.1 The burials indicate the existence of a cemetery. If such extended towards the present A303, any burials in the vicinity of the published route are likely to have been destroyed by the construction of the Happy Eater services. The published route avoids the defined area of constraint and is unlikely to affect any surviving burials.

4.3 *Camel Hill Iron Age Settlement*

An early Iron Age ditch was discovered to the south of the present A303, to the immediate west of Camel Hill Farm (A303.33).

- 4.3.1 This appears to be a feature on the periphery of an early Iron Age site, the centre of which lies to the north of the present A303.

4.4 *Conegore Corner Cropmarks*

Cropmarks were recorded from aerial photographs to the south-east of the Conegore Corner crossroads (A303.16). The site was defined by South Somerset District Council as an area of constraint within the Local Plan.

- 4.4.1 A subsequent geophysical survey could not confirm the aerial photo plots, but did indicate the presence of some buried features and an archaeological feature was noted in a geotechnic trial pit. Machine trenching was carried out to explore these features but

found that the only buried features apparent were post-medieval field drains. This site, therefore, is of little archaeological interest.

4.5 *Field Boundaries and Ridge and Furrow*

Eight of the sites were plots containing linear earthworks which are almost certainly of post-medieval origin (A303.08, A303.12, A303.17, A303.18, A303.25, A303.30, A303.31 and A303.32).

4.5.1 Probably in every instance they are the remains of hedgerow banks following the removal of hedges during field amalgamation. One plot, A303.32, also contained a shallow, undiagnostic, undatable gully recorded in a geotechnic trial pit.

4.5.2 Three of the sites are the locations of ridge and furrow of unknown date (A303.01, A303.09 and A303.20). Ridge and furrow is the term applied to the alternate bank and gully corrugations, frequently seen in pasture fields, and the result of past ploughing.

4.6 *Quarries*

Two of the plots contained previously unrecorded earthworks which probably relate to 19th-/20th-century quarrying activity (A303.21 and A303.22).

4.7 *Artefact scatters*

Three of the plots contained small scatters of artefacts which on further investigation did not appear to be associated with any other archaeological remains (A303.04, A303.11 and A303.29).

4.8 *Burnt layer*

A layer of burnt material was recorded in a geotechnical pit (A303.02). The nature of this deposit was not defined. Since the published route will be constructed on an embankment in this area, and the burnt layer was buried 0.8m below the present ground surface, it is unlikely that road construction will have any effect on the layer. No further clarification, therefore, was considered necessary.

4.9 *Milestone*

The route does affect one grade II structure, a milestone (A303.14 in Wessex Archaeology 1993c) (DD 65).

5. THE IMPACT OF THE PUBLISHED ROUTE ON THE ARCHAEOLOGICAL RESOURCE

5.1 In order to assess the 21 sites potentially affected by the published route it is necessary to establish the relative importance of these sites. To do this sites need to be ranked

5.2 *Ranking Sites*

5.2.1 Here a five category ranking system was used.

International significance was attributed to world heritage sites.

National significance was attributed to scheduled monuments and grade I and grade II* listed buildings.

Local significance was attributed to sites which are considered important at a county or district level. If previously known about these are likely to appear as constraint areas within local plans.

Limited significance implies that whilst a site has some archaeological potential it is of limited value as a local landscape feature and/or as a research resource.

No significance includes badly damaged or destroyed sites, but for the purposes of this study also includes SMR entries which are erroneous. Also included are sites where artefacts have been found, but not in concentrated quantities, and without evidence being produced upon further investigation to indicate anything of archaeological interest.

This ranking system was agreed with the Department of Transport, English Heritage and Somerset County Council for use in the Sparkford to Ilchester road scheme.

5.2.2 Subsequently (July 1993) national guidelines were set within the *Design Manual for Roads and Bridges Volume 11 Environmental Assessment* (DD 12), where monuments are divided into four categories of importance. In general this guidance is consistent with the ranking system for the Sparkford to Ilchester road scheme. Their ranking is explained below with correlations to the system used on the Sparkford to Ilchester road scheme.

<i>DMRB vol. 11</i> (DD 12) grade 1 = International/ national significance	sites of national importance	usually Scheduled Monuments or monuments in the process of being scheduled, also grade I and II* listed structures.
<i>DMRB vol. 11</i> (DD 12) grade 2 = Local significance	sites of regional or county importance	not defined in <i>DMRB vol. 11</i> (DD12) but presumably would include discrete areas of constraint designated within local plans and grade II listed structures.
<i>DMRB vol. 11</i> (DD 12) grade 3 = Limited significance	sites of district or local importance	again not defined in <i>DMRB vol. 11</i> (DD12), but presumably including sites which survive and are capable of providing useful archaeological information but are not considered sufficiently meritorious to be locally designated.
<i>DMRB vol. 11</i> (DD 12) grade 4 = No significance	badly damaged sites	too little remains to justify inclusion in a higher grade

5.3 *Sites of International or National Significance*

There are no such sites affected by the published route.

5.4 *Sites of Local Significance*

There are two such sites along the published route and one near to it.

5.4.1 A303.14 is a grade II listed milestone which lies aside the path of the published route (Wessex Archaeology 1993c) (DD 65). Its situation near the area of construction land take may endanger it during initial works. It will also, if not treated properly, be left isolated, out of context and no longer visible to passing traffic.

5.4.2 A303.33 is an early Iron Age ditch which will be partially removed by the construction of the published route (Wessex Archaeology 1993c) (DD 65).

5.4.3 A303.28 is the site of Anglo-Saxon burials. This lies close to the published route, but not on it. It is highly unlikely that surviving burials occur along the published route (Wessex Archaeology 1993c) (DD 65).

5.5 *Sites of Limited Significance*

There are 11 such sites along the published route, A303.01, 08, 09, 12, 17, 18, 25, 30, 31, 32, and 16 (Wessex Archaeology 1993c) (DD 65). All will be adversely affected.

5.6 *Sites of No Significance*

There are six such sites, A303.04, 11, 20, 21, 22 and 29, as well as one plot - A303.24 - considered initially to be a site, but which on investigation appeared to be of a natural origin (Wessex Archaeology 1993c) (DD 65).

5.7 *Site of Undefined Significance*

There is one such site, A303.02, the buried burnt layer. This site is likely to become more deeply buried by the construction of the published route.

6. MITIGATION PROPOSALS

6.1 *Introduction to Site Specific Responses*

The responses necessary to mitigate against the affects on the archaeological resource of the road improvement, have throughout the archaeological assessment of the impact been considered under three categories, preservation *in situ*, excavation and watching brief.

- 6.1.1 Preservation *in situ* can be achieved by avoidance or otherwise by leaving a site undisturbed. Excavation here is taken to mean intensive fieldwork necessary to recover an adequate record of the appearance, date, nature, extent and function of the archaeological remains to be removed by road construction. In some instances detailed survey may be a more appropriate response than digging areas.
- 6.1.2 Watching briefs are here taken to mean the close observation of topsoil stripping during construction followed by the digging of samples and the recording of any features exposed. This is a rapid salvage technique intended to record archaeological information whilst causing at worst only minimal delay to the construction programme.
- 6.1.3 In the event of something previously unknown and of sufficient importance being encountered, provision will be made for its investigation. Also where human burials are encountered these will need to be excavated under licence and removed in accordance with section 25 of the Burial Act 1857.

6.2 *Site Specific Mitigation*

As stated in the *Design Manual for Roads and Bridges* (DD 12), assessment and design are parts of an iterative process. As a result the worst potential effects of the road improvement have been avoided through careful, informed design. Through the interaction of assessment and design, it has been possible to ensure that there has been a presumption in favour of preservation wherever remains of national and frequently local importance were noted. Where preservation *in situ* is not a viable option mitigation measures designed to preserve the sites by record or to limit the effects of road construction are proposed.

- 6.2.1 The milestone on the present A303 (A303.14 on Fig 3) will be removed and stored during construction and re-sited on completion of construction as close as possible to its original position, but visible to traffic.
- 6.2.2 The early Iron Age ditch (A303.33 on Fig 3) and any associated remains in the vicinity will be archaeologically excavated in advance of construction.
- 6.2.3 Areas of surviving ridge and furrow at A303.01 and A303.09 will be surveyed before road construction begins in order to preserve them by record.

6.3 *Other Mitigation*

Mitigation responses not targeted specifically to assessed sites are required in two areas, for balancing ponds and to allow the recording of previously undiscovered archaeology.

- 6.3.1 The proposed areas for balancing ponds have been defined. Prior to their definitive design, the areas to be occupied by the ponds will be evaluated in accordance with an evaluation design agreed with the County Archaeological Officer. Should remains of national importance be discovered, the balancing ponds will be redesigned or relocated to ensure the preservation *in situ* of the remains. Significant remains of lesser importance will be recorded in accordance with a scheme of works to be agreed with the County Archaeological Officer.
- 6.3.2 In addition to the mitigation proposals for those specific areas of the route already defined, there will be a full watching brief during construction. This will allow the recording of any sites not previously identified and the investigation of extant boundaries and of those sites considered to be of limited significance.

7. SUMMARY

The archaeological assessments undertaken during the route development of the Sparkford to Ilchester Road Improvement have ensured that the published route has a relatively minimal effect on the archaeological resource of the locality.

7.1 A full assessment has resulted in detailed archaeological knowledge of the published route, enabling a suitable mitigation strategy to be developed to deal with any adverse effects.

7.1.1 No scheduled ancient monuments or other sites of national importance are affected by the published route.

7.1.2 All sites of archaeological significance which will be affected by the published route and cannot be preserved *in situ* will be subject to preservation by record, either through excavation, topographical survey or by watching brief, or by a combination of responses.

7.1.3 Engineering measures will ensure the *in situ* preservation of one site.

7.2 *Statement on the Effect of the Published Route on the Archaeology of the Area*

There are few significant archaeological sites along or adjacent to the published route. The selection of the published route has ensured that the archaeological resource in the vicinity is not adversely affected to a significant extent. No sites of major importance are affected by the route.

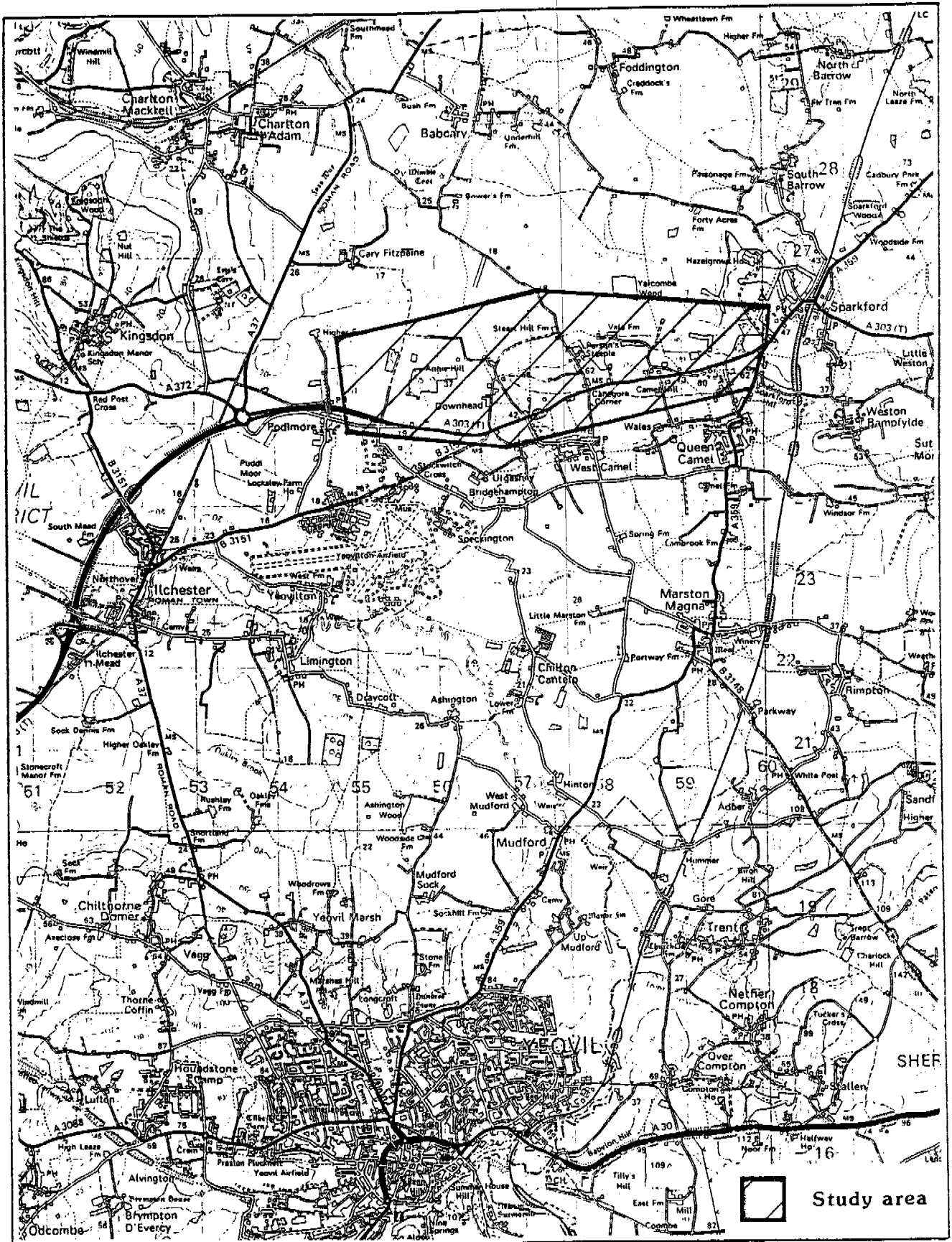
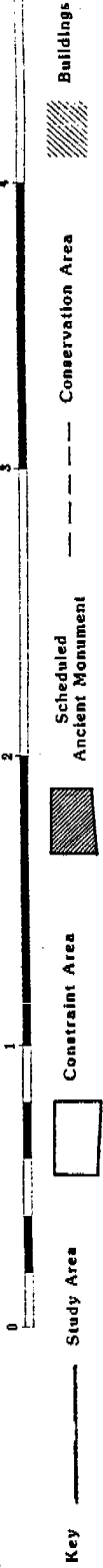
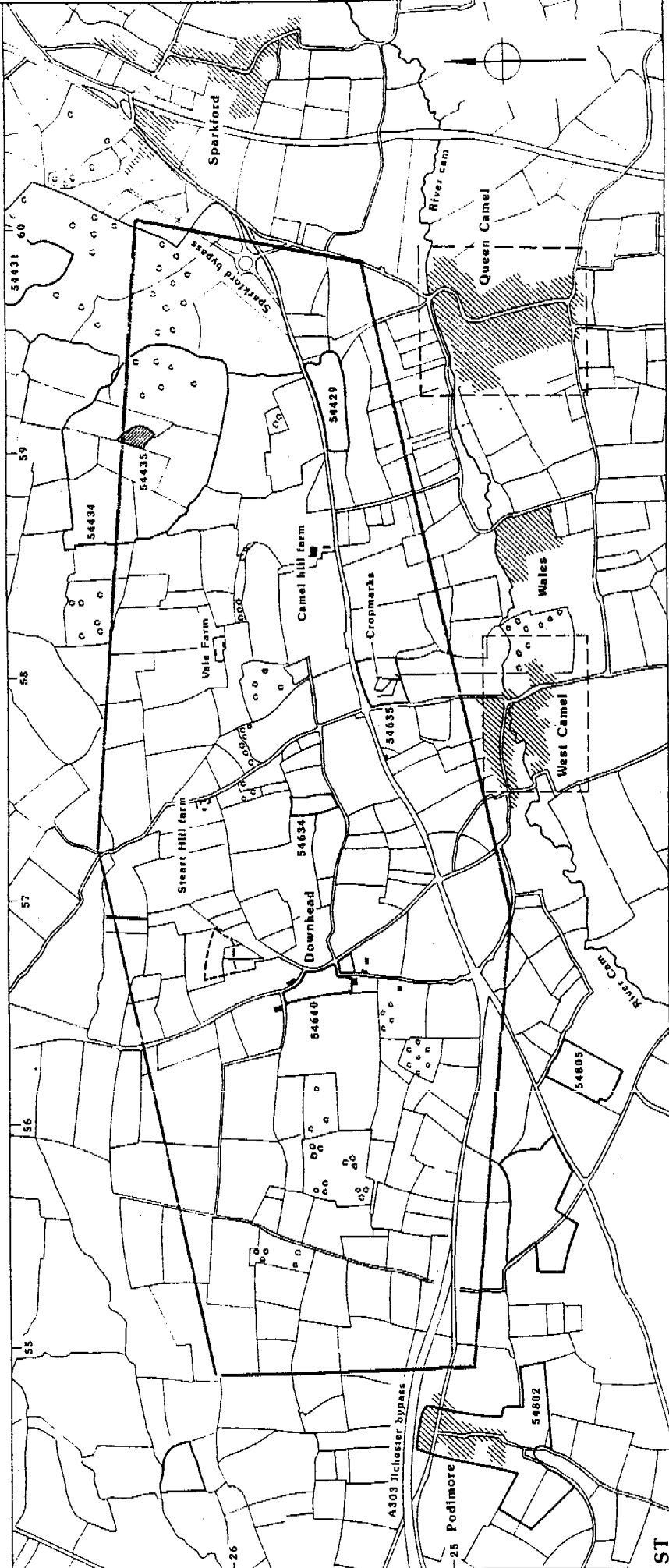
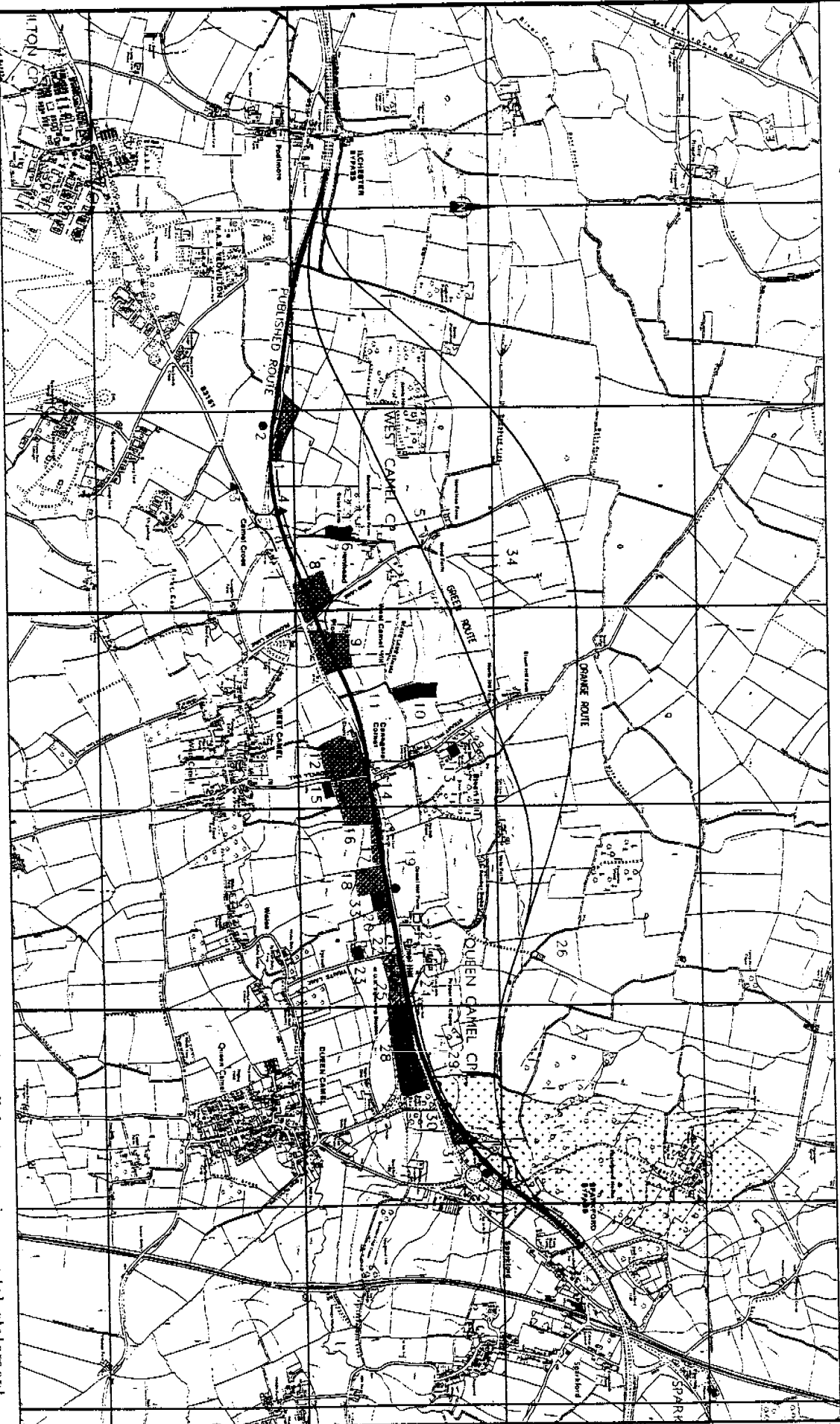


Fig. 1: Location of study area








A303 SPARKFORD - ILCHESTER IMPROVEMENT Archaeological Assessment




Archaeological sites along the A303 Sparkford to Ilchester Improvement route options



Project: Sparkford to Ilchester environmental statement

-  National significance
-  Local significance
-  Limited significance
-  No significance
-  Registered park
-  Find spot
-  Test pit with archaeological data


**THE DEPARTMENT
 OF TRANSPORT**
 SOUTH WEST REGION
 DIRECTOR (CONSTRUCTION PROGRAMME)

Voyard & Partners
 SOUTH WEST REGION

Wesssex
Archaeology

SCALE	1:20 000
DRAWN BY	LC
CHECKED BY	NN
DATE	7/6/93

A303 SPARKFORD - ILCHESTER IMPROVEMENT

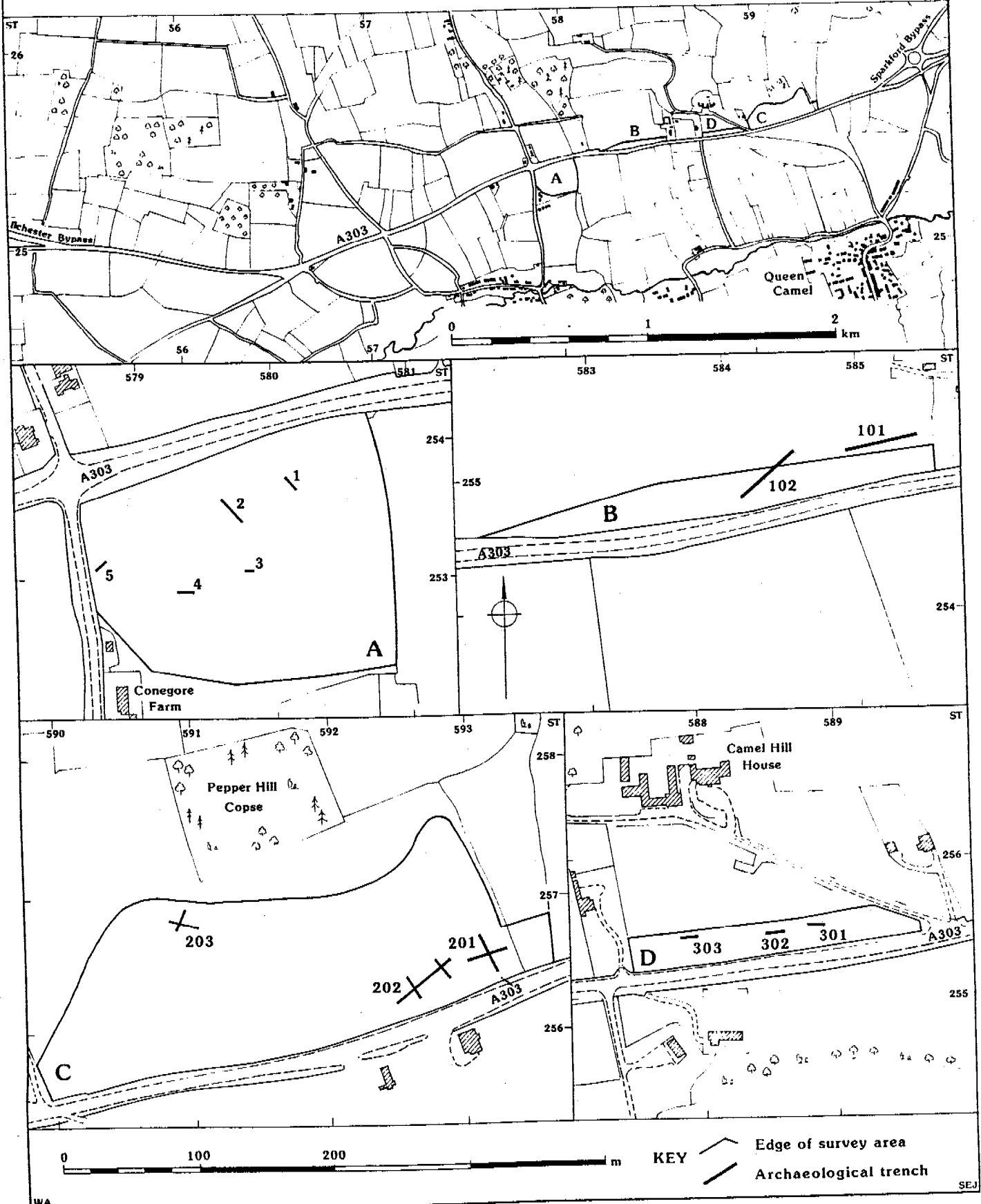


Fig. 4: Site and trench locations

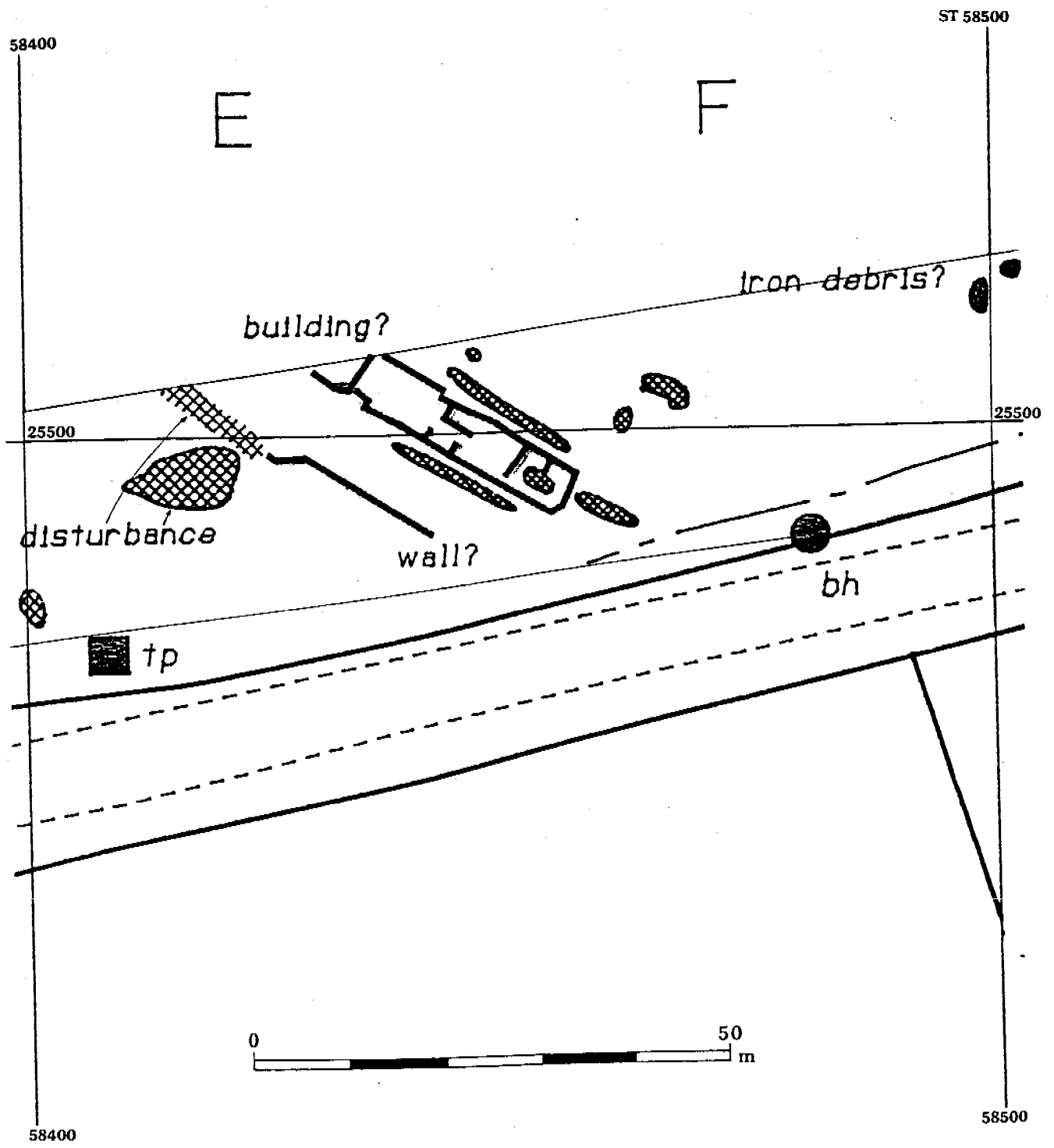


Fig. 5: Comparative plans of geophysical and excavation results

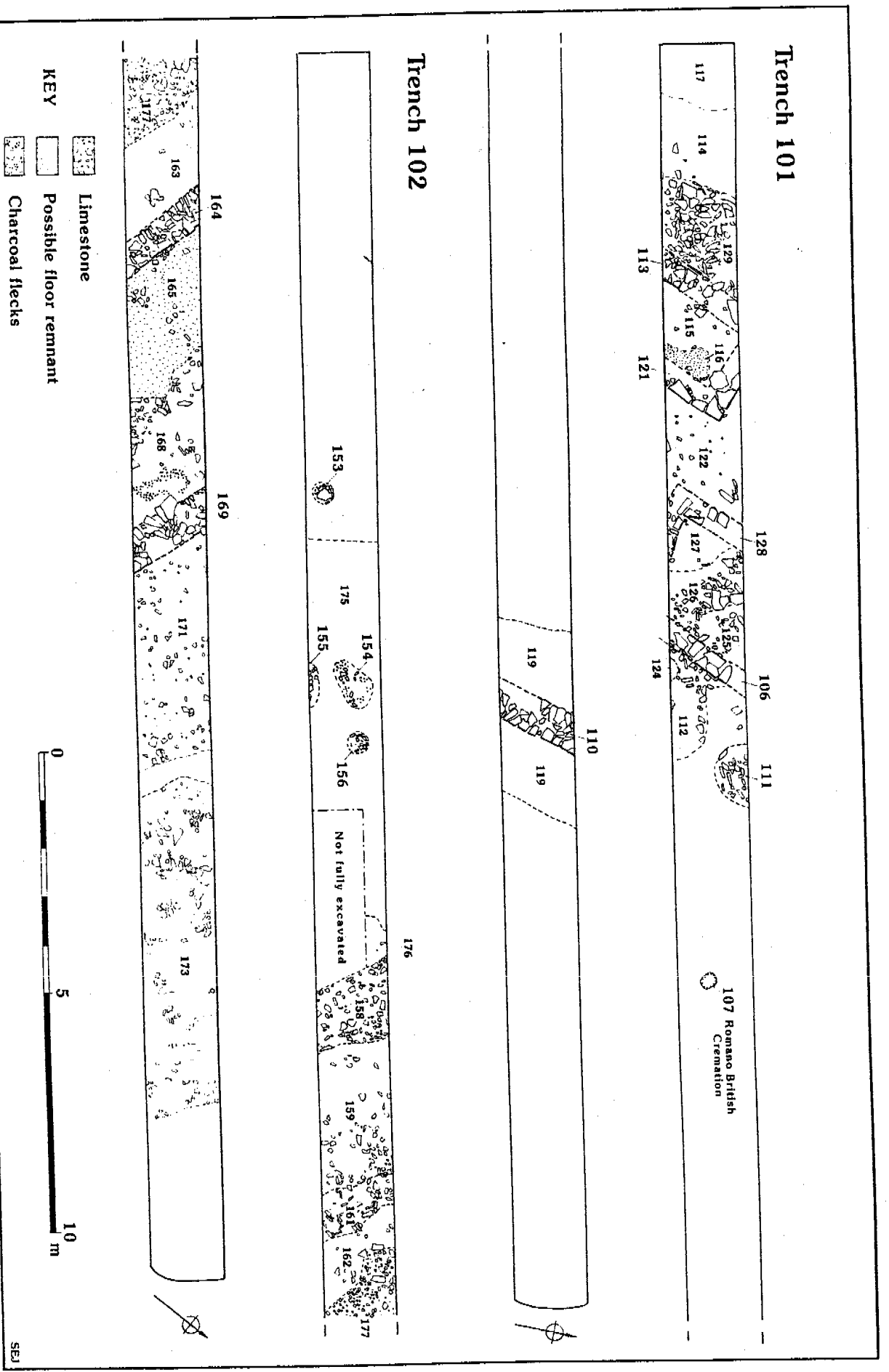


Fig. 6: Plan of archaeological deposits in Area B trenches 101 and 102

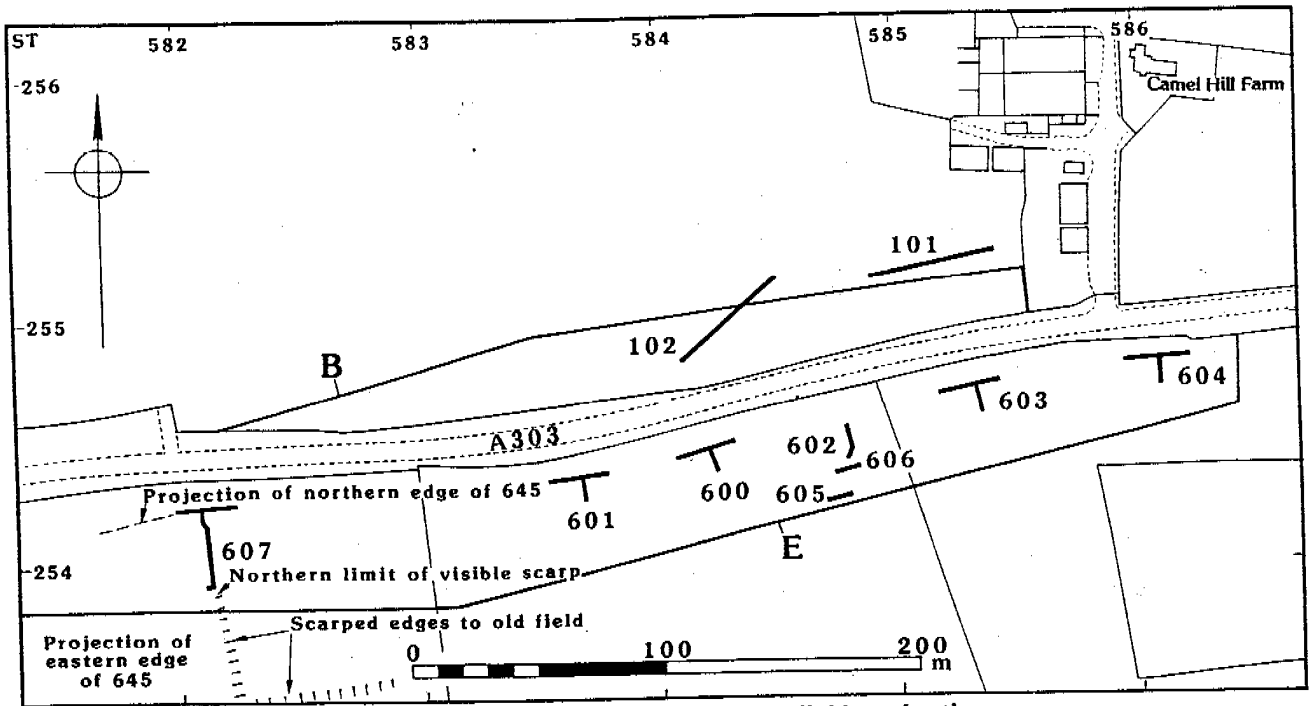


Fig. 7: Location of Trenches 600-606 from the second stage field evaluation