

## **Comment on Written Representation by Mike Pitts (TR010025-000835)**

**by Dr C.A. Shell**

It is necessary to point out two errors of fact in Mike Pitts Written Representation in relation to the cluster of long barrows in the western part of the Stonehenge World Heritage Site. He disputes that this is a uniquely dense concentration of Early/Middle Neolithic long barrows and a mortuary structure by reference to a recently published group of barrows (his Figure 1 and 2).

Unfortunately, and one expects that this has already been noted, in his Figure 2 his count of 9 long barrows, by reference to the displayed scale bar in the top left-hand corner of the figure, is contained within an area of 16 square kilometres not 4 square kilometres as stated in the figure. This spatial density of 0.56 per sq. km. is not untypical for Long Barrows in the area, but is less than 25% of that for the Long Barrow cluster in the WHS.

As described in my Written Submission the importance of this WHS Long Barrow cluster is not solely due to its high spatial density, which in itself is merely an interesting statistic, the cluster is spatially concentrated by its disposition around the western dry valley system in the WHS, and occupies a small fraction of the currently designated area of the Stonehenge WHS. Also, as I indicated in my Written Representation, they are the focus for later Neolithic and Early Bronze Age activity, not least of which are the associated Barrow cemeteries.

Mike Pitts' statement that there are only two significant monuments in this group is flawed. He ignores the Wilsford G34 Long Barrow to the immediate SE of the Winterbourne Stoke Long Barrow. G34 (below attached figure) has not been subject to ploughing, survives towards 2 metres in height, and has surviving side ditches, visible in this shaded lidar image. It also has an associated clustered 'communal' small Barrow Cemetery in contrast to the long linear Western Gateway Winterbourne Stoke Crossroads Barrow cemetery aligned on the WSG1 Long Barrow, from which it will be irreparably separated if the DCO application is approved and construction proceeds.

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### *References*

Written Representation by Mike Pitts (TR010025-000835):

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000835-Mike%20Pitts%20-%20Written%20Representation%20and%20Figures.pdf>

Written Representation by C A Shell (TR010025-000838):

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000838-C%20A%20Shell-Written%20Representation.pdf>

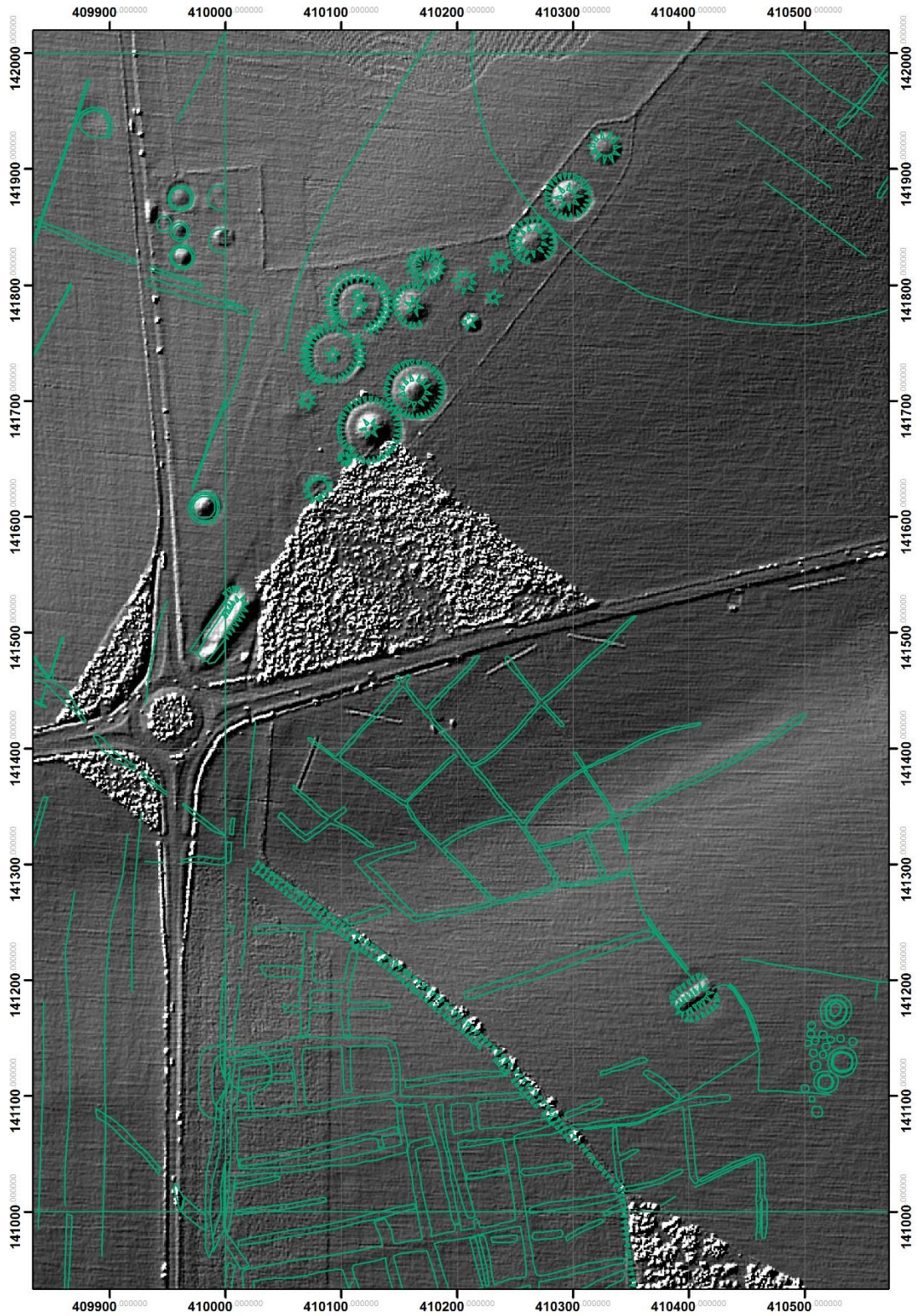


Figure: Historic England Aerial Photographic Transcription overlaid on shaded lidar surface. Note: It has not been possible to show these monuments in relation to the A303 Scheme, because of the refusal by Highways England of a request for a copy of the 3D digital model of the Scheme in order that its impact be visually fully assessed.

