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A303 Stonehenge Archaeological Surveys

Written Scheme of Investigation for Field Evaluation
Areas K, L, M, N and O

Wessex Archaeology

Ref. 48066.13

21 September 2001

A303 STONEHENGE

ARCHAEOLOGICAL SURVEYS

Written Scheme of Investigation for Field Evaluation

**Areas K, L, M, N, and O
(Winterbourne Stoke - Longbarrow Junction)**

Prepared for

**Mott MacDonald
Capital House
48-52 Andover Road
WINCHESTER
SO23 7BH**

On behalf of

**Highways Agency
Temple Quay House
2 The Square
BRISTOL
BS1 6HA**

By

**Wessex Archaeology
Portway House
Old Sarum Park
SALISBURY
SP4 6EB**

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CONTENTS

1.	INTRODUCTION	1
1.1	Purpose of the report	1
1.2	Site description	1
2.	ARCHAEOLOGICAL APPRAISAL	2
2.1.	Introduction	2
2.2.	Archaeological appraisal	2
2.3.	Initial evaluation of the cultural heritage resource.....	4
3.	POTENTIAL IMPACT.....	4
3.1.	Design constraints.....	4
3.2.	Illustrative design	5
4.	EVALUATION PROPOSALS	5
4.1.	Trenching strategy	5
4.2.	Aims and objectives.....	6
5.	METHODS	7
5.1.	Trial trenching.....	7
5.2.	Timing and monitoring	7
6.	DISSEMINATION	7
6.1.	Client report.....	7
7.	REFERENCES.....	8

Figure 1 Proposed trench layout Areas L and O

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1. INTRODUCTION

1.1 Purpose of the report

- 1.1.1. The context, background and general approach to the proposed field evaluation is set out in a separate document (Wessex Archaeology 2001, *A303 Stonehenge - Archaeological Surveys: Field Evaluation Strategy*), which should be read in conjunction with this written scheme of investigation (WSI).
- 1.1.2. This WSI relates to those parts of Areas K, L, M, N and O that would be impacted on by the construction of the Illustrative Design. The document appraises the known archaeological resource and reviews the Monument Interest Value scores allocated by previous studies. Proposals for archaeological evaluation are presented for comment by the archaeological monitors (English Heritage, the National Trust and the County Archaeologist of Wiltshire County Council) and approval by The Highways Agency.

1.2 Site description

- 1.2.1 The Areas considered here surround the Winterbourne Stoke Longbarrow Roundabout at NGR SU 099 414, which forms the intersection of the A303 and A360. Prior to construction of the roundabout, the junction comprised a staggered crossroads, elements of which remain.
- 1.2.2 The part of Area K affected by the Illustrative Design comprises the eastern margin of the thicket immediately adjacent to the junction of the A303 and A360 in the north-west quadrant of the junction. This triangular area (part of scheme field no.61) previously contained the line of the A360.
- 1.2.3 Area L comprises two fields (scheme field nos. 64 and 67) on the south side of the A303 and west side of the A360 in the south-western quadrant of the junction, at NGR SU 096412. The ground undulates slightly east-west but generally lies at some 110m OD, rising towards Oatlands Hill in the south-west at c. 129m aOD.
- 1.2.4 Areas M and N form the north-eastern quadrant of the junction (scheme field nos. 70, 71 and 72) and contain the important Winterbourne Stoke barrow group. The Illustrative Design does not impact upon these areas and therefore

the need for field evaluation in them will not be discussed further in this document.

- 1.2.5 The part of Area O affected by the Illustrative Design comprises the extreme northern part of scheme field no. 74, in the south-eastern quadrant of the junction. Here, there is a slight coombe, the land falling by some 3m from the A303 before rising again to the south.
- 1.2.6 The Areas contain a number of Scheduled Monuments (see section 2 below). Areas K and L fall outside the WHS whereas Areas M, N and O fall within it. A Listed milestone (no. 4/232) lies in the western verge of the A360 at SU 099 413 (Area L).
- 1.2.7 The underlying geology in all five Areas comprises Middle Chalk. All the fields in Areas K, L and O are currently under arable cultivation and are planted with a cereal crop, which it is understood will be harvested during September 2001. The south-west part of Field 61 (Area K) forms a thicket. Field 70 (Area M) is pasture, while Fields 71 and 72 (part of Area N) are covered with trees (the Winterbourne Stoke Clump).

2. ARCHAEOLOGICAL APPRAISAL

2.1. Introduction

- 2.1.1. This section summarises the existing knowledge of the archaeological resource in Areas K, L, M, N, and O. This is based on a number of sources, principally the County Sites and Monuments Record (SMR) and the Stonehenge WHS GIS database, together with the results of previous surveys. This information has been collated and summarised in the *A303 Stonehenge Archaeological Appraisal* (Wessex Archaeology 2001), which, together with the results of additional non-intrusive surveys commissioned under Stage 2 of the scheme, forms the basis of this section of the WSI.

2.2. Archaeological appraisal

- 2.2.1. The *A303 Stonehenge Archaeological Appraisal* (Wessex Archaeology 2001) has identified eight known sites within the southern part of Area K, the northern part of Area L and the northern part of Area O:
 - 193: field system visible on APs (Area L)
 - 195: boundary earthwork (Area L)
 - 196: Boundary ditch visible on APs (Area K)
 - 197: Small rounded enclosure visible on APs (Areas K and L). SM No 10484/01
 - 199: Large incomplete rectangular enclosure seen on APs (Area K)
 - 203: Settlement and stockade fence recognised in excavation (Areas K and M)
 - 277: extensive field system seen on APs (Area O)
 - 306: Linear earthwork. SM No 10489 (Area O)

- 2.2.2. Although different features in this area have been allocated certain numbers and the WHS boundary separates Areas K and M, Areas L and O, this cataloguing tends to encourage the fragmented consideration of what are likely to represent cohesive ancient landscapes.
- 2.2.3. The junction location is dominated by Neolithic and Early Bronze Age funerary monuments, the distribution of which extends far beyond the area directly affected by the road scheme. These are: the Winterbourne Stoke barrow cemetery (in Area M); a second group, now plough reduced, 500m to the south-east on Wilsford Down (Area P); and a third, dispersed group represented by ring ditches 800m to the south-west on Oatlands Hill (Area L). Other sites mainly located by aerial photography and geophysical survey may have been functionally associated with these monuments, thus extending the general cemetery area. These additional sites and finds include a rounded enclosure bisected by the A303 (Site 197, Areas K and L), ring ditches (198, 311; Area L: 310, 312 Area O), a long barrow (276, Area O), skeletal remains (Area N; G. Swanton pers comm.), and an interrupted oval enclosure recently discovered by geophysical survey (Area L). Other, incomplete curved anomalies revealed by geophysical survey to the north west of the junction (Area K) may also be funerary sites.
- 2.2.4. During the second millennium BC, the southern end of the extant Winterbourne Stoke group became the focus of a later Bronze Age settlement. During the construction of the existing roundabout, archaeological investigation recorded post-built round houses, pits and a 'stockade trench' (203). The stockade trench may have been located by survey running parallel to the A360 in Area L. It is probable that part of the coaxial field system to the east (Area P) and to the south (193, Area L; 277, Area O) was created at about this time.
- 2.2.5. Some elements of the field system were subsequently overlain by a linear ditch forming part of a long-distance linear boundary, as demonstrated by evaluation excavation (Wessex Archaeology 1993). This ditch is in part extant (306, Area O), but can be traced further on aerial photographs and geophysical survey (196, Area K). It is one of a system of extensive prehistoric territorial division visible across Salisbury Plain. Another linear feature noted on APs, running through Areas L and O and converging with 306 at The Diamond, may also form part of this system. Other linear features run at right angles or parallel to these earthworks forming enclosures (199, Area K), field systems (Areas K, L, O) or trackways (Area K) which may originate in the later Bronze Age. The dating of many of these field boundaries is unproven: some may be contemporaneous with the Romano-British settlement on Oatlands Hill.
- 2.2.6. Both the A303 and the A360 are eighteenth century turnpike roads but almost certainly follow much older, possibly prehistoric paths. The A360 has a listed milestone on its western verge (4/232: SU 099 412).
- 2.2.7. Area O is crossed by the line of the First World War military light railway, which ran parallel to the A360 as far south as the former Druids Lodge airfield. This line is no longer visible in Area O.

2.3. Initial evaluation of the cultural heritage resource

2.3.1. Because of the complexity of archaeological remains surrounding the junction, only those potentially impacted upon by the Illustrative Design (below) will be considered here.

2.3.2. In 1995 (Blore et al 1995), a Monument Interest Value (MIV) was calculated for the sites within Areas K, L and O:

Site	Area	Type	Survival	Potential	GV (cluster)	GV (Assoc)	Diversity	SAM/MPP	Total
193	L	Fields	1	2	2	2	2	X	17
195	L	Boundary	1	2	3	2	2	X	22
196	K	Boundary	1	2	3	2	1	X	19
197	K, L	Enclosure	1	2	1	2	2	Y	45
199	K	Enclosure	1	2	1	3	1	X	15
203	K, L	Settlement	1	2	1	2	1	X	11
277	O	Fields	1	2	2	3	2	X	22
306	O	Boundary	1	1	1	1	1	Y	45

2.3.3. These scores, which take account of the associations (Group Values) described above, suggest that most of the sites are of Moderate Importance. The score is undoubtedly affected by the poor physical survival of any former earthworks. However, two specific monuments (197, 306) are of Major Importance by virtue of their Scheduled status. Although the information available prior to the A303 Stonehenge Improvement proposals has been enhanced, there is currently no need to adjust the scoring.

2.3.4. It should be noted that only the extant part of boundary 306 has the benefit of statutory protection. The Illustrative Design impacts only upon a flattened section which is not Scheduled. Nonetheless, this part of the monument will be treated as if it were a site of national importance and the effects of the road mitigated accordingly.

2.3.5. The Scheduled enclosure, 197, is currently impinged upon by the Illustrative Design. The feature has been located by geophysical survey and design modification should avoid this impact. No evaluation will be undertaken of this monument at this stage.

3. POTENTIAL IMPACT

3.1. Design constraints

3.1.1. In this part of the Preferred Route the Illustrative Design has to accommodate the following design constraints:

- Minimal divergence from the existing carriageway within the WHS;
- Avoidance of important Scheduled Monuments;
- A modified junction between the A303 and A360 (Option 3 is used);
- A cutting to allow a grade-separated junction with unimpeded traffic flow on the improved A303; and

- A slip road for access to the east of Winterbourne Stoke village.

3.2. Illustrative design

- 3.2.1. The Illustrative Design presents a diversion from the existing A303 carriageway to the south (Areas L and O). The existing at grade roundabout is replaced with a grade-separated junction, with the main carriageway of the A303 being within a cutting. The A360 crosses by means of a short span perpendicular to the A303, with a dumb-bell arrangement to control the movement of traffic as it leaves and joins the A303 and merges with traffic on the A360. The dumb-bell is displaced to the west taking the northern roundabout into the edge of Area K on to land which previously contained part of the staggered junction of the A360 with the A303, and the southern roundabout into Area L.
- 3.2.2. Whilst noting the current position (above), it is intended that the design will avoid all Scheduled Monuments. Impact will therefore be restricted to buried features such as boundary ditches (195, 203, 306), elements of field systems (277), any extension of the settlement (203), the line of the military railway, the position of a Listed milestone and any other as yet undiscovered remains.
- 3.2.3. The area affected by the Illustrative Design are as follows: Area L 6.41 ha; Area O 0.56 ha. The area of impact in Area K will not be evaluated at this stage as it lies within a thicket.

4. EVALUATION PROPOSALS

4.1. Trenching strategy

- 4.1.1. Previous surveys may indicate the presence of buried archaeological remains (*Strategy*, 3.5.1.c). However, the pattern of detected anomalies is not wholly coherent and it is probable that many of these reflect natural features. Should this be the case, it is still desirable to demonstrate an absence of buried archaeological remains (*Strategy*, 3.5.1.a), not least because of the potential for unmarked graves in proximity to funerary monuments.
- 4.1.2. Sufficient field evaluation should be undertaken to determine the nature of the recorded anomalies, to gauge the survival of the archaeological resource across Areas L, and O, and to confirm the apparent absence of archaeological remains within the area of the Illustrative Design.
- 4.1.3. In order to address these requirements, a total of 19 trial trenches, each 50m x 1.8m, together with two trenches 10 x 10m, will be excavated by machine in Area L at the locations shown on **Figure 1**. This amounts to 1,910 sq. m, representing a sample of some 3% of the affected area. Two trial trenches each 50m x 1.8m will be excavated in Area O at the locations shown on **Figure 1**. This amounts to 180 sq. m, representing a sample of 3.2% of the affected area.

4.2. Aims and objectives

4.2.1. The general aims and objectives of the proposed evaluation are as set out in the *Field Evaluation Strategy*. Site specific objectives will be (within the limits of the specified techniques and trench disposition):

- To confirm the nature of the geophysical anomalies, where targeted;
- To confirm the presence or absence of archaeological remains in areas that appear blank;
- To identify and date if possible elements of the field systems (Sites 193, 277);
- To investigate the extent of the Late Bronze Age settlement features (Site 203);
- To locate and assess the preservation of possible linear boundary features (Sites 195, 306); and
- To assess the degree of preservation of remains across the whole road corridor.

4.2.2. Trench specific objectives will be:

Area L

- | | |
|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Trench 1 | To investigate the nature of any activity in the apparently blank area. |
| Trench 2 | To investigate the level, nature and date of activity represented by the pit-type anomalies. |
| Trench 3 | To investigate the level, nature and date of activity represented by the linear and pit-type anomalies. |
| Trenches 4-5 | To investigate the level, nature and date of activity represented by the pit-type anomalies. |
| Trench 6 | To investigate the nature of any activity in the apparently blank area. |
| Trench 7 | To investigate the character, function and date of the cropmark feature intersected at each end of the trench.
To investigate the level, nature and date of activity represented by the linear and pit-type anomalies. |
| Trench 8 | To investigate the level, nature and date of activity represented by the pit-type anomalies. |
| Trenches 9-13 | To investigate the character, function and date of the cropmark features intersected by the trenches.
To investigate the level, nature and date of activity represented by the linear and pit-type anomalies intersected by the trenches.
To investigate the character, function and date of the linear boundary feature 195 (Trench 10). |
| Trench 14 | To investigate the nature of any activity in the apparently blank area. |
| Trenches 15-17 | To investigate the character, function and date of the cropmark features intersected by the trenches.
To investigate the level, nature and date of activity represented by the linear anomaly intersected by Trench 17. |

- Trenches 18-19 To investigate the nature of any activity in the apparently blank area.
- Trench 20 To investigate the character, function and date of the linear anomaly (possible continuation of Site 203) intersected by the trench.
- Trench 21 To investigate the nature of any activity in the apparently blank area.

Area O

- Trench 22 To investigate the character, function and date of the relict linear ditch and bank boundary (Site 306).
To investigate the level, nature and date of activity represented by the linear anomalies.
- Trench 23 To investigate the survival and nature of any traces of the military light railway
To investigate the nature of any activity in the apparently blank area.

5. METHODS

5.1. Trial trenching

- 5.1.1. Mechanical excavation, hand excavation, recording, treatment of finds and environmental samples, post-fieldwork and preparation of archive will be undertaken in accordance with the general methodology set out in the *Field Evaluation Strategy*.
- 5.1.2. The limits of analysis and reporting will be as stated in the *Strategy*.
- 5.1.3. It is understood that the land is to be returned to arable cultivation following completion of the evaluation. Trenches will be backfilled with excavated material but not re-seeded, re-turfed or otherwise reinstated.

5.2. Timing and monitoring

- 5.2.1. Evaluation is proposed to take place following the harvest of the present crop. It is understood that this will be during September 2001.
- 5.2.2. It is anticipated that a team of up to eight archaeologists will be required for a period of up to three weeks in the field (excluding backfilling of trenches). Two weeks notice of work commencing will be given and a programme for the fieldwork, monitoring, recording and reporting will be agreed with the client and the monitors before fieldwork commences.

6. DISSEMINATION

6.1. Client report

- 6.1.1. A client report will be prepared as described in the *Strategy*. The client report will be circulated to the client and monitors as a draft for approval. The final

agreed report will form a supporting document to the Environmental Statement.

7. **REFERENCES**

Wessex Archaeology, 1993 *A303 Amesbury to Berwick Down, Wiltshire - Alternative Routes: Field Evaluations (March-April 1993) Statement of Results* Unpublished client report, ref. 35734 Report No. W580 - Rev. 1: May 1993.

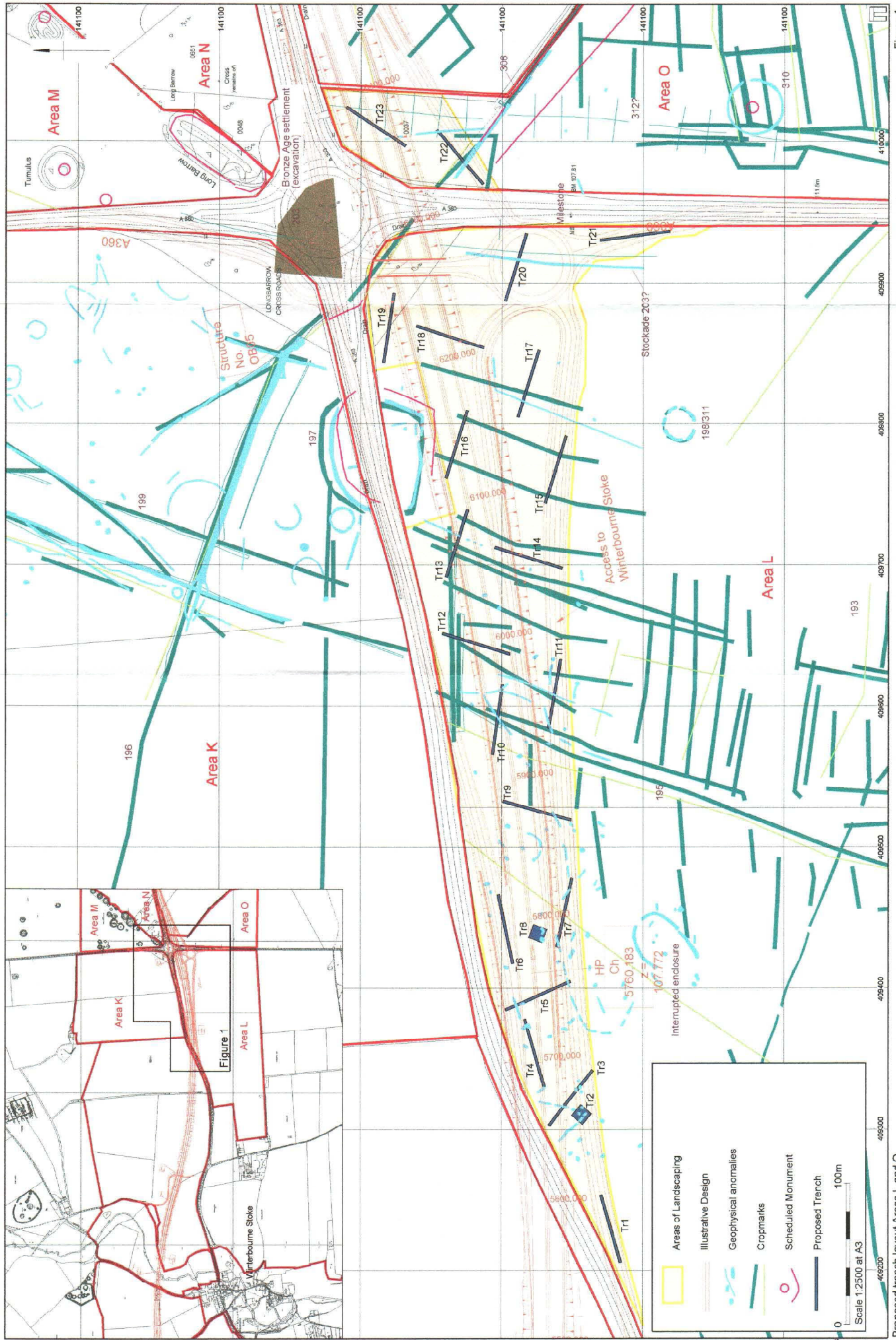


Figure 1 ORIGINAL IN COLOUR ORIGINAL AT A3

WSPS Architecture 18/08/13 LCA ref: 480000411.1