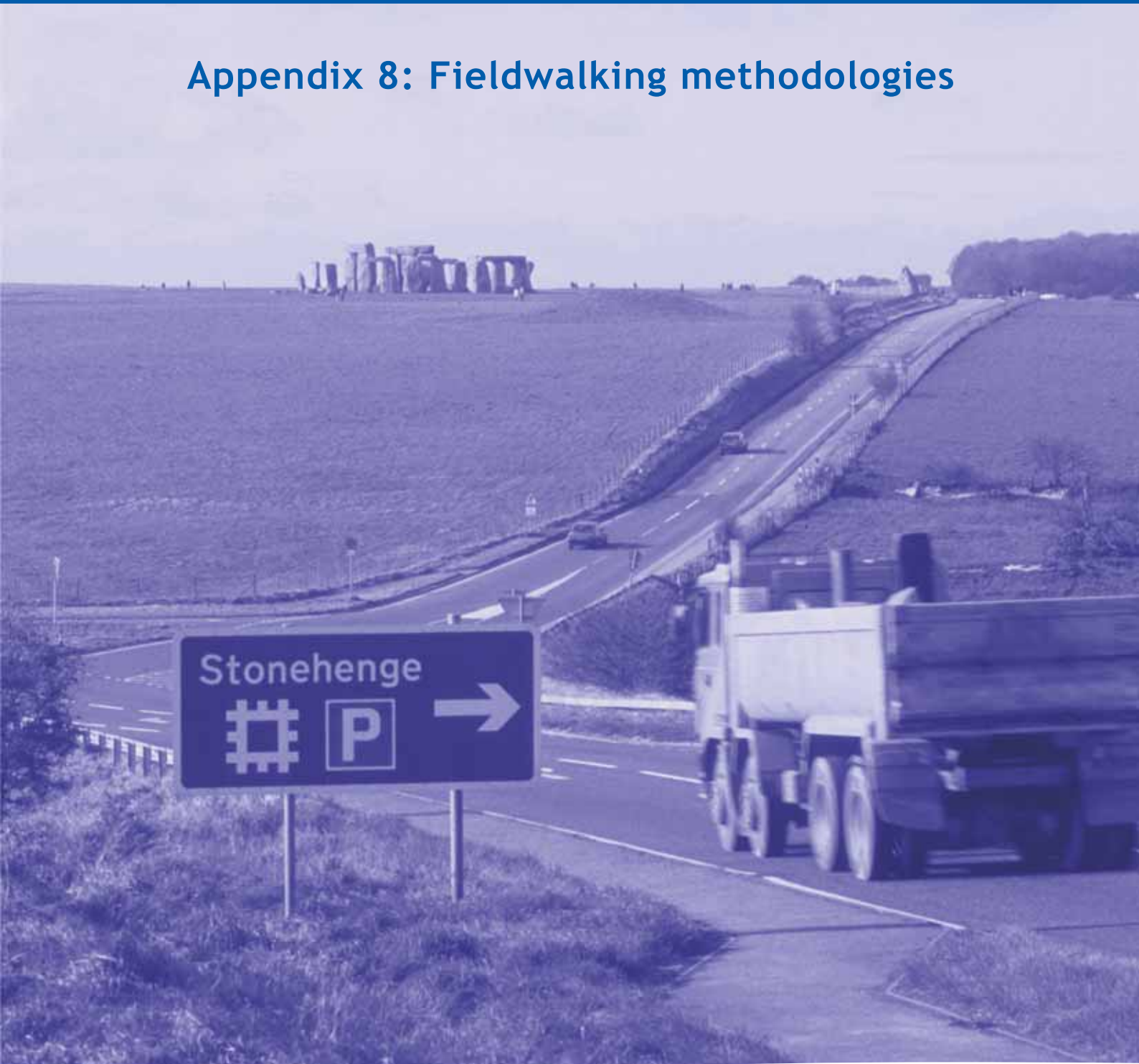


# Archaeology on the A303 Stonehenge Improvement

## Appendix 8: Fieldwalking methodologies



# Archaeology on the A303 Stonehenge Improvement

By Matt Leivers and Chris Moore

With contributions from

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## Appendix 8: Fieldwalking Methodologies

Fieldwalking surveys were undertaken along various portions of the proposed routes. Surveys took place based on a 25 m grid set out according to the Ordnance Survey National Grid on hectare divisions. Each full hectare consisted of 16 collection units in four 25 m long north–south runs. On WA 34852 and 35724 these were lettered A–H, J–N and P–R, with A, E, J, and N being the southernmost collection unit of each of the four runs. On WA 37874 each unit was allocated a unique four-digit number (1000–1999 for plot 1; 2000–2999 for plot 2; 3000–3999 for plot 3). Finds were collected and bagged separately for each collection unit.

On WA 47422 a different methodology was followed. The fieldwalking pattern was centred on the centreline of the preferred route and consisted of parallel transects spaced at 25 m, running either east–west or north–south across the field with the exception of Field 2 where the area was walked along the axis of the proposed route. Each collection transect was 2 m wide and the artefact collection was carried out in 25 m stints which were given unique collection numbers (1000s in Field 1; 2000s in Field 2; 3000s in Field 3).

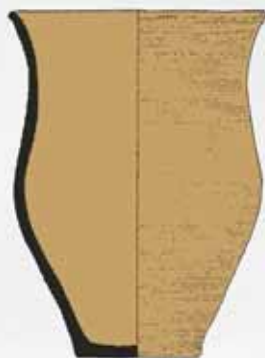
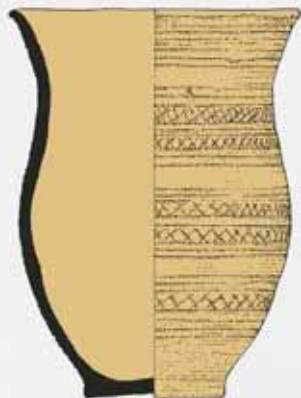
On WA 50275 a collection interval of 25 m was applied and each collection interval was allocated a unique number, but hectare and field numbers were not applied. Collection units were defined to cover the full 134 m width of the Projected Planning Corridor; Stage 1 surveys had instead examined an area 50 m either side of the centreline of the route options.

This volume reports on the archaeological works undertaken between 1998 and 2003 as part of the A303 Stonehenge Improvement highway scheme promoted by the Highways Agency.

The A303 trunk road and the A344 which pass Stonehenge are widely agreed to have a detrimental effect on its setting and on other archaeological features within the World Heritage Site. Around Stonehenge there is noise and visual intrusion from traffic and also air pollution. Each year nearly one million people visit the World Heritage Site and surroundings, using visitor facilities intended to cater for a much smaller number.

Many plans that might improve this situation have been examined, involving partnership working across many organisations. Common to all these has been the aim of removing traffic from the area of Stonehenge and at the same time addressing highways issues with regard to road capacity and safety.

This volume sets out the objectives of the extensive programme of archaeological work that was undertaken to inform the planning of the highway scheme, the methods used, the results obtained, and to explain something of the significance of works which provided a 12 km transect across the WHS and beyond: the first of its kind ever undertaken.



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