

MINISTRY OF PUBLIC BUILDING AND WORKS

Sanctuary Buildings Greet Smith Street LONDON, S.W.1.

7th October, 1965

Dear Sir.

Notice of Proposed Development at Stonehenge.

In recent years there has been growing public awareness of the need to improve the setting of Stonehenge, and to enable it to stand in greater isolation by freeing it, as far possible, from the discordant features which mar its immediate vicinity.

With this in mind, this Ministry and the National Trust, who hold much of the land surrounding the Circle, have evolved a comprehensive scheme, with which we hope your Council will be in sympathy, designed to remove or to mitigate the worst of these unsightly or irrelevant features which are under their own immediate control.

The striking increase in the number of visitors to Stonehenge from 215,000 in 1956 to 347,500 in 1964, and the accompanying rise in the number of vehicles on the road has meant that for much of the year the general view of Stonehenge and its surroundings is spoiled by the sight of a mass of cars, parked either on the official car parknorth of A.344 (part of which is clearly visible from the Stones), or at intervals along the Trackway which passes close to the Circle on the west. Motorists seeking a short cut to the monument when approaching from the west on A.303, and those who are unable to find room at peak periods in the official car park make use of the Trackway, which is frequently congested with anything up to 150 cars. The spectacle of nose to tail parking which they provide, and the constant coming and going of vehicles, with the noise, dust and times which result, are, of course, completely destructive of the atmosphere we would wish to oreate.

The Ministry and the Trust have come to the conclusion that this problem can only be solved by <u>diverting the route of the Trackway acmedistance to the west of Stonehance</u>, where it will be concealed by the lie of the land, and by doing away with the stretch of the Ministry's car park which is visible from the Grole.

The land in the immediate vicinity of the Circle has accordingly been most carefully surveyed to find a new route for the Track which would follow the line of least visibility; which would avoid damage to features of archaeological interest; which would cause no inconvenience to known users; and which would, if possible, be shorter than the present route.

Flan 123/238 (of which four copies are enclosed) shows the present line of the Track marked with a blue line south of A.303 and north of A.344 and in green where it passes the Circle. This, it is proposed, should be stopped up from the south boundary of the National Trust's land (coloured yellow) south of A.303, and as far as the point of intersection with the south side of the Cursus, north of A.344.

The route marked with a red line lying in a shallow arc some 250 yards to the west, would be substituted for it, and if this were done, the length of the diversion would, in fact, be 50 ft. shorter than the comparable stretch of the present Track.

It is not proposed that the new route should be made up. It would be fenced, and would remain a "green road", and any vehicles using it would be

MINISTRY OF FUBLIC BUILDING AND WORKS

Sanotuary Buildings, Great Smith Street, LONDON, S.W.1.

7th October, 1965

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Plan 123/238 (of which four copies are enclosed) shows the present line of the Track marked with a blue line south of A.503 and north of A.344 and in green where it passes the Circle. This, it is proposed, should be stopped up from the south boundary of the National Trust's land (coloured yellow) south of A.303, and as far as the point of intersection with the south side of the Cursus, north of A.344.

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It is not proposed that the new route should be made up. It would be fenced, and would remain a "green road", and any vehicles using it would be left to wear and impact the chalk down into a surface of the same type as the existing Track. It is fully understood that this diversion route would have to be in affit state for use before the existing Trackway went out of use.

WCC Roads and Bridges Committee Minutes F1/100/6

| 1900 - 1906 | Pages 86, 102 - | -107, 121, 152 and 275 | References to fences at Stonehenge and |
|-------------|-----------------|------------------------|--|
|-------------|-----------------|------------------------|--|

Lake and Druids Head Tracks

1959 Page 47

Repairs on section giving access to

Stonehenge

1962 Page 43 Track linking A303 and A344

compliment the more informal County Surveyor's/Clerk's parish correspondence files

1963 Page 85 Track to the west of Stonehenge to be

repaired by the County Council

Amesbury Rural District Council Minutes G1/100/1,2 and 21

| 6/3/1901 12/6/1901 10/7/1901 7/8/1901 | Page 237 Page 246 Page 248 Page 250 | Obstruction to tracks at Stonehenge |
|--|--|-------------------------------------|
| 13/11/1963 | Page 746 | Council to hardcore track |

I've had a look at the lists we have in our office relating to highway references in WCC and RDC records and have found the following – I think you will find plenty of records to look at (bring this list with you – it will save you a lifetime's reading of Committee Minutes). These formal records should compliment the more informal County Surveyor's/Clerk's parish correspondence files

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some the Finance Committee be requested to approve of these berness the sealing of any decision that the recommended to authorise the sealing of any decision than the recommended to authorise the sealing of any decision to recommended to authorise the sealing of any decision to the recommended to authorise the sealing of any decision to the recommended to authorise the sealing of any decision to the The land to be sold take and land tak free purchase which is subject to ten in the land to be siven on completion of in connection with the acquimines the line sign to have an exponent in connection with the acquimines free county to have an exponent in the county to have a pay and exponent in the county. Administration of the second to authorise the sealing of any document and Council be recommended to authorise the sealing of any document the some monument of Stonehenge. This, I am sure you will agree, is not once a the some monument of Stonehenge of the highway. and on report made by the Clerk, Resolved! That the Secretary of the Sand on report made by the Council are not aware of any steps they are messary. Park of Stonishings. On reading a letter dated 11th January. The National Trust and H.M. Office of Works are co-operating in a scheme vans the glod and maintain fences to the vendor's satisfaction commutes and a named which we have formulated a car park will be according to the scheine which an around which down comparatively inconspicuous, available for the public without charge, effort the property of the catenatus of the footpath of Lindser stalls. One ware to the Mariton and th tance to the norm spaceous. We should be glad to have an assurance comparatively inconspaceous. the Validical Dist and a view to preventing cars and char-a-bones are park at Scanshedge, grandhedge. This. I am silte von cars from parking on the grass verge at the side of the road. E tence to the north of the Monument, on ground which slopes away the amounties and a dangerous obstruction of the highway. secretary to the National Trust as follows: nihit and prevent parking along the road.

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Easter 1923

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