

Note on Accompanied Site Inspection 2

A303 Stonehenge Examination TR010025

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The second Accompanied Site Inspection took place on the morning of Thursday 29 August 2019.

Point A – Stonehenge Visitor Centre

We were due to meet at 8.00 for an 8.30 departure, but the group was ahead of schedule and had already left on the shuttle bus when I arrived. I caught up with them at the Stones, parking on Byway 12.

Point B – Stonehenge Monument

We were able to view the monument close up, accompanied by representatives of English Heritage and the National Trust.



Stonehenge stone circle as seen on the morning of 29 August 2019. The weather was clear and bright and there were few visitors early in the day.

It was a real pleasure to visit Stonehenge. Entering the stone circle for the first time in 40 years was a calm and spiritual experience.

Although the A303 can be clearly seen, I hadn't really noticed it until somebody mentioned it.

Traffic noise was low, the traffic going past Stonehenge tending to slow down with people enjoying the view of the monument.



View looking south from the Stone Circle across the A303 towards Normanton Down barrow group. The line of Byway 11 can be seen in the distance.



View of the Stone Circle looking east towards King Barrow ridge. The A303 can be seen on the right of the picture.

Point A - Stonehenge Visitor Centre

The group returned to the visitor centre where we had the opportunity to view the exhibition.

The Applicant arranged four-wheel drive vehicles for the remainder of the inspection.

Point C – Ratfyn Farm

We drove to Ratfyn Farm, east of Countess roundabout and walked south to the boundary, close to the A303.

Concern was expressed that the proposed Countess flyover would result in increased noise and visual intrusion at the farm house, as traffic would be at a higher level.

Point D – Byway AMES 11

We returned along the A303, turning left onto Byway 11. If the existing A303 is stopped up as proposed, motor vehicles would need to turn around here.

There is a reasonable amount of stone on the surface of Byway 11, adjacent to the A303. We were able to turn the vehicles around here.

Heading south from the A303, Byway 11 is a green lane with little sign of any stone on the surface. The surface was only lightly rutted and the route heads downhill with a shallow gradient.

Point E – M & R Hosier land

We continued west along the A303, turning left through a gate into a field.

This is the site of the proposed western tunnel portal and approach roads and ground investigations were on-going at a number of locations.

We met with Mrs Hosier and walked to where she had set up some posts and tape, to mark the approximate position of the western portal.

There is a limit of deviation for the portal of up to 200m to the west of this point.



View of the proposed western portal and cutting location.

With a 200m limit of deviation, the portal could be anywhere from the immediate foreground down to where ground investigations are taking place in the centre of the picture.

The cutting would continue towards the clump of trees on the middle of the horizon, where a new intersection with the A360 below ground level is planned.

On the right, two barrows that form part of the Winterbourne Stoke Longbarrow Group can be seen on the horizon, with others concealed by the large clump of trees.

To the left of the clump is the Longbarrow Cross roundabout.

The existing A303 can be seen running below this clump on the right of the scene. The A360 currently runs from the left of the clump, along the line marked by a hedgerow, just below the horizon.

To the left, not very clear in this picture, is another longbarrow that is part of a group of four arranged in a lozenge, the others being no longer visible above ground.

We walked down to the point of the furthest extent of the limit of deviation, close to where the ground investigations are taking place. The longbarrow to the left forming part of the lozenge group was clearly visible from this point.

We then returned to the visitor centre for 12.00 noon.