

## APPENDIX 4

COPY/

MINISTRY OF PUBLIC BUILDING AND WORKS

Sanctuary Buildings,  
Great 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 235,000 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 park north 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 fumes which result, are, of course, completely destructive of the atmosphere we would wish to create.

The Ministry and the Trust have come to the conclusion that this problem can only be solved by diverting the route of the Trackway some distance to the west of Stonehenge, 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 Circle.

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.

Plan 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

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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 park north 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 fumes which result, are, of course, completely destructive of the atmosphere we would wish to create.

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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 a fit state for use before the existing Trackway went out of use.

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

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

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Quarter Sessions Diversion Plan

BR 7

Easter 1923

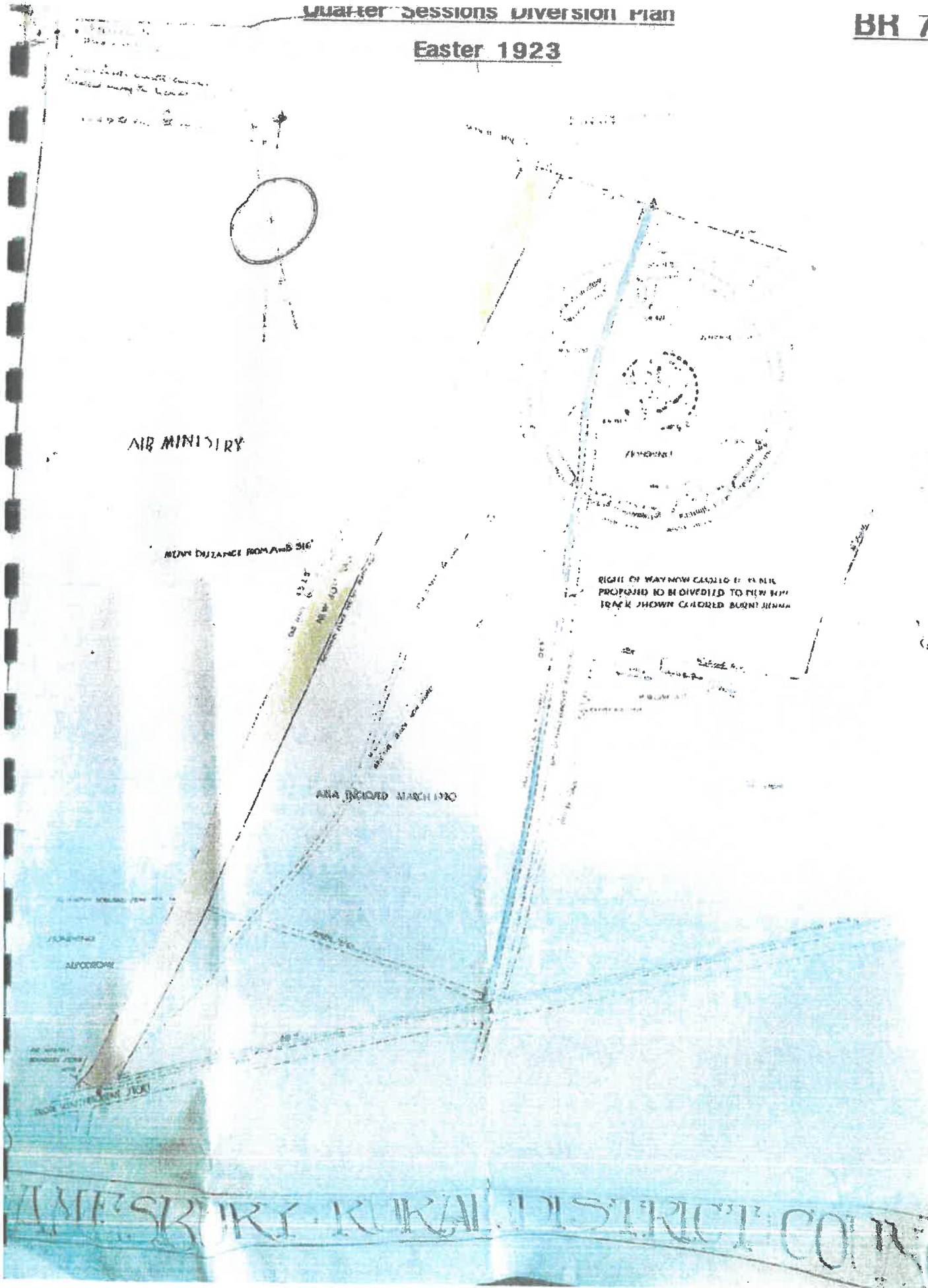
AIR MINISTRY

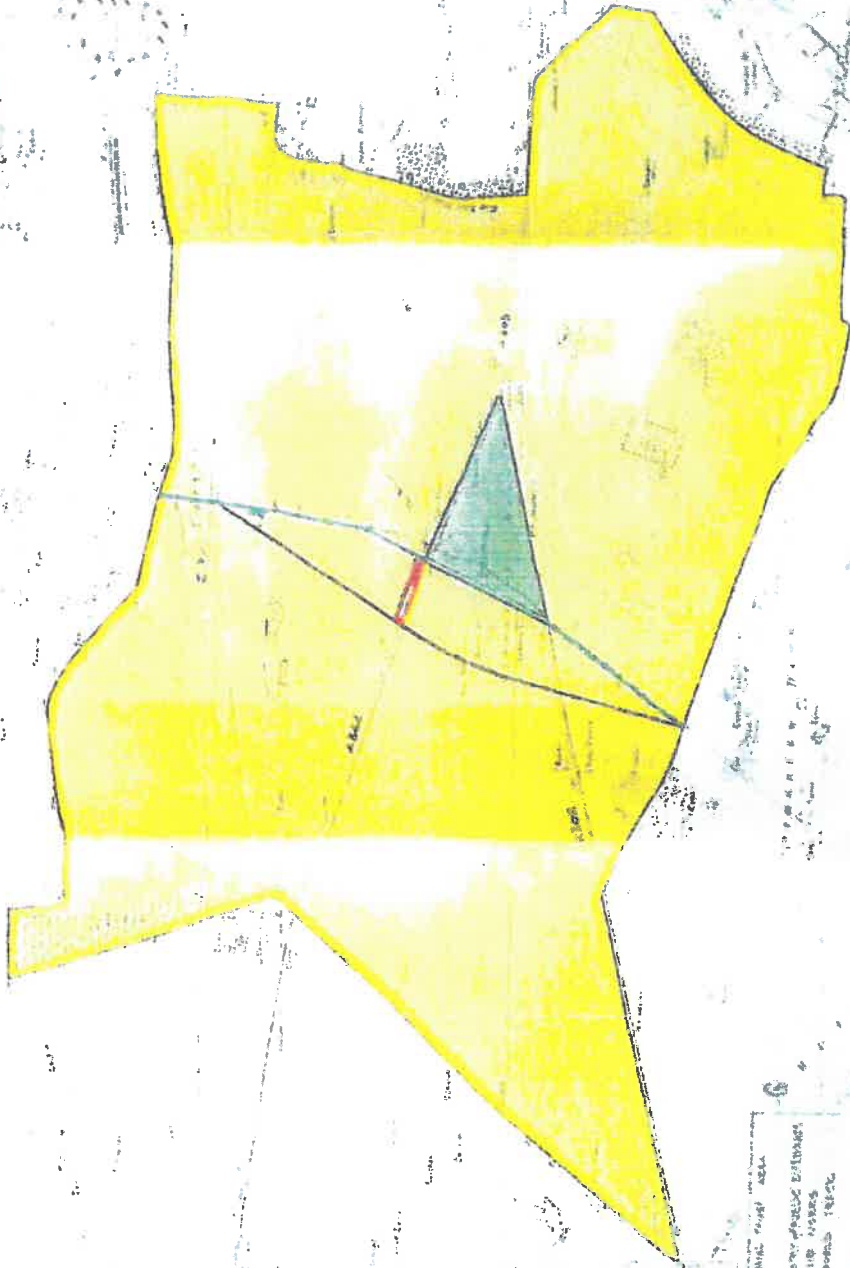
MIN DISTANCE FROM AND SIG

RIGHT OF WAY NOW CLOSED BY FENCE  
PROPOSED TO BE DIVIDED TO NEW RAIL  
TRACK SHOWN COLORED BURNI JENNA

AREA INCLOSED MARCH 1920

WESTBURY RURAL DISTRICT COUNCIL





- [Symbol] TRIMMING PLANT AREA
- [Symbol] VARIOUS PUBLIC BUILDINGS
- [Symbol] OLD HOUSES
- [Symbol] EXISTING TRAIL
- [Symbol] EXISTING TRACK
- [Symbol] EXISTING PATH
- [Symbol] EXISTING LIME PAVE
- [Symbol] LANDS WITH INTENTION TO USE PAVE

STONEHENGE NATIONAL TRUST AREA AS EXISTING

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MUNICIPALITY OF PUBLIC BUILDINGS & WORKS  
 ALEXANDER MEMORIAL MUSEUM  
 111 BAKER STREET, W. 22ND ST.  
 PHOENIX, ARIZONA 85001

SCUS  
& located by

