



Stockton Wood Resurfacing

Archaeological Watching Brief

October 2011
Highways Agency

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Highways Agency

Temple Quay House, 2 The Square, Temple Quay
Bristol

Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
A	19 October 2011	James Sugrue	Phillippa Adams	Emma Lunt	For Approval



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Executive Summary

This report outlines the findings of an archaeological watching brief for the A303 Stockton Wood refurbishments. The refurbishment works took place along sections of the A303 between Fonthill Bushes and the Deptford Interchange, Wiltshire. The Cultural Heritage Assessment report (Balfour Beatty Mott MacDonald 2011a) prepared for the works identified a potential impact on two heritage assets; a section of Roman Road and Grims Ditch. The kerbing works took place from chainage 725m to 1245m of the scheme. Details for a watching brief were set out in a Written Scheme of Investigation (Balfour Beatty Mott MacDonald 2011b) to mitigate any impact.

A reassessment of the construction methodology during works resulted in a change to the extent of the installation of the new kerbing. The excavation was reduced to 450mm width x 300mm depth, along the roadside, and was to be wholly contained within an area of previously disturbed ground. The watching brief was conducted by a qualified archaeologist with the main aim to identify if any archaeological features were present, in particular those associated with the Roman road or Grims Ditch. The excavations took place within made ground, no archaeological features were disturbed by the construction works.

1. Introduction

This document presents the results of an archaeological watching brief undertaken on the 28 September and 3 October 2011 during kerbing works for the A303 Stockton Wood resurfacing. The site is centred on NGR ST 969 354. The resurfacing works took place between Fonthill Bushes and the Deptford Interchange, Wiltshire (A.4. Drawing No. 1500.MNV.RDS.3301). A Cultural Heritage Assessment for the proposed works (Balfour Beatty Mott MacDonald 2011a) identified that two heritage assets (a section of Roman road and Grims ditch) had the potential to be impacted by kerbing works and highlighted the need for an archaeological watching brief. A Written Scheme of Investigation was prepared detailing the aims, objectives and methodology of the watching brief (Balfour Beatty Mott MacDonald 2011b).

2. Baseline Conditions

2.1 Location, Topography and Geology

2.1.1 Geography and Topography

The area of archaeological monitoring was located on the A303, between Fonthill Bushes and the Deptford Interchange, Wiltshire. The site is located in an area with superficial deposits of Head 1, and Clay-with-Flints recorded above bedrock of Seaford Chalk Formation. The surrounding land gently slopes from north to south in a dry valley. The road has been elevated on an embankment to create a relatively flat surface throughout.

2.1.2 Archaeological and Historical Background

The surrounding landscape of the proposed works has evidence of settlement and land use throughout the prehistoric period. A Neolithic findspot (NMR ID: 1011189) shows an early prehistoric presence in the wider area. Iron Age settlement remains (NMR ID: 210771) have been identified 400m to the north of the A303. These settlement remains and field cropmarks (NMR ID: 210796) indicate a managed landscape had developed in this area by the late prehistoric period. The undated feature of Grims Ditch (NMR ID: 1065699) is likely to date to the Iron Age period at the latest.

The Roman influence on the area may have begun with the construction of the Old Sarum – Mendip Hills Roman road (NMR ID: 1048497), an early Roman road leading to the lead-mining area on Mendip (A.4 Drawing No. 1500.MNV.RDS.3301). This road was an important communication route but its exact course is unknown and the route can only be projected approximation due to the difficulty in identifying its exact course (Margary 1973). The evidence of a Romano-British settlement 310m north of the A303 and Stockton Wood, Scheduled Monument No. 1004757, indicates that the area became a focal point during this period.

3. Fieldwork

3.1 Methodology

Archaeological monitoring was conducted by a suitably qualified archaeologist during the trench excavation for new kerbing installed on the A303 and in accordance with the Institute for Archaeologists' (IfA) *Standard and guidance for an archaeological watching brief* (2008).

3.2 Aims and Objectives

The objective of the archaeological watching brief is to identify record and analyse any significant archaeological remains that will be disturbed by the proposed development. This will preserve the archaeological resource 'by record' and offset the loss of the historic resource caused by the development.

Specific research aims for the investigation are as follows:

- To identify the location and nature of features associated with the Old Sarum to Mendip Roman road;
- To identify the location, nature and date of features associated with Grims Ditch; and
- To identify the location, nature and extent of any unknown archaeological deposits within the development area.

3.3 Excavation

Initially the proposed works were designed to raise a section of the embankment. This would have required excavation to a depth of 150mm and to a width of 1500mm from the existing roadside. The construction methodology was revised on site by the schemes engineer and comprised the excavation of a 450mm wide x 300mm deep trench for the new kerbing from chainage 725m to 1245m of the scheme (A.1. Drawing No. 002411.101 and A.2. Drawing No. 002411.102).

The A303 was first resurfaced resulting in a raising of the road level. The existing kerbing was broken out using a rocksaw machine (Image 01). In order to install new kerbing (Image 02) a trench 520in length measuring 450mm in width and 300mm in depth was excavated by a JCB (Image 03). The spoil deposit removed through the excavation of the trench will be used to profile the raised kerb with the embankment. No further excavation will take place. The kerbing works terminated approximately 5-10m before reaching the location of Grims Ditch.

Image 01, Kerbing broken by rocksaw



Source: Mott MacDonald

Image 02, New kerbing installed



Source: Mott MacDonald

Image 03, Kerbing trench



Source: Mott MacDonald

3.4 Archaeology

No archaeological features or deposits were encountered. The trench was excavated through the previous road surface and made ground to a depth of 300mm. A concrete layer associated with the old kerbing was present at the base of the trench (Image 04). The made ground comprised loose gravely, clayey loam with inclusions of modern material (Image 05). The trench did not extend deeper than the made ground deposit. This was consistent throughout the length of the trench for the kerbing works.

The watching brief took place on the southern carriageway for the 520m length of the replacement kerbing. Following this it was concluded that the revised schedule of works posed no threat to archaeological deposits.

Image04, View of kerbing trench from above showing sub surface concrete and road material.



Source: Mott MacDonald

Image 05, Section photograph of soil on concrete base



Source: Mott MacDonald

4. Conclusions

The change to the kerbing works methodology greatly reduced the potential to impact archaeological deposits. Modern made ground was encountered throughout the trench beneath the current road surface. A concrete layer associated with former kerbing was revealed and no archaeological deposits were present. The watching brief was reduced to excavations on the southern carriageway. No further archaeological monitoring is required.

5. References

Balfour Beatty Mott MacDonald. 2011a. *Stockton Wood Cultural Heritage Further Assessment*. Highways Agency

Balfour Beatty Mott MacDonald. 2011b. *Stockton Wood Resurfacing: Archaeological Written Scheme of Investigation*. Highways Agency

Institute for Archaeologists 2008 *Standard and Guidance for archaeological watching brief*.

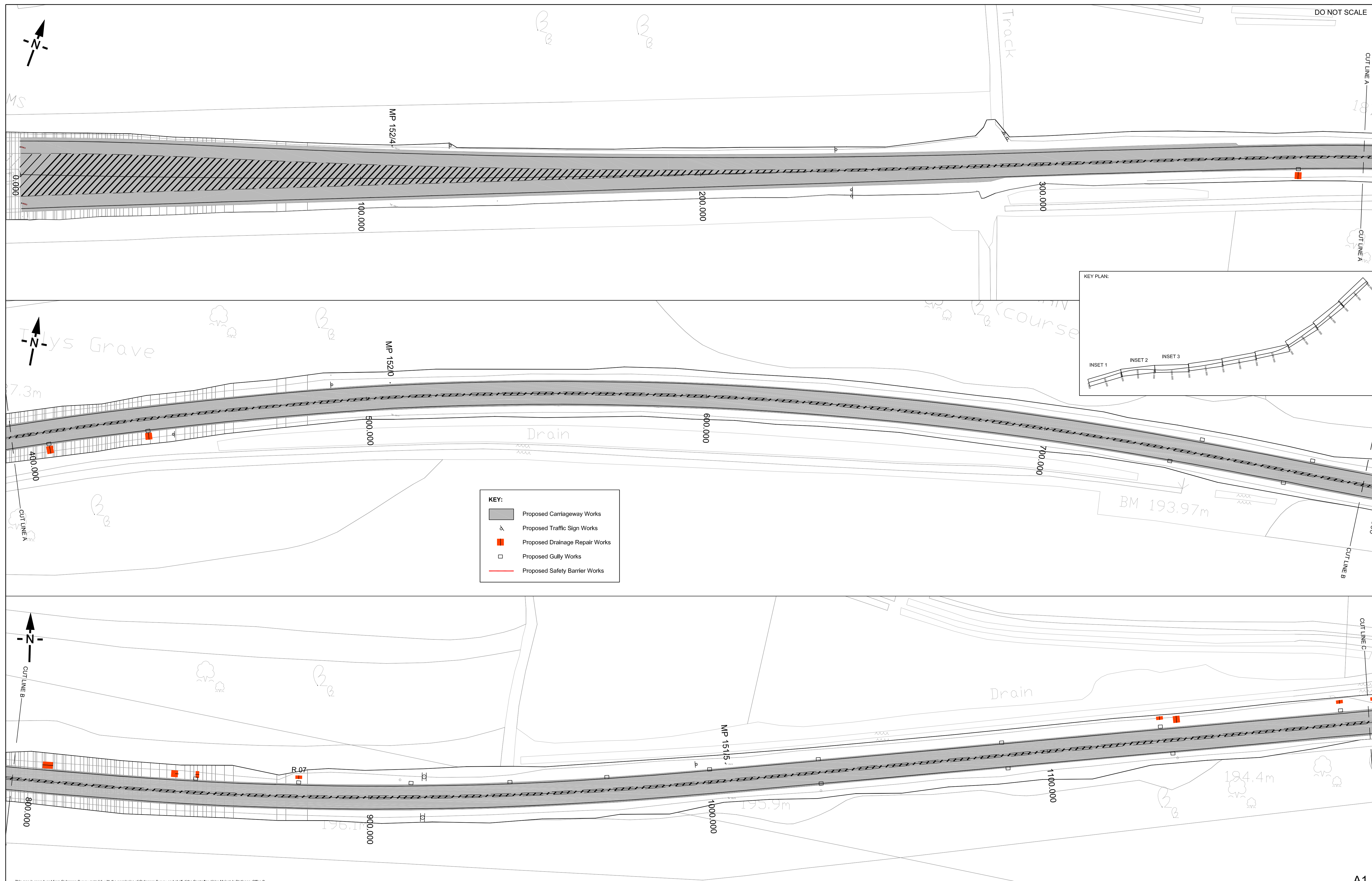
Margary I.D. 1973. *Roman Roads in Britain*. Third edition. London, John Baker Ltd. p. 101-103



Appendices

Appendix A. Site Location	2
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Appendix A. Site Location

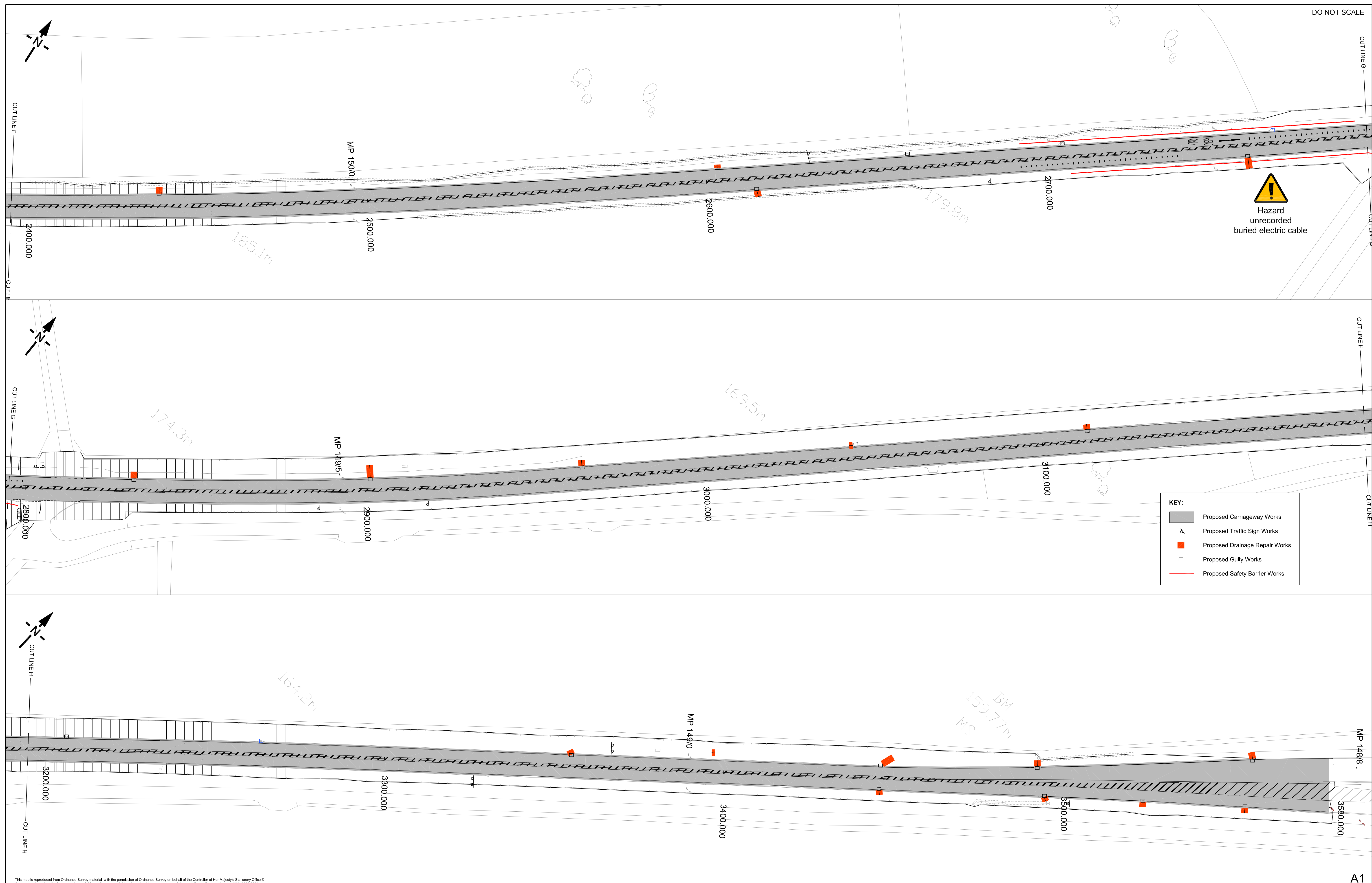
A.1. Drawing No. 002411.101



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												<p>SCHEME 2411</p>					
												<p>A303 STOCKTON WOOD</p>					
												<p>GENERAL ARRANGEMENT</p>					
												<p>SHEET 1 OF 3</p>					
												<p>Status CON</p>		<p>Drawing No. 002411.101</p>			
												<p>Rev A</p>					

A.2. Drawing No. 002411.102

A.3. Drawing No. 002411.103



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Notes :

1. For details of Pavement Works refer to drawing 024111.701-704 and Specification Appendices 7/1 & 7/4.
2. For Safety Barrier Works refer to drawing 024111.401 and Specification Appendix 4/1.
3. For Site Clearance refer to drawings 024111.201-203 and Specification Appendices 2/1, 2/2, 2/3 & 2/5.
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6. For Traffic Signs & Roadmarkings refer to drawings 024111.1201-1203 & 1211-1213 and Specification Appendices 12/1 & 12/3.

A	03/11	Construction Issue		SZ	SA	JAE	SMD
Rev	Date	Description		Prep.	Chk'd	Cont	App'd

Title

SCHEME 2411
A303 STOCKTON WOOD
GENERAL ARRANGEMENT
SHEET 3 OF 3

Origin

Scale 1:500

Prepared by:

SZ

Status

CON

PIN N

512891

Continuity

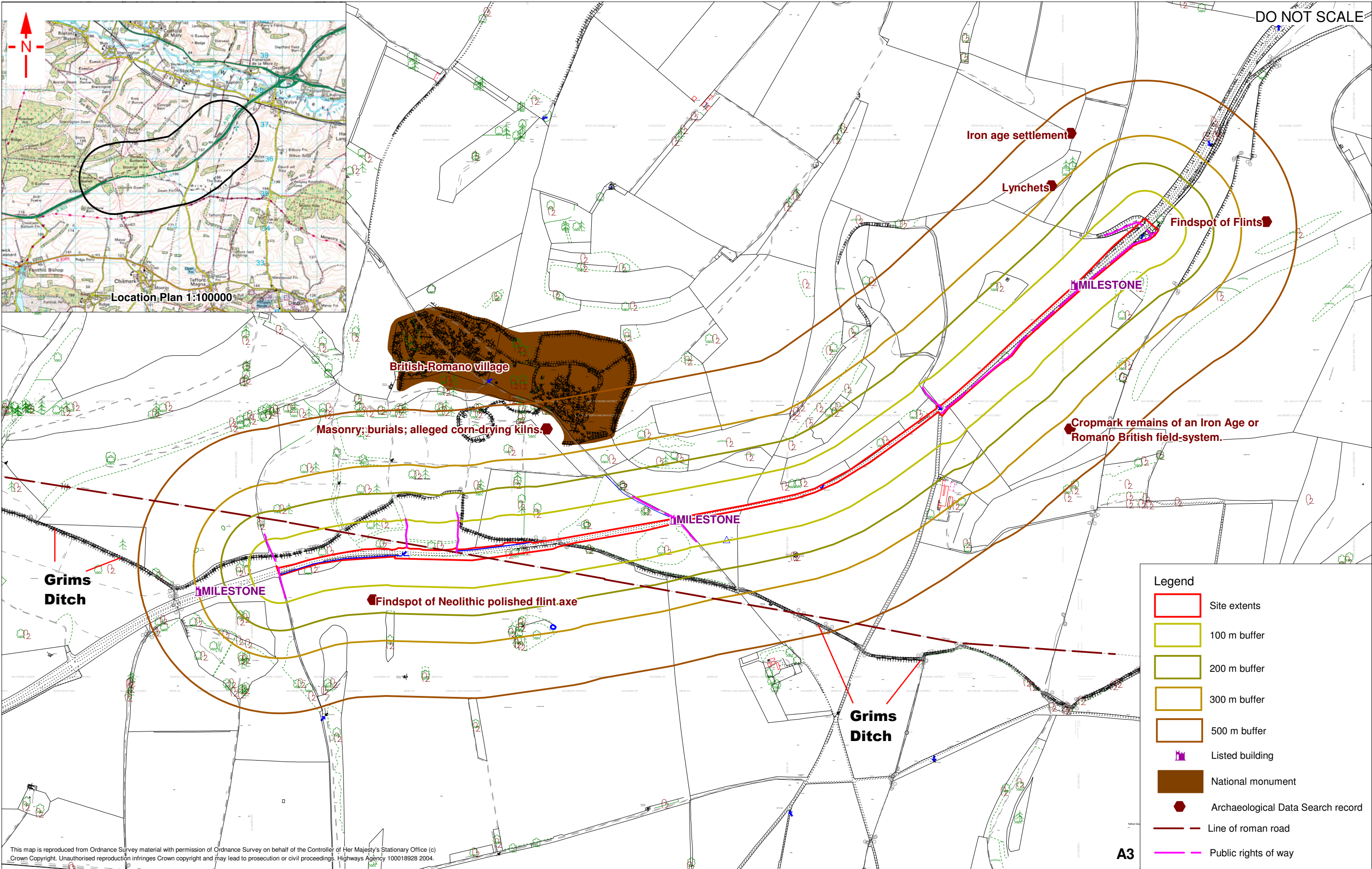
JAE



ing No.

1.103

A1

A.4. Drawing No. 1500.MNV.RDS.3301



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6. Oasis Summary Sheet

Project Details			
OASIS ID	mottmacd2-112375		
Project Name	A303 Stockton Wood Resurfacing		
<p>This report outlines the findings of an archaeological watching brief for the A303 Stockton Wood refurbishments. The refurbishment works took place along sections of the A303 between Fonthill Bushes and the Deptford Interchange, Wiltshire. The Cultural Heritage Assessment report (Balfour Beatty Mott MacDonald 2011a) prepared for the works identified a potential impact on two heritage assets; a section of Roman Road and Grims Ditch. The kerbing works took place from chainage 725m to 1245m of the scheme. Details for a watching brief were set out in a Written Scheme of Investigation (Balfour Beatty Mott MacDonald 2011b) to mitigate any impact.</p> <p>A reassessment of the construction methodology during works resulted in a change to the extent of the installation of the new kerbing. The excavation was reduced to 450mm width x 300mm depth, along the roadside, and was to be wholly contained within an area of previously disturbed ground. The watching brief was conducted by a qualified archaeologist with the main aim to identify if any archaeological features were present, in particular those associated with the Roman road or Grims Ditch. The excavations took place within made ground, no archaeological features were disturbed by the construction works.</p>			
Project dates (fieldwork)	Start: 28-09-2011 End: 03-10-2011		
Previous work	N	Future Work	N
P. number	272973	Site Code	N/A
Type of project	Watching Brief		
Site status -	N/A		
Current land use	Highways		
Planned development	Road Refurbishment		
Main features (+dates) -	None		
Significant finds (+dates) -	None		
Project location			
County/ District/ Parish	Wiltshire	Salisbury	Chilmark
HER/ SMR for area	Wiltshire Historic Environment Record		
Post code (if known) -	SP3 5TA		
Area of site 0.65 Ha.	2.4 Ha.		
NGR	ST 96925 35490		
Height AOD (max/ min)	Unknown		
Project creators	Highways Agency		
Brief issued by	Balfour Beatty Mott MacDonald		
Project supervisor/s (PO)	Josh Williams		
Funded by	Highways Agency		
Full title	Stockton Wood Resurfacing: Archaeological Watching Brief		
Authors	James Sugrue		
Report no.	N/A		
Date (of report)	Oct-11		