

# Artscapes

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## ACTIVITIES AROUND STONEHENGE INTRO .

I.D. 20017923

Graham Burgess FRSA December 2018.

### OVERVIEW.

The landscape generally consists of gently curved downland. Wherever possibly this should be conserved.

Rectilinear structures like roads and agricultural buildings may erode the natural views so where possible they should be concealed from key views. Natural plantings should not be structured as formal avenues but more natural groupings ideally with species variation.

The concept of species variation could tune into ancient history with plantings of arboreal shrubs such as hazels (*Corylus avellana*) as this was grown for use in the old agricultural systems and that included use as hurdles in the henges. Wildflowers provide attraction.

There is some ongoing agriculture and an adjacent pig-farm alludes to the ongoing fertility of the area although the modern pig-shed constructions made from metal are a step away from the past.

In terms of efficiency the space allocated for vehicular use and speed control can positively serve not only the local features but also distant venues being served by traffic.

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## ACTIVITIES AROUND STONEHENGE.

A key underlying dynamic is **FLOW**. The road passing Stonehenge has been there for hundreds of years because it is a key east-west; west-east route.

In earliest times it passed through an area rich in agriculture and all the high spots in Hampshire and Wiltshire still hold clues as to the numerous henges where crops were thrashed, stored safely and in some cases transported to more distant places.

The road would have originally been wide enough to accommodate carts.

**Increased flows** connecting more distant locations led to the creation of a wider roadway and another development was more control over traffic by installing two-way road systems and dual carriageways.

Until recently this satisfied flow needs but an increase in traffic has created a problem of congestion.

The simplest way to solve this problem is the same as is applied to pipe-work, namely **widen the area available for flow** and for this to reach out in both directions. The volume of the pipe should be designed to allow **best FLOW of traffic at safe speeds**.

A key problem underlying the creation of an optimum environment for effective flow is to tune into the basic forces.

Drivers face forward and in such a situation can see 50 degrees above the horizontal.

Facing forward the driver can see within 20 degrees either side of the centre of vision.

Generally the 50 degrees vision accommodates views of distance, middle distance and close-up. At high level the only thing that might impose on safety is intense sunlight shining into the driver's eyes. All vehicles have a device that can be lowered to reduce this risk.

At lower levels the human eye watches for changing dynamics such as adjacent traffic, whether it is in front or approaching, people or animals crossing. Maybe pot holes .

The eye also sees the surrounding landscapes and whilst a general local landscape is immediately accepted as having no risk there may be certain factors that attract extra attention. The concept of "wondering what that is", may lead to some **change in the flow of vehicles**. This may result in drivers slowing down or temporarily shifting direction. Wondering can lead to "wandering".

If one installs something to block these attracting features in simple ways, close-up and medium-distance, the flow would not be impeded. It may be that the flow restriction is more severe in one direction. Looking back is not a big risk.

If **the flow route is widened** and a mixture of Natural Trees and Arboreal Shrubs is placed at **key points along flow lines** the viewing of **features, that attract interest and reduce flow-rate**, will be reduced. Cheap solution. Could be planted on bunds echoing the shape of our local downland landscape.

A key reducer of ongoing flow is the access to Stonehenge and the A360 leading down into Salisbury. Wide access and exit is required. It could be a short tunnel or a simple one-way bridge as at Hogarth's Roundabout in London.

So below a conceptual image of how one might solve the problems. Biggest cost additional roadway but this would serve wider trades .



Hogarth Roundabout additional flow taken over low-cost bridge.



Graham Burgess FRSA December 2018.



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18th December, 1989.

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For the Attention of Mr. G. Burgess

Dear Graham,

Charlton Place Phase II

It is too often the case, when so much is going on, to forget to say 'thank you' and so I am anxious to put on record Trust Company's appreciation for your important contribution to the successful completion of the second phase of Charlton Place.

So often we read in the press about major construction projects which are completed late, run over budget and often have significant defects. It is, therefore, a further measure of the quality of the effort which has been applied which has resulted in this project being completed on time, within budget and to agreed standards.

Please accept my personal thanks for your efforts and please pass on my thanks to those who supported you on this major project.

Yours sincerely,

[REDACTED]

Head of Services

**We won this project over 3 phases due to the fact that our scheme was more efficient in car-park space allocation that avoided covering over part of the River Anton. This skill was learned with John Lewis Partnership and Waitrose where GB was a Director.**