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STONEHENGE WORLD HERITAGE SITE LANDSCAPE PROJECT
LEVEL 1 FIELD INVESTIGATIONS
ARCHAEOLOGICAL SURVEY REPORT

Sharon Bishop

ARCHAEOLOGICAL
SURVEY AND INVESTIGATION

ENGLISH HERITAGE

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ARCHAEOLOGICAL SURVEY REPORT

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SUMMARY
A series of rapid field (Level 1) investigations around Stonehenge have identified a range of previously unrecorded earthworks and structures relating to the post-medieval aesthetic development of the landscape, improved communications and 20th-century military activity. The surveys also confirm that many of the known round barrows are of different and more complex, potentially multiphase, forms than previously listed.

CONTRIBUTORS

The rapid field investigation of Fargo Plantation North was conducted by Mark Bowden, David Field and Sharon Bishop; of West Amesbury Down, Durrington Walls and Woodhenge by Dave Field and Sharon Bishop; and of Fargo Military Storage Compound, Winterbourne Stoke Down, Larkhill and along the main roads by Sharon Bishop. The report was produced by Sharon Bishop, incorporating comments from David Field and Mark Bowden.

ACKNOWLEDGEMENTS

English Heritage is grateful to Mike Dando of the National Trust; Richard Osgood and Sgt John Clark of the Ministry of Defence; Ian Baxter of Durrington Down Farm, and John Elliott of the Druids Lodge estate for allowing access. Also to Roger Green (National Trust volunteer guide) for pointing out elements associated with Larkhill's early aviation history on a 'Wings over Stonehenge' guided walk.

 The image on the front cover shows the survey team's Landrover on the byway south-west of Stonehenge.

ARCHIVE LOCATION

The project archive is held at:

English Heritage
The Engine House
Firefly Avenue
Swindon
SN2 2EH

DATE OF SURVEYS

Durrington Walls and Woodhenge: 27th April 2011
Fargo Military Storage Compound: 13th May 2011
Fargo Plantation North: 20th April 2011
West Amesbury Down: 27th April 2011
Wings over Stonehenge guided walk: 30th July 2011
Winterbourne Stoke Down barrow group: 13th May 2011 and 21st July 2011

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INTRODUCTION

Rapid field investigations were conducted over several areas within the Stonehenge World Heritage Site (WHS) between April and August 2011 (Fig 1). Subsequent surveys will be the subject of another report. The rapid field investigations complement the more detailed surveys conducted for the Stonehenge WHS Landscape Project, which is designed to provide fresh information and up to date mapping for the planned new Stonehenge visitor centre; to improve understanding of the WHS necessary for its appropriate management (Young *et al* 2009, Aim 6), and to supplement information from recent university interventions in the area. The Stonehenge WHS lies within Salisbury Plain at the heart of the extensive chalklands of southern Britain. It comprises characteristic convex, smoothly rounded landforms and dry valleys and is bounded by the River Avon valley to the east.

Rapid field investigations, or Level 1 surveys (Ainsworth *et al* 2007, 23), were conducted in areas of woodland and pasture, including open access grassland, in the parishes of Amesbury, Durrington and Winterbourne Stoke. They include: Durrington Walls and Woodhenge; Fargo Military Storage Compound; Fargo Plantation north; two plantations on West Amesbury Down, and a small group of round barrows on Winterbourne Stoke Down. Additional observations were made along the verge beside the A344 to complement an earlier rapid survey (Komar & Field 2010) and developed into a Level 1 survey of all surviving structures associated with the Turnpike movement and the surviving elements of Larkhill pre-First World War Aerodrome. Fargo Plantation south was the subject of an earlier Level 1 survey (Komar & Bishop 2010) and the Level 1 survey along the King Barrow ridge is the subject of a separate report (Bishop 2011), where it is combined with more detailed analytical surveys of the New King Barrows and the Neolithic long barrow known as Amesbury 42.

Most of the round barrows are Scheduled Ancient Monuments and are referred to here by their Grinsell numbers (1957), which are generally accepted in the literature. Appendix 1 provides a concordance of the various numbering systems applied to all of the features identified, including English Heritage National Monuments Record's (NMR's) archaeological database, the county Historic Environment Record (HER) and the Register of Scheduled Monuments (RSM) and or Listed Building number.

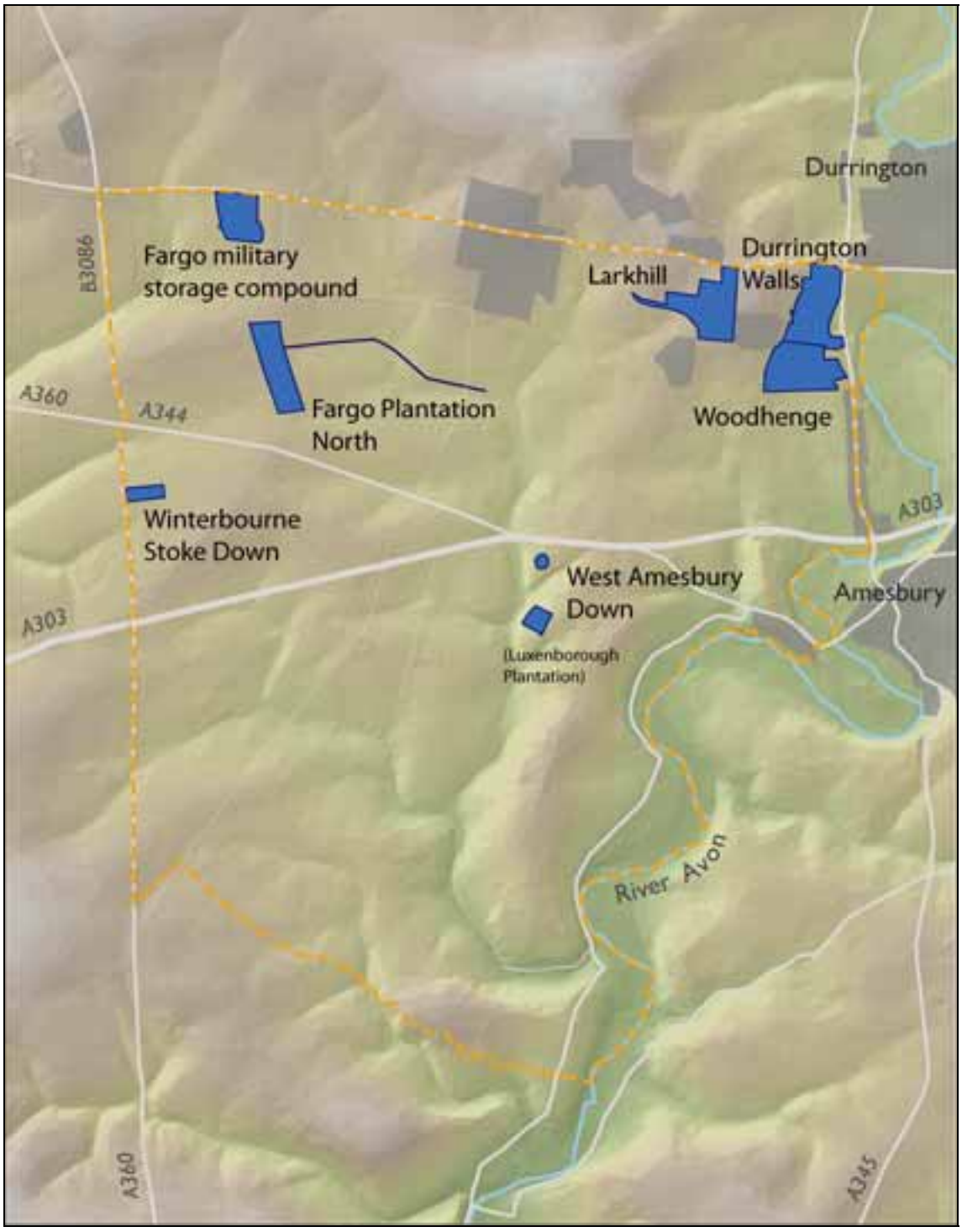

Fig 1: The location of the survey areas within the Stonehenge World Heritage Site (WHS)
Height Data: Licensed to English Heritage for PGA, through Next Perspectives™.

LANDSCAPE HISTORY

Environmental evidence suggests that large natural clearings or glades of grassland, scrub and some trees were a natural part of an extensive open forest which stretched across the southern English chalklands in the early post-glacial period (Allen & Scaife 2007, 25). This openness, with the opportunities for hunting and gathering it provided, attracted Mesolithic communities who constructed what is perhaps the first monument in the Stonehenge landscape: the post holes in what was later to become the Stonehenge car park (Vatcher & Vatcher 1973; Young *et al* 2009, 155).

This early open landscape may be a contributing factor to the density of later, Neolithic and Bronze Age, monuments. Localised clearance of existing woodland is thought to have taken place in the early Neolithic around monuments such as causewayed enclosures and long barrows, and the large number of round barrows constructed in an open established downland landscape indicates that much remaining woodland was probably cleared by around 2000BC (Allen & Scaife 2007).

More diverse activities are visible in the Stonehenge landscape by the Middle Bronze Age. Large areas of Salisbury Plain were converted to agriculture and 'Celtic' fields became widespread (McOmish *et al* 2002, 52; Allen & Scaife 2007). The early soils were fertile and easily tilled but subject to erosion through rainsplash, soil creep and occasional but recurrent mass erosion events (Allen & Scaife 2007, 29). Erosion changes the soil and the shape of the landscape, eroding hilltops and infilling valleys. Dry valleys usually act as environmental catchment areas and have a high potential for buried prehistoric sites, although test pits excavated in the centre of the Upper Stonehenge dry valley found a profile only 35cm deep over a Pleistocene coombe deposit (Richards 1990, 210).

Throughout the Iron Age farming, based on the Till and Avon valleys, appears to have been the predominant method of subsistence (Young *et al* 2009, 156), although it has left little evidence immediately around the survey area other than perhaps re-use and modification of the 'Celtic' fields (Yates 2007). The impressive hillfort known as Vespasian's Camp was constructed near the River Avon but tree cover has prevented its full archaeological investigation (Young *et al* 2009, 156). Roman period farmsteads and small unenclosed villages, which also reused earlier fields, are known across Salisbury Plain (McOmish *et al* 2002, 88-104). Along the Till, a probable Roman settlement is visible as cropmarks on Oatlands Hill, just west of the WHS boundary, and a contemporary settlement survives as earthworks on Winterbourne Stoke Down (Hoare 1812, 116; Freeman 1995, 276). Little is known of corresponding activity along the Avon valley in this period although Amesbury itself might be expected to mask traces of Roman settlement.

By the 11th century many of the estates in the western valley were called 'Winterbourne' after the River Till, which is sometimes dry in summer and had long been called by that name (ibid, 275). Little is known of how the landscape was used in the early medieval

period, although Amesbury had become the centre for a widespread royal estate (Young *et al* 2009, 156). What became Winterbourne Stoke manor was also held by the king at that time (Freeman 1995, 277). The large round barrow known as the 'Monarch of the Plain' [Amesbury 55] was used as a marker when defining the boundaries between Amesbury and Dole Hundreds, and between the parishes of Amesbury and Winterbourne Stoke. Durrington was retained as part of the royal Amesbury estate until the 12th century, when it was divided between the West End and East End manors (Stevenson 1995). Both of these manors were located at the north-eastern corner of the parish, near the River Avon, where they provided two foci for the development of Durrington village.

During the medieval period settlement continued to focus on the two rivers, the Till and the Avon, which flow north to south. Extensive meadows, some of which were watered, were located beside them, arable was concentrated on the lower slopes and extensive pasture covered the downs further to the east and west (Crowley 1995, 13; Freeman 1995, 275; Stevenson 1995). This pattern of strip tithings, which provided each community with access to water and a range of soil types, is typical of chalkland areas and open field sheep and corn husbandry, with common meadows and pasture, dominated the landscape well into the post-medieval period.

The growth of the cloth trade associated with the sheep's wool helped to maintain the lords of the manors' income during the medieval period. According to Hare (1981, 146), examination of the rental agreements and court rolls reveals the growing scale of chalkland agriculture during the 15th and 16th centuries, with some consolidation of holdings and the emergence of gentlemen large-scale farmers. Later documents show how provision was made for penning sheep to manure various parts of the land; the costs of digging a sheep pond were defrayed, and a Hayward appointed with responsibility for the common flock (Tankins 1975). The open downs were crossed by paths and roads, including the road between Bulford and Shrewton that passes to the north of the site, which was recorded as the Packway as early as 1555 (Stevenson 1995, 95).

Durrington had a more extensive area of good potential arable than most other parishes, which contributed to its relative prosperity: in the 14th century it was one of the wealthiest and most populous settlements in the Avon valley (Hare 1981, 137; Stevenson 1995). Centuries of arable cultivation in Durrington Field have significantly remodelled the massive earthworks of Durrington Walls henge, and levelled the smaller sites of Woodhenge and numerous other prehistoric barrows, enclosures and field systems, which have been mapped as cropmarks from aerial photographs (Crutchley 2000; 2002). Cultivation east of the King Barrow Ridge in Amesbury was intensive, with even Vespasian's Camp under the plough by the late 14th century (RCHME 1979, xvi).

Durrington's extensive downland pasture was shared between the two manors and the court rolls show that the lessee of Knighton, in Figheldean parish, also kept sheep there (Hare 1981, 143). The parish of Winterbourne Stoke also extends onto the downs, but

at its eastern edge aerial photographs indicate the presence of ridge and furrow strips (RCHME 1979, xviii), beyond the area stated as arable in the Tithe Award (WHC TA Winterbourne Stoke). Clearly intensive cultivation has taken place here too: it has obliterated the underlying pattern of 'Celtic' fields and reduced the ridge and furrow to soilmarks. Repeated ploughing has also revealed cropmarks of the probable Roman settlement on Oatlands Hill.

The continued pastoral use of the downs in the post medieval period is confirmed by land-use details on tithe and other maps. The turnpike roads across the downs are depicted by dashed lines on Andrews & Dury's 1773 map (WANHS 1952), which suggests that they passed through an unenclosed landscape. Small portions of the downs had started to be broken up as temporary arable fields, known as 'burnbake', during the 18th century. This included what was later Fargo Plantation (RCHME 1979, xvi), where Hoare observed that Amesbury 54, his Barrow 39, had 'been some years under tillage' (1812, 163). A few ponds are shown on the Tithe maps, but a significant number of circular and square dewponds are marked on the 1st edition Ordnance Survey maps, indicating construction in the mid-19th century to provide water for animals grazing on the still largely open downs.

The vast expanse of open grassland surviving in the west of Durrington parish provided an ideal landscape for military training and much of the parish was acquired by the army in 1898 (Stevenson 1995, 93). This had a dramatic and lasting effect on the landscape of Durrington, also affecting Amesbury but leaving Winterbourne Stoke relatively unscathed. Large-scale practice manoeuvres required infrastructure such as the Larkhill Military Light Railway plus hutted and tented camps (Wessex Archaeology 1998, 15). Military activity intensified during the Great War and again in the Second World War, when more accommodation camps, storage and training facilities were constructed. Between the Wars summer exercises on the Plain allowed the testing of equipment and tactics and farming operations were limited: cattle and sheep were allowed to graze on the ranges but were moved when firing was due to take place (James 1987, 133).

Today, Durrington is still dominated by the military settlement of Larkhill and the ranges to its north-west. South of Larkhill, the down of all three parishes was ploughed in the mid-20th century and large areas are still cultivated. The 19th-century plantations continue as small oases of woodland, with Fargo Plantation providing the largest block of woodland within the WHS (Young *et al* 2009, 24). A desire to improve the management of the archaeology has resulted in areas such as Durrington Walls being reverted to grazed grassland (ibid, maps 4-6).

ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

The round barrows are the only earthwork features recorded by the rapid surveys to have received any prior archaeological attention in the field. Just one of those on West Amesbury Down was excavated by William Stukeley (Burl & Mortimer 2005, 104). Most were excavated by William Cunnington, either for his own interest or for Sir Richard Colt Hoare in the early 19th century (Devizes Museum, Cunnington MSS; Hoare 1812), revealing a range of primary and secondary interments with and without grave goods.

A century later the round barrows were listed by the Reverend E H Goddard (1913), with particularly valuable observations on their condition added by Maud Cunnington (ibid) and this list was later revised by Leslie Grinsell (1957). The barrows were inspected for Ordnance Survey mapping revision in 1970 and 1971 and were included in the Royal Commission on the Historical Monuments of England's survey of the Stonehenge environs (RCHME 1979) and the subsequent archaeological assessment of the WHS (Blore *et al* 1995). The Amesbury Turnpike Trust milestones were surveyed in April 1978 (Chandler 1979).

Only the Woodhenge rapid survey area was subjected to extensive field surface collection as part of the Stonehenge Environs Project, between 1980 and 1984 (Richards 1990, fig 8). Fields next to rapid survey areas were also examined: the field east of the Luxenborough Plantation; south and east of the Fargo compound, and those either side of Fargo Plantation where two of the nearby surface scatters were tested by excavation. Ten of the round barrows along the King Barrow Ridge were examined after storm damage in 1987 and 1990 (Anon 1992) although only nine made it to full publication (Cleal & Allen 1994). These included Amesbury 18 and 19 in Luxenborough Plantation.

Various archaeological investigations have been carried out to inform the selection of sites for new visitor facilities for Stonehenge. These included geophysical survey of a narrow corridor along either side of the A344 and A 303, a desk based assessment and areas of test pitting, including in Fargo Plantation north of the Cursus (Darvill 2005, map Q; Leivers & Moore 2008). More recently the area around Durrington Walls and Woodhenge has been the focus of excavations by the Stonehenge Riverside Project (SRP 2007).

The wider landscape was mapped from aerial photographs at 1:10,000 scale as part of the RCHME Salisbury Plain Training Area National Mapping Programme (NMP) Project (Crutchley 2000), and the mapping subsequently revised at 1:2500 scale for English Heritage's Stonehenge WHS Mapping Project (Crutchley 2002). Prior interpretation of archaeological features from aerial photographs was piecemeal (eg RCHME 1979) and the NMP mapping is currently being enhanced further from Lidar data captured in 2001 (Simon Crutchley, pers comm). The NMP projects mapped the round barrows, field systems and the Second World War gunpost on Winterbourne Stoke 48, but other details such as the War Department boundary stones would have been too small on

most of the photographs to be identified, or obscured by trees in the plantations. A desk based assessment of military installations was conducted by Wessex Archaeology (1998).

Although the earthworks of the Military Railway were mentioned in the Royal Commission's review of monuments around Stonehenge (RCHME 1979, xxiv), neither they nor the round barrows have been subjected to detailed analytical or geophysical survey. Recent excavation has also been very limited, with tree-throw holes on and around Amesbury 18 and 19 providing details of construction but no dates (Cleal & Allen 1994). This pattern applies to many of the round barrow cemeteries in the Stonehenge landscape, which have been highlighted as a research priority ideal for thorough non-invasive investigation (Darvill 2005, objective 10).

Excavations

Cunnington's men found several of the barrows to have been opened previously. It is not usually known by whom although Hoare's Barrow 131 on West Amesbury Down was noted as opened by neighbouring farmers (1812, 199). In Winterbourne Stoke 26 they only found part of a very large urn and some burnt bones but missed the primary interment, leading Hoare to think the barrow had been opened before (1812, 118). No finds were recorded from Winterbourne Stoke 27, which Hoare also reports was opened by 'some prior investigator'' (ibid).

Winterbourne Stoke 25 contained a primary cremation within a shallow oblong cist, interpreted by Hoare as of two people but without any weapons or 'trinkets' (1812, 118). In the mound material the men found a whetstone and a square stone polished on one side and having two marks cut into it. In December 1916 an officer sheltering within the quarried mound of Winterbourne Stoke 25 found a Deverell-Rimbury urn inverted over 'about two pints of burnt bones'. A subsequent visit gathered a number of human bones from rabbit scrapes about half way up the southern side, which was interpreted as a secondary inhumation (Passmore 1924).

The group containing Durrington 1 and Winterbourne Stoke 48 'all bore the marks of prior opening' so Hoare did not attempt them but stated that some had previously been opened by Mr Cunnington (1812, 166). In one of the disc barrows Cunnington found an interment with a broken dart or lance of brass [probably a bronze dagger] and in another the scattered fragments of burned bones, a few small amber rings, jet beads and the point of a brass dart [ditto]. Unfortunately it is not possible to say which finds came from which barrow. The four barrows in the field immediately west of Winterbourne Stoke 48 were excavated in August 1961 on a rescue basis for the Ministry of Works (Gingell 1988).

All three of the barrows within the oval plantation on West Amesbury Down, Amesbury 20 to 22, had experienced at least a partial opening. One of these was Stukeley's excavation of 'one of three little barrows' in which he found burnt human bones at a depth of 5ft [1.5m] in a small compass on the solid chalk (Burl & Mortimer 2005, 104). Nothing further was found in Amesbury 20 but Amesbury 21 contained a cremation with

a brass lance-head [probably another bronze dagger] found in an undisturbed cist (Hoare 1812, 199). Amesbury 22 was the most well-preserved, containing several interments which were attended by 'some novel and singular circumstances' (ibid). At 1.5ft [0.45m] beneath the surface was a skeleton with a drinking cup [Beaker], below which was a cremation. On the east side of the barrow laid the skeletons of two infants; one with its head to the east, the other with its head towards the west. Each infant was placed above the head of a cow. At a depth of 4ft [1.2m] was a cist containing what Hoare conceived to be the primary interment: the skeleton of a man. Some of the bones were tinged suggesting that metal artefacts had been removed already.

Tracing the archaeological interventions in the Luxenborough Plantation barrows is problematic. Four were numbered by Hoare and shown on the accompanying map (Barrows 131-134, 1812) but only two were later preserved as earthworks within the plantation. Goddard observed that he could not be certain which two had survived and referred to the group as Amesbury 18, 19, 19a and 19b (1913, 166). Grinsell appears to have simply correlated them in this order (1957, 150) but places them in a slightly different pattern to Hoare, with Amesbury 18 at the north-eastern corner of the plantation and Amesbury 19a and 19b along its southern edge.

Hoare's map suggests the barrows were more widely dispersed, with Barrow 131 located somewhere to the north-east of the later plantation. This means that his Barrow 132 is probably that listed by Grinsell as Amesbury 18, not 131 as Grinsell states (1957, 150). Hoare describes his Barrow 133 as 'a very high barrow', which had been damaged by ploughing around its base (1812, 199). Amesbury 19's height and position relative to the other barrows suggest it is Hoare's Barrow 133, not 132 as stated by Grinsell (1957, 150). Mapping from aerial photographs (Crutchley 2000; 2002) shows that there were several other ploughed out round barrows in the vicinity which offer candidates for Hoare's Barrows 131 and 134 (see Table 2). In Hoare's Barrow 132 they found a cist containing a large amount of burnt bones, 2 Beakers, 2 incense cups and 2 brass [bronze] pins and in Barrow 133 a pile of burned bones and a 'very beautiful and perfect' grape cup were found in a deep cist (1812, 199).

During much later examination of tree-throw holes Amesbury 19 provided the only evidence of re-cutting of the ditch. A U-shaped hollow was dug to within 0.2m of the base of the ditch, which was filled with a dense concentration of flint nodules and struck flint that was interpreted as representing a localised recut (Cleal & Allen 1994, 57). The top of the ditch also contrasted with other examples in that the silty clay loam was covered by a thick layer of courser chalk rubble thought to represent erosion of the barrow's capping. At 0.5m deep the ditch was one of the shallowest examined, with the deepest reaching 0.8m. The ditch around Amesbury 18 was also relatively small: it was flat-bottomed and 0.95m wide, the narrowest example examined. Both barrows preserved buried soil and the assemblages included a quantity of struck flint, a few bones and shells, but no pottery.

THE SURVEYED FEATURES

In addition to the well-known round barrows the rapid surveys identified a range of earthworks and structures, many of which are new to English Heritage's database of archaeological monuments and the Wiltshire HER. The features within each survey area are described below. The measurements of the surveyed round barrows are given in Appendix 1, Table 6.

Alongside the A303

AM1

An early 20th-century Air Ministry boundary stone survives on the northern side of the A303, at SU 10601 41590 (Fig 2). It comprises a short, square topped concrete post with a broad chamfer around the top. The inscription on the top reads: 'A. M. [broad arrow] No 1'. The post stands circa 0.35m high and is 0.45m square.

Fig 2: Air Ministry boundary stone Number 1.

Milestone

A late 18th-century milestone survives on the southern side of the A303, at SU 10682 41596. It is made of limestone and both sides are carved with 'LXXXI [81] miles from LONDON III [3] from Amesbury', although the southern side facing away from the road is much better preserved and there is graffiti on the top. The milestone appears to be in its original position, as marked on Andrews & Dury's map of 1773 (WANHS 1952).

Milestone

A late 18th-century milestone survives on the southern side of the A303, almost completely buried, at SU 12271 41963. It is of limestone and the only visible portion, on the southern side, is carved with 'LXXX [80] miles from LOND [London]'. According to the 1877 (1:2500) Ordnance Survey map, which shows it in its present location, it also gave the distance to Amesbury [2 miles]. It is marked slightly further to the east on Andrews & Dury's map of 1773 (WANHS 1952) and a map of Amesbury estate from 1823 (WHC 283/202), implying that it was moved westwards in the mid-19th century. Only the uppermost 0.2m is exposed: most of the stone is covered by the embanked roadside verge.

Alongside the A344

Milestone

A late 18th-century milestone now stands on the southern side of the A344, at SU 10746 42748. It is made of limestone and both sides are carved with 'LXXXI [81] miles from LONDON III [3] from Amesbury'. The milestone appears to have been moved in the mid-19th century from its original position, as marked on Andrews & Dury's map of 1773 (WANHS 1952) and an estate map for Amesbury from 1823 (WHC 283/202), which show it approximately 460m further along the road to the east, at the southern end of what was to become Fargo Plantation. It is marked at its present location on the 1877 (1:2500) Ordnance Survey map.

Winterbourne Stoke 28

There are no meaningful earthworks relating to this round barrow on the roadside verge.

Milestone

A late 18th-century milestone now stands north of the A344, opposite Stonehenge, at SU 12297 42263. It is made of limestone and the carved southern face states 'LXXX [80] Miles from LONDON II [2] from Amesbury'. It is marked slightly further to the east on Andrews & Dury's map of 1773 (WANHS 1952). The 1877 (1:2500) Ordnance Survey map shows it to the south of the road, at SU 1229 4225, and the milestone was recorded as adjacent to the Heelstone in a milestone survey of April 1978 (Chandler 1979). It was probably moved further away from Stonehenge shortly after. The milestone was slumping to the east in April 2011 (Fig 3), although Darvill's photograph shows it standing upright (2006, fig 100).

Fig 3: The late 18th-century milestone and the Heelstone at Stonehenge. Main image: AL0913/006/02 taken in 1881 by R Langton Cole. FRIBA. © Reproduced by permission of English Heritage. NMR. Inset: © English Heritage.

Fig 4: Visitors to Stonehenge standing on the Avenue bank by the roadside.

Avenue

An almost imperceptible rise is visible at the edge of the verge south of the road which corresponds with the bank and ditch on the eastern side of the avenue (Fig 4).

Amesbury 11

The outer bank of this round barrow extends onto the roadside verge, beyond the fence-line, but is cut into by a road sign about 1m south of the road.

Alongside the A345

Milestone

A late-18th or 19th-century milestone stands on the eastern side of the A345, at SU 15642 37699. It is made of stone and its eastern face is carved with 'To Salisbury V [5] Miles To Marlbro [Marlborough] XXII. [22]'. The milestone stands approximately 1.3m tall: there are clear tooling marks on the side and its rear corners are rounded off. A cross post is marked at this approximate location on Andrews & Dury's map of 1773 (WANHS 1952) and a milestone is marked on the 1877 (1:2500) Ordnance Survey map, implying that the milestone was erected at some date in between.

Alongside the A360

Airman's Cross

An early 20th-century commemorative cross, known as 'Airman's Cross', is located at Airman's Corner, at SU 09826 42880. The inscription on the southern face reads: 'To the memory of Captain Loraine and Staff Sergeant Wilson who whilst flying on duty met with a fatal accident near this spot on July 5th 1912. Erected by their comrades'. The cross was re-dedicated on the 5th July 1996 and a plaque added on the ground in front which reads: 'Airman's Cross Re-dedicated 5 July 1996 to the memory of Captain Eustace Broke Loraine Grenadier Guards and Staff Sergeant Richard Hubert Victor Wilson Royal Engineers. The first members of the Royal Flying Corp to lose their lives whilst flying on duty. Plaque laid by the Friends of the Museum of Army Flying Middle Wallop'.

Milestone

A 19th-century milestone is located on the western side of the A360 at Airman's Corner, at SU 09838 42870. It comprises a smooth concrete or stone pillar with a flat top and chamfered edges to the eastern front. It measures 1m high, 0.4m wide and 0.25m deep and displays a cast metal plate which states 'SALISBURY 9 DEVIZES 14'. It is perhaps several hundred metres north of the '8 mile stone' marked on Andrews & Dury's map of 1773 (WANHS 1952) but a milestone is marked in this location on the 1878 (1:2500) Ordnance Survey map.

Milestone

A 19th-century milestone is now located on the eastern side of the A360, at SU 09953 39638. It comprises a smooth concrete or stone pillar with a flat top and chamfered edges: a cast metal plate is fixed to its western face which states 'SALISBURY 7 DEVIZES 16'. It is perhaps some way south of the '6 mile stone' marked on Andrews & Dury's map of 1773 (WANHS 1952) and is probably a replacement. It is still marked to the west of the road on the (1:2500) Ordnance Survey map, at SU 0994 3963, but the 1939 edition shows it in its present location east of the road.

Milestone

A 19th-century milestone is located on the western side of the A360, at SU 10013 38023. It comprises a smooth stone pillar with a flat top and chamfered corners to the front: a cast metal plate is fixed to its eastern face which states 'SALISBURY 6 DEVIZES 17'. Two metal bolts fix the plate to the stone and can be seen in dimples on the rear. The milestone is perhaps some way north of the '5 mile stone' marked on Andrews & Dury's map of 1773 (WAHNS 1952) and is probably a replacement. It is marked in this location on the 1880 (1:2500) Ordnance Survey map.

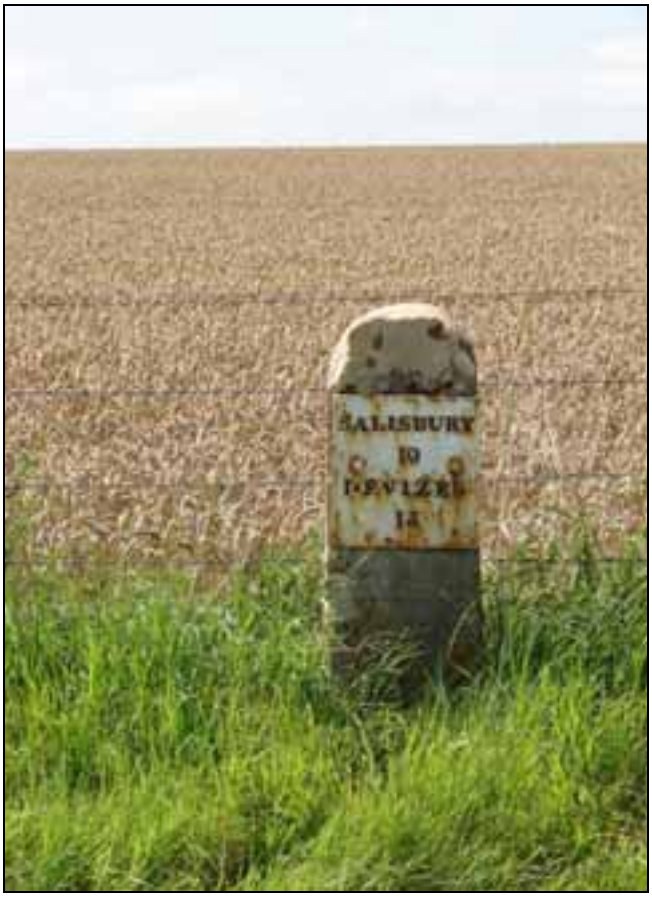

Fig 5: The milestone on the B3086.

Alongside the B3086

Milestone

A 19th-century milestone is located on the western side of the B3086, at SU 09692 44483. It comprises a stone pillar with a rounded top and has a cast metal plate on its eastern face, which states 'SALISBURY 10 DEVIZES 13'. Beneath the plate are some possible graffiti and a benchmark [375.8]. It is perhaps several hundred metres north of the '9 mile stone' marked on Andrews & Dury's map of 1773 (WANHS 1952) but a milestone is marked in this location on the 1878 (1:2500) Ordnance Survey map.

Amesbury

Milestone

A mid-18th century milestone, dated 1764, is located near the junction with the A303, at SU 13862 41901. It is made of limestone and the carved western face states 'LXXIX [79] Miles from LONDON XV [15] From ANDOVER 1764'. The milestone stands 1.15m high, is 0.7m wide and 0.15m deep. It has a bench mark on its left hand side [341.0] and the rear is uncarved. Andrews & Dury's map of 1773 (WANHS 1952) and a map of Amesbury estate from 1823 (WHC 283/202) both show the milestone was originally located about 430m to the south-east. It was probably moved in the mid-19th century as it is marked about 20m to the north-west on the 1878 (1:2500) Ordnance Survey map. It was probably moved again, to its present position, during 20th century improvements to the A303.

Queensberry Bridge

Queensberry Bridge was built in 1775 to a design by John Smeaton. It is also known as Turnpike Bridge because it carried the turnpiked London road over the River Avon. It was built at the expense of the 3rd Duke of Queensberry, the principal creditor of the Amesbury Turnpike Trust, and cost £1277 12s 2¼d (WHC 283/188). The bridge is constructed of limestone ashlar and replaced smaller earlier wooden and stone bridges. It comprises 5 segmental arches with chamfered voussoirs supporting a platband, with a rounded top rail (Fig 6). A tablet at the midpoint of the southern side gives the date as: MDCCLXXV [1775]. The course of the river was altered and a smaller bridge, probably built at the same time, crosses a side-water to the east.

Milestone

A late 18th-century milestone has been incorporated into the churchyard wall south of St Mary and St Mellor church, Amesbury, at SU 15213 41387. It is made of limestone and the carved southern face is much eroded: it states 'LXXVIII [78] FROM LONDON XIV [14] FROM ANDOVER'. Andrews & Dury's map of 1773 (WANHS 1852) and a map of Amesbury estate from 1823 (WHC 283/202) both show the milestone was originally

located about 400m to the north-east. The churchyard wall was rebuilt by the Amesbury Turnpike Trust in 1826, incorporating the milestone (Chandler 1979, 4).

Fig 6: Queensberry Bridge, Amesbury.

Amesbury toll house

An 1830s toll-house is located on the A345 to the south-east of Amesbury, at SU 1578 4103. The single storey building is of a classical design perhaps echoing the now destroyed workhouse which was located to its south-east. It is faced with coursed and squared flints with dressings of red brick and some white brick. The windows have semi-circular heads with stone keys.

Georgian post box

A Georgian post box survives next to the A345 in Amesbury, at SU 15768 41045. It sits within a free-standing brick pillar with a stone cap that stands in front of Amesbury toll house. The letters 'GR' on the front indicate a Georgian construction date and the name of the maker 'W T Allen & Co London' extends across the bottom.

Countess toll house

A mid-18th century toll house, dated 1762, is located on the A345 at Amesbury Countess, at SU 1526 4235 (Fig 7). It is a red brick two storey cottage with a projecting wooden porch on the eastern side, towards the road; a timber weatherboard lean-to on the northern side; a single central window on the upper floor; square headed windows on ground level on the side elevations, and a pyramidal tile roof with a chimney stack to the rear. A turnpike gate is marked here on Andrews & Dury's map of 1773 (WANHS 1852).

Fig 7: Amesbury Countess toll house.
The toll house has given its name to the recent cul-de-sac immediately to its south-west.

Durrington Walls & Woodhenge

Durrington Walls and Woodhenge are located 1.5km south-south-west of the village of Durrington, Wiltshire (Fig 1). Both areas are now owned and managed as open access grassland by the National Trust (Young *et al* 2009, map 4 & 5), although they were intensively cultivated for centuries as part of Durrington Field (WHC TA Durrington; RCHME 1979 xviii). A post-medieval field boundary across its southern edge has also blurred the original shape of the massive Durrington Walls henge monument.

The Level 1 survey areas occupy the river terrace, with deep permeable calcareous fine loamy soils variably affected by groundwater (SSEW 1983). They are separated by the 20th-century Fargo Road, which adopted the trackway to a 19th-century field barn shown on the 1880 (1:2500) Ordnance Survey map. South of this road the area gently rises from the 95m contour to the south-east to the 110m contour in the north-west. North of this road the area contains much of the henge monument of Durrington Walls, which utilises a natural bowl rising from the 90m contour in the east to the 115m contour in the west.

Excavation trenches from the Stonehenge Riverside Project (SRP 2007: Excavation III) were traced as one square and one irregular polygon of slightly sunken turf located south of Woodhenge. Another square trench at the centre of Durrington Walls is clearly visible on aerial photographs taken in 2009 (Fig 8).

The Cuckoo Stone

The Cuckoo Stone is a sarsen stone, now recumbent, located at SU 14657 43347. It measures 2.1m long by 1.5m wide by 0.6m deep and is orientated roughly south-west to north-east.

Two ditches

Two ditches were recorded as earthworks. The northernmost measures between 3.4m and 4.4m wide and extends for 46.5m roughly east to west, between SU 15035 43321 and SU 15081 43323. The southernmost measures between 2.6m and 2.9m wide and extends for 45m roughly west-south-west to east-north-east, between SU 15096 43194 and SU 15139 43204. They are both aligned perfectly on elements of a later prehistoric or Roman field system to the west which has been mapped from cropmarks visible on aerial photographs (Fig 8; Crutchley 2000; 2002). They are also parallel to the present field boundaries, however, and may simply be the result of more recent ploughing along the fence line.

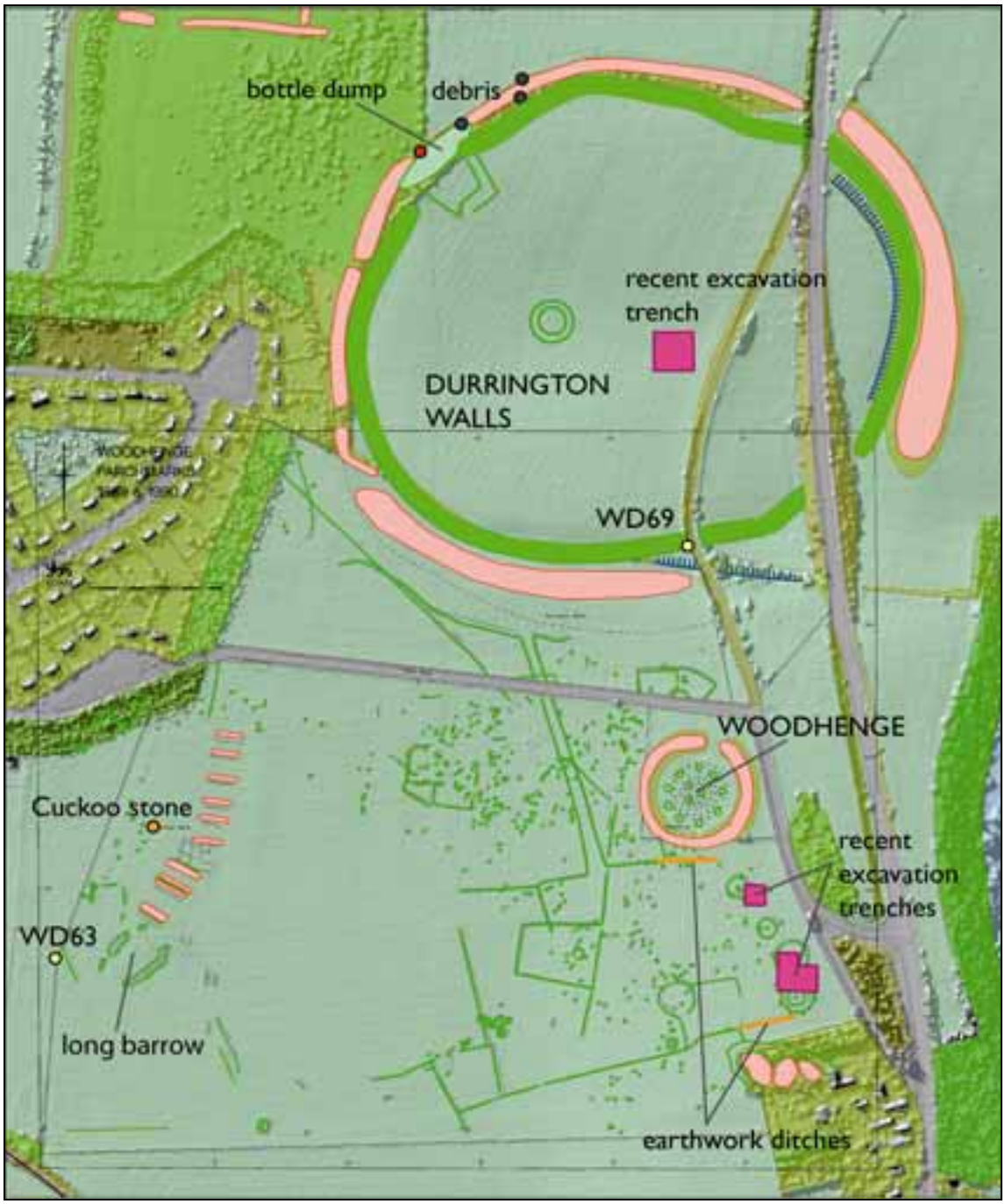

Fig 8: Durrington Walls and Woodhenge.
The Level 1 survey results are shown at 1:5000 against NMP mapping, the RCHME survey of parchmarks and a lidar hillshade background. The base map is © Crown Copyright 2011. All rights reserved. Ordnance Survey Licence number 100024900. Lidar © Environment Agency (December 2001).

WD63

An early 20th-century War Department boundary stone survives at SU 14584 43248. Its eastern face is inscribed with '[broad arrow] WD 63'.

WD69

An early 20th-century War Department boundary stone survives at SU 15059 43560. Its eastern face is inscribed with '[broad arrow] WD 69'.

Bottle dump

An early 20th-century waste disposal site is centred at SU 1487 4385 and extends south-west to north-east for 72m, along the north-western scarp of the Durrington Walls henge, and measures up to 20m wide. It comprises an amorphous dump of broken ceramic and glass refuse which is partly buried in the bank of the henge.

Concrete debris

Three small discrete lumps of concrete and brick debris are located near the top of the bank to the north-east of the bottle dump, at SU 14889 43879, SU 14933 43898 and SU 14934 43912.

Fargo Military Storage Compound

The bell barrow known as Winterbourne Stoke 48 provides a convenient boundary marker between the parishes of Winterbourne Stoke to the west and Durrington to the east. The tithe award for Winterbourne Stoke states that the allotment immediately to its west was used as arable (WHC TA Winterbourne Stoke) and the four round barrows therein have continued to be ploughed (Fig 9). Winterbourne Stoke 48 is roughly central to the group of eight barrows, which includes bowl, bell and disc forms. The group extends for 490m roughly east to west and occupies a kink in the contours, between 105m in the west and the summit [at 112m] of the north to south ridge of chalk in the east. The Cretaceous Upper Chalk ridge is overlain by shallow well-drained calcareous soils of the Icknield and Andover Associations (SSEW 1983).

Fig 9: The Fargo compound in 1968.
The ditch of Durrington 1 is the dark ring within the compound; the much smaller mound of Durrington 2 can be seen just beyond. The western (right) part of the ditch around Winterbourne Stoke 48 has already been ploughed level. The light and dark rings on the right are the soilmarks of the ploughed out barrows known as Winterbourne Stoke 47, 49 & 50. Image: extract from NMR 73/59 SU 1044/3 20th April 1968 © Crown copyright. NMR

Prior to the arrival of the military at the end of the 19th century the Durrington side was open downland (WHC TA Durrington). Three round barrows, Durrington 1, 2 and 3, survived as earthworks until the later 20th century, when the military storage compound was heavily landscaped and massive storage sheds and blast pens constructed. All three round barrows were thought destroyed but the rapid field survey found that at least part

of Durrington 1 still survives. The area is subject to restricted access as part of the Ministry of Defence estate (Young *et al* 2009, map 4 & 5).

Durrington 1

The northern part of this disc barrow extends northwards from beneath one of the massive earthwork blast pens within the compound (Fig 10). The ditch measures just 0.1m deep and between 4m and 6.5m wide: it is more spread to the east and to the north, where it has been damaged by the insertion of a fire hydrant. The ditch defines part of a probably circular platform that measures about 32m in diameter and contains two hollows, although it is not clear whether these are from antiquarian excavations or later disturbance associated with the surrounding military storage compound. Part of an outer bank, 7m wide and 0.1m high, also survives along the western side, where it extends for 10m northwards from the blast pen. Much of the southern half of the barrow may survive beneath this large earthwork.

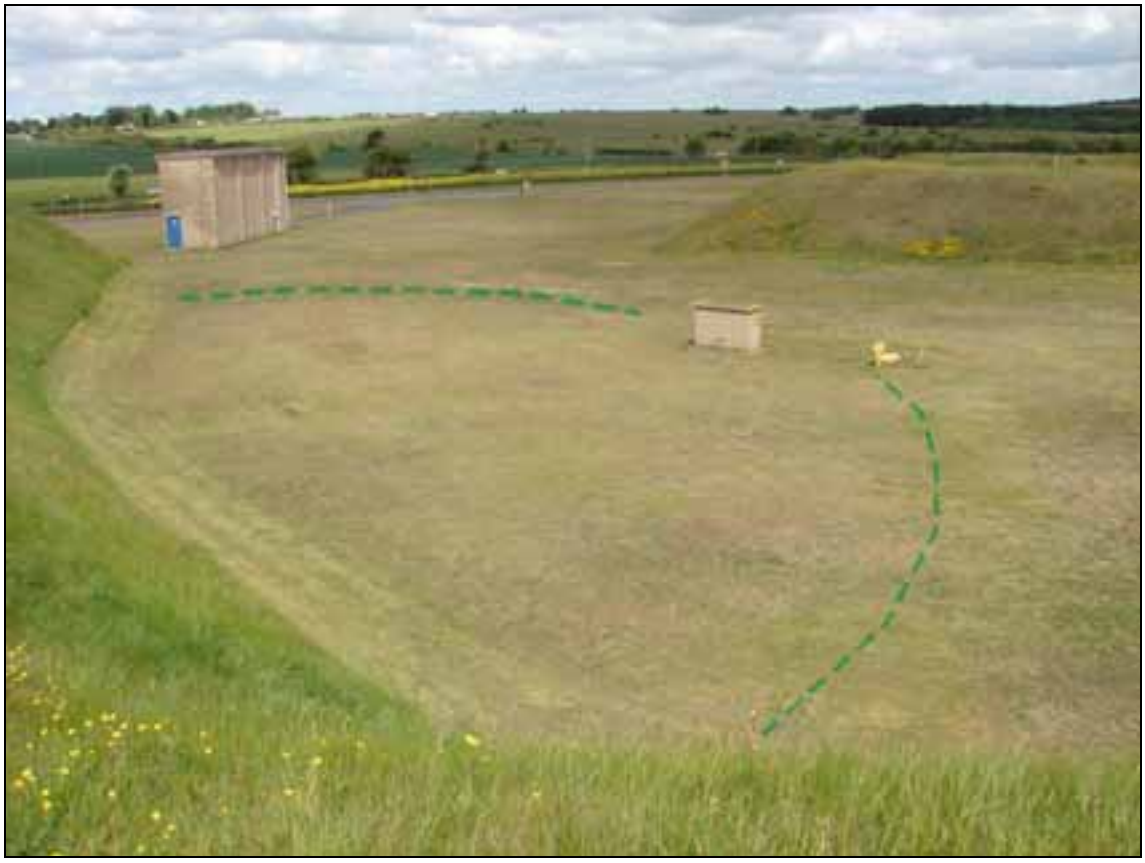

Fig 10: The very slight earthworks of Durrington 1. The dashed green line follows the ditch.

Winterbourne Stoke 48

The bell barrow known as Winterbourne Stoke 48 comprises a large circular mound, of two phases, which sits on a circular platform defined by a ditch. Although the summit and the western side of the mound have suffered damage from burrowing animals, two phases are evident in the construction of the mound, which is also very overgrown. The lower mound stands 0.8m high and the upper mound about 2.5m high. The top of the mound measures about 13m in diameter and the base about 37m. The mound sits on a platform 44m in diameter, with a 4m wide berm separating the mound from the surrounding ditch. The ditch is 0.8m deep and measures between 5.5m and 10m wide: it has been ploughed level west of the fence line, which crosses the platform and skirts the western side of the mound. The eastern edge of the ditch has also been straightened by erection of the fencing for the Fargo military storage compound.

The War Department boundary stone (Number 53) marked on the 1939 (1:2500) Ordnance Survey map was not visible on the summit. It may have been removed shortly after it was mapped, if it was actually erected. The summit of the mound is now too disturbed by animal burrows and vegetation to trace the Second World War slit trench recorded on historic aerial photographs. An SPTA military warning star is located on the northern side of the mound, at SU 1059 4436, and a short length of metal pipe was found on the south-eastern side.

Fargo Plantation north

Fargo Plantation lies along the north-western boundary of the parish of Amesbury. It takes its name from the adjacent field to the west, located in the far north-eastern corner of Winterbourne Stoke parish (Gover *et al* 1939, 490). In the medieval period it formed part of Little Amesbury Down (Bond 1991, map H1) but was later converted to arable as 'burnbake', perhaps in the 18th century as Hoare observed that Amesbury 54, his Barrow 39, had 'been some years under tillage' (1812, 163). The plot was listed as arable in an estate particular of 1823 (WHC 283/202) and trees were planted by 1846, when the tithe award lists it as 'plantation' (WHC TA Amesbury; RCHME 1979, xvi). The trees across the Cursus were removed after the Second World War (Komar & Bishop 2010).

The plantation extends for about 1km roughly north-north-west to south-south-east across a slight east to west saddle between the 105m and 110m contours. The soils are shallow well-drained calcareous silty soils over the Cretaceous Upper Chalk geology (SSEW 1983). The plantation now forms part of the estate managed by the National Trust, although only the area of the Cursus and the plantation to its south is open to public access (Young *et al* 2009, map 4 & 5). New fencing was erected down the western side of the plantation between survey visits in April and July 2011.

Wood bank

Post-medieval wood banks defining the northern section of Fargo Plantation survive as earthworks. They comprise three sections of a linear bank, between 6.5m and 8m wide and up to 0.5m high, which together enclose three sides of the roughly rectangular tree plantation to the north of the Stonehenge Cursus. The linear banks continue south, across the Cursus, beyond which part of the eastern wood bank has been surveyed and described elsewhere (Amadio & Bishop 2010, 13). The wood banks follow the perimeter of the post-medieval plantation. In places they are flanked internally by a narrow ditch, which is particularly evident on the western side of the plantation, just north of the Cursus. There is a kink in the circuit at SU 1087 4347, where the plantation boundary meets a division between allotments on the Winterbourne Stoke Tenantry Down (WHC TA Winterbourne Stoke). Parts of the bank are spread by the roots of coppiced and standard trees and burrowing animals and the plantation bank has been cut through by the modern trackway and the Larkhill Military Railway (see below).

'Celtic' field system

Elements of the surrounding 'Celtic' field system were observed passing through the plantation. They are very broad linear banks just 0.1m high, most of which extend east to west. They have recently been mapped from aerial photographs and lidar data so were not recorded in detail.

Ridge and furrow

A possible remnant of post-medieval ridge and furrow is centred at SU 1090 4347. It comprises a section of broad linear bank, flanked to the west and at one point to the east by a narrower ditch, which extends for 76m north-north-west to south-south-east. An old coppiced beech with a girth of 6.4m stands near its northern end, at SU 10889 43498, and standard beeches stand either side of the earthwork. Within the plantation the bank is 0.2m high and the ditch immediately to its west is 0.3m deep. The ditch is about 3m wide and the bank about 10m wide, but flattens out to the east so as to be barely perceptible. Where the bank is crossed by a modern trackway through the plantation an eastern flanking ditch gives the feature the appearance of an isolated piece of ridge and furrow, perhaps part of the burnbake. Alternatively, it could be an element of the surrounding 'Celtic' field system. The bank is damaged by badgers immediately north and south of the trackway.

Fig 11: The vegetation covered earthworks of the Larkhill Military Railway.

Military Light Railway

Crossing the plantation south-west to north-east are the earthworks of a section of the main line of the early-20th century Larkhill Military Light Railway (Fig 11). They comprise two remarkably uniform linear banks, between which is a lower cambered surface flanked by narrow gullies. The earthworks extend for 240m, between SU 1092 4325 and SU 1106 4344. The banks are 5m apart and about 4m wide: they stand 0.5m high to the

area between them, but just 0.3m high to the surrounding ground surface. The central camber rises to 0.2m above the gullies.

Ditch

A ditch is first shown on the 1926 (1:10,560) Ordnance Survey map as two straight parallel dashed lines which extend for 140m north-west to south-east, between SU 1102 4316 and SU 1091 4319, perpendicularly to the south of the Larkhill Military Light Railway at the western edge of Fargo Plantation. Given the lack of physical evidence, the late appearance on the mapping and the relationship with the railway it is likely that this feature, if it existed, is early 20th century in date and associated with the railway.

Slit trenches

A large number of First and Second World War slit trenches survive as earthworks within the Fargo Plantation. They comprise shallow trenches, mostly rectangular and measuring an average of 0.2m deep, 2.5m long by 1m wide, with various orientations. The foxholes are arranged singly and in groups and occur throughout the plantation but most are within 20m of its eastern side, between SU 1101 4363 and SU 1118 4303. There is also a cluster on the western side of the plantation, around SU 1090 4332. A 10m length of a possibly crenelated practice trench east of SU 1103 4358 extends parallel to the eastern plantation boundary but is covered in nettles.

Mounds and hollows

Several roughly circular mounds and hollows are dispersed through the plantation which may be the result of tree-throws, burrowing animals, military activity associated with the slit trenches, or perhaps the test pitting investigations for the proposed visitor centre (Darvill 2005, map Q).

AM5

An early 20th-century Air Ministry boundary stone survives on the western side of Fargo Plantation north, at SU 10950 43147. It comprises a short, square topped concrete post with a broad chamfer around the top. The inscription on the top reads: 'A. M. [broad arrow] No 5'. The post stands circa 0.35m high and is 0.45m square.

East of Fargo Plantation

WD57

An early 20th-century War Department boundary stone survives on the eastern side of Fargo Plantation, at SU 11050 43459 (Fig 19). Its southern face is inscribed with '[broad arrow] WD 57'. The concrete pillar stands about 0.5m high and is 0.3m square with a narrow chamfer around the top.

Boundary Posts

Several early 20th-century concrete boundary posts form a line along the parish boundary between Amesbury and Durrington to the east of Fargo Plantation (Table 4). They are located between the numbered boundary stones WD57 and WD59 and were probably erected by the War Department around the same time.

WD59

An early 20th-century War Department boundary stone survives at SU 12095 43238. Its southern face is inscribed with '[broad arrow] WD 59'. The concrete pillar is 0.3m square and stands 0.65m high with a narrow chamfer around the top.

WD60

An early 20th-century War Department boundary stone, now recumbent, survives at SU 12537 43137. Its southern face is inscribed with '[broad arrow] WD 60'. It is carved sarsen: the eastern end was clearly intended to be buried and 0.35m is rough-hewn. The upper (western) 0.5m is smoothly carved and there is a narrow chamfer around the top (western end).

Larkhill – 'Wings over Stonehenge'

A guided walk by Roger Green (National Trust volunteer guide) identified aspects of Larkhill's internationally important involvement with early military aviation and provided an opportunity to record elements of the Larkhill Military Light Railway, which survive as earthworks.

Bristol & Colonial Aircraft Company Hangars

Two blocks of early 20th-century aircraft hangars survive near the southern end of Wood Road (Fig 12). They were constructed in June 1910 for the Bristol and Colonial Aircraft Company and the War Office and are the earliest known surviving aircraft hangars in Europe (EH 2011). The hangars are centred at SU 143 436 and were accessed by Tombs Road to the east. The hangars originally had sliding doors under the gables on the western side, which opened straight onto the airfield. Built of corrugated iron, though now largely hidden by concrete block walling, they retain internal details such as the match-boarded office. The hangars are listed Grade II* and are still used as army stores.

Fig 12: The Bristol & Colonial Aeroplane Company hangars.
Photo: Mark Bowden, © English Heritage.

Horatio Barber's hangar

The site of the first hangar at Larkhill; only the concrete guide rail for the door survives, at SU 1433 4399 (Fig 13). The hangar was built in June 1909 by Horatio Barber, a civilian flying enthusiast who rented a plot of land from the Ministry and arranged for a shed to be built to house his new aeroplane (James 1987, 163; Clarke 2008, 10). The shed and others built the same year were the forerunners of Larkhill Aerodrome. The concrete rail extends north / south for circa 12m. A shallow earthwork extends perpendicularly to the

east, defining one side of the hangar. Other shallow earthworks in the woodland may be contemporary buildings or parts of the subsequent Larkhill Camp.

Fig 13: The concrete rail, all that marks the site of Horatio Barber's hangar. Photo: Mark Bowden, © English Heritage.

Officers Mess

The site of the early 20th-century Officers Mess for Larkhill Camp: only two sets of concrete steps survive, marking the southern formal entrance onto Fargo Road. The building, at SU 1432 4353, is first marked on the 1939 (1:2500) Ordnance Survey map but was built some time before and initially associated with the Larkhill Aerodrome. The steps are located at SU 14318 43530 and SU 14318 43511. The northernmost steps would have been immediately south of the building; they are wider, with a metal boot scraper at the western end.

Monument

A 20th-century commemorative monument marks the original flying field for the Larkhill Aerodrome. It is centred at SU 1429 4366 and comprises a concrete prism on a square plinth. The plinth measures 1m square, the base of the prism is 0.6m square and the top is 0.4m square. The prism stands 0.9m high. A metal plaque on the western face states: 'On this site the first aerodrome for the Army was founded in 1910 by Capt J D B Fulton RFA and Mr G B Cockburn. This later became 2 COY AIR BN RE. The British and Colonial Aeroplane Company forerunners of the Bristol Aeroplane Company established their flying school here in 1910. The first military air trials were held here in 1912.' The

memorial was unveiled on 12th February 1968 by Brigadier R S Streatfield MC (Delve 2006, 146).

Memorial

An early 20th-century commemorative monument marks the site where Major Hewetson crashed his Bristol Coanda monoplane during the test for his aviation certificate. It is centred at SU 13924 43898 and comprises a flat rectangular plinth on which is a raised relief Celtic cross and a plaque which states: 'In memory of Major Alexander William Hewetson 66th Battery Royal Field Artillery who was killed whilst flying on the 17th July 1913 near this spot'. Hewetson was flying from Larkhill Aerodrome. The monument is one of two to Major Hewetson; the other is located at the south-eastern corner of Fargo Plantation (Komar & Bishop 2010, 24).

Larkhill Military Light Railway

A section of the early 20th-century Larkhill Military Light Railway main line survives as earthworks. In the west it comprises two parallel linear banks which extend for circa 280m in an arc between SU 1361 4385 and SU 1387 4376. The banks are circa 5m apart and are each up to 5m wide. Immediately to their east the course of the railway survives as an embankment which extends for circa 180m in an arc, between SU 1387 4375 and SU 1403 4369. A metal pin for the rail survives just beyond the eastern end, alongside the footpath. Other sections of the main and branch lines nearby have been recorded as structures and cropmarks on aerial photographs.

Station

An early 20th-century station on the Larkhill Military Light Railway was located at SU 1408 4365. Only part of the platform survives as an overgrown embankment revetted to the west by a brick retaining wall with returns at either end. The upper few courses are crumbling away. The platform stands about 1m high, is 27.5m long and orientated NNW / SSE; it extends between SU 14069 43662 and SU 14077 43635. The station was located just south of the point where a branch line to the Packway left the main line as it arced to the west (James 1987, 203). It is first marked on the 1939 (1:2500) Ordnance Survey map although clearly built some time earlier. Other probable storage sheds associated with the station are marked on the map, extending to the south.

West Amesbury Down

The two survey areas on West Amesbury Down sit immediately east of Stonehenge Bottom on the western slopes of a north to south ridge of Cretaceous Upper Chalk, which is overlain by shallow well-drained calcareous soils of the Icknield and Andover Associations (SSEW 1983). The oval northern plantation occupies the slope between the 95m and 100m contours. The larger rectilinear southern plantation extends between the 90m and 100m contours, with a dry valley to the north-east separating the two. The oval plantation contains three round barrows, Amesbury 20 to Amesbury 22, and the Luxenborough Plantation contains two, Amesbury 18 and 19, of a larger cemetery group.

The oval plantation was part of West Amesbury Down in the medieval period (Bond 1991, map H1) and probably remained so until the trees were planted. In contrast, the rectilinear Luxenborough Plantation to its south was part of West Amesbury's open fields and takes its name from Luxenborough Furlong (RCHME 1979, xx; Bond 1991, map H2). The trees were planted by 1846, when the tithe award is the first document to list each area as 'plantation' (WHC TA Amesbury). Both plantations now form part of the estate owned and managed by the National Trust, with a permissive path passing between them (Young *et al* 2009, map 4 & 5).

Amesbury 18

Amesbury 18 is located within the north-eastern corner of Luxenborough Plantation, which at the time of survey also contained a pheasant pen, restricting access. The mound is about 20m in diameter and 0.6m high, with a broad flat summit or platform which is now covered with trees.

Amesbury 19

Amesbury 19 is a bell barrow measuring 33m in diameter and comprising a roughly circular mound of two phases, a total of 2.5m high, which sits on a platform partially surrounded by a ditch. Flint nodules were observed on the summit, which is also covered with small trees. The upper mound is 0.3m high, the lower mound is 2.2m high and the ditch is just 0.15m deep. The mound is separated from the ditch by a berm of between 2.1m and 3.1m wide.

West from the approximate centre [SU 12963 41390], the top edge of the mound's summit is at 3.6m; the bottom of the upper mound at 5.2m; the top of the lower mound at 6.4m; the bottom of the lower mound at 11.5m; the top of the ditch at 14.6m; the bottom of the ditch at 16.5m; the far bottom of the ditch at 18.1m, and the outer top of the ditch at 19m. East from the approximate centre, the top edge of the summit is at 4.9m; the bottom of the upper mound is at 6m; the top of the lower mound at 7m; the bottom of the lower mound at 10.3m; the top of the ditch at 12.4m, and the bottom at 14m. The outer side of the ditch on this side has been damaged by badgers.

Wood bank

A post medieval wood bank defines two sides of the roughly square tree plantation, known as Luxenborough Plantation, on West Amesbury Down. It comprises a linear bank, about 0.3m high and between 4m and 5m wide, along the southern side, and two parallel scarps, 7m apart, along the steeper western side of the plantation. The earthworks form two sides of a roughly square enclosure centred at SU 1290 4142, around and beneath the trees.

Amesbury 20

The earthworks of this bowl barrow measure 17.4m in diameter and comprise a roughly circular mound, 0.5m high: its north-eastern quadrant is flanked by a ditch, 0.2m deep. North from the approximate centre [SU 12945 41862], the top of the mound is at 3.7m; the bottom of the mound (in the ditch) is at 6.5m; the bottom of the far side of the ditch is at 7.8m, and the outer top of the ditch at 9.6m. South from the approximate centre, the top of the mound is at 5m and the bottom of the mound at 7.8m: no ditch is visible on this side.

Amesbury 21

The bowl barrow known as Amesbury 21 measures nearly 19m in diameter and comprises a roughly circular mound, 0.7m high, with fragmentary indications of a surrounding ring ditch, to a maximum of 0.3m deep. West of the approximate centre [SU 12955 41848], the top of the mound is at 4.1m and the bottom of the mound at 8m. East of the approximate centre, the top of the mound is at 4.3m and the bottom of the mound is at 6.3m. A scarp facing the mound, bottom at 9m and top at 10.5m, suggests the far side of a surrounding ditch.

Amesbury 22

This bell barrow measures nearly 26m in diameter and comprises a roughly circular mound, 0.7m high, which sits on a circular platform surrounded by a ditch, 0.2m deep. North of the approximate centre [SU 12968 41817], the top edge of the mound is at 3m; the bottom of the mound at 6.5m; the top of the ditch at 7.2m; the bottom of the ditch at 8.3m; the far bottom of the ditch at 10.2m, and the outer top at 12m. South of the approximate centre, the top edge of the mound is at 2.3m; the bottom at 6.3m; the inner top of the ditch at 7.5m; the bottom of the ditch at 9.9m; the far bottom of the ditch at 11.3m, and the outer top of the ditch at 13.4m. The mound is perforated by a badger sett.

Wood bank

A wood bank defines the post-medieval oval tree plantation on West Amesbury Down. The wood bank measures a maximum of 0.5m high and between 4m and 5m wide. It forms an oval enclosure around the trees that is centred at SU 1321 4174 and measures about 110m south-south-west to north-north-east by 90m wide. It abuts either side of the Amesbury 22 at its south-eastern end.

Winterbourne Stoke Down

The round barrows known as Winterbourne Stoke 25 to 27 form a roughly east to west alignment, just above the 105m contour, along a Cretaceous Upper Chalk ridge which is overlain with shallow well-drained calcareous soil of the Icknield Association (SSEW 1983). The land falls away gently to the north and south, giving the perception of the land rising up again for the Winterbourne Stoke Crossroads barrows to the south (Bax *et al* 2010) and the barrow cemetery at the western end of the Lesser Cursus to the north.

Winterbourne Stoke 25 to 27 formed part of a larger cemetery group. Winterbourne Stoke 54 stands 110m west of the A360 and three ploughed out round barrows are located in the fields to the east and south-east (the pond barrow Winterbourne Stoke 23; Winterbourne Stoke 24 and Winterbourne Stoke 23a).

At the first visit in May 2011 the grass and nettles were already well over knee height, however, in July the area around the barrows had been mown and the more subtle earthworks around each round barrow could be seen. The area was pasture in the mid-19th century (WHC TA Winterbourne Stoke) but was subsequently cultivated, the barrows being fenced off in the late 20th century. Winterbourne Stoke 25 was quarried in the early 20th century (Goddard 1913, 364; Passmore 1924) and both it and Winterbourne Stoke 26 have suffered severe damage from badgers and other burrowing animals. These barrows are owned and managed by the Druids Lodge Estate, with no public access (Young *et al* 2009, map 4 & 5).

Winterbourne Stoke 25

The original form of this round barrow is difficult to distinguish from the surviving earthworks due to quarrying and burrowing animals. It measures about 41m in diameter and comprises a mound, about 2.5m high, which is partially surrounded by a ditch. There is no sign of any outer bank. The quarried mound has slumped to the north-east, giving it a horseshoe shaped summit and obscuring the ditch for this quadrant. The summit measures between 3m and 5.5m wide; the base of the mound (in the ditch) measures 27m in diameter, and the ditch measures about 7m wide and 0.5m deep. A break in slope around the western side of the mound could indicate that it was constructed in two phases, or could be the result of slumping after quarrying.

Winterbourne Stoke 26

A bell barrow, which measures about 60m in diameter and comprises a mound, 3.2m high, which sits on a circular platform surrounded by a ditch. A slight outer bank is visible to the east and west. The summit of the mound measures about 12m and the base is about 27m in diameter. The platform measures 32m in diameter. The ditch is 0.4m deep and measures between 6m and 9m wide; it narrows to the north and south of the mound. The outer bank is 0.2m high and only visible east and west of the mound, where it measures about 5m wide; the northern and southern sides probably ploughed away.

Extensive animal burrowing has caused a slumping of the south-eastern quadrant of the mound into the ditch.

Winterbourne Stoke 27

This round barrow measures 35m in diameter and comprises a broad low circular mound or platform, about 1m high, surrounded by a broad shallow ditch. Slight traces of an outer bank, about 6m wide and just 0.1m high, are visible to the east and west. The summit of the mound measures about 15m and the base 22m in diameter: the ditch measures up to 8m wide and is about 0.2m deep.

Winterbourne Stoke 27a

There is no trace of this round barrow on the surface. A small barrow, circa 8m north of Winterbourne Stoke 27, was marked on the 1877 (1:2500) Ordnance Survey map but the 1901 (1:2500) Ordnance Survey map marks only the site, indicating that the barrow was destroyed by the end of the 19th century.

DISCUSSION

The rapid field investigations in the Stonehenge WHS to date have identified a variety of prehistoric and later features, many of which were previously unrecorded. They range from a now recumbent sarsen standing stone to 18th-century milestones and the internationally important pre-First World War hangars at Larkhill; and from earthwork elements of 'Celtic' field systems to post-medieval wood banks, the Larkhill Military Railway and Second World War foxholes. The surveys provide further confirmation that many of the round barrows in the wider WHS landscape are of different and more complex, potentially multiphase, forms than previously listed (Goddard 1913; Grinsell 1957). They demonstrate the differences in survival of earthwork monuments in woodland against continued cultivation and explain the specific impact of each monument on the earlier landscape.

The prehistoric landscape

Standing Stone

Although now recumbent, excavations in 2007 suggest that the Cuckoo Stone was stood upright at some point before 2000BC, replacing a wooden pole that stood in a hole cut into the solution hollow that had formed naturally beneath the stone, slightly west of its current location (SRP 2007, excavation IV). The Cuckoo Stone has provided a focus for later pits and burials and a perhaps a Roman shrine. It should probably be considered as part of a much larger landscape of ritual significance in the Neolithic, together with the line of timber ceremonial structures that extended south from Durrington Walls and included Woodhenge. These were each far bigger than ordinary houses and overlooked the River Avon immediately downstream from the Durrington avenue, providing dramatic views of the riverside (SRP 2007, excavation III).

Round Barrows

The round barrows are the earliest earthworks recorded by the rapid surveys. They are the most common form of prehistoric monument in Britain, with over 30,000 examples known (Last 2007, 1). The examples recorded by the rapid surveys are just a few of perhaps 1000 examples located between the Till and Avon rivers (Lawson 2007, 202), within a few miles of Stonehenge and several other large Neolithic monuments. It has been suggested that they were located in zones around and having reference to Stonehenge (Fleming 1971; Woodward 1996) although their ubiquity has led to the observation that they could be regarded as a single extensive cemetery (Richards 1990, 273). More recent work shows that their distribution extends more widely and highlights the proximity of the rivers, springs and winterbournes, which may have been considered sacred (McOmish *et al* 2002, 50; Field 2008, 78).

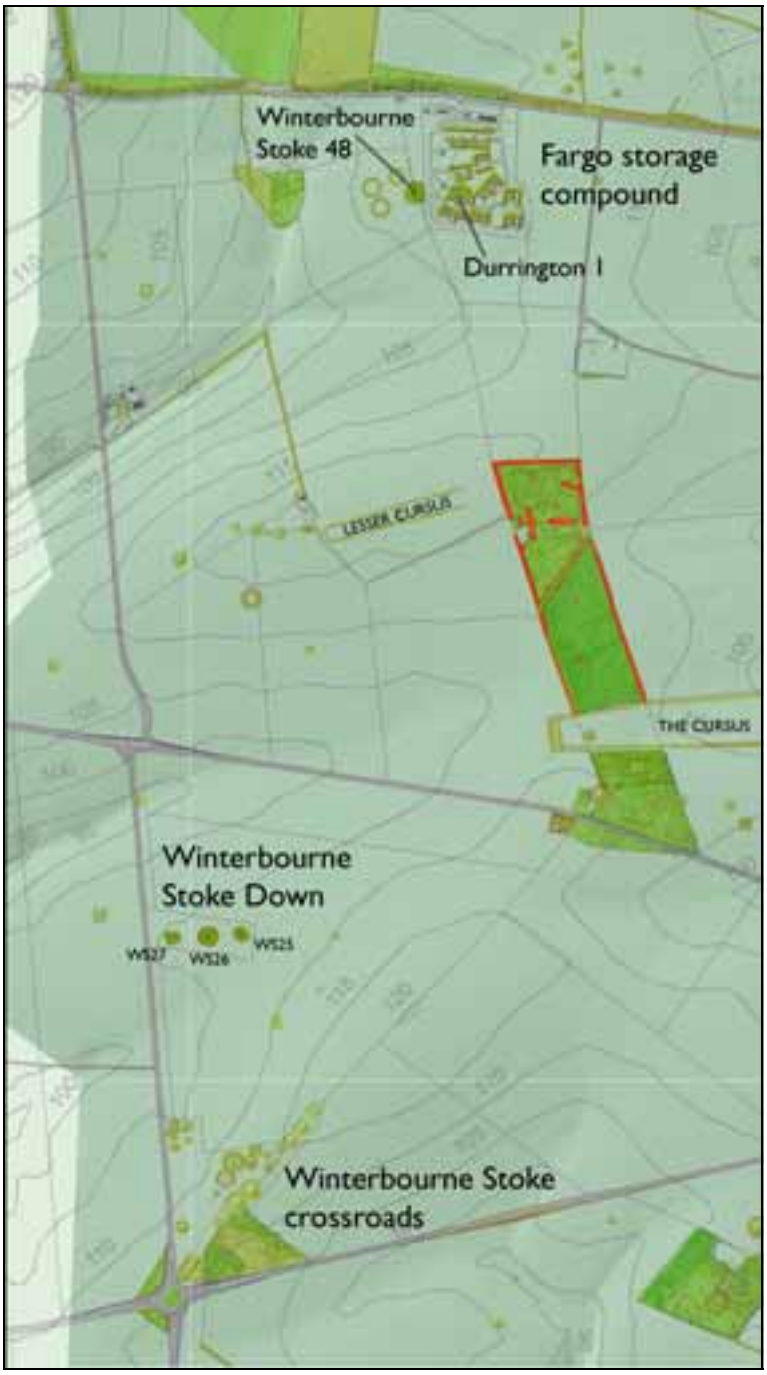

Fig 14: The spatial relationship of barrows at Fargo and Winterbourne Stoke Down. The Level 1 survey is shown at 1:40,000 against 5m contours and a Lidar hillshade background. The base map is © Crown Copyright 2011. All rights reserved. Ordnance Survey Licence number 100024900. Height Data: Licensed to English Heritage for PGA, through Next Perspectives™. Lidar © Environment Agency (December 2001).

Near Stonehenge the round barrows tend to cluster into a number of groups or cemeteries, often with a linear element, which demonstrate a persistent interest in particular locations over a considerable period of time. The linear trend of many cemetery groups may also imply territoriality, with barrows placed along a boundary on

land that is marginal to any settlement. These boundaries may have had a range of physical and spiritual meanings (Field 1998). It is also possible that the high downs were a vast common land shared by a number of communities, perhaps on a seasonal pastoral basis (Fleming 1971, 159), until later earthworks were created to physically divide the landscape into fields.

Buried soil samples from tree-throw holes in Amesbury 19 and Amesbury 18 suggest open grassland preceded the barrows (Cleal *et al* 1994, 81) and this reinforces the more general environmental evidence for an open grazed grassland landscape by the early Bronze Age (Allen & Scaife 2007). A high degree of visibility can therefore be assumed, although some barrows are more conspicuous than others due to their relative size and topographic location (Peters 2000).

Subtle interplays of positioning are evident in the barrows examined. The round barrows at the Fargo storage compound and on Winterbourne Stoke Down form parts of small linear cemetery groups that extend east to west, along the uppermost contours but just below the summit of the chalk ridges. Roughly midway between these two examined groups is a group at the western end of the Lesser Cursus (Fig 14). From Winterbourne Stoke Down to the south these appear in silhouette along the ridge. From Winterbourne Stoke 48 to the north, however, they are barely visible; only the very tops can be seen on the far side of the ridge. Were they then located so as to be visible mostly from the south? Similar tricks of perspective are evident within the groups: at about 2.5m high Winterbourne Stoke 25 is not as tall as its neighbour Winterbourne Stoke 26 [3.2m high], or as broad, but its location higher up the slope makes it look the same size, if not slightly larger.

These three groups follow short east to west spurs off the main north to south chalk ridge that defines the watershed between the Till and the Avon and defines the western extent of land with a view towards Stonehenge (Tilley *et al* 2007, fig 17.21). They are between 800m and 1km apart and roughly parallel, perhaps marking individual land units and dividing up the Till valley in a system of social, economic, agricultural and symbolic units based on river frontage (Field 2008).

They contrast with the two small groups on West Amesbury Down, which are also linear and occupy the upper slopes on the eastern flank of Stonehenge Bottom, enhancing their visibility from Stonehenge (Cleal *et al* 1995, 490). Amesbury 18 and 19 lay within a dense and extensive scatter of flint which is likely to have been the source of the Neolithic material from them and which characterises the later Neolithic occupation of many areas: the result of frequent relocation of living sites within a relatively restricted area (Cleal & Allen 1994, 75). The ditches and topsoil of each contained a number of struck flint flakes, including a 'fabricator' from Amesbury 19 which was smoothed and rounded by wear at its narrower end. Amesbury 19 also produced kite-shaped and oblique flint arrowheads and a serrated blade which indicate a Neolithic presence. Some of the other flint material from the ditches may post-date the barrows and be of Bronze Age date. The

unpredictable nature of water in Stonehenge Bottom and its physical division of the landscape may also have added to the mythology and significance of this place (Tilley *et al* 2007, 187).

The clustering of the round barrows implies that it was perceived as important to build the barrows and place burials close to specific locations on the hill slopes, in places that were in harmony with the perceived values and significances at that particular time (Field 1998, 322; Lawson 2007, 210). Each time consideration was given to existing burials, other monuments and natural features and choices were made against a range of ideologies. These were not static but changed over time, perhaps even to the point where additions were simply 'following tradition' (Field 1998, 315). Activities during these repeated visits included the recurring displacement of the earth, ultimately into a mound form, but the bulk of activity at these places may have been non-monumental (Last 2007; Field 2008).

The element of respect is a common feature of the round barrow cemeteries around Stonehenge and across the wider region (Richards 1990, 273; Field 1998, 315). Both the highly visible fresh chalk and the subsequent grass covered mounds intrude into the consciousness of later inhabitants, marking a link with the past and perhaps legitimising the present (Field 2001; 2008). The arrangement of the round barrows would have presented a visual message that may have expressed degrees of allegiance, ancestry or family relationships and even spiritual belief, but this is yet to be proven by modern science (Lawson 2007, 207). At the very least, the barrows illustrated that others had gone before; emphasising both the human and ancestral presence and reflecting changing perceptions of the humanly created landscape in the 2nd Millennium BC.

The earthworks of the barrows reflect a more complex constructional history than has been appreciated previously. More than one phase is evident in the construction of some of the mounds, although several have suffered significant damage from burrowing animals (especially those in Winterbourne Stoke), vegetation and ploughing. Maud Cunnington's comments show that several of the barrows had already been used as quarries by the early 20th century, with half of Winterbourne Stoke **25** 'carted away' (Goddard 1913, 364). The military have also played a part; inserting a slit trench into Winterbourne Stoke **48** during the Second World War and more recently a fire hydrant into Durrington **1** and completely destroying Durrington **2** and **3**.

Perhaps the clearest illustration of the devastating impact of ploughing is found on West Amesbury Down (Fig 15). Amesbury **20** to **22** are better preserved thanks to their location in open downland in the medieval period (Bond 1991, map H1) and then protected within the oval tree plantation (WHC TA Amesbury). In contrast Amesbury **18** and **19** are the only two barrows saved from the plough by the planting of trees at the creation of the Luxenborough Plantation. These barrows were part of West Amesbury's medieval open fields (Bond 1991, map H2) and Hoare reported that the plough had already made considerable encroachments around the base of Amesbury **19** (1812, 199).

Its height probably saved it; at 2.5m high it was perhaps too big to plough out completely, which may have contributed to the decision to locate the plantation here in the early 19th century (RCHME 1979, xviii). The rapid investigations show the poor survival of the surrounding ditches and several other barrows in the vicinity are now only recognisable as cropmarks on aerial photographs (Crutchley 2000; 2002). Hoare only listed four barrows here (1812, 199), which suggests that some had already been ploughed level.

A break in slope observed in the mounds of Winterbourne Stoke 25 and 48 and Amesbury 19 suggests that they are of more than one constructional phase. The survival of surrounding ditches and banks, which are more vulnerable to ploughing, is piecemeal. The presence of banks to the east and west of Winterbourne Stoke 26 and 27 and corresponding narrowing of their ditches to the north and south suggest that ploughs passed closely east to west up and down the slope, slowly encroaching on the two monuments. Alternatively, the breaks in the outer bank could be original features. The differences in barrow architecture may also imply slightly different functions, with the low broad mounds of Winterbourne Stoke 27 and Amesbury 18 perhaps acting as elevated open places or platforms for ceremonial activity, providing interfaces between physical and spiritual worlds (Field 1998, 323).

Whilst there are clues in the outward form presented today and in Hoare's published accounts of Cunnington's excavations (1812), geophysical survey and modern excavation are likely to reveal a far more complex history for each of these circular monuments than is described here. Each phase of construction and burial may have been part of a drawn out series of ceremonies, perhaps using different parts of each cemetery and the wider landscape (Ashbee 1978; Thomas 2005). Although most of the mound material probably came from the ditches, turf and soil from elsewhere may have been added. Some of the barrows may have had a timber element: either as a precursor to the round barrow as suggested by recent geophysical survey of Amesbury 50 (Vince Gaffney, pers comm); as a component of the barrow structure or burial ceremony (Ashbee 1978), or to aid its construction in the form of stake and peg holes (Gingell 1988; Thomas 2005, 300).

The differences in classification of the barrow types by Goddard (1913), Grinsell (1957) and the survey (Table 2) highlight the difficulties inherent in the nomenclature. It is now clear that many, perhaps most, of these barrows are the product of multiple phases of construction: our attempts at categorisation therefore reflect only their final form. It is perhaps most important to recognise that they are all forms of round barrow; part of an array of circular ceremonial monuments together with henges, hengiforms and causewayed ring ditches. As such they conform to the general trend for circular monuments that dominate the late Neolithic and Early Bronze Age (Field 1998; Bradley 2007). Excavation evidence suggests that interment and commemoration of the dead was not the sole, or even the main, purpose of these structures (Last 2007).

Fig 15: West Amesbury Down.
The surveyed features are shown at 1:5000 against the NMP mapping, land use as shown on the tithe award (WHC TA Amesbury) and a Lidar hillshade background. Base map © Crown Copyright 2011. All rights reserved. Ordnance Survey Licence number 100024900. Lidar © Environment Agency (December 2001).

Many of the barrows examined are relatively small, notably those on West Amesbury Down: Amesbury 20 is just 17.4m across, including what remains of its ditch (Table 6). Stylistically, small low mounds are often associated with Early Beakers or Middle Bronze Age burials, although bowl barrow forms are also constructed throughout the intervening

periods (McOmish *et al* 2002, 40; Needham *et al* 2010, table 1). They may have been located close to settlements or agricultural land, although inconspicuous barrows often appear to have closer associations with middle and later Bronze Age agriculture and settlement (Peters 2000, 355).

The West Amesbury Down barrows are diminutive in size but positioned to enhance their visibility from the west: both inconspicuous *and* conspicuous. At least two of these barrows contained Beakers, the only examples from the surveyed barrows. Amesbury 18 contained 2 Beakers in a deep cist with the primary cremation, whereas the larger bell barrow of Amesbury 22 contained a Beaker with a secondary inhumation (Hoare 1812, 199). The latter contained a variety of other burials: the primary inhumation of a skeleton with metallic staining in a cist; a cremation an unspecified depth below the Beaker, and two infants on the eastern side of the barrow, each placed carefully over the head of a cow (ibid). Clearly the Beaker burial was not the first in this barrow, or the most complex.

The only other broadly dateable artefact comes from Winterbourne Stoke 25. The Deverell-Rimbury urn found in 1916 crumbled away after being exposed but indicates a secondary burial in the Middle Bronze Age (Needham *et al* 2010, table 1). It was found inverted over 'about 2 pints' of burned bones (Passmore 1924, 248). Large amounts of cremated bone were found in the primary interment of Winterbourne Stoke 25 (Hoare 1812, 118) and Amesbury 18 (ibid, 199), which was accompanied by 2 Beakers, 2 incense cups and 2 bronze awls. The large amounts of cremated material and duplication of grave goods in Amesbury 18 led Hoare to suggest they were the 'relicks of two persons' (ibid, 199). Paired burials may not be uncommon: Amesbury 18 also contained the paired infant inhumations mentioned above.

Fancy barrows are rare types generally, but relatively common around Stonehenge, where some of the best preserved examples can be found (McOmish *et al* 2002, 40; Lawson 2007, 205). Chronological development has been demonstrated for the round barrow cemetery at Snail Down, where 'fancy' barrows were added to the cemetery in later phases (Thomas 2005, 309). Using this as a model we might suggest that Durrington 1 and the other disc barrows were added with reference to the probably earlier bell and bowl barrows in the Fargo storage compound group. The remaining round barrows are assumed to fit broadly with the majority of excavated examples in the Stonehenge landscape, which were constructed in the Early Bronze Age (Richards 1990, 273).

Apart from examination of tree-throw holes on Amesbury 18 and 19 (Cleal & Allen 1994), most of the barrows were last excavated around 200 years ago (Hoare 1812). The usual method of excavation was to sink a shaft from the top downwards at the approximate centre of the barrow. This preserved the outward form of the barrow and was usually successful in locating an interment in a chalk cut cist but failed to locate any satellite interments and most structural features (Simpson 1975; Grinsell 1978). The lack of modern excavation means a lack of absolute radiocarbon dates and the problems of

relating limited descriptions, with few details for corroboration and differing numbering systems, has been touched on above (see Excavations). Alas, Cunnington's notebooks provide no further details on these barrows (Devizes Museum, Cunnington MSS).

For the internal construction of each barrow we therefore have little to go on. The most consistently noted detail is the presence of a cist, deep examples of which were noted in Amesbury 18 and 19, with just the presence noted in Amesbury 21 and 22 (Hoare 1812, 199). Only for Winterbourne Stoke 25 does Hoare give us any indication of the cist's shape, which was 'oblong' (1812, 118). Later examination of tree-throw holes on Amesbury 18 and 19 provided an important example of localised re-cutting of the ditch; the only evidence of this from the tree throw holes (Cleal & Allen 1994, 57). The most common form of construction for round barrows near Stonehenge is for a turf core enveloped with chalk cut from the encircling ditch (Lawson 2007, 211). A tree throw hole (number 81) in the ditch of Amesbury 19 contrasted with other examples in that the silty clay loam was covered by a thick layer of courser chalk rubble, thought to represent erosion of the barrow's capping (Cleal & Allen 1994, 57).

Field systems

Parts of two prehistoric field systems were observed by the surveys. Those in Fargo Plantation were not examined closely as they have recently been mapped from lidar data (Simon Crutchley, pers comm). The rapid field survey confirmed that they are real earthworks rather than rogue data artefacts, although this had already been noted (Richards 1990, 198). The low broad linear banks form part of a much wider 'Celtic' field system which covers about 32ha around the plantation (Fig 16) and appears to overly the open eastern end of the Lesser Cursus, perhaps indicating that it was at least partly ploughed away in the later prehistoric period (RCHME 1979, 29). The southernmost elements of the field system intrude onto the Stonehenge Cursus and may extend further south, although the 'Celtic' field system south of the A344 has more of a sweeping arc to its pattern.

East of the plantation the field system corresponds with an area of later Bronze Age activity identified by extensive surface collection in the winter of 1980-81 and subsequently sampled more intensively (Richards 1990, W34). The surface scatter consisted of pottery and large quantities of burnt flint and burnt and broken sarsen, including quern fragments, and was interpreted as a small nucleated area of later Bronze Age settlement, lying within the area of regular fields. A dense and well defined surface scatter about 150m further north was also sampled (ibid W32) and suggested two types of activity. On the lighter soil (Area A) associated with an element of the 'Celtic' field system activity can be linked with the later Bronze Age settlement (W34). Area B may demonstrate earlier Neolithic activity on a heavier soil type possibly exploited as a source of flint, the later pottery sherds perhaps representing manuring from the settlement (W34).

Fig 16: The 'Celtic' field system and rapid survey results at Fargo Plantation.
The Level 1 survey results are shown at 1:5000 against NMP mapping and a Lidar hillshade background. The purple dots are the foxholes and the surveyed banks (in red) are shown darker than those mapped from aerial photographs and lidar. The base map is © Crown Copyright 2011. All rights reserved. Ordnance Survey Licence number 100024900. Lidar © Environment Agency (December 2001).

Two ditches to the south of Woodhenge appear to be aligned perfectly on elements of an Iron Age or Roman field system which has been mapped from cropmarks visible on aerial photographs (Crutchley 2000; 2002). They are both also parallel to the present field boundaries, however, and may simply be the result of more recent ploughing along the fence line.

The post-medieval landscape

Turnpikes

The routes of several Turnpikes extend through the project area (Fig 17). They form distinct linear zones of inter-related archaeological remains in which the different styles of surviving milestones and toll houses can almost be said to reflect a brand image for each (Newman *et al* 2001, 169). From AD1555 parishes were obliged by Statute to maintain the roads that passed through them but often lacked the expertise and the incentive to invest. Roads on chalk needed little maintenance compared with routes on clay and the state of the roads varied considerably by location, season and from year to year (Gerhold 2005, xvii). Turnpike Acts, which spread across Britain through the 18th century, enabled Trusts to raise money on credit to improve the roads by charging the road user through the erection of gates, side bars and toll houses (Chandler 1979, 2; Wright 2008, 5). They were also expected to erect milestones along the route and guide posts at junctions.

The main Trust in the project area was the Amesbury Turnpike Trust, which was established by an Act of 23rd December 1761 (Chandler 1979, 2), during the period of 'Turnpike Mania' (Wright 2008, 9). It was responsible for developing the most important east to west route in southern Wiltshire: the road from London to Exeter that is now the A303 (Chandler 1979, 1). The Trust began near Andover and extended to Willoughby Hedge in West Knoyle, with small branches in the Avon and Wylye valleys (Cossons 1959, 257). The former New Inn at the centre of Amesbury acted as the principal coaching inn (Chandler 1979, 8).

Some toll houses were therefore located beyond the project area, although the West Amesbury toll house was situated on the main London road to the west of Amesbury, just after the road crossed the River Avon. Unfortunately it appears to have been demolished in the early 20th century. Two other toll houses around Amesbury controlled branches of the Trusts' turnpikes to the north and south. The oldest surviving example identified during the survey, the Countess toll house (Fig 7), was constructed in the early years of the Trust, at the southern end of a road northwards to the parish boundary with Durrington. It was built to a design used in at least two other toll houses: West Amesbury and Wylye (ibid, 3).

The third toll house, to the south of Amesbury, is later: it was built at the start of a new branch of the Swindon, Marlborough and Everleigh Trust turnpike network which improved the connection between Amesbury and Salisbury in 1836 (ibid, 8). Its classical design is thought to have been a deliberate reflection of the architecture of the Workhouse next door. Other changes around this time included the transfer in 1840 of the Countess toll house, gate and section of road to the new Kennett and Amesbury Trust, an offshoot of the Amesbury Trust (Chandler 1979, 8). Interestingly, all three toll houses are listed as owned by the Amesbury Trust in the tithe award of 1846 (WHC TA Amesbury).

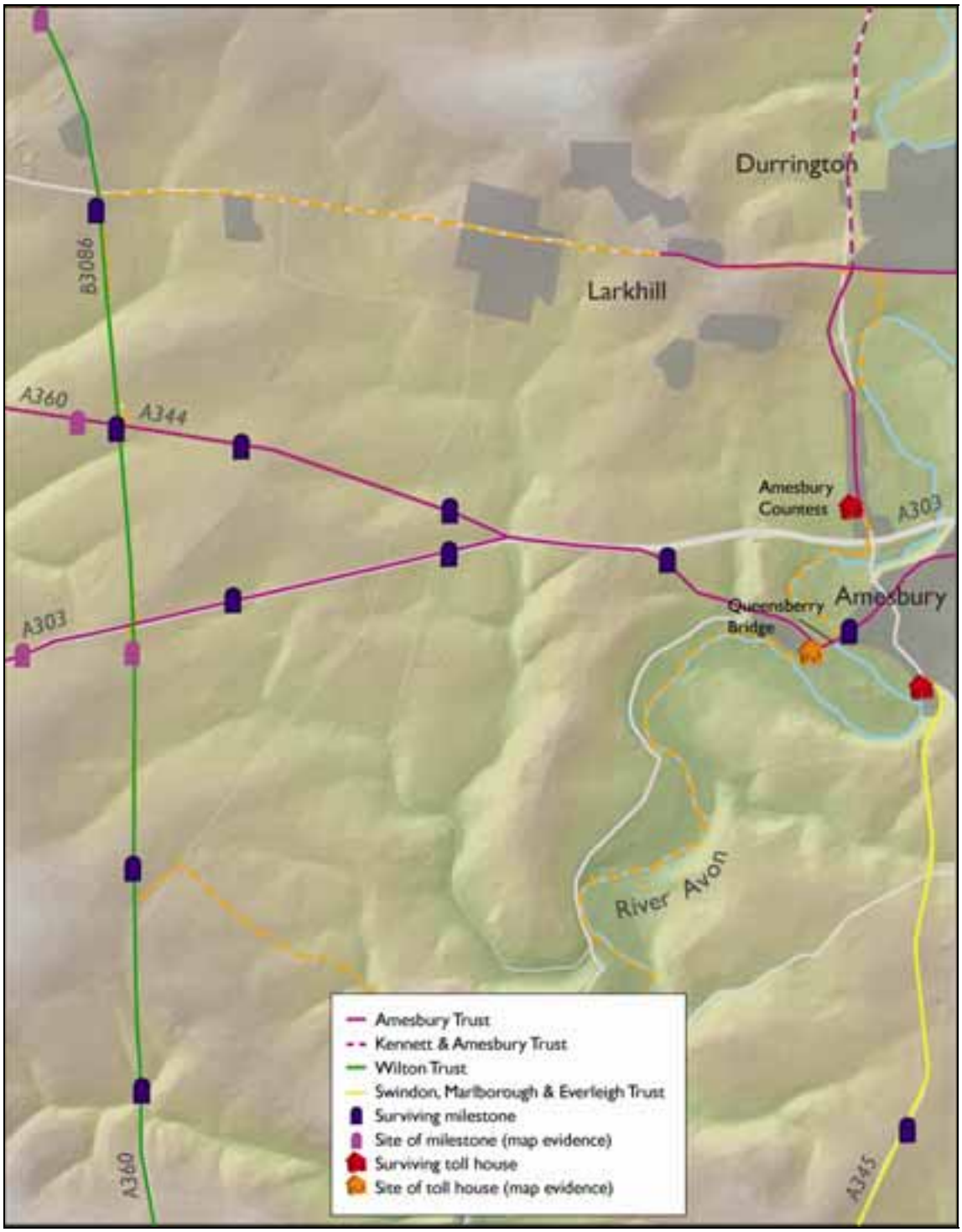

Fig 17: The Turnpike network.
Height Data: Licensed to English Heritage for PGA, through Next Perspectives™.

The Wilton Trust was established by a slightly earlier Act in 1760. It turnpiked a group of roads focussed on Wilton which included a route south to north over the Plain to meet the Devizes roads at Urchfont (Cossons 1959, 262). Part of this route is now followed

by the A360 and B3086 although the Army's purchase of land to the north at the end of the 19th century meant that the main route was diverted west through Shrewton.

Most of the roads in the area probably existed before turnpiking and might already have had milestones placed along them. Long distance droveways linking principal market centres, for example, are thought to be of considerable antiquity (McOmish *et al* 2002, 121). The one exception appears to be the A344, which is not documented before 1773 (RCHME 1979, xxiii). Considerable effort was expended in an alternative route to Shrewton across Stonehenge Bottom, parts of which survive as earthworks (Amadio & Bishop 2010, 30), but the route was not sanctioned by Parliament and construction was aborted (Chandler 1979, 3).

The Wilton route may also have been a relatively recent insertion, as it is remarkably straight and aerial photographs clearly show that it cuts through blocks of former cultivation (RCHME 1979, plate 22). The Packway was only partially turnpiked, between Bulford and Larkhill, although the route was clearly in existence several hundred years before (Stevenson 1995, 95). The characteristic splaying of roads to avoid poorly drained muddy sections is particularly evident as the A303 descends into Stonehenge Bottom.

The milestones of the Amesbury Trust are assumed to date from the earliest years of the Trust. They are of uniform carved limestone except for milestone 79, which historic maps show was originally located adjacent to Amesbury Park, the home of the Trust's principal creditor the 3rd Duke of Queensberry (Chandler 1979, 2). This may explain why milestone 79 is more elaborate than the rest of the milestones along the main London road. It is also the only milestone surveyed to bear a date ['1764'] and may have been the first erected.

There is evidence of substantial movement in the location of the milestones, with some apparently being moved several hundred metres. Andrews & Dury's map of 1773 show milestones along the main routes of the Amesbury Trust and the north south route of the Wilton Trust, but most do not tally with their present locations. The incorporation of milestone 78 into the churchyard wall in 1826 and use of cast metal plates, which became increasingly common from the early 19th century (Wright 2008, 31), along the Wilton route imply that these routes were resurveyed in the early 19th century and the milestones either moved or replaced. This coincides with the death in 1810 of the 4th Duke, who had neglected the network, and the rising number of stagecoaches which passed through Amesbury each day, peaking at 15 in the 1830s (Chandler 1979, 5). Most milestones were removed and then reinstated, not always in the same position, during the Second World War (Oliver 1993, 68) and several of the milestones were moved again during 20th-century road improvements.

One other important element of the turnpiked road network is Queensberry Bridge, Amesbury (Fig 6), which was built at the expense of the 3rd Duke to carry the main London road (Chandler 1979, 2). Again, its architecture may have something to do with its proximity to Amesbury Park and the associated digging of a new course for the river

may have been part of the broader programme of improvement to the estate implemented by the 3rd Duke between 1725 and his death in 1778 (RCHME 1979, xx). The ornamental Balluster Bridge to the north of the Park was constructed within the next few years.

Turnpike routes were soon eclipsed by other communication networks of canals and especially the railways in the 19th century (Newman *et al* 2001, 171). The Trusts were each wound up between June 1870 and November 1877 (Cossons 1959, 265) and by the end of the 19th century all main roads were vested in the County Council. Property belonging to the Amesbury Trust, including toll houses, gates, posts and lamps was auctioned on the last day of trading at the George Inn, Amesbury (Chandler 1979, 8).

The designed landscape

The wood banks recorded by the surveys contain post-medieval woodland and were probably constructed when the young trees were planted. Most of the plantations in the WHS were laid out in the early 19th century for ornamental purposes, as game coverts and shelter belts (Darvill 2006, 261). The trees were probably planted between 1823, when the Fargo plot was arable (WHC 283/202) and 1846 when they are each listed as 'plantation' in the tithe award (WHC TA Amesbury). Most of those surveyed protect the earlier round barrows from ploughing. Some locations may even have been deliberately chosen for trees because the presence of the earthworks made ploughing more difficult (RCHME 1979, xviii): for example, the Luxenborough Plantation contains the Amesbury 19, Hoare's 'very high barrow' (1812, 199).

The wood banks are quite uniform and simply enclose the trees. In places there are traces of a flanking ditch. The wood bank defining the oval plantation on West Amesbury Down encloses Amesbury 20 and 21 but abuts either side of Amesbury 22. This could have been the result of a rigidly applied design: the West Amesbury Down plantations were clearly placed strategically on the upper slopes overlooking Stonehenge Bottom and separated by a dry valley.

The plantations contain a high proportion of beech with some oak and other mixed deciduous trees. Many of these developed originally from simpler coppices of hazel and ash and coppiced and standard trees are evident throughout. Fargo Plantation contains deciduous and coniferous species. It is the largest block of woodland in the WHS and is a visually dominant feature which can be seen from most of the area (Young *et al* 1990, 24).

The 20th-century military landscape

The northern edge of the WHS contains a range of 20th century military features, from internationally significant early aeroplane hangars at Larkhill to numerous foxholes in Fargo Plantation (Fig 18). Sections of the Larkhill Military Light Railway also survive as earthworks. Most of the features recorded reflect the importance of Salisbury Plain for military training activities and the rapid movement of large numbers of men and materials. Others highlight an administrative need to define the extents of these activities by placing boundary markers. The gunpost on Winterbourne Stoke 48 indicates the additional requirement for defence during the Second World War.

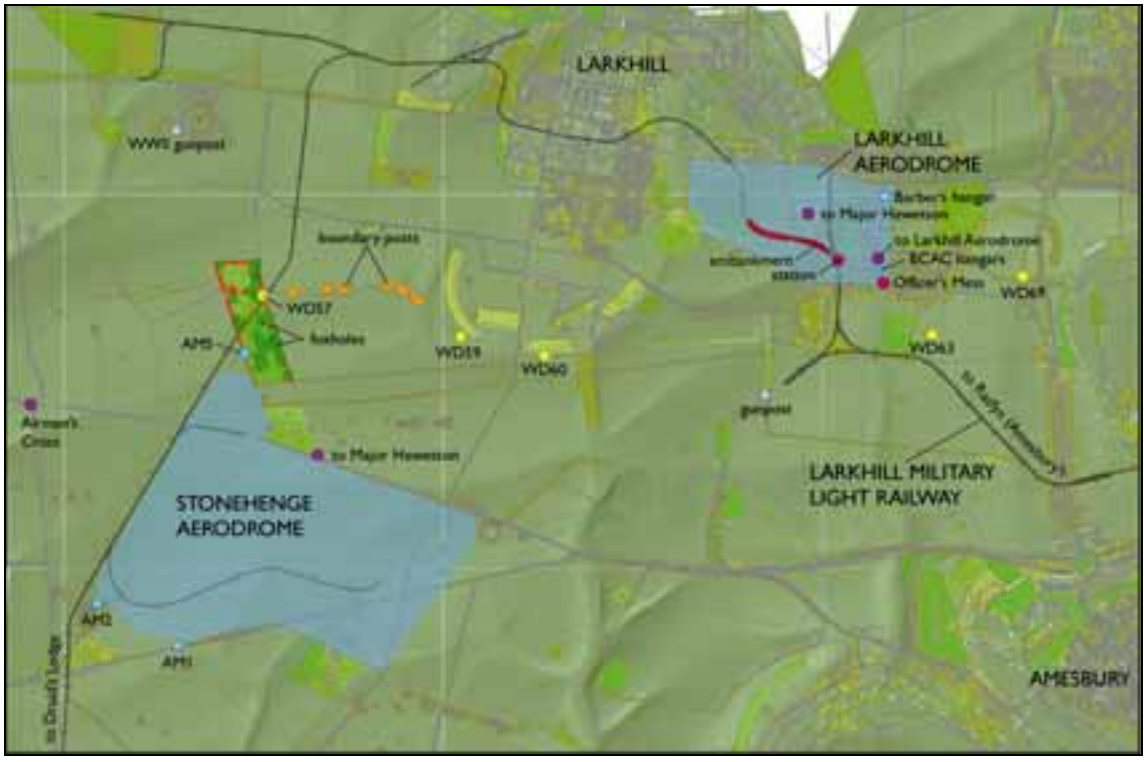

Fig 18: Military features.
The Level 1 survey results are shown at 1:40,000 against a Lidar hillshade background. The base map is © Crown Copyright 2011. All rights reserved. Ordnance Survey Licence number 100024900. Lidar © Environment Agency (December 2001).

Larkhill Aerodrome

The development of aviation is often a story of entrepreneurs. The first aircraft to arrive at Larkhill in June 1909 belonged to Horatio Barber, one of several individuals who taught themselves to fly and started building their own aircraft in the hope of lucrative contracts with the War Office (Delve 2006, 144; Clarke 2008, 10). The War Office built a number of sheds and hangars, renting them to similar individuals as acknowledged on the later memorial plaque. The presence of Barber, Cockburn and Fulton firmly established flying

at Larkhill and in June 1910 the Bristol and Colonial Aeroplane Company (BCAC) hangars were built. Their flying school expanded the following year. The BCAC hangars now count amongst the most internationally significant surviving structures associated with this pioneering phase of powered flight (EH 2011). The row of sheds and hangars extended north to south, between the Packway and Fargo Road. They were accessed by Tombs Road to the east and the airfield extended west towards the site of the old Down Barn destructor (James 1987, 163). Wood Road was added later, after use of the airfield ceased.

Larkhill was instrumental in convincing the army officers, especially the cavalry, the real usefulness of aeroplanes. The BCAC collaborated with the War Office in Army manoeuvres on the Plain, focussing on the observation of artillery and troop movements. In one such exercise in September 1910 a radio message was successfully transmitted to one of the hangars from a Bristol Boxkite, flown by Captain Lorraine, helping one side out-manoeuvre the other. This was the first air to ground radio transmission (Wessex Archaeology 1998, appendix 2, 11). Together with the constant high quality flying from the school this ground breaking development proved the potential of powered aircraft for aerial reconnaissance. Captain Lorraine died just two years later and is one of the two flyers commemorated by the Airman's Cross.

The Air Battalion of the Royal Engineers was formed on 1st April 1911. Number 1 Company at Farnborough operated balloons and kites but Number 2 Company, based at Larkhill, was primarily interested in powered, fixed wing aircraft. Anyone who wished to join as a pilot had to finance his own Royal Aero Club licence before his application would be considered (Clarke 2008, 11). Civilian staff from BCAC trained army and naval in officers in flying, who were reimbursed with £75 to cover costs on their successful application. For some the price was much higher, as the two memorials to Major Hewetson demonstrate. The Bristol Flying Schools at Larkhill and Brooklands were the principal training establishments for the army and navy until 1912 (EH 2011).

Flight demonstrations and the testing of prototypes at Larkhill naturally attracted spectators from the surrounding villages. Deaths of a local boy spectator in May 1912 and of flyers Captain Lorraine and Staff Sergeant Wilson later the same year caught the public attention and sympathy. The need to exclude the public was one of the factors in the selection of the more remote Upavon for the Central Flying School, which was officially opened on the 19th June 1912 as part of the fledgling Royal Flying Corps (RFC) (James 1987, 165; Clarke 2008, 12). Other factors included its elevated position on Salisbury Plain, the flying distance to Larkhill and the decision to open Larkhill as a gunnery range for the Royal Artillery. Air Battalion Number 2 Company became 3 Squadron of the Royal Flying Corps. It moved to a new airfield at Netheravon in 1913 and survives as part of the Royal Air Force, now flying Typhoons and based at RAF Coningsby (Delve 2006, 144; RAF 2011).

The first military air trials took place at Larkhill in 1912. These took place over 25 days in August and were held by the War Office to discover which of the aircraft types already in existence would be suitable for RFC use (James 1987, 166; Wessex Archaeology 1998, appendix 2, 10; Clarke 2008, 12). Tents were erected for the pilots and mechanics, who came from all nations to compete for the £4,000 prize and potential military contract. Twenty temporary aircraft sheds were erected and afterwards transported to Farnborough. A variety of aircraft was flown and their performances established important reputations for the Royal Aircraft Factory at Farnborough and designers such as Mr De Havilland (Wessex Archaeology 1998, appendix 2, 11). Although the overall winner was 'Colonel' Samuel Cody the contract was awarded to Sir George White of the BCAC for his Bristol Tractor Biplane (Clarke 2008, 12). This proved a disaster and the final choice was the BE2 (Blériot Experimental), which hadn't been allowed to enter as it was a product of the Government Royal Aircraft Factory (Delve 2006, 144).

The Bristol School at Larkhill closed in June 1914 after training 129 pilots. When the Central Flying School at Upavon opened in 1912 it initially concentrated on honing the airmanship skills ready for combat of pilots already holding a certificate, mostly obtained at Larkhill. Larkhill aerodrome therefore produced many Royal Flying Corps pilots and thus played a significant role in the First World War. Shortly after the School closed barracks were built across the airfield as part of the rapidly expanding Larkhill Camp.

Stonehenge Aerodrome

Stonehenge Aerodrome was one of five mainly grass aerodromes to open on the Plain in 1917, the same year as the Air Ministry was finally formed (James 1987, 171). Three 'AM' boundary stones have so far been identified (Table 3). Number 2 is located in the pond barrow known as Winterbourne Stoke 12 (Bax *et al* 2010, 15). This direct spatial relationship could support their interpretation as the small numbered concrete posts the War Office agreed to erect to protect archaeological monuments ['AM'] in the early 20th century (National Archives: WORK 14/214), however, this is only true of this one example.

The broad arrow has a long history of use to signify objects purchased from the monarch's money and later to indicate government property (Friar 1987, 73). Two Air Ministry boundary stones, numbers 11 and 12, are clearly marked on a survey of the Stonehenge triangle from August 1920, where they define the eastern end of the aerodrome (NMR MP/STO0035). The distribution of the newly discovered examples (Fig 18) therefore suggests that they were erected by the Air Ministry to define the fullest extent of the western side of Stonehenge Aerodrome, which straddled the A303 and extended to Fargo for the Night Camp (James 1987, 170; Bishop 2010, 21).

Larkhill Military Light Railway

Rail transport was crucial to the development of the Plain as a training and storage facility for the military. The Amesbury and Military Camp Light Railway was constructed under order in 1898 and opened under the London and South Western Railway in 1902, to military and public traffic. Improvements to the connection in 1904 allowed through running between Amesbury and Salisbury and the extended line to Bulford opened in 1906 (Corfield 1978, 21; Wessex Archaeology 1998, 15).

Development of military railways accelerated at the outbreak of the First World War to allow for the rapid movement of men and materials. The Larkhill Military Railway was constructed in the autumn of 1914 and spring 1915. It was the longest railway on the Plain operated by the War Department, who were responsible for the supply of equipment to the armed forces. The main line of the railway joined the Amesbury to Bulford line at Ratfyn, wound north-west through Larkhill and then turned south to Druid's Lodge, passing through Fargo Plantation (Fig 18). Branches served Rollestone Camp and a nearby ammunition compound, the Handley-Page hangars and Stonehenge Aerodrome. At Druids Lodge the line served a hutted camp west of the road and the Lake Down Aerodrome. Parts of the track were lifted by 1923, the line ceased operation by 1928 and most of the track was removed by 1932 (James 1987, fig 14; Wessex Archaeology 1998, 21).

The section of the main line passing through Fargo Plantation is well preserved, although small trees have started to colonise the banks and cambered central surface (Fig 11). The railway's route either side of the Fargo Plantation has been ploughed completely flat but can be traced on historic aerial photographs and Ordnance Survey maps (Crutchley 2002; 2002). Other sections of the main line survive as earthworks at Larkhill, where they now support a footpath, and at Winterbourne Stoke crossroads (Bax *et al* 2010, 23). The site of a station platform at Larkhill can also be detected.

Boundary Stones

The War Department boundary markers first appear on the 1939 (1:2500) Ordnance Survey map. This could suggest that they were erected in the run up to the outbreak of the Second World War, although it is perhaps more probable that they were erected earlier in the century but were part of the vast backlog of mapping revision that had developed by 1935 (Oliver 1993, 12). Up to date large scale mapping was an absolute necessity for legislation, including town and country planning. The Davidson Committee recommended increasing staff, which was acted on immediately, and by 1939 good progress had been made with the arrears.

Fig 19: War Department boundary stone 57 at Fargo Plantation.

The boundary stones each bear the characteristic broad arrow (Fig 19) indicating government property (Friar 1987, 73). The letters 'W D' specify War Department but the numbers do not appear to have been strictly sequential. At Durrington Walls number 69 was recorded by the survey but the Ordnance Survey map shows it was one of a cluster along the A345. The southernmost is number 65 and the northernmost is number 68, with number 69 between the two. Number 67 was located nearer the river Avon, at SU 1530 4358, but number 66 doesn't appear to be marked. Most of the boundary markers are concrete although there are occasional examples of carved sarsen, number 60 in Stonehenge Bottom for example.

There is no trace of the War Department boundary stone (number 53) on the summit of Winterbourne Stoke 48 as marked on the 1939 (1:2500) Ordnance Survey map. It may have been removed shortly after it was mapped, if it was actually erected, as historic aerial photographs show that the mound was used as a gunpost during the Second World War. The barrow was enclosed by a slight bank, 20m out, and slit trenches were inserted into the top of the barrow and to its south-east. Round barrows provided a convenient elevated position ideal for defence and Winterbourne Stoke 48 was one of a series of defences around Larkhill incorporating a ring of gunposts and lines of barbed wire (Bishop 2010, fig 12). A SPTA star on the northern side of the barrow is one of several placed to stop military vehicles driving over the round barrows and so damaging them.

Foxholes

Practice trenches and foxholes dispersed through the woodland of Fargo Plantation highlight its role in training during the First and Second World Wars. Most of these earthworks are found within 20m of the eastern edge of the plantation, utilising the defensive cover provided by the trees whilst maintaining good visibility of open ground to the east. The earthworks extend southwards across the now open Cursus and a few isolated examples can be found in the woodland to its south.

Debris

A bottle dump and other lumps of concrete or brick and metal pipe debris were noted in several locations during the survey. In each case they are probably associated with a nearby military camp: for example, at Durrington Walls the First World War Larkhill Camp 1 extended between Tombs Road, the Packway and Durrington Walls (James 1987, fig 8) although as it was a tented camp only some of the roads are marked on the 1926 (1:10560) Ordnance Survey map. Parts of the Camp road and assorted practice trenches also survive as earthworks immediately north-west of Durrington Walls

The bottle dump also has an interesting spatial relationship with a sub-rectangular enclosure identified on aerial photographs (Fig 8) inside the henge but facing the break in its north-western side. The regular form of the enclosure has prompted the assumption of an Iron Age or Roman date, however, the dumped material extends completely across the open side of this enclosure and straddles the breach in the henge, perhaps indicating a much later date for the sub-rectangular enclosure. It may also be associated with the First World War Larkhill Camp 1, which extended to about this point.

Other features

Several of the trees in Fargo Plantation were marked with graffiti, some of which is likely to date from the Stonehenge free rock festival in the mid-to-late 20th century (Fig 20).

Fig 20: Pooh corner.

CONCLUSION

The rapid field investigations have yielded valuable information on a range of archaeological features across the WHS, substantially enhancing the baseline data available. They show that multiple phases are evident in the surviving earthworks of ten round barrows and that one of those thought destroyed still survives (Durrington 1), at least in part. Although limited by the sampled areas and methodology, they offer clues that provide some sense of the subtle differences in the development of the prehistoric landscape.

The Level 1 surveys have also located elements of prehistoric field systems; identified components of the post-medieval designed landscape; significantly added to the number of features associated with the turnpike network; identified sections of the First World War military railway surviving as well preserved earthworks, and located a variety of military boundary markers and training facilities. They help to provide a more enhanced landscape and historical context for isolated monuments such as the internationally significant pre-First World War hangars at Larkhill. The surveys complement other Level 1 surveys in the WHS (Bishop 2011) and more detailed surveys of specific monuments around Stonehenge (for example, Bax *et al* 2010).

METHODOLOGY

Rapid field investigations, or Level 1 surveys (Ainsworth *et al* 2007, 23), were conducted in areas of woodland and open access grassland which were felt to have been overlooked previously. They comprised roughly parallel north / south transects, about 20m apart. Field data was collected using a Trimble GeoXt mapping grade receiver using GPS and a differential measurement supplied in real time from EGNOS and transformed to OSTN02, giving an accuracy of 0.5m-1m. Attribute forms compiled in Korec's FastMap Workflow software were loaded on to the GeoXt and used to gather data on the features surveyed.

Additional observations and taped measurements were gathered in a field notebook and members of the survey team took photographs using digital cameras. The mapping and attribute data forms were downloaded from the GeoXt using Korec's FastMap Workflow software and converted to .shp file format for enhancement in AutoCAD Map 2011 prior to loading into the Stonehenge WHS Landscape project GIS.

Monument records for each site surveyed have been added to English Heritage's archaeological database (AMIE) and existing records enhanced (Table 1). The main elements of the monument record comprise location, indexed interpretation, textual description and main sources.

Table 1: AMIE records.

Event:	UID: 1539451	Stonehenge WHS Landscape Project – Level 1 survey
Event	UID: 1518117	Stonehenge WHS Landscape Project

AMIE Monument Records				
	Existing	Amended	New	Revised total
Round barrows	19	19		19
Turnpike features	7*	7	13	20
Military	2	2	27	29
Other features	4	4	5	9
TOTAL	32	32	45	77

* includes 1 duplicate

In compliance with English Heritage guidelines (Dickinson 2008) the project archive has been deposited in English Heritage's public archive, at: The Engine House, Firefly Avenue, Swindon, SN2 2EH, where it can be consulted.

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283/188 Expence of New Bridge on Turnpike Road and altering course of River, 1775

283/202 Amesbury Estate particulars, 1823

Abbreviations used in this report

BCAC	Bristol and Colonial Aeroplane Company
Capt	Captain
GIS	Geographic Information System
GNSS	Global Navigation Satellite System
HER	Historic Environment Record
RCHME	Royal Commission on the Historic Monuments of England
RSM	Register of Scheduled Monuments
Sgt	Sergeant
SPTA	Salisbury Plain Training Area
SRP	Stonehenge Riverside Project
SSEW	Soil Survey of England and Wales
WHC	Wiltshire & Swindon History Centre
WANHS	Wiltshire Archaeological & Natural History Society

APPENDIX

Table 2: A concordance of the round barrows described in this report

Monument Type	Monument Number	NGR Index Number	Wiltshire HER	RSM	Hoare (1812)	Goddard (1913)	Grinsell (1957)	Bibe et al (1995)	SMA	Other Number
BELL BARROW	219690	SU 14 SW 90	SU 14SW/753	10371	33	AMESBURY 11	AMESBURY 11	726		
BARROW CEMETERY	219441	SU 14 SW 751				AMESBURY 18, 19, 19A & 19B				
ROUND BARROW	219983	SU 14 SW 199	SU 14SW/888	10439	131?			795		AMESBURY 118 (RICHMIE 1979)
ROUND BARROW	1120972	SU 14 SW 575	SU 14SW/877		131?					
PLATFORM BARROW	888903	SU 14 SW 278	SU 14SW/873	10320	132 [Grinsell 131]		AMESBURY 18	699		
BELL BARROW	888907	SU 14 SW 279	SU 14SW/874	10321	133 [Grinsell 132]		AMESBURY 19	697		
BOWL BARROW	888911	SU 14 SW 280	SU 14SW/875	10438	134? [Grinsell 133]		AMESBURY 19A	693		
BOWL BARROW	888917	SU 14 SW 281	SU 14SW/876	10438	134? [Grinsell 134]		AMESBURY 19B	691		
BARROW CEMETERY	219750	SU 14 SW 110	SU 14SW/871	10319						
BOWL BARROW	933132	SU 14 SW 393	SU 14SW/870	10319	128	AMESBURY 20	AMESBURY 20	695		
BOWL BARROW	933138	SU 14 SW 394	SU 14SW/871	10319	129	AMESBURY 21	AMESBURY 21	696		
BELL BARROW	933141	SU 14 SW 395	SU 14SW/395	10319	130	AMESBURY 22	AMESBURY 22	698		
DISC BARROW	888993	SU 14 SW 293	SU 14SW/611	N/A	61	DURRINGTON 1	DURRINGTON 1	435	1441	
BOWL BARROW	219708	SU 14 SW 96	SU 14SW/717	10345	8	WINTERBOURNE STOKE 25	WINTERBOURNE STOKE 25	366		
BELL BARROW	870329	SU 14 SW 318	SU 14SW/718	10344	7	WINTERBOURNE STOKE 26	WINTERBOURNE STOKE 26	361		
BOWL BARROW	214999	SU 04 SE 13	SU04SE/677	10308	6	WINTERBOURNE STOKE 27	WINTERBOURNE STOKE 27	221		
BOWL BARROW	215069	SU 04 SE 35	SU04SE/678	10308		WINTERBOURNE STOKE 27A	WINTERBOURNE STOKE 27A	222		
BOWL BARROW	219516	SU 14 SW 32	SU 14SW/719	10473	42	WINTERBOURNE STOKE 28	WINTERBOURNE STOKE 28	386		
BELL BARROW	889213	SU 14 SW 298	SU 14SW/616	10376	60	WINTERBOURNE STOKE 48	WINTERBOURNE STOKE 48	413	1447	

Table 3: Concordance for features associated with the Turnpiked roads.

Monument Number	NGR Index Number	Placename 1	Placename 2	Notes	RSM	Listing	Grade	HER Number
MILESTONES								
1146973	SU 14 SW 722	LONDON 80	AMESBURY 2			321319	II	
1544621	SU 04 NE 101	DEVIZES 12	SALISBURY 11	DIRT LICHEN ILLEGIBLE		319836	II	
1544624	SU 04 SE 314	SALISBURY 10	DEVIZES 13	METAL PLATE		319837	II	
1544625	SU 04 SE 315	SALISBURY 9	DEVIZES 14	METAL PLATE		NOT LISTED		
1544613	SU 14 SW 764	LXXXI MILES FROM LONDON	III	BOTTOM MUTILATED		NOT LISTED		
1146972	SU 14 SW 721	LXXXI MILES FROM LONDON	III FROM AMESBURY	CARVED FRONT AND BACK		321318	II	
1544611	SU 14 SW 763	LXXX MILES FROM LOND		MOSTLY BURIED		321318	II	
1544629	SU 03 NE 97	SALISBURY 7	DEVIZES 16	METAL PLATE		320435	II	
1544632	SU 13 NW 277	SALISBURY 6	DEVIZES 17	METAL PLATE		320496	II	
1544617	SU 13 NE 153	TO SALISBURY V MILES	TO MARLBRO XXXI			320079	II	
1544516	SU 14 SE 535	LXXVIII FROM LONDON	XIV FROM ANDOVER	IN CHURCH WALL		321332	II	
1146978	SU 14 SW 723	LXXIX MILES FROM LONDON	XV FROM ANDOVER	1764		321388	II	
1544612	SU 04 SE 312	LONDON 82	AMESBURY 4	NOT LOCATED		NOT LISTED		
1544614	SU 04 SE 313	LONDON 82	AMESBURY 4	NOT LOCATED		NOT LISTED		
1544627	SU 04 SE 317	SALISBURY 8	DEVIZES 15	NOT LOCATED		321546	II	
TOLL HOUSES								
219417	SU 14 SE 139	AMESBURY TOLL HOUSE		AKA TOLLGATE COTTAGE		321377	II	
219418	SU 14 SE 140	COUNTESS TOLL HOUSE		AKA TOLL COTTAGE		321348	II	
1544606	SU 14 SE 536	WEST AMESBURY TOLL HOUSE		DEMOLISHED				
BRIDGE								
525110	SU 14 SE 331	QUEENSBERRY BRIDGE		AKA TURNPIKE BRIDGE	28942	321321	II	SU14SE526

Table 4: 20th-century military features.

Monument Type	Monument Number	NMR	NGR Prefix/Number	Name	Notes	HER Number	RSM	Listing
20TH CENTURY MILITARY								
MILITARY AIRFIELD	1545467		SU 14 SW 779	LARKHILL AERODROME BRISTOL AND COLONIAL AEROPLANE COMPANY		SU 14SW/515		
AIRCRAFT HANGAR	220013		SU 14 SW 215	HANGARS	SITE OF HORATIO BARBER'S HANGAR	SU 14SW/515		485421
AIRCRAFT HANGAR	1545471		SU 14 SW 780					
COMMEMORATIVE MONUMENT / PLAQUE	1545473		SU 14 SW 781		FOR LARKHILL AERODROME			
OFFICERS MESS	1545474		SU 14 SW 782					
COMMEMORATIVE MONUMENT	1545476		SU 14 SW 783		MEMORIAL TO MAJOR HEWETSON	SU 14SW/515		
COMMEMORATIVE STONE / CROSS	1544626		SU 04 SE 316	ARMANS CROSS		SU 14SW/543		
BOUNDARY STONE	1544713		SU 14 SW 766	AMI				
BOUNDARY STONE	1544714		SU 14 SW 767	AMQ				
BOUNDARY STONE	1544710		SU 14 SW 765	AMS				
LIGHT RAILWAY / MILITARY RAILWAY	1540074		SU 14 SW 753		PART OF LARKHILL MILITARY LIGHT RAILWAY			
LIGHT RAILWAY / MILITARY RAILWAY	1545486		SU 14 SW 784		PART OF LARKHILL MILITARY LIGHT RAILWAY			
LIGHT RAILWAY / MILITARY RAILWAY	1545487		SU 14 SW 785		PART OF LARKHILL MILITARY LIGHT RAILWAY			
STATION	1545488		SU 14 SW 786		PART OF LARKHILL MILITARY LIGHT RAILWAY			
DITCH	219812		SU 14 SW 132		NOT LOCATED			
WASTE DISPOSAL SITE	1541041		SU 14 SW 757					
BOUNDARY STONE	1544730		SU 14 SW 768	WD57				
BOUNDARY POST	1544756		SU 14 SW 769		CONCRETE POST NO INSCRIPTION			
BOUNDARY POST	1544757		SU 14 SW 770		CONCRETE POST NO INSCRIPTION			
BOUNDARY POST	1544758		SU 14 SW 771		CONCRETE POST NO INSCRIPTION			
BOUNDARY POST	1544759		SU 14 SW 772		CONCRETE POST NO INSCRIPTION			
BOUNDARY POST	1544760		SU 14 SW 773		CONCRETE POST NO INSCRIPTION			
BOUNDARY POST	1544761		SU 14 SW 774		CONCRETE POST NO INSCRIPTION			
BOUNDARY POST	1544762		SU 14 SW 775		RECUMBENT CONCRETE POST NO INSCRIPTION			
BOUNDARY STONE	1544766		SU 14 SW 776	WD59				
BOUNDARY STONE	1544769		SU 14 SW 777	WD60	RECUMBENT			
BOUNDARY STONE	1541045		SU 14 SW 758	WD63				
BOUNDARY STONE	1541034		SU 14 SW 756	WD69				
SLIT TRENCH / MILITARY TRAINING FACILITY	1540018		SU 14 SW 755					

Table 5: Other features

Monument Type	Monument Number	NMR	NGR Index Number	Name	Notes	HER Number	RCHME Listing
FIELD SYSTEMS							
FIELD SYSTEM	1122339		SU 14 SW 628			SU14SW/632	10365
CELTIC FIELDS	948825		SU 14 SW 492			SU14SW/979	
FIELD SYSTEM	1122339		SU 14 SW 628				
RIDGE AND FURROW / FIELD SYSTEM	1544791		SU 14 SW 778				
PLANTATIONS							
WOOD BANK	1540097		SU 14 SW 754	FARGO PLANTATION			
WOOD BANK	1539989		SU 14 SW 751	OVAL PLANTATION			
WOOD BANK / LYNCHET	1540053		SU 14 SW 752	LUXBOROUGH PLANTATION			
MISCELLANEOUS							
RECUMBENT STONE	219606		SU 14 SW 628	CUCKOO STONE		SU14SW/975	
POST BOX	1544633		SU 14 58 537		GEORGIAN POSTBOX		

Table 6: Barrow measurements

Monument Number	Name	overall diameter	qualifier	mound height	mound base (diameter)	mound top (diameter)	berm (diameter)	ditch (width)	ditch (depth)	ditch (diameter)	outer bank (width)	outer bank (height)	Note	Type	Phases
888903	AMESBURY 18	20	EWK	0.6	20	16								PLATFORM	1
888907	AMESBURY 19	33	EWK	2.5	218	85	27	44	0.15					BELL	2
933132	AMESBURY 20	174	EWK	0.5	143	67		35	0.2					BOWL	1
933138	AMESBURY 21	185	EWK	0.7	143	84		4	0.3					BOWL	1
933141	AMESBURY 22	254	EWK	0.7	128	53	147	5.9	0.2	254				BELL	1
888993	DURRINGTON 1	51	EWK				32	6.5	0.1	45	7	0.1	NORTHERN HALF	DISC	2
219708	WINTERBOURNE STOKE 25	41	MON	2.5	27	5.5		7	0.5	41				BELL	2
870329	WINTERBOURNE STOKE 26	60	MON	3.2	27	12	32	9	0.4	30	5	0.2		BELL	2
214999	WINTERBOURNE STOKE 27	46	MON	1	22	15		8	0.2	34	6	0.1		PLATFORM	1
889213	WINTERBOURNE STOKE 48	64	EWK	3.3	37	13	44	10	0.8					BELL	1

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* Assessment (including Archaeological and Architectural Investigation, the Blue Plaques Team and the Survey of London)
* Imaging and Visualisation (including Technical Survey, Graphics and Photography)
* Remote Sensing (including Mapping, Photogrammetry and Geophysics)

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