

A303 Amesbury to Berwick Down

TR010025

6.3 Environmental Statement Appendices

Appendix 10.3 Supplementary Historical Land Use Information

APFP Regulation 5(2)(a)

Planning Act 2008

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

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Table of Contents

| Chapter | Pages |
|--|--------------|
| 10 Historical Land Use Supplementary Information | 1 |
| 10.1 Former RAF Oatlands Hill | 1 |
| 10.2 Former RFC Lakedown | 1 |
| 10.3 Former RAF Stonehenge | 1 |
| 10.4 Former Military Light Railway and Sewage Works | 2 |
| 10.5 Former Quarry | 2 |
| References | 3 |

10 Historical Land Use Supplementary Information

10.1 Former RAF Oatlands Hill

- 10.1.1 RAF Oatlands Hill is understood to have been a World War II satellite site for RAF Sarum and comprised a grass airfield, and three small blister hangers with underground fuel storage facilities. The airfield was operational between 1941 and 1946 and appears to have been only very lightly used. A review of the aerial photographs from 1945 undertaken for the Preliminary Sources Study Report (PSSR) (Ref 10.1) shows no visible evidence of aircraft use on the open grass field or in the vicinity of the hangars at this point in time.
- 10.1.2 During the 2001 main ground Investigation (Ref 10.2) six trial pits were excavated to depths of between 3.5m and 5 meters below ground level (m bgl) corresponding with the section of the Scheme which would intersect the former airfield. In addition, as part of the Phase 1A supplementary investigation undertaken in 2003 (Ref 10.3), two rotary boreholes were drilled to depths of 18m bgl and one trial pit excavated to 5m bgl. A thin layer of topsoil was encountered overlying Chalk in all locations. No groundwater strikes were reported in the boreholes or trial pits and no visual or olfactory evidence of contamination impacts were recorded. Given the length of time since the main operation of the site (approximately 70 years) and the use of the land for agricultural purposes, degradation and attenuation of contamination (particularly volatile contaminants) is expected to have occurred, although this does not mean there will have been total removal of the source.

10.2 Former RFC Lakedown

- 10.2.1 Based on information in the PSSR (Ref 10.1), the former RFC Lake Down was a World War I airbase comprising a grass airfield and extensive associated infrastructure covering an area of 65 ha. The PSSR indicates that airbase was used for day-bombing training by the RFC and the United States Air Force.

10.3 Former RAF Stonehenge

- 10.3.1 RAF Stonehenge covered an area of approximately 145 ha, mainly in the fields north of the A303. The airbase's main camp was split into a technical area and a domestic area located north and south of the A303, respectively. The technical area of RAF Stonehenge is understood to have contained aeroplane hangars, general repair hangars, numerous buildings for workshops, Bessonneau hangars as well as fuel storage tanks (Ref 10.1). The domestic area housed off duty aircraft crews and comprised various messes and a large barracks comprising an area of tents and buildings. The section of RAF Stonehenge intersected by the Scheme tunnel alignment was occupied by the domestic part of the main camp.
- 10.3.2 It is understood that buildings in the main camp were auctioned off between 1921 and 1922 and some of the buildings were subsequently used as a pig farm (Ref 10.4). Some buildings remained in the 1930s when most of the site was in the ownership of the National Trust. The information reviewed makes reference to the buildings being auctioned off, on condition of them being removed, it also states that prospective purchasers would have been interested

in the value of the raw materials, including asbestos, indicating it may have been present.

- 10.3.3 During the historical ground investigations undertaken in 2001 (Ref 10.2) and 2003 (Ref 10.3) six boreholes (20m to 35m bgl) and six trial pits were positioned along the section of the Scheme which intersects the former RAF Stonehenge site. The ground conditions encountered comprised topsoil over Chalk and no groundwater strikes were recorded, although the water table might not have been intercepted if the investigation was undertaken at a time when the water table was low. Evidence of previous human activity were recorded in one trial pit between ground level and 2m comprising buried pottery, wire and bones. No visual or olfactory evidence of chemical impact was observed in any of the twelve exploratory holes. Given the length of time since the main operation of the site (approximately 95 years) and the use of the land for agricultural purposes, degradation and attenuation of contamination (particularly volatile contaminants) is expected to have occurred.

10.4 Former Military Light Railway and Sewage Works

- 10.4.1 A spur of the Larkhill Military Light Railway served RAF Stonehenge during its operation and a railway terminal and goods yard were historically present within the technical area of the airbase, to the north of the A303. The PSSR (Ref 10.1) indicates that the disused sewage works identified on the 1924 historical map was also associated with the airbase. Aerial photographs indicate that this was dismantled at sometime between 1943 and 1970 and was no longer present on the 1972 Ordnance Survey (OS) map.
- 10.4.2 As part of the 2001 main ground investigation, one trial pit was excavated within the former railway line footprint (adjacent north of the Scheme) to 5m bgl. Topsoil was encountered overlying Chalk and no groundwater strikes were noted. No chemical testing was undertaken at this location however the exploratory log indicates that no visual or olfactory evidence of contamination impacts were recorded.

10.5 Former Quarry

- 10.5.1 A small former quarry (approximately 0.1 ha in area) intersects the Scheme alignment 500m west of Countess Roundabout. The feature is labelled as an 'old quarry' on the 1901 OS map and remains shown on mapping until at least 1961. The next available map dated 1971-1972 shows the existing A303 to have been constructed directly through the location of the quarry and therefore it is considered most likely that the quarry was infilled with engineered aggregate rather than waste.

References

- Ref 10.1: AAJV, Preliminary Sources Study Report, (HAGDMS Ref. 29300), 2016
- Ref 10.2: Soil Mechanics, A303 Stonehenge Ground Investigation Factual Report on Phase I Main Ground Investigation Volume 1 to 5. HAGDMS no. 16175, 2001
- Ref 10.3: Soils Mechanics, Factual Report Phase 1A Supplementary Ground Investigation for A303 Stonehenge Improvement Volume 1 to 5. HAGDMS no. 21762, 2003
- Ref 10.4: Martyn Barber Research, Stonehenge World Heritage Site Landscape Project Stonehenge Aerodrome and the Stonehenge Landscape, 2014

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