

A303 Amesbury to Berwick Down

TR010025

6.3 Environmental Statement Appendices

Appendix 6.8 Cultural Heritage – Summary of non-significant effects

APFP Regulation 5(2)(a)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009

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1 Cultural Heritage – Summary of non-significant effects

Table 1.1: Construction phase: temporary effects

Asset	Asset Value	Impact description	Impact Magnitude	Effect
AG19D Normanton Down Barrows – south-east	Very High	Construction of main carriageway, realigned A360 and western portal; haul roads and construction traffic/plant. Visual and aural impact	Negligible	Slight adverse
AG16 North Kite Enclosure and Lake Barrows	Very High	Construction of main carriageway and western portal; haul roads and construction traffic/plant. Visual impact	Negligible	Slight adverse
AG26 King Barrows	Very High	Construction of main carriageway and eastern portal; haul roads and construction traffic/plant. Visual and aural impact	Negligible	Slight adverse
AG27 The Avenue	Very High	Construction of main carriageway and eastern portal; haul roads and construction traffic/plant. Visual and aural impact	Negligible	Slight adverse
AG29 Coneybury Henge and Associated Monuments	Very High	Construction of main carriageway and eastern portal; haul roads and construction traffic/plant. Visual and aural impact	Negligible	Slight adverse
AG30 The Avenue Barrows	Very High	Construction of main carriageway and eastern portal; haul roads and construction traffic/plant. Visual and aural impact	Negligible	Slight adverse
AG31 Countess Farm Barrows	Very High	Construction of main carriageway; haul roads and construction traffic/plant. Visual and aural impact	Negligible	Slight adverse
AG32 Vespasian's Camp	Very High	Construction of main carriageway; haul roads and construction traffic/plant. Aural impact	Negligible	Slight adverse
UID 6013 Foredown House (non-designated)	Low	Construction and landscape re-profiling	Moderate	Slight adverse
UID 6026 Hill Farm Cottages	Low	Slurry Treatment Plant Visual and aural impact	Minor	Slight adverse
UID 6052 Amesbury Conservation Area	High	Construction traffic. Visual and aural impact	Negligible	Slight adverse
UID 6053 (Grade II* registered park and garden) Amesbury Abbey	High	Construction traffic. Visual and aural impact	Negligible	Slight adverse
NHLE 1131054 (Grade II listed building) Grey Bridge	High	Construction traffic. Visual and aural impact	Negligible	Slight adverse
NHLE 1318487 (Grade II listed building) Countess Farmhouse and front garden walls	Medium	Construction traffic. Visual and aural impact	Minor	Slight adverse
NHLE 1131055 (Grade II listed building) Stables and Barn at Countess Farm	Medium	Construction traffic. Visual and aural impact	Minor	Slight adverse

Table 1.2: Construction phase: permanent physical impacts – archaeological assets.

NB. Assets on which the residual effect is neutral are not included in the table.

Asset (UID)	Name Description	Asset Value	Impact description Scheme element Description of impact Permanent / temporary	Design and Mitigation Measures	Impact Magnitude (post-mitigation)	Residual Effect	Corresponding NHLE and HER Numbers	Figure reference
1004.01, 1004.02	Field systems Middle Bronze Age to Roman co-axial field system, as identified from aerial photographs. The extent to which these features survive as below-ground archaeological remains is unclear.	Medium	Winterbourne Stoke Cutting West; east of Parsonage Down excavated material deposition area; area of landscape and biodiversity mitigation east of Scotland Lodge. Scheme intersects with numerous elements of the field system; disrupts integrity but impacts upon a small proportion of the whole. Permanent impact.	Archaeological investigations undertaken in advance of construction including geo-archaeological assessment (where appropriate). Preservation in situ will be used wherever possible under NMU routes, landscape bunds and excavated material <2m in depth.	Minor	Slight adverse	MWI6232; MWI6250; MWI6094; MWI6930; MWI6943; MWI6959; MWI6994; MWI6996; MWI6997; MWI7001; MWI7095; MWI7908; MWI7112; MWI7130; MWI7235; MWI7267	Figure 6.8A
1005	Linear boundary SE and NE of Yarnbury Castle Bronze Age to Roman boundary feature visible on aerial photographs, as a soilmark/cropmark and in places as an extant feature.	Medium	East of Parsonage Down excavated material deposition area Depth of overlying excavated material >2m not considered as appropriate to preservation in situ. Permanent impact.	Archaeological investigations in advance of construction where excavated material deposition >2m depth; preservation in situ where deposition < 2m in depth.	Minor	Slight adverse	MWI7159	Figure 6.8A
1008	Possible pits on Parsonage Down and Berwick Down Area containing numerous pits of suspected Bronze Age date.	Medium	Winterbourne Stoke Cutting West Scheme intersects with c. 15 pits – a small proportion of the total dispersed over this locality. Permanent impact.	Archaeological investigations in advance of construction where excavated material deposition >2m depth; preservation in situ where deposition < 2m in depth.	Minor	Slight adverse	MWI3931; MWI6917; MWI6993; MWI6995; MWI74870; MWI74872	Figure 6.8A
2014.02	Boundary Ditch south of Winterbourne Stoke Roundabout Extensive Bronze Age/Iron Age linear feature (c. 1.9km in length).	High	Realigned A360 North; cutting approach to western portal c. 35m will be removed by realigned A360; c. 25m removed by cutting approach to western portal. Permanent impact.	Archaeological investigation along mainline cutting in advance of construction; preservation in situ under compound areas.	Minor	Slight adverse	MWI6406	Figure 6.8B
2033	Settlement, Scotland Lodge Iron Age-Roman	High	Winterbourne Stoke Cutting West Minor intersection between the NW extremity of the archaeological features and the Scheme mainline. Permanent impact.	Archaeological investigation along mainline cutting in advance of construction	Minor	Slight adverse	MWI6943; MWI6959; MWI76197	Figure 6.8A
2045	Possible driveway c. 50m long linear located by geophysics; possible cart tracks found by subsequent evaluation.	Low	River Till viaduct embankment west Scheme intersects with c. 15m of feature. Permanent impact.	Archaeological investigation in advance of construction.	Minor	Slight adverse	n/a	Figure 6.8B
2046.02	Winterbourne Stoke Linear earthwork feature considered to be associated with a much larger series of earthworks concentrated around the medieval settlement of Winterbourne Stoke.	Medium	River Till embankment east Scheme embankment intersects with c. 80m of earthwork. Permanent impact.	Archaeological investigation in advance of construction.	Minor	Slight adverse	MWI6975	Figure 6.8B

Asset (UID)	Name Description	Asset Value	Impact description Scheme element Description of impact Permanent / temporary	Design and Mitigation Measures	Impact Magnitude (post-mitigation)	Residual Effect	Corresponding NHLE and HER Numbers	Figure reference
2048	Ditch, High Down/ Winterbourne Stoke Hill Extensive Bronze- to Iron Age ditch.	Medium	River Till embankment east Scheme intersects with c. 125m of the feature (c. 7% of feature extant for a total length of c. 1.8km) Permanent impact.	Archaeological investigation in advance of construction.	Minor	Slight adverse	MWI7009; MWI73343	Figure 6.8B
2050	Water meadows, Winterbourne Stoke Post-medieval linear earthworks within the River Till valley.	Medium	River Till embankment east Very small proportion of the whole earthwork extent is subject to impact from viaduct embankment and pier bases. Permanent impact.	Archaeological investigation in advance of construction.	Minor	Slight adverse	MWI6987	Figure 6.8B
2052	Ridge and furrow	Low	River Till embankment east Scheme intersects with approximately 1/3 of the extent of the feature, as identified by geophysics. Permanent impact.	Archaeological investigation in advance of construction.	Minor	Slight adverse	MWI74877	Figure 6.8B
2053	Field system, Winterbourne Stoke Hill / Horse Down Bronze Age to Roman field system. Archaeological survival of features plotted from cropmarks unclear.	Medium	River Till embankment east; Longbarrow cutting west; Drainage area five; Green bridge two Scheme intersects with multiple linear features, though a small proportion of the whole field system is subject to impact. Permanent impact.	Archaeological investigation in advance of construction. Preservation in situ in areas of landscaping <2m in depth.	Minor	Slight adverse	MWI7111	Figure 6.8B
2056	Enclosures, Winterbourne Stoke Hill Rectilinear enclosures of unknown date.	Medium	River Till embankment east c. 50m impacted; small proportion of the total extent subject to impact. Permanent impact.	Archaeological investigation in advance of construction.	Minor	Slight adverse	MWI73338	Figure 6.8B
2074	Ditch NE of Oatlands Farm Short ditch of possible Roman date.	Low	Longbarrow Junction Feature lies entirely within Scheme footprint. Permanent impact.	Archaeological investigation in advance of construction.	Major	Slight adverse	MWI6945	Figure 6.8B
2076	Features at Longbarrow Crossroads Numerous linear and curvilinear features identified by historic geophysics. Interpretation unclear. Possibly related to Bronze Age settlement.	Medium	Realigned A360 north Scheme intersects with five features; numerous others are not subject to impact. Permanent impact.	Archaeological investigation in advance of construction.	Minor	Slight adverse	MWI7201	Figure 6.8B
2078	Enclosure N of Winterbourne Stoke Roundabout Possible rectangular enclosure and associated linear features identified from aerial photographs. Possibly related to Bronze Age settlement.	Medium	Longbarrow Junction; Realigned A360 north Scheme intersects with c. 170m of the NW corner of the 'enclosure' (realigned A360), with two other short elements (c. 50m) coinciding with the main carriageway (eastern approach). This is a small proportion (<10%) of the mapped linear features. Permanent impact.	Archaeological investigation in advance of construction.	Minor	Slight adverse	MWI6405; MWI7125; MWI7201	Figure 6.8B

Asset (UID)	Name Description	Asset Value	Impact description Scheme element Description of impact Permanent / temporary	Design and Mitigation Measures	Impact Magnitude (post-mitigation)	Residual Effect	Corresponding NHLE and HER Numbers	Figure reference
2089	Field system, Oatland Hill / Wilsford Down Extensive area of co-axial field system mapped from aerial photographs.	Medium	Longbarrow cutting east and central; Cutting approach to western portal; realigned A360 south; Link to Winterbourne Stoke Scheme intersects with a substantial number of features, though these represent a small proportion of the whole field system (< 5%). Permanent impact.	Archaeological investigation in advance of construction.	Minor	Slight adverse	MWI6990; MWI7003; MWI7094; MWI12625; MWI13128	Figure 6.8B
2093	Military railway, W of the Cursus Route of early 20 th century light military railway, now visible as a cropmark and on aerial photographs. Below ground traces minimal.	Low	Cutting approach to western portal Scheme intersects with c. 40m of this feature (<1%). Permanent impact.	None	Negligible	Slight adverse	MWI73256	Figure 6.8B
2098	SW of Longbarrow Roundabout Ploughed-out linear features. Undated, of either natural or archaeological origin. Possible Wessex linear.	Medium	Cutting approach to western portal Scheme intersects with c. 65m of one linear feature – a northern outlier of the main complex of features.	Archaeological investigation in advance of construction.	Negligible	Slight adverse	MWI13149	Figure 6.8B
2178	Possible pits SE of Winterbourne Stoke Crossroads Numerous possible undated pits detected by geophysical survey. Subsequent selective evaluation failed to identify these features on the ground.	Medium	Cutting approach to western portal Scheme intersects with three potential pits. Permanent impact.	Archaeological investigation in advance of construction.	Minor	Slight adverse	MWI75708	Figure 6.8B
2180	Possible pits N and NW of Normanton Gorse A record covering a very large number of weak geophysical anomalies, dispersed over an area S of the A303. Archaeological or natural origin plausible.	Medium	Cutting approach to western portal Scheme intersects with numerous of these anomalies. Permanent impact.	Archaeological investigation in advance of construction.	Minor	Slight adverse	MWI75990	Figure 6.8B
3077.03	Ridge and furrow Southeast of New King Barrows (N of present A303), identified by the WHS Mapping project and detected by geophysical survey.	Low	Approach to eastern portal Minor intersection between Scheme and the southern margin of the mapped ridge of furrow. Permanent impact.	None	Negligible	Slight adverse	MWI12817	Figure 6.8B
3077.05	Ridge and furrow Southeast of New King Barrows (S of present A303), identified by the WHS Mapping project and detected by geophysical survey.	Low	Approach to eastern portal Minor intersection between Scheme and the northern margin of the mapped ridge of furrow. Permanent impact.	None	Negligible	Slight adverse	MWI12817	Figure 6.8B

Asset (UID)	Name Description	Asset Value	Impact description Scheme element Description of impact Permanent / temporary	Design and Mitigation Measures	Impact Magnitude (post-mitigation)	Residual Effect	Corresponding NHLE and HER Numbers	Figure reference
3084.03	Garden feature, Amesbury Abbey Park Cropmarks of two parallel banks, probably a short-lived avenue within the newly extended park of the 1760s/1770s. Subsequently ploughed out.	Low	Approach to eastern portal; Amesbury cutting Scheme intersects with the southernmost 40m (out of a total length of 200m) of one of the cropmarks. Permanent impact.	None	Minor	Slight adverse	MWI13148	Figure 6.8B
4031	Possible linear ditch Linear feature identified by a recent geophysical survey.	Medium	Amesbury cutting Scheme intersects with southernmost 6m (out of a total of c. 100m) of this feature. Permanent impact.	Archaeological investigation in advance of construction.	Minor	Slight adverse	n/a	Figure 6.8C
4032	Blick Mead Site containing extensive evidence of Mesolithic occupation, with activity possibly continuing into the 5th millennium BC	High	Channel cleaning on the Avon floodplain Potential disturbance of archaeological and ecofactual remains close to the known Blick Mead site and to similar environments close to the River Avon.	Archaeological investigations in advance of minor clearance of exiting drainage.	No change	Neutral	MWI74473; MWI74449; EW17131; EW18052; EW18064; EW18473	Figure 6.8C
4076	Undated ditch A single undated ditch, c. 5m of which was found during evaluation.	Low	Amesbury cutting Scheme intersects with the entirety of this feature, as revealed by the evaluation. Permanent impact.	Detailed excavation	Major	Slight adverse	MWI75699	Figure 6.8C
No UID	Non-designated colluvium, buried soil horizon and ditch discovered during recent evaluation	Medium	Eastern portal	Archaeological investigation in advance of construction.	Minor	Slight adverse	n/a	Not shown

Table 1.3: Construction phase: permanent – Asset Groups and discrete assets (setting)

For detailed assessment and asset location maps see Appendix 6.9.

Asset	Name and Description	Asset Value	Impact description Scheme element Description of impact Permanent / temporary	Design and Mitigation Measures	Impact Magnitude (post-mitigation)	Residual Effect
AG02 Scotland Lodge						
MWI6943 UID 2033	Iron Age Settlement, south of Parsonage Down	High	Main carriageway Positive influence upon setting. Reduced visual impact of roads and associated infrastructure. Restored or enhanced sightlines with other monument groups. Permanent impact.	None	Minor	Slight beneficial
MWI6959 UID 2033	Roman Settlement, Parsonage Down	High	Main carriageway Positive influence upon setting. Reduced visual impact of roads and associated infrastructure. Restored or enhanced sightlines with other monument groups. Permanent impact.	None	Minor	Slight beneficial
AG05 Winterbourne Stoke Hill Ring Ditches						
MWI7207 UID 2054.03	Barrow, Winterbourne Stoke Hill	High	Main carriageway, Till viaduct eastern embankment	None	Minor	Slight adverse
MWI7208 UID 2054.01	Barrow, Winterbourne Stoke Hill	High	Negative influence upon setting. Permanent impact.	None	Minor	Slight adverse
MWI7209 UID 2054.02	Barrow, Winterbourne Stoke Hill	High		None	Minor	Slight adverse
AG13 Diamond Group						
NHLE 1011045 MWI6398 UID 2002	Bowl barrow 250m south-west of Longbarrow Cross Roads, west of A360	Very High	Main carriageway; cutting approach to western portal; western portal; tunnel (removal of present A303 surface road)	None	Negligible	Slight adverse
NHLE 1011046 MWI12720 UID 2011	Bowl barrow 400m south-east of Longbarrow Cross Roads, east of A360	Very High	Negative influence upon setting. Physical severance. Increased visual impact of roads and associated infrastructure. Permanent impact.	None	Negligible	Slight adverse
NHLE 1010830 MWI12486 UID 2012	Long barrow on Wilsford Down 300m north of The Diamond	Very High		None	Negligible	Slight adverse
NHLE 1010834 MWI12970, MWI12971, MWI12972, MWI12973, MWI12974, MWI12975, MWI12976, MWI12977, MWI73294 UID 2013	Seven bowl barrows and a pond barrow forming a round barrow cemetery 200m north of The Diamond on Wilsford Down	Very High		None	Negligible	Slight adverse
NHLE 1011708 MWI12760 No UID	Bowl barrow 100m south east of the southern edge of The Diamond south of the A303	Very High		None	Negligible	Slight adverse
NHLE 1021349 MWI12666 UID 2010	Henge monument 300m south of Longbarrow Cross Roads, east of A360	Very High		None	Negligible	Slight adverse

Asset	Name and Description	Asset Value	Impact description Scheme element Description of impact Permanent / temporary	Design and Mitigation Measures	Impact Magnitude (post-mitigation)	Residual Effect
MWI13159 UID 2087	Long Barrow, south-south-east of Longbarrow Crossroads	Very High		None	Negligible	Slight adverse
MWI75694 UID 2170	Neolithic long barrow, Area SW2	Very High		None	Negligible	Slight adverse
MWI75695 UID 2102	Penannular ditch and cremations south of Long Barrow Crossroads	Very High		None	Negligible	Slight adverse
Asset Group 16 North Kite Enclosure and Lake Barrows						
NHLE 1010863	Lake Barrow Group, North Kite earthwork enclosure, four sections of linear boundary, and a bowl barrow within the North Kite	Very High	Longbarrow Junction; realigned A360; cutting approach to western portal; tunnel. Reduced impact of traffic: positive influence upon setting. Permanent impact.	None	Negligible	Slight beneficial
AG19 Normanton Down Barrows						
AG19A Normanton Down barrow group – north						
NHLE 1008953 MWI12487 UID 3001	Long barrow 250m north of Normanton Gorse	Very High	Main carriageway; cutting approach to western portal; western portal; tunnel (removal of present A303 surface road)	None	Negligible	Slight beneficial
NHLE 1012369 MWI12999, MWI13000, MWI13001 UID 3002	Three bowl barrows immediately north of the A303 on Stonehenge Down	Very High	Positive influence upon setting. Reduced visual impact of roads and associated infrastructure. Restored or enhanced sightlines with other monument groups.	None	Negligible	Slight beneficial
NHLE 1012370 MWI12998 UID 3000	Bell barrow situated 50m north of Normanton Gorse and 170m south of the A303	Very High	Permanent impact.	None	Negligible	Slight beneficial
AG31 Countess Farm Barrows						
AG31B Countess Farm barrow group – south-west						
NHLE 1009144 MWI12743 UID 4002	Bowl barrow 200m north of the A303 on Countess Farm	Very High	Eastern portal; eastern portal approach Increased visual impact of roads and associated infrastructure. Permanent impact.	None	Negligible	Slight adverse
NHLE 1009143 MWI12958 UID 4004	Bowl barrow 100m north of the A303 on Countess Farm	Very High		None	Negligible	Slight adverse
NHLE 1009151 MWI12950 UID 4003	Bowl barrow 150m north of the A303 on Countess Farm	Very High		None	Negligible	Slight adverse
NHLE 1014088 MWI12951, MWI12952 UID 4001	Two bowl barrows 200m north of the A303 on Countess Farm	Very High		None	Negligible	Slight adverse
AG31C Countess Farm Barrows – south-east						
NHLE 1009142 MWI12947 UID 4009	Bowl barrow 140m north of the A303 on Countess Farm	Very High	Eastern portal; eastern portal approach Increased visual impact of roads and associated infrastructure.	None	Negligible	Slight adverse

Asset	Name and Description	Asset Value	Impact description Scheme element Description of impact Permanent / temporary	Design and Mitigation Measures	Impact Magnitude (post-mitigation)	Residual Effect
NHLE 1012128 MWI12948 UID 4010	Bowl barrow 80m north of the A303, north-east of Vespasian's Camp	Very High	Permanent impact.	None	Negligible	Slight adverse
AG35 Earl's Farm Down and New Barn Down Barrows						
NHLE 1009566	Two disc barrows and a bell barrow, 400m east of the Pennings, Earl's Farm Down	High	Realigned link between Alligton track and Amesbury Road Removal of track from scheduled area. Permanent impact	None	Minor	Slight beneficial
Discrete assets						
NHLE 1009138 MWI12963 UID 4011	Bowl barrow 400m north of the A303 on Countess Farm	Very High	Countess Flyover Increased visual impact of roads and associated infrastructure. Permanent impact.	None	Negligible	Slight adverse
NHLE 1011048 MWI6924; MWI7128; MWI7198 UID 2001	Bronze Age enclosure and bowl barrow 100m west of Longbarrow Cross Roads on Winterbourne Stoke Down	Very High	Main carriageway; A360 realignment north Removal of physical severance; landscape reconnection. Permanent impact.	None	Negligible	Slight beneficial
NHLE 1010832 MWI12542; MWI13002 UID 2018	Bowl barrow south of the A303 and north west of Normanton Gorse	Very High	Main carriageway; cutting approach to western portal; western portal; tunnel (removal of present A303 surface road) Changes to visual impact of roads and associated infrastructure. Permanent impact.	None	Negligible	Slight adverse
NHLE 1010833 MWI12519 UID 2016	Pond barrow south of the A303 and 400m west of Normanton Gorse containing the 'Wilsford Shaft'	Very High	Main carriageway; cutting approach to western portal; western portal; tunnel (removal of present A303 surface road) Changes to visual impact of roads and associated infrastructure. Permanent impact.	None	Negligible	Slight adverse

Table 1.4: Construction phase: permanent – historic buildings (setting)

For detailed assessment and asset location maps see Appendix 6.9. NB. Assets on which the residual effect is neutral are not included in the table.

Asset (UID)	Name Description	Asset Value	Impact description Scheme element Description of impact Permanent / temporary	Design and Mitigation Measures	Impact Magnitude (post-mitigation)	Residual Effect	Corresponding NHLE Number	Figure reference
6013	Foredown House	Low	Main carriageway, River Till Viaduct and River Till viaduct embankments east and west c. 220m north of the asset Negative influence upon setting. Visual impact of road and associated infrastructure Permanent effect	None	Minor	Slight adverse	N/a	Figure 6.9B
6033	Marker AM1. Stonehenge Aerodrome boundary marker beside A303	Low	Main carriageway, cutting approach to the Western portal and Western portal Conversion of present A303 to a restricted byway and establishment of new road in cutting Permanent effect	None	Minor	Slight beneficial	N/a	Figure 6.9C
6037	Marker AM12. Stonehenge Aerodrome boundary marker beside A303, south-west of Stonehenge	Low	Main carriageway, tunnel Conversion of present A303 to a restricted byway Permanent effect	None	Minor	Slight beneficial	N/a	Figure 6.9C
6038	Marker AM11. Stonehenge Aerodrome boundary marker north of A303, south-west of Stonehenge	Low	Main carriageway, tunnel Conversion of present A303 to a restricted byway Permanent effect	None	Minor	Slight beneficial	N/a	Figure 6.9C
6039	Milestone opposite Stonehenge	Medium	Main carriageway, tunnel Conversion of present A303 to a restricted byway Permanent effect	None	Negligible	Slight beneficial	1131086	Figure 6.9C
6040	Milestone	Medium	Main carriageway, tunnel Conversion of present A303 to a restricted byway Permanent effect	None	Minor	Slight beneficial	1131085	Figure 6.9C
6041	Custodians' Cottages	Low	Main carriageway, tunnel Conversion of present A303 to a restricted byway Permanent effect	None	Moderate	Slight beneficial	N/a	Figure 6.9D
6042	Milestone near junction with A303(T)	Medium	Main carriageway, tunnel and Eastern portal Conversion of present A303 to a restricted byway Permanent effect	None	Negligible	Slight beneficial	1131071	Figure 6.9D
6052	Amesbury Conservation Area	High	Grade separated junction at Countess Roundabout, eastern and western approaches to Countess Roundabout, eastern approach to eastern tunnel portal, eastern tunnel portal Negative influence upon setting. Increased visual impact of roads and associated infrastructure Permanent effect	None	Minor	Slight adverse	N/a	Figure 6.9D

Asset (UID)	Name Description	Asset Value	Impact description Scheme element Description of impact Permanent / temporary	Design and Mitigation Measures	Impact Magnitude (post-mitigation)	Residual Effect	Corresponding NHLE Number	Figure reference
6053	Amesbury Abbey	High	Grade separated junction at Countess Roundabout, eastern and western approaches to Countess Roundabout, eastern approach to eastern tunnel portal, eastern tunnel portal Negative influence upon setting. Increased visual impact of roads and associated infrastructure Permanent effect	None	Minor	Slight adverse	1000469	Figure 6.9D
6061	Grey Bridge	Medium	Grade separated junction at Countess Roundabout, eastern and western approaches to Countess Roundabout Negative influence upon setting. Increased visual impact of roads and associated infrastructure Permanent effect	None	Minor	Slight adverse	1131054	Figure 6.9D
6062	Diana's House	High	Flyover and bridges of grade separated junction at Countess Roundabout Negative influence upon setting. Increased visual impact of roads and associated infrastructure Permanent effect	None	Minor	Slight adverse	1131053	Figure 6.9D
6063	Estate Boundary Wall	Medium	Flyover and bridges of grade separated junction at Countess Roundabout Negative influence upon setting. Increased visual impact of roads and associated infrastructure Permanent effect	None	Minor	Slight adverse	1318486	Figure 6.9D
6064	Gate Piers to Lord's Walk, to Amesbury Abbey, with flanking Estate Boundary Walls	High	Flyover and bridges of grade separated junction at Countess Roundabout Negative influence upon setting. Increased visual impact of roads and associated infrastructure Permanent effect	None	Minor	Slight adverse	1182498	Figure 6.9D
6065	Kent House	High	Flyover and bridges of grade separated junction at Countess Roundabout Some visual impact of road and associated infrastructure Permanent effect	None	Negligible	Slight adverse	1131093	Figure 6.9D
6067	Countess Farmhouse and front garden walls	Medium	Grade separated junction at Countess Roundabout, eastern and western approaches to Countess Roundabout, removal of screening afforded by trees to the south and south-west of the asset Negative influence upon setting. Increased visual impact of roads and associated infrastructure Permanent effect	None	Minor	Slight adverse	1318487	Figure 6.9D

Asset (UID)	Name Description	Asset Value	Impact description Scheme element Description of impact Permanent / temporary	Design and Mitigation Measures	Impact Magnitude (post-mitigation)	Residual Effect	Corresponding NHLE Number	Figure reference
6069	Large Granary at Countess Farm	Medium	Grade separated junction at Countess Roundabout, western approach to Countess Roundabout, removal of screening afforded by trees to the south and south-west of the asset Negative influence upon setting. Increased visual impact of roads and associated infrastructure Permanent effect	None	Minor	Slight adverse	1318488	Figure 6.9D
6070	Large Barn at Countess Farm	Medium	Grade separated junction at Countess Roundabout, western approach to Countess Roundabout, removal of screening afforded by trees to the south and south-west of the asset Negative influence upon setting. Increased visual impact of roads and associated infrastructure Permanent effect	None	Minor	Slight adverse	1131056	Figure 6.9D
6113	Millmead	Medium	Grade separated junction at Countess Roundabout and eastern approach Some visual impact of road and associated infrastructure Permanent effect	None	Negligible	Slight adverse	1318492	Figure 6.9D

Table 1.5: Construction phase: permanent – historic landscape

Historic Landscape Character Area UID	Name and Description of Historic Landscape Character Area	Value	Impact description Scheme element Description of impact Permanent / temporary	Design and Mitigation Measures	Impact Magnitude (post-mitigation)	Residual Effect	Figure reference
1223	Berwick Down This area is currently used for keeping pigs, with this irregular land parcel being filled with regular rectangular fields to allow this. Prior to this, the land here was downland showing little signs of organisation or division.	Negligible	Main carriageway at western end of the Scheme. The southern edge of the main carriageway will cut a short segment of this field. No important historic landscape components are affected. Permanent impact.	None	Minor	Slight adverse	Figure 6.11A
979	Berwick Down / Parsonage Down These large modern fields have been created from an area of downland. However, aerial photographs show evidence of early prehistoric field systems in this area - particularly in the western part of this land parcel.	Medium	Winterbourne Stoke cutting west; Green bridge one (Parsonage Down); B3038 realignment and underbridge; Drainage area one. At the western end of the Scheme, the carriageway will run largely at existing grade and on the existing A303 alignment. Further east, the Scheme will then cut through the rising ground of the downland, severing a number of modern field boundaries, including one which features on a c.1840 Tithe map. The Scheme proceeds across a realigned B3038, a road which runs southwards towards Winterbourne Stoke. This road, which forms the eastern edge of the HLC area, features on the c.1840 Tithe map. A drainage pond will be located in Parsonage Down. Permanent impact.	None	Minor	Slight adverse	Figure 6.11A
987	Scotland Farm This area is dominated by a series of animal paddocks, and a similar system shows on the 1st ed. 6" OS map, suggesting this use was well established by the 19 th century. Prior to this, the land here appears to have been unenclosed downland.	Negligible	Winterbourne Stoke embankment. At this point of the Scheme, the carriageway will be raised on an embankment, truncating the north-west corner of an animal paddock (depicted on a c.1840 Tithe map), while a number of other modern field boundaries will also be severed. No important historic landscape components are affected. Permanent impact.	None	Moderate	Slight adverse	Figure 6.11A
2883	High Down This land appears to be downland in character and has not changed much since the 1st ed. 6" OS map. It is divided by tracks into large parcels of grass but still appears not to be subject to intensive management. Marked as High Down on the 1st ed. 6" OS map.	Negligible	B3038 realignment and underbridge; River Till viaduct embankment west; Drainage area two (west of Till). The Scheme runs across the B3038, a road which runs southwards towards Winterbourne Stoke. This latter road, which forms the western edge of the HLC area, features on the c.1840 Tithe map. The Scheme will run along a raised embankment towards the western edge of the Till river valley. Two drainage ponds will be located north (see 2882) and south respectively of the embankment. A number of modern field boundaries will be severed. Permanent impact.	None	Moderate	Slight adverse	Figure 6.11B
2884	No name (area adjoining B3038 N of village of Winterbourne Stoke) This field is modern and represents a re-arrangement of the downland in recent years. The 1 st ed. 6" OS map shows this as an open area outside Winterbourne Stoke, forming part of the wider downland landscape.	Negligible	B3038 realignment. The Scheme runs across the B3038, a road which runs southwards towards Winterbourne Stoke. The current B3038 will be slightly realigned. This road forms the western edge of the HLC area, features on the c.1840 Tithe map. Permanent impact.	None	Moderate	Slight adverse	Figure 6.11A

Historic Landscape Character Area UID	Name and Description of Historic Landscape Character Area	Value	Impact description Scheme element Description of impact Permanent / temporary	Design and Mitigation Measures	Impact Magnitude (post-mitigation)	Residual Effect	Figure reference
2882	High Down These fields are modern and represent a re-arrangement of the downland to form parcels for grazing. The 1st ed. 6" OS map marks this as High Down, an area of open grassland probably used for grazing. No obvious traces of earlier activity visible on aerial photographs.	Negligible	River Till viaduct embankment west; Drainage area two (west of Till). The carriageway will run along a raised embankment towards the western edge of the Till river valley. A drainage pond will be located north of the embankment (see 2883). A number of modern field boundaries will be severed. No important historic landscape components will be affected. Permanent impact.	None	Minor	Slight adverse	Figure 6.11A
2887	Fore Down These fields are modern and represent a re-arrangement of the downland to form arable land. The 1st ed. 6" OS map marks this as Fore Down, an area of open grassland probably used for grazing. No obvious traces of earlier activity visible on aerial photographs.	Negligible	River Till viaduct embankment east; Drainage area three (Winterbourne Stoke); Drainage area four (east of Till); Green bridge two (east of Till); Right of way diversion; Longbarrow cutting west; Drainage area five (Longbarrow junction). The carriageway will in parts be raised on an embankment, and in other places placed through a cutting. A drainage pond (three) will be located south of the embankment, with another drainage pond to the north (four). Another drainage pond (five) will be located further east, south of the Longbarrow cutting west. A number of modern field boundaries will be severed. The field boundary on the west side of the HLC area is depicted on the c.1840 map. Also depicted on the Tithe map is a laneway running north-west-south-east across the area. This lane now survives as a field boundary. Permanent impact.	None	Moderate	Slight adverse	Figure 6.11B
2889	Fore Down These fields are early 20 th -century in date and represent a re-arrangement of the downland to form arable land. The 1st ed. 6" OS map marks this as Fore Down, an area of open grassland probably used for grazing. No obvious traces of earlier activity visible on aerial photographs.	Negligible	Longbarrow junction; New Longbarrow junction eastern diverge; Longbarrow cutting central; Longbarrow dumbbell north; Green bridge three (Longbarrow junction); Realigned A360 north; New Longbarrow junction eastern merge; New Longbarrow junction western merge. The carriageway will proceed through a cutting before reaching the Longbarrow junction. A number of modern field boundaries will be severed, including one boundary which features on a c. 1840 Tithe map. This boundary will be severed by the realigned A360 north. Hedgerows along current A360 to be retained. Permanent impact.	None	Moderate	Slight adverse	Figure 6.11B
1235	Oatlands Hill This very large modern field has been created in an area of former downland, as shown on the 1st ed. OS. Traces of more recent field boundaries show on aerial photographs suggesting a very recent amalgamation. No evidence of early activity.	Negligible	Longbarrow junction; New Longbarrow junction western merge; Longbarrow cutting central; Longbarrow dumbbell south; Green bridge three (Longbarrow junction); Longbarrow junction eastern merge; New Longbarrow junction western diverge; Realigned A360 south. The carriageway will proceed through a cutting before reaching the Longbarrow junction. A number of modern field boundaries will be severed. The east side of the HLC area is defined by the current A360 which features on a c. 1840 Tithe map. Hedgerows along current A360 to be retained. Permanent impact.	None	Moderate	Slight adverse	Figure 6.11B

Historic Landscape Character Area UID	Name and Description of Historic Landscape Character Area	Value	Impact description Scheme element Description of impact Permanent / temporary	Design and Mitigation Measures	Impact Magnitude (post-mitigation)	Residual Effect	Figure reference
2890	Winterbourne Stoke Down These fields are modern in date and represent a re-arrangement of the downland to form arable land. The 1st ed. 6" OS map marks this as Winterbourne Stoke Down, an area of grassland used for grazing. No obvious traces of earlier activity visible on aerial photographs.	Negligible	Longbarrow junction; Realigned A360 north. The Scheme will involve the construction of a realigned A360 north, linking Longbarrow junction with the pre-existing A360. A number of modern field boundaries will be severed. No important historic landscape components will be affected. Hedgerows along current A360 to be retained. Permanent impact.	None	Minor	Slight adverse	Figure 6.11A
2908	Wilsford Down These large modern fields have been created by converting a large area of downland into arable land. The historic OS mapping shows this as an open grassy area. Evidence for an extensive early field system, probably of prehistoric date, shows on aerial photographs.	Medium	Green bridge four (WHS cutting); cutting approach to western portal. The Scheme will involve the construction of the carriageway inside a cutting, along with the placement of a green bridge. This will sever the current A360. A number of modern field boundaries will also be severed. Hedgerows along current A303 to be retained. Permanent impact.	None	Minor	Slight adverse	Figure 6.11B
2963	Wilsford Down These modern arable fields have been created from land that was downland until as late as the 20 th century, as shown by the historic OS mapping. A scatter of Neolithic and Bronze Age barrows exist here and may have influenced later land use.	Medium	Cutting approach to western portal; canopy approach to western portal; western portal; tunnel. The Scheme will involve the construction of a road inside a cutting, roughly parallel to the current A303, before reaching the western tunnel portal. The historic character and setting of the area will not be changed. Hedgerows along current A303 to be retained. Permanent impact.	None	Minor	Slight adverse	Figure 6.11B
3044	The Nile Clumps These modern fields have been created by converting an area of downland into arable usage. The historic mapping shows this as an open area. The small tree groups are known as the Nile Clumps and were supposedly planted in the 19 th century to honour Lord Nelson, but in fact are likely to be of earlier date and to have no connection.	Medium	Tunnel; Existing A303 converted to byway; eastern portal; approach to eastern portal; Amesbury cutting. The Scheme will involve the construction of a tunnel underneath the fields, running roughly parallel to the current A303. The eastern portal of the tunnel will be located in the east end of the area, with the road emerging out into the Amesbury cutting. A field boundary at the east end of the HLC, featuring on a c. 1840 Tithe map, will be severed. The historic character and setting of the area will be moderately changed. Hedgerows along current A303 to be retained. Permanent impact.	None	Minor	Slight adverse	Figure 6.11B
3043	No name (area N of Vespasian's Camp) These modern fields have been created by converting a large area of downland into arable usage. The historic mapping shows this as an open area. However, no clearly legible traces of prehistoric, Roman or medieval character are legible on aerial photographs.	Medium	Amesbury cutting. The Scheme will involve the continuation of the road eastwards, emerging from the Amesbury cutting and meeting the alignment and grade of the current A303 immediately north-east of Vespasian's Camp. A field boundary at the west end of the HLC, featuring on a c. 1840 Tithe map, will be severed. The historic character and setting of the area will not be significantly changed. Hedgerows along current A303 to be retained. Permanent impact.	None	Minor	Slight adverse	Figure 6.11B

Historic Landscape Character Area UID	Name and Description of Historic Landscape Character Area	Value	Impact description Scheme element Description of impact Permanent / temporary	Design and Mitigation Measures	Impact Magnitude (post-mitigation)	Residual Effect	Figure reference
3038	No name (area E of Vespasian's Camp) This woodland adjoins the area that has been planted atop Vespasian's Camp to the east. It has expanded in size over time but appears to be a deliberate planting, likely in association with Amesbury Park which lies to the immediate southeast.	High	Amesbury cutting. The Scheme will run largely at existing grade and on the existing A303 alignment. The historic character and setting of the area will not be significantly changed. No important historic landscape components will be affected. Permanent impact.	None	Negligible	Slight adverse	Figure 6.11B
3039	Halfmoon Clump These fields have changed little in form since they were established in the early 20 th century. They first show on the 3rd ed. 6" OS map, but prior to this the land here was part of a wider area of open downland. No evidence for the early character is legible here	Medium	Amesbury cutting. The Scheme will run largely at existing grade and on the existing A303 alignment. The historic character and setting of the area will not be changed. No important historic landscape components are affected. Permanent impact.	None	Negligible	Slight adverse	Figure 6.11B
3035	Amesbury Water Meadows This area of designed water meadows lies just to the north of Amesbury and shows on all historic mapping. The structure and flow management systems survive in certain areas but the modern road does obscure some aspects.	High	Countess eastern diverge; Countess roundabout; Countess flyover; Countess reinforced embankment east; River Avon bridge. The Scheme will run largely at existing grade and on the existing A303 alignment as it crosses the Avon river valley, except for a raised portion of the new road over the current Countess Roundabout. The historic character and setting of the area will not be significantly changed. No important historic landscape components are affected. Permanent impact.	None	Negligible	Slight adverse	Figure 6.11C
3036	Lord's Walk This band of woodland is associated with the designed landscape of Amesbury Park, which lies to the west. It is shown on both 1st ed. OS maps so was well established by the later post-medieval period.	High	River Avon bridge. The Scheme will run largely at existing grade and on the existing A303 alignment. The historic character and setting of the area will not be significantly changed. No important historic landscape components are affected. Permanent impact.	None	Negligible	Slight adverse	Figure 6.11C
898	Larkhill Artillery Range This land is now part of the MOD training area, and has a number of plantations and military features accordingly. Prior to this, the land here was downland, largely enclosed by act in 1823. Military activity obscures any evidence for prehistoric fields	Low	Rollestone junction. The Scheme will involve the realignment of the B3068 at Rollestone Crossroads. The new road immediately adjoining this area would run largely at the grade and alignment of the existing road, The Packway, as it approaches Rollestone Crossroads. The crossroads is depicted on a c. 1840 Tithe map. The historic character and setting of the area will not be significantly changed. Hedgerows along current A3086 to be retained. Permanent impact.	None	Negligible	Slight adverse	Figure 6.11D

Historic Landscape Character Area UID	Name and Description of Historic Landscape Character Area	Value	Impact description Scheme element Description of impact Permanent / temporary	Design and Mitigation Measures	Impact Magnitude (post-mitigation)	Residual Effect	Figure reference
901	No name (area SE of Rollestone Corner) These modern fields have been created by converting an area of former downland into arable holdings. Historic OS mapping shows this area as part of the wider landscape of open grassland. No obvious indication of early land use in this area shows on aerial photographs.	Medium	Rollestone junction The Scheme will involve the realignment of the B3086 at Rollestone Crossroads. The new road immediately adjoining this area would run largely at the grade of the existing road at this location. The crossroads is depicted on a c. 1840 Tithe map. The historic character and setting of the area will not be significantly changed. Hedgerows along current A303 to be retained. Permanent impact	None	Negligible	Slight adverse	Figure 6.11D
916	No name (area SE of Rollestone Corner) These modern fields have been created by converting an area of downland into arable usage. Fields first appear on the 5 th ed. 6" OS map, and prior to this, the land would have been open grass. Several barrows can be seen on aerial photographs, highlighting early character.	Medium	Rollestone junction. The Scheme will involve the realignment of the B3068 at Rollestone Crossroads. The crossroads is depicted on a c. 1840 Tithe map. The Scheme immediately adjoining this area would run largely at the grade and alignment of the existing road, the B3086, as it approaches the current crossroads from the south. The historic character and setting of the area will not be changed significantly. Hedgerows along current A303 to be retained. Permanent impact.	None	Negligible	Slight adverse	Figure 6.11D

Table 1.6: Operational phase: Asset Groups and discrete assets (setting)

For detailed assessment and asset location maps see Appendix 6.9.

Asset	Name and Description	Asset Value	Impact description Scheme element Description of impact Permanent / temporary	Design and Mitigation Measures	Impact Magnitude (post-mitigation)	Residual Effect
AG02 Scotland Lodge						
MWI6943 UID 2033	Iron Age Settlement, south of Parsonage Down	High	Reduction in visible traffic Positive influence upon setting Permanent impact.	None	Minor	Slight beneficial
MWI6959 UID 2033	Roman Settlement, Parsonage Down	High		None	Minor	Slight beneficial
AG03 Winterbourne Stoke West barrows and the Coniger Enclosure						
NHLE 1015019 MWI6962, MWI7055, MWI7056, MWI7057, MWI7058, MWI7059, MWI7060, MWI7061, MWI7062, MWI7063, MWI7064, MWI7065, MWI7066, MWI7109, MWI7195 UID 2000	Winterbourne Stoke West round barrow cemetery, The Coniger enclosure and section of linear boundary earthwork	High	Increase in traffic noise Negative influence upon setting Permanent impact.	None	Minor	Slight adverse
AG04 Winterbourne Stoke East Barrows and Enclosure						
NHLE 1015020 MWI6409, MWI6411, MWI7067, MWI7067, MWI7069, MWI7070, MWI7071, MWI7072, MWI7073, MWI7074, MWI7075, MWI7076, MWI7077, MWI7108 No UID	Winterbourne Stoke East round barrow cemetery and earthwork enclosure on Fore Down	High	Increase in traffic noise Negative influence upon setting Permanent impact.	None	Negligible	Slight adverse
AG13 Diamond Group						
NHLE 1011045 MWI6398 UID 2002	Bowl barrow 250m south-west of Longbarrow Cross Roads, west of A360	Very High	Increase in visible and audible traffic Negative influence upon setting Permanent impact.	None	Negligible	Slight adverse
NHLE 1011046 MWI12720 UID 2011	Bowl barrow 400m south-east of Longbarrow Cross Roads, east of A360	Very High		None	Negligible	Slight adverse
NHLE 1010830 MWI12486 UID 2012	Long barrow on Wilsford Down 300m north of The Diamond	Very High		None	Negligible	Slight adverse
NHLE 1010834 MWI12970, MWI12971, MWI12972, MWI12973, MWI12974, MWI12975, MWI12976, MWI12977, MWI73294 UID 2013	Seven bowl barrows and a pond barrow forming a round barrow cemetery 200m north of The Diamond on Wilsford Down	Very High		None	Negligible	Slight adverse
NHLE 1011708 MWI12760 No UID	Bowl barrow 100m south east of the southern edge of The Diamond south of the A303	Very High		None	Negligible	Slight adverse
NHLE 1021349 MWI12666 UID 2010	Henge monument 300m south of Longbarrow Cross Roads, east of A360	Very High		None	Negligible	Slight adverse

Asset	Name and Description	Asset Value	Impact description Scheme element Description of impact Permanent / temporary	Design and Mitigation Measures	Impact Magnitude (post-mitigation)	Residual Effect
MWI13159 UID 2087	Long Barrow, south-south-east of Longbarrow Crossroads	Very High		None	Negligible	Slight adverse
MWI75694 UID 2170	Neolithic long barrow, Area SW2	Very High		None	Negligible	Slight adverse
MWI75695 UID 2102	Penannular ditch and cremations south of Long Barrow Crossroads	Very High		None	Negligible	Slight adverse
Asset Group 16 North Kite Enclosure and Lake Barrows						
NHLE 1010863	Lake Barrow Group, North Kite earthwork enclosure, four sections of linear boundary, and a bowl barrow within the North Kite	Very High	Reduction in visible traffic Positive influence upon setting Permanent impact.	None	Negligible	Slight beneficial
AG19 Normanton Down Barrows						
AG19A Normanton Down barrow group – north						
NHLE 1008953 MWI12487 UID 3001	Long barrow 250m north of Normanton Gorse	Very High	Reduction in visible traffic Positive influence upon setting Permanent impact.	None	Negligible	Slight beneficial
NHLE 1012369 MWI12999, MWI13000, MWI13001 UID 3002	Three bowl barrows immediately north of the A303 on Stonehenge Down	Very High		None	Negligible	Slight beneficial
NHLE 1012370 MWI12998 UID 3000	Bell barrow situated 50m north of Normanton Gorse and 170m south of the A303	Very High		None	Negligible	Slight beneficial
AG20 Durrington Down Barrows						
NHLE 1008943 No UID	Nine bowl barrows, two disc barrows and two saucer barrows forming the majority of a round barrow cemetery on Durrington Down	Very High	Reduction in visible traffic (rat-running on Packway) Positive influence upon setting Permanent impact.	None	Negligible	Slight beneficial
NHLE 1008944 No UID	Bowl barrow forming part of the Durrington Down round barrow cemetery	Very High		None	Negligible	Slight beneficial
NHLE 1008945 No UID	Bowl barrow 160m south of Fargo Road, forming part of a nucleated round barrow cemetery	Very High		None	Negligible	Slight beneficial
NHLE 1009057 No UID	Bowl barrow immediately north of Fargo Road	Very High		None	Negligible	Slight beneficial
NHLE 1009059 No UID	Disc barrow on Fargo Road	Very High		None	Negligible	Slight beneficial
NHLE 1009062 No UID	Six of the eight round barrows making up a nucleated round barrow cemetery 100m south of Fargo Road	Very High		None	Negligible	Slight beneficial
NHLE 1009063 No UID	Three bowl barrows 200m north of The Cursus	Very High		None	Negligible	Slight beneficial
NHLE 1009064 No UID	Three bowl barrows 120m south of Fargo Road	Very High		None	Negligible	Slight beneficial
NHLE 1009069 No UID	Bowl barrow 100m south of Fargo Road	Very High		None	Negligible	Slight beneficial

Asset	Name and Description	Asset Value	Impact description Scheme element Description of impact Permanent / temporary	Design and Mitigation Measures	Impact Magnitude (post-mitigation)	Residual Effect
NHLE 1009070 No UID	Bowl barrow 250m south of Fargo Road	Very High		None	Negligible	Slight beneficial
NHLE 1009071 No UID	Bowl barrow 50m south of Fargo Road, forming part of a nucleated round barrow cemetery	Very High		None	Negligible	Slight beneficial
NHLE 1009072 No UID	Two bowl barrows 250m north of The Cursus	Very High		None	Negligible	Slight beneficial
NHLE 1009125 No UID	Two bowl barrows 100m west of Durrington Down Plantation	Very High		None	Negligible	Slight beneficial
NHLE 1009126 No UID	Two bowl barrows on Durrington Down, 150m south of The Packway	Very High		None	Negligible	Slight beneficial
NHLE 1009127 No UID	Bowl barrow 200m west of Durrington Down Plantation	Very High		None	Negligible	Slight beneficial
NHLE 1009128 No UID	Pond barrow on the western margin of Durrington Down Plantation	Very High		None	Negligible	Slight beneficial
NHLE 1013871 No UID	Bowl barrow 200m north of The Cursus	Very High		None	Negligible	Slight beneficial
AG25 Packway Barrows						
NHLE 1009067	Nine round barrows forming a round barrow cemetery 400m north of the eastern end of The Cursus	Very High	Reduction in visible traffic (rat-running on Packway)	None	Negligible	Slight beneficial
NHLE 1009068	Six bowl barrows forming the majority of a round barrow cemetery in Larkhill Camp south of The Packway	Very High	Positive influence upon setting Permanent impact.	None	Negligible	Slight beneficial
AG31 Countess Farm Barrows						
AG31B Countess Farm barrow group – south-west						
NHLE 1009144 MW112743 UID 4002	Bowl barrow 200m north of the A303 on Countess Farm	Very High	Increase in visible traffic. Increase in traffic noise. Negative influence upon setting Permanent impact.	None	Negligible	Slight adverse
NHLE 1009143 MW112958 UID 4004	Bowl barrow 100m north of the A303 on Countess Farm	Very High		None	Negligible	Slight adverse
AG31C Countess Farm Barrows – south-east						
NHLE 1009142 MW112947 UID 4009	Bowl barrow 140m north of the A303 on Countess Farm	Very High	Increase in visible traffic. Increase in traffic noise. Negative influence upon setting Permanent impact.	None	Negligible	Slight adverse
NHLE 1012128 MW112948 UID 4010	Bowl barrow 80m north of the A303, north-east of Vespasian's Camp	Very High		None	Negligible	Slight adverse
AG33 Durrington Walls, Woodhenge and Associated Sites						
NHLE 1009130 No UID	Long barrow 450m WSW of Woodhenge	Very High	Reduction in rat-running traffic on A345 and the Packway.	None	Negligible	Slight beneficial
NHLE 1009131 No UID	Bowl barrow 70m west of A345 on Countess Farm	Very High	Positive influence upon setting Permanent impact.	None	Negligible	Slight beneficial

Asset	Name and Description	Asset Value	Impact description Scheme element Description of impact Permanent / temporary	Design and Mitigation Measures	Impact Magnitude (post-mitigation)	Residual Effect
NHLE 1009133 No UID	Henge monuments at Durrington Walls and Woodhenge, a round barrow cemetery, two additional round barrows and four settlements	Very High		None	Negligible	Slight beneficial
NHLE 1009140 No UID	Bowl barrow 150m west of A345 on Countess Farm	Very High		None	Negligible	Slight beneficial
NHLE 1009141 No UID	Bowl barrow 60m west of A345 on Countess Farm	Very High		None	Negligible	Slight beneficial
Discrete assets						
NHLE 1011048 UID 2001	Bronze Age enclosure and bowl barrow 100m west of Longbarrow Cross Roads on Winterbourne Stoke Down	Very High	Reduced visibility of traffic. Positive influence upon setting Permanent impact.	None	Negligible	Slight beneficial

Table 1.7: Operational phase: historic buildings (setting)

For detailed assessment and asset location maps see Appendix 6.9. NB. Assets on which the residual effect is neutral are not included in the table.

Asset (UID)	Name Description	Asset Value	Impact description Scheme element Description of impact Permanent / temporary	Design and Mitigation Measures	Impact Magnitude (post-mitigation)	Residual Effect	Corresponding NHLE Number	Figure reference
6010	Scotland Lodge	Low	Removal of through traffic on present A303 Positive influence on setting reduction of visual and aural impact of traffic Permanent effect	None	Minor	Slight beneficial	N/a	Figure 6.9B
6011	Milestone west of B3083 Junction	Medium	Removal of through traffic on present A303 Positive influence on setting reduction of visual and aural impact of traffic Permanent effect	None	Minor	Slight beneficial	1131010	Figure 6.9B
6013	Foredown House	Low	Traffic on main carriageway, River Till Viaduct and River Till viaduct embankments east and west Increased noise levels from traffic on new road to north elevation of asset, decrease to south elevation	False cuttings on bypass, 1.5m solid parapet on south side of River Till Viaduct	Minor	Slight adverse	N/a	Figure 6.9B
6014	K6 telephone kiosk at Winterbourne Stoke	Low	Removal of through traffic on present A303 Positive influence on setting reduction of visual and aural impact of traffic Permanent effect	None	Minor	Slight beneficial	N/a	Figure 6.9B
6015	Winterbourne Stoke Conservation Area	Medium	Main carriageway, embankment and River Till viaduct north of Winterbourne Stoke. Removal of through traffic on present A303 Positive influence on setting through reduction of visual and aural impact of traffic Permanent impact	False cuttings on bypass, 1.5m solid parapet on south side of River Till Viaduct	Minor	Slight beneficial	N/a	Figure 6.9B
6016	Manor House	High	Removal of through traffic on present A303 Positive influence on setting through reduction of visual and aural impact of traffic Permanent effect	False cuttings on bypass	Minor	Slight beneficial	1130971	Figure 6.9B
6017	Bridge Cottage	Medium	Removal of through traffic on present A303 Positive influence on setting through reduction of visual and aural impact of traffic Permanent effect	False cuttings on bypass	Negligible	Slight beneficial	1318524	Figure 6.9B

Asset (UID)	Name Description	Asset Value	Impact description Scheme element Description of impact Permanent / temporary	Design and Mitigation Measures	Impact Magnitude (post-mitigation)	Residual Effect	Corresponding NHLE Number	Figure reference
6018	Bridge Over River Till	Medium	Removal of through traffic on present A303 Positive influence on setting through reduction of visual and aural impact of traffic Permanent effect	False cuttings on bypass	Negligible	Slight beneficial	1130973	Figure 6.9B
6026	Hill Farm Cottages	Low	Removal of through traffic on present A303 Positive influence on setting through reduction of visual and aural impact of traffic Permanent effect	Bund to south of Scheme	Minor	Slight beneficial	N/a	Figure 6.9B
6032	Marker AM2. Stonehenge Aerodrome boundary marker at Winterbourne Stoke Crossroads barrow group	Low	Longbarrow Junction realigned A360 north. Removal of traffic from present A360 Positive effect on setting from removal of traffic on present A360 Permanent effect	None	Negligible	Slight beneficial	N/a	Figure 6.9B
6033	Marker AM1. Stonehenge Aerodrome boundary marker beside A303	Low	Main carriageway in twin bore tunnel, removal of traffic from present A303 Positive effect on setting from removal of traffic on present A303 Permanent effect	None	Negligible	Slight beneficial	N/a	Figure 6.9C
6037	Marker AM12. Stonehenge Aerodrome boundary marker beside A303, south-west of Stonehenge	Low	Main carriageway in twin bore tunnel, removal of traffic from present A303 Positive effect on setting from removal of traffic on present A303 Permanent effect	None	Negligible	Slight beneficial	N/a	Figure 6.9C
6038	Marker AM11. Stonehenge Aerodrome boundary marker north of A303, south-west of Stonehenge	Low	Main carriageway in twin bore tunnel, removal of traffic from present A303 Positive effect on setting from removal of traffic on present A303 Permanent effect	None	Negligible	Slight beneficial	N/a	Figure 6.9C
6039	Milestone opposite Stonehenge	Medium	Main carriageway in twin bore tunnel, removal of traffic from present A303 Positive effect on setting from removal of traffic on present A303 Permanent effect	None	Negligible	Slight beneficial	1131086	Figure 6.9C
6040	Milestone	Medium	Main carriageway in twin bore tunnel, removal of traffic from present A303 Reduced impact of traffic: positive influence upon setting Permanent impact.	None	Minor	Slight beneficial	1131085	Figure 6.9C

Asset (UID)	Name Description	Asset Value	Impact description Scheme element Description of impact Permanent / temporary	Design and Mitigation Measures	Impact Magnitude (post-mitigation)	Residual Effect	Corresponding NHLE Number	Figure reference
6041	Custodians' Cottages at King Barrow Ridge	Low	Main carriageway in twin bore tunnel, removal of traffic from present A303 Positive effect on setting from removal of traffic on present A303 Permanent effect	None	Moderate	Slight beneficial	N/a	Figure 6.9D
6042	Milestone near junction with A303(T)	Medium	Main carriageway in twin bore tunnel, removal of traffic from present A303, removal of through traffic on Stonehenge Road Positive effect on setting from removal of traffic on present A303 and through traffic on Stonehenge Road Permanent effect	None	Minor	Slight beneficial	1131071	Figure 6.9D
6052	Amesbury Conservation Area	High	Traffic on Countess Junction and main carriageway to west Impact from traffic noise on new road between Countess Junction and Eastern portal. Impact on sections of Shurch Street and Hight Street from increased traffic unable to use Stonehenge Road.	1.8m high solid noise barriers on Countess Viaduct	Negligible	Slight adverse	N/a	Figure 6.9D
6053	Amesbury Abbey RPG	High	Traffic on Countess Junction and main carriageway to east and west Impact from traffic noise on new road between Countess Junction and Eastern portal and to the east of Countess Junction	1.8m high solid noise barriers on Countess Viaduct	Minor	Slight adverse	1000469	Figure 6.9D
6061	Grey Bridge	Medium	Traffic on Countess Junction Aural impact from traffic noise from Countess Junction; visual impact from high-sided vehicles in Countess viaduct	1.8m high solid noise barriers on Countess Viaduct	Negligible	Slight adverse	1131054	Figure 6.9D
6062	Diana's House	High	Traffic on Countess Junction Aural impact from traffic noise from Countess Junction; visual impact from high-sided vehicles in Countess viaduct	1.8m high solid noise barriers on Countess Viaduct	Minor	Slight adverse	1131053	Figure 6.9D
6063	Estate Boundary Wall	Medium	Traffic on Countess Junction Aural impact from traffic noise from Countess Junction; visual impact from high-sided vehicles on Countess viaduct	1.8m high solid noise barriers on Countess Viaduct	Minor	Slight adverse	1318486	Figure 6.9D
6064	Gate Piers to Lord's Walk, to Amesbury Abbey, with flanking Estate Boundary Walls	High	Traffic on Countess Junction Aural impact from traffic noise from Countess Junction; visual impact from high-sided vehicles on Countess viaduct	1.8m high solid noise barriers on Countess Viaduct	Negligible	Slight adverse	1182498	Figure 6.9D
6065	Kent House	High	Traffic on Countess Junction Impact from traffic noise from Countess Junction	1.8m high solid noise barriers on Countess Viaduct	Negligible	Slight adverse	1131093	Figure 6.9D

Asset (UID)	Name Description	Asset Value	Impact description Scheme element Description of impact Permanent / temporary	Design and Mitigation Measures	Impact Magnitude (post-mitigation)	Residual Effect	Corresponding NHLE Number	Figure reference
6067	Countess Farmhouse and front garden walls	Medium	Traffic on Countess Junction Aural impact from traffic noise from Countess Junction; visual impact from high-sided vehicles on Countess viaduct	1.8m high solid noise barriers on Countess Viaduct. Proposed ornamental planting on terraces and tree belt to south of asset	Minor	Slight adverse	1318487	Figure 6.9D
6068	Stables and Barn at Countess Farm	Medium	Traffic on Countess Junction Aural impact from traffic noise from Countess Junction; visual impact from high-sided vehicles on Countess viaduct	1.8m high solid noise barriers on Countess Viaduct. Proposed ornamental planting on terraces and tree belt to south of asset	Minor	Slight adverse	1131055	Figure 6.9D
6069	Large Granary at Countess Farm	Medium	Traffic on Countess Junction and main carriageway to west Aural impact from traffic noise from Countess Junction; visual impact from high-sided vehicles on Countess viaduct	1.8m high solid noise barriers on Countess Viaduct. Proposed ornamental planting on terraces and tree belt to south of asset	Minor	Slight adverse	1318488	Figure 6.9D
6070	Large Barn at Countess Farm	Medium	Traffic on Countess Junction and main carriageway to west Aural impact from traffic noise from Countess Junction; visual impact from high-sided vehicles on Countess viaduct	1.8m high solid noise barriers on Countess Viaduct. Proposed ornamental planting on terraces and tree belt to south of asset	Minor	Slight adverse	1131056	Figure 6.9D
6113	Millmead	Medium	Traffic on Countess Junction and main carriageway to east Impact from traffic noise from main carriageway to east of Countess Junction	None	Negligible	Slight adverse	1318492	Figure 6.9E

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