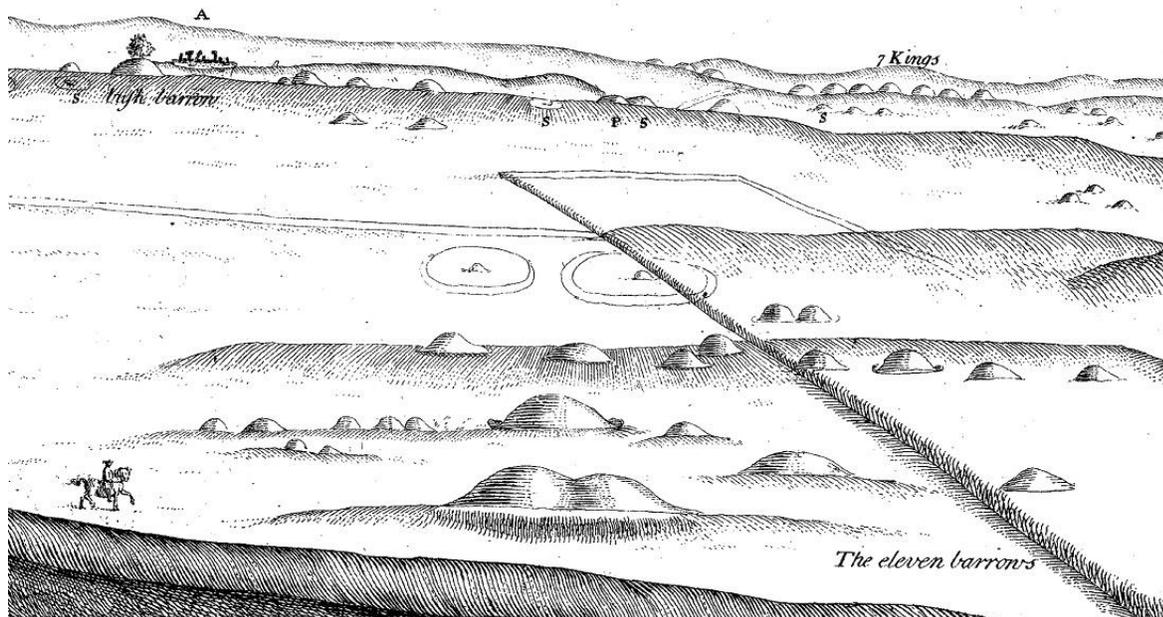


## A303 Stonehenge Examination

### Suggested accompanied or unaccompanied site visits

1. To see the view towards Stonehenge from the south, ideally from Lake Field (in private ownership), drawn by William Stukeley in 1723. From this viewpoint, elements of the designed prehistoric landscape can be seen: barrows on the (inter-visible) ridges and slopes, Stonehenge in the distance; the dry valley below, around the head of which (to the NW) is the important group of Neolithic long barrows. If access to Lake Field is not possible, a similar view can be obtained from Byway 12, close by.



William Stukeley, A Prospect of the barrows in Lake Field . . . Engraving, 1723. A = Stonehenge. View northwards across the Stonehenge landscape unobscured by trees. Byway 12 now runs to the L of Bush Barrow, towards the henge.

2. We also suggest walking north down Byway 12 towards the henge, starting alongside Lake Field, to gain an impression of changing views of the henge and other monuments as one passes through the landscape. This route also takes one past the RSPB sanctuary on Normanton Down (between the viewpoint and Bush Barrow in Stukeley's drawing).

3. We hope the ExA would ask to see the view eastwards from the ancient Avenue at the point where it would pass nearest to the east tunnel portals and the new expressway entering them. (This location is on private property but at some time in the (even distant) future it might be accessible to the public.)

3. We suggest walking from east of King Barrow Ridge, along the route of the Avenue to Stonehenge, to gain an impression of the views and hidden aspects of the henge and the striking sight of the Stones on the skyline.

4. In addition, or as an alternative to view 4, we suggest walking down Byway 12 from the north to Stonehenge, again to gain an impression of changing views of monuments as one walks through the landscape. In walking towards the henge from the northeast (and from the north via Byway 12) the following can also be seen: the site of the former visitor-centre (fenced area now still used in part by security staff); the double fence in front of the Heel Stone; and the tarmac turning area for visitor-transit buses.

5. Fine views of Stonehenge and the Cursus Barrows on the skyline can be seen from the sewage works at Larkhill.

6. We suggest that the ExA should visit Stonehenge via the bus from the visitor-centre on a busy day to gain an impression of the usual experience of visitors to the henge who do not have time to explore the wider landscape or may only have some time to do so after having visited the henge. (NB. Noise of moving traffic depends on wind direction.)

7. A visit to 4-lane expressways + tunnels elsewhere in the UK to gain an impression of the visual and aural impact (day and night); including the scale of such constructions. For example Google images:

A27 Southwick Tunnel E portals



A2 Eltham west portals + concrete revetments



A3 Hindhead S approach to tunnel



Hindhead portals at night (copyright unknown)



## **Suggested photomontages and videos**

1. Pedestrian views (day and night) east and west of the new expressway from the green bridge 4 (west of the west tunnel portals), to include fencing, signage, lighting at tunnel portals etc.
2. Views (day and night) eastwards from the ancient Avenue towards Countess Roundabout from the nearest point to the east tunnel portals. To include all street furniture, busy traffic and fencing.
3. Photomontages, or ideally videos (day and night), of pedestrian views from new byway (i.e. 'old' A303): from east to west and vice versa, down towards expressway cutting and tunnel portals, moving up to see view of landscape over the cutting. To include all fencing, street furniture and busy traffic.
4. Video views (day and night) from top of long barrow beside and to NE of present Longbarrow Roundabout (to include all street furniture, busy traffic, fencing, etc.):
  - i) Towards roundabout with detour lanes etc during construction period
  - ii) Towards construction compound in operation during road construction
  - iii) Towards the new interchange on completion including slip roads (day and night)
  - iv) Towards the cutting to the south, sweeping westward towards interchange in operation

## **Notes**

We have asked for videos since movement within the scene is important; as is movement of focus from fairly close to more distant views. Narrow field of view vistas + swinging through a panorama would be more realistic than static panoramas which tend to reduce the impact of development within the wider scene. Views of the expressway would be more realistic if the vista were scanned across the road/tunnel entrance/ slip roads to interchange etc. and then across the width of the road and landscape. Simulated soundtrack of moving traffic at predicted levels would also help to give a more realistic impression of the proposed scheme.