RPS Planning, Transport and Environment

INDEX DATA	RPS INFORMATION
Scheme Title A36 Salisbury Bypass.	Details Archaeological Impact.
Road Number A36.	Date February 1993.
Contractor Wessex Archaeology	
County Wiltshire.	
OS Reference SU12	
Single sided ✓ Double sided	
A3 0 Colour 0	

ASSESSMENT OF THE ARCHAEOLOGICAL IMPACT OF THEA36 SALISBURY BYPASS ALTERNATIVE ROUTES:

AS PROPOSED BY THE SALISBURY ACTION GROUP

Wessex Archaeology
Portway House
Old Sarum Park
Salisbury
Wiltshire SP4 6EB

19th February 1993

The Trust for Wessex Archaeology is a Registererd Charity No. 287786

Contents

1. Introduction
2. Methodology and Presentation
3. Amesbury Route
4. The Northern Route
5. Southern and Odstock Routes
6. South of Wilton Route
7. Summary of all other routes other than the on-line route
8. The On-line Route
9. Conclusion

Appendix 1

1. Introduction

Following representations concerning route alternatives made to the Department of Transport by the Salisbury Action Group, Rendel Palmer and Tritton commissioned Wessex Archaeology to produce a rapid assessment of the alternative route's impact on the archaeological resource. The work was carried out by reviewing Wiltshire County Council's 1986 appraisal of the potential impact of the Salisbury bypass, entries in the Wiltshire County Council Sites and Monuments Record, Wessex Archaeology's assessment of the impacts of the preferred route options, and other Wessex Archaeology client reports for projects completed in the vicinity.

2. Methodology and Presentation

2.1 The proposed alternative routes are shown in figures 00-00, with sites on and close to the routes shown; site numbers refer to the gazetteers by route. Hatched areas indicate parts of the routes where archaeological features may be expected over a considerable area: this applies in particular to field systems. In all cases the areas of features are also covered by numbered sites and therefore occur in the gazetteers.

2.2 Although the information for the On-line route is presented in the same manner as for the other routes this is of necessity a less accurate representation of the likely impact of the proposed route on the archaeology than is the case with the other five routes. In an area of such concentrated archaeological and historical interest it is difficult to provide an accurate assessment of the impact of the proposal without more detail as to the nature of the modifications intended to the existing road. The information shown is simply that gathered from the County Sites and Monuments Record.

2.3 The proposed routes vary considerably in their archaeological impact, and because of the limited nature of the information provided as to the nature of the engineering requirements, this assessment can only be considered as a provisional appraisal of new impact alternative routes*. In particular there is no indication of the placement of

cuttings and embankments; it has therefore been assumed that along the length of each route destruction of all archaeological features would occur.

2.4 Excluding the On-line Route, which will be considered separately below, four of the five routes would have a major archaeological impact in at least one area, and two of these - the Amesbury Route and the Northern Route - would have major impacts along much of their length.

3. Amesbury Route

3.1 The areas of known archaeological deposits most severely affected by the Amesbury Route are mainly of later prehistoric and Roman date, although known sites of both earlier and later date lie close to the route. At the northern end of the route the proposed line crosses the 'Butterfield Down' housing development, which is a known area of Romano-British settlement (gazetteer site 3). The area has been recognised as one of high potential for some time, as it is close to the extensive cropmark complex on Earl's Farm Down and to known round barrow sites, is close to findspots of Romano-British and earlier material, and has in recent years yielded finds to users of metal detectors. Archaeological work by Wessex Archaeology carried out prior to and during the construction of the 'Butterfield Down' housing development (which is on-going) has revealed an unenclosed settlement dating mainly to the 3rd and 4th centuries AD. Few structures were identified, and it seems likely that the houses may have been constructed on sill beams. Although the area excavated lies outside the proposed road line, collection of artefacts from the ploughsoil over the whole of the development area indicates the possibility of more substantial buildings in the area of site not yet developed, and this includes the proposed route. The site at 'Butterfield Down' is particularly interesting in that it is an apparently wealthy settlement located in an area notable for its lack of villas; it would, therefore, have to be considered of regional, rather than simply local, importance.

3.2 Further south the Amesbury Route passes close to the unusual barrow site at Ende Burgh, on the Portway, north of Salisbury (gazetteer sites 19 - 26). This site, which has not been excavated in modern times, appears to consist of a large barrow, possibly more or less round in its original form, on which two other mounds have been placed. Saxon inhumations have been recovered from the site and it seems likely that the mounds may be Roman or post-Roman, while the original mound may be Bronze Age, although this is not certain. This monument is a Scheduled Ancient Monument and appears to lie just outside the line of the route (the detail is difficult to distinguish at the scale provided). There are, however, several archaeological features in the vicinity which are not scheduled, some of which are crossed by the route, and are of interest. These are listed in the gazetteer, but the kidney-shaped enclosure (site 19) must be noted as of particular interest. The occurrence of Romano-British pottery on the surface may be an indication of the date of the site, but an earlier date is possible. At least one round barrow site appears to be crossed by the route in this area.

3.3 Finally, the southern part of the Amesbury route follows the high ground of Cockey Down, which is an area of considerable archaeological interest, as it is largely covered by an extensive field system, and includes a known area of Iron Age and Romano-British settlement (sites 29 - 42). It is one of the most important areas of remnant prehistoric landscape features in the Salisbury vicinity. The southernmost end of the route passes close to the site of the early Saxon inhumation cemetery at Petersfinger, and the possibility that there could be outliers of this cannot be discounted.

4. The Northern Route

4.1 The Northern Route follows in its southernmost part substantially the same route as the proposed Eastern By-Pass, for which an archaeological evaluation is currently in progress. The route passes close to the site of the medieval Laverstock kilns (site 92),

and although the limits of the site appear to lie outside the route, the possibility of outlying features cannot at this stage be discounted.

4.2 The main impact of the Northern Route, however, is in the area north of the city, where the route runs E-W between the present A345 and A360 and passes across the Avon Valley. Here the route passes within 500m of the scheduled ancient monument of Old Sarum (site 50), affecting both the setting of the monument and the view from it, which is at present across fields. This is an extremely important monument, both locally and nationally, and it has a long history, beginning in the Iron Age as a hillfort and ending as the castle and cathedral site for Sarum, prior to the foundation of New Sarum in the early thirteenth century AD. It is the second most important monument in the Salisbury area after Stonehenge. Although not physically damaged by the proposed road, the impact on the visual setting of the monument would be considerable, and could not be considered as anything other than detrimental.

4.3 Physical damage would be caused, however, to the Neolithic long barrow and the three Early Bronze Age barrow cemeteries (sites 53, 54, and 56) north of Old Sarum through which the proposed route passes. From the scale of the map provided the extent of the destruction which would be caused by the route is not clear, but it seems that some damage would be caused in each case. Cemeteries 53 and 54 consist of ploughed-out round barrows, represented by ring ditches visible on aerial photographs. The fact that they are not standing monuments does not destroy their archaeological interest, as ditch sequences are of interest and often contain considerable artefactual assemblages, and any negative features, including graves, are likely to survive. Barrow cemeteries often prove to have been focii of activity over many centuries, and as in the case of site 53 a Neolithic long barrow (site 52) stood close to the round barrows some earlier activity could reasonably be expected. Early Bronze Age barrows were also not infrequently the focus of Middle Bronze Age funerary activities in this region, in which cremations in pottery urns were buried in

existing barrows, and also in their vicinity; some of these cemeteries - or 'urnfields' - can contain a hundred or more cremations.

4.4 The westernmost barrow cemetery crossed by the route (site 56) includes extant barrows, and is a Scheduled Ancient Monument.

4.5 As the route approaches the Camp Hill/Camp Down area it crosses a known area of Iron Age and Romano-British settlement.

5. Southern and Odstock Routes

5.1 The principal impact of both the Southern Route and the Odstock Route lie in their proximity to the Iron Age sites of Great and Little Woodbury (sites 81 and 82). The Southern Route appears to pass through the Scheduled Areas of Great and Little Woodbury - although it appears to avoid the enclosure of Little Woodbury itself - while the Odstock Route passes immediately to the south. Both routes cross an enclosure (site 84) likely to also be of later prehistoric date.

6. South of Wilton Route

6.1 The impact of the South of Wilton Route, by contrast, is mainly on two sites of medieval date. West of Wilton the route appears to cross both the earthworks of the medieval village of Ugford and those of South Ugford. Destruction of archaeological features would be expected in both cases.

7. Summary of all other routes other than the on-line route

7.1 In all five cases the areas of interest mentioned are only those where the impact of the routes may be judged significant and where it is easily definable. Over considerable lengths of route known archaeological features of less than regional importance would

certainly be encountered and would require a response. This applies in particular to the large areas of field systems, and other isolated linear features, crossed by most of the routes along some of their lengths. Because such features may be of Bronze Age, Iron Age, Roman, or later date it is always desirable to establish their date whenever possible. Similarly, although the crossing of Roman road lines could not be considered an impact of national importance, a response would, however, be required, particularly as it cannot be assumed that all evidence of a Roman road would have been destroyed by the modern road, where that shares the same line: Roman roads often had accompanying ditches which may survive. It can be seen from figures 00-00 that from the point of view of the sites which are more of local than national or regional interest the Amesbury Route is probably the most damaging of the five routes outside the city.

8. The On-line Route

8.1 The impact of this route, as stated above, is difficult to assess given the limited amount of information available and would depend on the nature of the intended upgrading of the present dual carriageway. If any construction work were involved, however, then the likelihood of disturbance of archaeological deposits would be extremely high.

8.2 The area of the modern city through which the On-line route would pass is notable for finds and sites of Palaeolithic, Iron Age, Anglo-Saxon, medieval and post-medieval date, and archaeological remains of these periods could reasonably be expected. Some listed buildings might also be affected. The possibility of finds of other periods cannot be entirely dismissed. Furthermore, the impact on the medieval historic core of Salisbury (one of our most important medieval towns) which is skirted by the present A36, could only be detrimental. The resultant increase in pollution, close to

the city centre, due to increased traffic, would also adversely affect the many historic buildings in Salisbury, including Salisbury Cathedral.

9. Conclusion

9.1 All the route alternatives proposed are far more detrimental to the archaeological resource of the Salisbury vicinity than the Department of Transport's published route. In particular, the potential impact of the Amesbury and Northern routes is disastrous in respect of archaeological sites and historic landscapes.

Appendix 1: Detailed site descriptions of archaeological sites affected by all the route alternatives

The On-line Route: archaeological sites

No.	NGR (SU)	SMR	SAM	On line	Close to line	Site type	Date	Description
45	16012923	SU12NE 52	-	-	√	single find	Mesolithic	Flint axe or adze, found in 1954.
58	155292	SU12NE 463	-	√	-	settlement	medieval	Lost village of Mumworth; is Mummeworth in 1250. 15th/16th perambulation says it was situated at the confluence of the rivers Avon and Bourne.
59	155293	SU12NE 402	-	-	√	finds	Mesolithic and ?Saxon	Coarse hand-made pottery including a grass-tempered bowl found in 1860. Also mesolithic flints.
60	155293	SU12NE 104	-	-	√	single find	Neolithic	A flaked flint axe, and the butt end of another.
61		SU12NE 451	-	-	√	single find	medieval	14th century iron arrowhead found in Waterloo Gardens.
62	150295	SU12NE 450	-	-	√	settlement	medieval	Evidence of medieval settlement in St. Martin's churchyard.
63	14793002	SU13SW 554	-	-	√	industrial site	medieval	31-33 Guilder Lane; site of bell foundry, destroyed. Fieldwork 1972-74.
64	14763047	SU13SW 402	736	-	√	burials	Anglo-Saxon	Pagan Saxon cemetery of 20-30 inhumations, found in 1771-74 during levelling of city rampart. Finds included shield bosses, bucket mounts, spearheads, and knives.
65	137303	SU13SW 478	-	-	√	single find	medieval	Iron spearhead with brazed socket; Norman, or 15th century. Found in the garden of 64, Windsor Road.
66	129304	SU13SW 6	-	-	√	single find	Palaeo-lithic	Hand-axe found in Cherry Orchard Lane.
67	12003107	SU13SW 468	-	-	√	single find	medieval	Iron arrowhead, socketed, without barbs and a strongly marked midrib. Probably 13th century.
68	11853120	SU13SW 467	-	-	√	single find	medieval	Bronze personal seal, 13-14th century.

The On-line Route continued

No.	NGR (SU)	SMR	SAM	On line	Close to line	Site type	Date	Description
69	11253145	SU13SW 203	-	-	√	settlement and burials	Iron Age and unknown	Pits and a v-shaped ditch datable to the Iron Age. Also two unaccompanied crouched inhumations.
93	14902973	SU12NW 456	-	√	-	findspot	medieval	silver penny and earthenware crucible
94	14852983	SU12NW 485	-	√	-	findspot	medieval	Green glazed jug of Laverstock type.
95	14852995	SU12NW 486	-	√	-	findspot	medieval	14th century green glazed strap-handled jug.
96	14832990	SU12NW 484	-	√	-	findspot	medieval	circular bowl on a carved base of the 14th century.
97	14812994	SU12NW 483	-	√	-	industrial site	medieval	Bronze foundry site; excavated.

The Amesbury Route: archaeological sites

No.	NGR (SU)	SMR	SAM	On line	Close to line	Site type	Date	Description
1	around 174417	various	-	-	√	field system	Prehistoric to R-B	Extensive and complicated system of ditched fields; mainly surviving as soil marks. Known to include both later prehistoric and Romano-British elements.
2	crossed by route at around 16804130	SU14SE 745	(813, where extant)	√	-	linear feature	probably later prehistoric	Linear ditch, approximately 6000yds (5486m) long, running mainly E-W; a 'Wessex linear' and almost certainly later Bronze Age or Early Iron Age in date. E of SU18704224 it survives as an earthwork, Scheduled Ancient Monument 813.
3	around 166414	-	-	√	√	area of settlement	prehistoric to Roman	'Butterfield Down'.Area of Romano-British settlement revealed by construction of housing estate, with some evidence of earlier activity. Area outside route excavated by Wessex Archaeology, Site W359, but settlement almost certainly extends across route line.
4	16404104	SU14SE 303	-	-	√	settlement	Roman	Two middens containing Romano-British pottery, with a ditch, pits and roadway; revealed by construction in 1951. Finds include New Forest pottery and a Kimmeridge shale spindle whorl.
5	16384104	SU14SE 688	-	-	√	site of ditched bowl barrow	Bronze Age	Destroyed in 1951. A Collared Urn inverted over a primary cremation and a bronze awl were recovered.

The Amesbury Route continued

No.	NGR (SU)	SMR	SAM	On line	Close to line	Site type	Date	Description
6	16744119	SU14SE 689	-	√	-	possible site of round barrow	Bronze Age	Recorded by Crawford on his personal 6" maps, but not now locatable on the ground or from aerial photogrpahs.
7	16404080	SU14SE 305	-	√	-	findspot	Roman	A pot found in 1842, containing bronze and silver coins of the 3rd and 4th centuries AD and some silver finger rings.
8	16184067	SU14SE 774	-	-	√	ring ditch	prehistoric	Visible on aerial photographs.
9	16224061	SU14SE 775	-	√	-	linear feature	unknown	Visible on aerial photographs.
10	15954025 where crossed by route	SU14SE 748	-	√	-	linear ditch	unknown	Shown on Hoare's map 1812: Amesbury South. No longer extant.
11	15453975	SU13SE 628	(extant part) 367	-	√	earthwork	no dating	L-shaped ditch with bank 2' (0.6m) high. Excavated in 1966. Ditch 5' (1.5m) deep. Showed three phases of construction; has post-bedding trench and possible gate structure.
12	15753945	SU13SE 628 (soilmark)	-	√	-	soilmark	no dating	Soilmark appearing to be the same feature as the standing earthwork to the west (SAM 367). This appears to be part of an extensive field system on Amesbury Down, probably of later prehistoric date.
13	158396 to 158382 (ie as it affects route)	SU13NE 622	-	√	-	field system	prehistoric or Roman	Traces of field system visible over a wide area , mainly as soilmarks, either side of the present A345 between Stock Bottom and the junction with the Porton Road.
14	15003950	SU13NE 633	-	√	-	ditch	unknown date	Ditch visible on air photographs running from Amesbury Down to SE of Salisbury Clumps. (Probably prehistoric)
15	15803840	SU13NE 153	-	-	√	findspot	Bronze Age	Hoard of Ornament Horizon (Middle Bronze Age) bracelets found in 1834.

The Amesbury Route continued

No.	NGR (SU)	SMR	SAM	On line	Close to line	Site type	Date	Description
16	15083641	SU13NE 608	-	-	√	Site of bowl barrow	Bronze Age	Appears on Hoare's map of 1812 (Station 5, south) but cannot now be located. No cropmark visible on aerial photographs.
17	15283500	SU13NE 621	-	√	-	enclosure	unknown date	Angular enclosure with internal features visible as a cropmark.
18	15153485	-	-	√	-	linear feature	unknown date	ditch visible on aerial photographs; recorded by Bowden, 1986, not numbered.
19	158341	SU13SE 632 & 307 (finds)	-	√	-	Enclosure	possibly Roman	kidney-shaped enclosure which appears to be later than Ende Burgh (ie later than the primary mound (entry 21). Romano-British pottery found inside it, from surface collection. A Roman coin (an *as* of the 2nd century) has also been found within the enclosure.
20	15903410	SU13SE 605	-	√	-	Site of bowl barrow	Bronze Age	Barrow ditch shows as a cropmark on aerial photographs.
21	15883405	SU13SE 604 & 403	114 (SMR 604)	-	√	Complex barrow	Neolithic? Bronze Age? Roman? Anglo-Saxon	Large mound with ditch on which two round barrows are superimposed. Two intrusive human skeletons with grave goods were excavated in 1941 (Saxon; SMR record 403), and others were found in the late 19th century. The primary mound may be a large mutilated round barrow.
22	15723404	SU13SE 603	-	-	√	Site of bowl barrow	Bronze Age	Visible on aerial photographs
23	15643420	SU13SE 601	-	-	√	Site of bowl barrow	Bronze Age	Visible on aerial photographs
24	15903395	SU13SE 633	-	-	√	Square enclosure	unknown date	Visible on aerial photographs

The Amesbury Route continued

No.	NGR (SU)	SMR	SAM	On line	Close to line	Site type	Date	Description
25	160340	SU13SE 649	-	√	-	Linear features	unknown date	Visible on aerial photographs; series of ditches traversing square enclosure 24.
26	crossed by route at 15903415	SU13SE 308	-	√	-	Line of Roman road	Roman	Roman road between Sorviodunum and Calleva Atrebatum (Old Sarum and Silchester); modern road is on line of Roman road.
27	158335	SU13SE 661	-	√	-	linear feature	unknonwn date	Ditch visible on aerial photographs.
28	crossed by route at 169330	SU13SE 306	-	√	-	Line of Roman road	Roman	Road from Sorviodunum to Venta Belgarum (Old Sarum to Winchester). Sectioned in 1954 2km to the east, at SU189331.
29	171325	SU13SE 653	-	√	-	trackways	unknown date	Multiple trackways, visible on aerial photographs as shadow marks. Sectioned in 1954.
30	crossed by route from 174325 to 167304	SU13SE 644	-	√	-	field system	prehistoric or Roman	Extant in some places, but mostly ploughed down.
31	174324	SU13SE 106	-	-	√	findspot	prehistoric	Single find of a flint core. Devizes Museum Accession No. DM 1975.81
32	175322	SU13SE 300	-	√	-	findspot	unknown	Single find of a rim sherd. No other details in SMR record.
33	17503189	SU13SE 672	-	-	√	ring-ditch	prehistoric	visible on aerial photographs
34	17373173	SU13SE 101	-	-	√	site of long barrow	Neolithic	Not visible on ground.
35	17383176	SU13SE 618	-	-	√	possible site of round barrow	Bronze Age	Visible on aerial photographs.

The Amesbury Route continued

No.	NGR (SU)	SMR	SAM	On line	Close to line	Site type	Date	Description
36	17103129	SU13SE 301	-	-	√	enclosure	Roman	Enclosure of about 18ha discovered during construction of a reservoir. Ditch 3m wide and 1.75m deep. Also pits, minor ditches and an oven. Finds include pottery. Dated to the 3rd to 4th centuries AD. A pottery scatter was recorded for approximately 20 m outside the enclosure. Excavation prior to the laying of a water pipeline in 1989 also revealed features within and close to the enclosure, of Early Iron Age to Late Roman date. A section through the enclosure ditch produced a pottery sequence commencing with haematite-coated bowls of *c.* 600-400 BC, to Durotrigian and Corfe Mullen wares in the uppermost layers, dating from the 1st centuries BC/AD (Wessex Archaeology report W308).
37	17133127	SU13SE 302	-	-	√	burial	unknown	Extended inhumation face down in a shallow grave. Revealed by a water authority trench.
38	17553225 where crossed by route	SU13SE 640	-	√	-	Ditch (extant)	unknown	Ditch approximately 3000yds (2743m) long forming parish boundary.
39	17263080	SU13SE 305	-	-	√	burials	Roman	Four graves containing adult inhumations, revealed and partially destroyed by water main trench. Three had coffin nails.

The Amesbury Route continued

No.	NGR (SU)	SMR	SAM	On line	Close to line	Site type	Date	Description
40	16543032	SU13SE 645	-	-	√	pillow mound	med. or post-med.	Extant mound; circular. with well-defined enclosing ditch.
41	16543027	SU13SE 660	-	-	√	pillow mound	med. or post-med.	Extant mound with depression along centre.
42	163299	SU12NE 607	-	√	-	field system	prehistoric or Roman	Visible on aerial photographs. Ploughed.
43	16312938	SU12NE 400	-	-	√	burials	Anglo-Saxon	6th century AD inhumation cemetery. Excavated 1948-51; other burials had been revealed in 1846 and 1862. Grave goods are a mixture of Frankish and Saxon. A button brooch, two buckles and a round bronze plaque were found in 1983.
44	162293	SU12NE 51	-	√	-	single find	Mesolithic	One pick or tranchet axe.
45	16012923	SU12NE 52	-	-	√	single find	Mesolithic	Flint axe or adze, found in 1954.

Sites crossed by route:
Round barrow sites: 2
Linear ditches (undated but most probably prehistoric): 9
Field systems (prehistoric to Roman) : 3
Undated enclosures: 2
Roman roads: 2
Undated trackways: 1
Findspots (all periods): 4

Total: 23

The Northern Route: archaeological sites
(Scheduled Ancient Monuments crossed by route are emboldened)

No.	NGR (SU)	SMR	SAM	On line	Close to line	Site type	Date	Description
40	16543032	SU13SE 645	-	-	√	pillow mound	med. or post-med.	Extant mound; circular, with well-defined enclosing ditch.
41	16543027	SU13SE 660	-	-	√	pillow mound	med. or post-med.	Extant mound with depression along centre.
42	163299	SU12NE 607	-	√	-	field system	prehistoric or Roman	Visible on aerial photographs. Ploughed.
44	162293	SU12NE 51	-	√	-	single find	Mesolithic	One pick or tranchet axe.
46	153326	SU13SE	-	√	-	field system	prehistoric or Roman	Visible on aerial photographs
47	14803275 where crossed by route	SU13SW 320	-	√	-	Roman road	Roman	Line of Roman road from Sorviodunum to Ventabelgarum (Old Sarum to Winchester). Modern road follows Roman road line.
48	14503305 where crossed by route	SU13SW 301	-	√	-	Roman road	Roman	Route of the Portway, where it is not followed by the modern road. The alignment has been confirmed and the road was shown to have ditches 100' (30.5m) apart. Other larger, divergent ditches were noted nearby. There was no agger observed.
49	141333 where crossed by route	SU13SW 625	-	√	-	ditch	probably prehistoric	Ditch, connecting at northern end with another similar feature. Barrow cemetery adjoins at southern end.
50	around 138327	various	1	-	√	settlement	prehistoric to medieval	Old Sarum. Probable site of Iron Age hillfort. Site of Norman (and possibly also pre-Conquest) settlement. Site of Norman castle and cathedral. Rural setting as seen from the north, and views to the north from OS are almost entirely rural.

The Northern route continued

No.	NGR (SU)	SMR	SAM	On line	Close to line	Site type	Date	Description
51	14323324 where crossed by route	SU13SW 319	-	√	-	probable line of Roman road	Roman	Probable line of road from Sorviodunum to Cunetio (Old Sarum to Mildenhall, Wiltshire). Modern road follows presumed line of Roman road.
52	14153350	SU13SW 106	-	√	-	site of long barrow	Neolithic	Long barrow ditches and possible mortuary structure visible on aerial photographs.
53	centred on 14153345	various, see below	-	√	-	site of barrow cemetery	Bronze Age	Group of ploughed round barrows.
	14193348	SU13SW 637	-			double concentric ring-ditch		
	14123346	SU13SW 638	-			ring-ditch		
	14153344	SU13SW 639	-			ring-ditch		
	14123341	SU13SW 640	-			ring ditch		
	14203345	SU13SW 648	-			ring-ditch		
54	centred on 138333	various, see below	-	√	-	barrow cemetery	Bronze Age	Group of ploughed round barrows; not clear from plans available at present which of the barrows are on the line of the route.
	13753340	SU13SW 632	-			ring-ditch		
	13813342	SU13SW 633	-			ring ditch		
	13863335	SU13SW 634	-			levelled round barrow		
	13883331	SU13SW 635	-			ring ditches		Two confluent ring ditches.
	13853325	SU13SW 636	-			ring ditch		
55	13553350	SU13SW 631	-	-	√	linear features	prehistoric or Roman	Part of field system, visible on aerial photographs.

The Northern route continued

No.	NGR (SU)	SMR	SAM	On line	Close to line	Site type	Date	Description
56	**centred on 12953345**	**various, see below**	**218**	√	-	**barrow cemetery**	**Bronze Age**	**North Hill Down South group. Includes extant barrows. Not clear from map of route available which barrows would be affected by the route, but it is clear that some would be on the route.**
	12953344	SU13SW 606				Ditched bowl barrow		Excavated by Rev. Duke; an inurned cremation was found in a probably primary context.
	12973345	SU13SW				Bowl barrow		Excavated by Rev. Duke; simple cremation probably in primary position.
	12983345	SU13SW 608				bowl barrow		Excavated by Rev. Duke. Nothing found.
	12993345	SU13SW 609				bowl barrow		0.9m high in 1972.Excavated by Rev. Duke; contained a primary inurned cremation with parts of two small vessels, one of which had a decorated lid.
	12973343	SU13SW 610				bowl barrow		Excavated by Rev. Duke; nothing found.
	12913340	SU13SW 611				bowl barrow		Damaged.
57	centred on 11703340	various, see below	-	√	-	field system & settlement	prehistoric to Roman	
	11703363	SU13SW 641	-			possible field system	prehistoric or Roman	Camp Hill; ploughed; visible on aerial photographs.
	11693358	SU13SW 151 & 209	-			settlement	Late Bronze Age or Iron Age	Pits and ditches revealed by a pipetrench, spread over a distance of 190m (11693358 - 11883349). Fifteen features were revealed. Two features produced biconical vessels of Late Bronze Age or Iron Age date. Features visible on aerial photographs.

The Northern route continued

No.	NGR (SU)	SMR	SAM	On line	Close to line	Site type	Date	Description
	11693358	SU13SW 318				pottery scatter		A scatter of late Romano-British pottery found over the area of SU13SW151 and 209.
91	16523118	SU13SE 157	-	-	√	findspot	Bronze Age	Find of a pottery vessel.
92	16002970	SU12NE 454	740	-	√	industrial site	medieval	Area of12th to 14th century kilns with associated buildings and pits. Approximately 1.5 acres (0.6ha). Excavated 1955-1970. Area to the south contains dense pottery scatter.

Sites crossed by route:

Long barrows: 1
Barrow cemeteries: 3
Linear ditches: 1
Field systems : 2
Roman roads: 3
Settlements: 1
Findspots: 1

Total 12

The Odstock Route: archaeological sites

No.	NGR (SU)	SMR	SAM	On line	Close to line	Site type	Date	Description
81	14952790	SU12NE 200	298	-	√	enclosure	Iron Age	Little Woodbury: oval enclosure with antennae and internal features. Excavated.
82	centred on 144278	various, see below	298	-	√	hillfort and other features in vicinity	prehistoric and Roman	Great Woodbury.
	144278	SU12NW 210				hillfort	Iron Age	Great Woodbury; univallate hillfort yielding haematite-coated and Belgic pottery.
	144278	SU12NW 300				finds	Roman	Abundant pottery from the upper two zones of the hillfort ditch filling. Also two coins: a Tetricus AD 270-4, and a Constantine 2nd as Caesar AD330-35.
	14242775	SU12NW 606				ring ditch	prehistoric	Double ring ditch.
	14352795	SU12NW 607				ring ditch	prehistoric	Ring ditch within Great Woodbury.
84	14272764	SU12NW 644	-	√	-	enclosure	unknown	Rectangular enclosure with annexe to N and internal features. Possible entrances to W and S.
89	125285	SU12NW 634	-	√	-	field system	prehistoric or Roman	
90	12272887	SU12NW 633	-	√	-	ring ditch	prehistoric	

Sites crossed by route:
Field system: 1 Enclosure: 1
ring-ditch:1