

From: [REDACTED]
To: [A303 Stonehenge](#)
Subject: Re: A303 Stonehenge - TR010025
Date: 02 May 2019 12:50:34

Written submission for proposed development A303 Amesbury to Berwick Down

David Field PhD, FSA

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I am a retired archaeologist formerly employed by English Heritage and before that by the Royal Commission on the Historical Monuments of England and have spent some 30 years working on and around both halves of the World Heritage Site and on the military land between them. In particular, I was engaged on investigating the archaeology of the Stonehenge part of the WHS, including the stones themselves and am one of the contributors to the English Heritage report outlining the results and of another detailing findings at the stones themselves. I would like to re-emphasise and add to the points made in my earlier representation regarding the proposed western terminal.

In my view the proposal to benefit one part of the WHS at the expense of another is misguided. The areas beyond the stones are not simply a buffer zone and should not be viewed as one. The area has been designated WHS status and its boundaries carefully chosen because the whole area is important, with each component having equal value. The area around the western portal is particularly sensitive because it is likely to be the area where settlement developed and from where traditions of ritual and ceremonial sprang.

Firstly, it is the focus of a remarkable group of long barrows, monuments of the 4th millennium BC that sometimes hold burials, but which are generally considered tenorial markers of some kind. Such monuments very occasionally occur in pairs but a group of seven is unique and tells us amongst other things that there was a remarkable degree of social interaction in this area not seen elsewhere in the country. Of particular note, are the large long barrows that stand sentinel-like either side of the Wilsford coomb, ie those at Winterbourne Stoke Crossroads and at Lake, that seem to channel movement from the southwest towards the area of the stones. As this may be where ritual and ceremonial in the landscape began, the zone and vistas between these two monuments is of particular importance to preserve.

It is very clear that traditions here continued into the 3rd millennium BC ie the period of stone construction, and beyond, as round barrow cemeteries developed around the prominent long barrows. That at Winterbourne Stoke Crossroads is iconic, comprising all the known types of round barrow. It is the best preserved round barrow cemetery in the UK and is of international importance. It is important that the cemetery can be appreciated as a whole within its landscape setting and indeed, as for the long barrows, that the zone and vista between it and its neighbouring cemetery at Lake be preserved.

Further, systems of ancient fields were established here by at least the Bronze Age. The proposed cutting strikes a course between them, but this is precisely where we would expect settlement to be and indeed, fieldwalking in the past has indicated a great concentration of domestic debris in the topsoil here. A little further south a formal trackway leads from the southwest towards Stonehenge. This is the earliest and only

prehistoric road that we know of that leads towards Stonehenge. The cutting does not interfere with it, but it does interfere with its associated landscape. So we have a potential settlement with its fields and contemporary landscape, all extremely fragile and important archaeology that can in due course inform us with regard to the society that constructed the stones. Here, then is a third reason why it is inappropriate to place a cutting through this area.

One of the reasons for upgrading the road in Highways Authority literature is to benefit the WHS. The position of the western terminal clearly does not meet that objective. If this route is chosen, then the western portal really does need to be positioned outside the WHS.

With regards

David Field

On Mon, Mar 4, 2019 at 12:35 PM A303 Stonehenge
<A303Stonehenge@planninginspectorate.gov.uk> wrote:

Dear Sir/ Madam

**Planning Act 2008 – Section 88 and The Infrastructure Planning
(Examination Procedure) Rules 2010 – Rule 6**

**Application by Highways England for an Order Granting
Development Consent for the A303 Amesbury to Berwick Down**

**Notice of Preliminary Meeting and availability of Relevant
Representations**

Your reference: 20020530

Please find below a website link to the Rule 6 letter giving notice of, and the agenda for, the Preliminary Meeting. This letter includes a number of important annexes.

<https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010025/TR010025-000511-190304%20TR010025%20Rule%206%20letter%20-%20Cover%20FINAL.pdf>

If this link does not open automatically, please cut and paste it into your browser.

Yours faithfully

A303 Amesbury to Berwick Down Case Team

National Infrastructure Planning

The Planning Inspectorate

Temple Quay House

Temple Quay

Bristol

BS1 6PN

Web: <https://infrastructure.planninginspectorate.gov.uk/> (National Infrastructure Planning)

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