

A303 Amesbury to Berwick Down

TR010025

6.3 Environmental Statement Appendices

Appendix 6.9 Cultural Heritage Setting Assessment

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Table of Contents

Chapter	Pages
1 Introduction	1
2 Methodology	1
3 Scope of Assessment	8
4 Setting Assessment	22
5 Abbreviations List	145
6 References	145
Figures	146

Tables

Table 2.1: Viewpoint graphics: heritage	3
Table 3.1: Asset Groups and discrete assets included within the scope of the setting assessment	8
Table 3.2: Built heritage assets included within the scope of the setting assessment.....	16
Table 3.3: Summary of significant astronomical alignments in the Stonehenge WHS, with reference to the sites and components that might carry the OUV of the WHS in relation to astronomy	20

Figures

Figure 1	Cultural heritage viewpoints
Figure 2	CH01. Photomontage. Winterbourne Stoke Conservation Area, View north from Church Street
Figure 3	CH02. Photomontage. The Diamond Group (AG13). View across ploughed-out barrow NHLE 1011045.
Figure 4	CH03. Photomontage. Winterbourne Stoke Crossroads Barrows (AG12). View from long barrow NHLE 1011841
Figure 5	CH04. 360° CGI. AG12 Winterbourne Stoke Crossroads Barrows. View from barrow NHLE 1012368
Figure 6	CH05. Photomontage. View from the western end of the Lesser Cursus (AG15; NHLE 1010901)
Figure 7	CH06. Photomontage. Diamond Group (AG13). View from long barrow NHLE 1010830
Figure 8	CH07. 360° CGI. Diamond Group (AG13). View from barrow NHLE 1010830
Figure 9	CH08. Photomontage. View from the western end of the Greater Cursus (AG23)
Figure 10	CH09. Photomontage. Normanton Down Barrows (AG19). View from the Sun Barrow, NHLE 1012370
Figure 11	CH10. Photomontage. Normanton Down Barrows (AG19). View from long barrow, NHLE 1008953

- Figure 12 CH11. Photomontage. Cursus Barrows West (AG18). View from barrow NHLE 1012401
- Figure 13 CH12. Photomontage. Normanton Down Barrows (AG19). View north from Byway 11
- Figure 14 CH13. 360° CGI. Stonehenge Barrows (AG21; NHLE 101238311)
- Figure 15 CH14. 360° CGI. Coneybury Henge and Associated Monuments (AG29). View from bowl barrow on Coneybury Hill, NHLE 1012390
- Figure 16 CH15. Photomontage. Greater Cursus (AG23). View from the long barrow at the eastern end of the Greater Cursus, NHLE 1009132
- Figure 17 CH16. 360° CGI. The Avenue (AG27; NHLE 1010140)
- Figure 18 CH17. Photomontage. Countess Farm Barrows (AG31). View from ploughed-out barrow NHLE 1002143
- Figure 19 CH18. Photomontage. Countess Farm Barrows (AG31). View from barrow NHLE 1009150
- Figure 20 CH19. 360° CGI. View from the centre of the A303, immediately north of Vespasian's Camp
- Figure 21 CH20. Photomontage. Durrington Walls, Woodhenge and Associated Sites (AG33; NHLE 1009133). View from the centre of the Woodhenge monument
- Figure 22 CH21. Photomontage. Weir Bridge (LBII), NHLE 1131084. View from the grounds of Bowles Hatches
- Figure 23 CH22. Photomontage. Countess Farm listed building group, NHLE 1131055-7, 1318487-8 (LB II). Location within the farmyard
- Figure 24 CH23. Photomontage. Diana's House (LBII*) and the adjacent boundary wall (LB II); NHLE 1131053 and 1318486

1 Introduction

- 1.1.1 This appendix contains the assessment of the Scheme in respect of the setting of heritage assets. The assessment is divided into two principal parts. The first part considers archaeological monuments; the second part considers designated (scheduled or listed) buildings, conservation areas, historic parks and gardens, and non-designated buildings.
- 1.1.2 The assessment considers the permanent impacts of the Scheme, at both the construction and operational phases. This includes the decommissioning of the present A303. Temporary effects on heritage assets that would arise from changes to setting are detailed in ES Chapter 6 (6.9.2 to 6.9.22 and Table 6.10) and Appendix 6.8.

2 Methodology

2.1 Definition of setting

- 2.1.1 Both the National Policy Statement for National Networks (NPSNN; footnote 96) and the National Planning Policy Framework (NPPF; Annex 2 – Glossary) define the setting of a heritage asset as:

‘the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral’.

- 2.1.2 Historic England’s document *Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets*, 2nd Edition (GPA3; Historic England 2017) provides further advice on the setting of heritage assets. The document confirms the extent of setting, as defined in the NPPF, to be the surroundings in which a heritage asset is experienced and that elements of a setting can make positive or negative contributions to the significance of an asset and affect the ways in which it is experienced. Historic England state that setting does not have a boundary and that setting is often expressed by reference to views, comprising the visual impression of an asset obtained from a variety of viewpoints. Setting is not an asset or a designation, rather its importance is in what it contributes to the significance of an asset and its appreciation is not dependent upon public access.

2.2 Structure of the assessment

- 2.2.1 For the purposes of this assessment the construction phase is defined as the permanent presence of the Scheme once constructed. The operational phase comprises the situation when the Scheme is being used by traffic. As such, this assessment divides into two parts:

a) Construction phase impacts including:

- i. effects arising from the Scheme as built; comprising the presence of the new road and its associated infrastructure, together with any relevant physical effects such as landscape severance or reconnection; and
 - ii. effects arising from the decommissioning of the present A303, in terms of visual changes and landscape reconnection.
- b) Operational phase:
 - i. effects arising from traffic using the Scheme; and
 - ii. effects arising from the removal of traffic from decommissioned sections of the present A303.

2.2.2 All permanent effects are assessed at Year 15 of operation, after the embedded mitigation measures (e.g. new planting) are fully established.

2.3 Assessment process

2.3.1 This assessment responds to the requirements of NPSNN, which states that applications should describe the significance of any heritage assets affected, including any contribution made by their setting (para. 5.127).

2.3.2 The assessment has been undertaken in accordance with the recommendations of GPA3. This document advocates a stepped approach to assessment, as follows:

- a) Step 1: Identify which heritage assets and their settings are affected;
- b) Step 2: Assess the degree to which these settings make a contribution to the significance of the heritage asset(s) or allow significance to be appreciated;
- c) Step 3: Assess the effects of the proposed development, whether beneficial or harmful, on that significance or on the ability to appreciate it;
- d) Step 4: Explore ways to maximise enhancement and avoid or minimise harm; and
- e) Step 5: Make and document the decision and monitor outcomes.

2.3.3 Step 1 has been undertaken as part of the baseline study. This assessment considers the contribution of setting to the significance of heritage assets, in accordance with Step 2, and the effect of the Scheme as part of Step 3.

2.4 Archaeological Asset Groups and discrete assets

2.4.1 Archaeological assets are considered either as part of an 'Asset Group' that combines multiple elements; or as discrete assets. Collectively, these Asset Groups and discrete assets capture all of the archaeological elements within the 2km study area which are deemed to have a setting which contributes to their significance and which are therefore potentially affected by the Scheme.

- 2.4.2 Asset Groups have been created as a means of rationalising the highly complex baseline that relates to the WHS and its immediate environs. A total of 39 Asset Groups have been defined for the purposes of this assessment. These include the 30 Asset Groups defined for the HIA baseline, all of which contribute to the Outstanding Universal Value (OUV) of the World Heritage Site (WHS), plus a further nine groups including Neolithic and Early Bronze Age assets that are considered too distant from the WHS to contribute to OUV.
- 2.4.3 Certain Asset Groups extend over considerable areas, and it is recognised that the impacts of the Scheme would not occur uniformly across a given group. The differential effects upon the component elements (e.g. individual monuments) are therefore drawn out in the discussion. Four of the most extensive groups have been formally sub-divided in order to aid this differentiation: Winterbourne Stoke Crossroads Barrows; Normanton Down Barrows; King Barrows; and Countess Farm Barrows.
- 2.4.4 Fourteen discrete assets are also considered by this assessment. These are archaeological elements (often standing in isolation) that do not fit within the broader Asset Groupings. All lie within the WHS.
- 2.4.5 Historic buildings are generally considered on an individual basis. Exceptions are the complex of Grade II listed structures at Countess Farm, which form a coherent unit within a shared context, and the group of eight experimental smallholders' dwellings on Holders Road, Amesbury. Conservation areas and registered parks and gardens are also addressed individually.

2.5 Viewpoint graphics

- 2.5.1 This assessment is supported by a combination of photomontages, wireframe graphics and computer-generated imagery 360° (CGI) visualisations. The graphics depict the present situation and Year 15 i.e. when the landscape mitigation embedded into the Scheme design is fully established. The methodology for the production of these graphics can be found in Appendix 7.11 of this Environmental Statement.
- 2.5.2 The viewpoints adopted for this assessment include a number that were specifically selected to provide information about the potential impacts of the Scheme upon key heritage assets. These are listed in Table 2.1 and their locations shown on Figure 1 of this appendix.

Table 2.1: Viewpoint graphics: heritage

ID	Graphic Type	View direction	Asset / Asset Group Subject	NGR X	NGR Y
CH01	Photomontage	N	Winterbourne Stoke Conservation Area View north from Church Street, from a position immediately north of listed bridge NHLE 1130973. This view is from the core of the Conservation Area, taken in the direction of the proposed River Till Viaduct.	407702	140919

ID	Graphic Type	View direction	Asset / Asset Group Subject	NGR X	NGR Y
CH02	Photomontage	N	AG13 The Diamond Group View from the south-west side of the present junction of the A303 and A360. It looks northwards across the site of ploughed-out barrow NHLE 1011045, which is arguably an outlier of the Winterbourne Stoke Crossroads group (centre background, largely obscured by woodland). This view encompasses the current junction arrangements, and those proposed as part of the Scheme.	409797	141086
CH03	Photomontage	SW	AG12 Winterbourne Stoke Crossroads Barrows View from the north-eastern end of the long barrow at Winterbourne Stoke Crossroads (NHLE 1011841). The image shows the setting of this monument, in relation to the existing A303/A360 roundabout and the proposed Longbarrow junction arrangements.	409992	141495
CH04	CGI 360	n/a	AG12 Winterbourne Stoke Crossroads Barrows 360° view from a large upstanding barrow in the northern part of the Winterbourne Stoke Crossroads barrow group (NHLE 1012368). This view takes in the current situation, i.e. the A303 and A360 in situ, and that after construction of the Scheme, i.e. the new alignment of the A303 and A360 and the new arrangements of Longbarrow Junction.	410114	141785
CH05	Photomontage	SW	AG15 Lesser Cursus (NHLE 1010901) View from the western end of the Lesser Cursus towards the proposed location of the River Till Viaduct. Two of the Lesser Cursus barrows stand in the foreground (NHLE 1010899; 1010900), in front of the concrete silo.	410386	143447
CH06	Photomontage	NW	AG13 The Diamond Group View from long barrow NHLE 1010830, taking in the existing view of Longbarrow Roundabout and, beyond, the connections with the Winterbourne Stoke Crossroads barrows, the more easterly elements of which are visible to the right of the woodland. The Scheme mainline would run in cutting c. 200m north of this viewpoint.	410400	141180

ID	Graphic Type	View direction	Asset / Asset Group Subject	NGR X	NGR Y
CH07	CGI 360	n/a	AG13 Diamond Group 360° view from barrow NHLE 1010830, taking in the current situation (i.e. A303 in situ), and the proposed locations of the western portal and canopy, as seen from the western part of the WHS. The view includes the setting of NHLE 1010832 and discrete asset NHLE 1010833 (Wilsford G1).	410712	141464
CH08	Photomontage	SW	AG23 Greater Cursus, Amesbury 56 and Winterbourne Stoke 30 Round Barrows, and the Amesbury 42 Long Barrow (NHLE 1009132) View from the western end of the Greater Cursus, south-west in the direction of the proposed location of the River Till Viaduct.	411010	142920
CH09	Photomontage	NE	AG19 Normanton Down Barrows View north-east from the Sun Barrow (NHLE 1012370) towards Stonehenge, along the NE-SW midsummer solstitial axis.	411502	141610
CH10	Photomontage	W	AG19 Normanton Down Barrows View from long barrow NHLE 1008953. This location is directly on the line of the tunnel, and looks down its alignment towards the western portal (190m distant), the canopy and approach road. The present view includes the A303, with the Sun Barrow (NHLE 1012370) as a prominent element to the south of the present road.	411541	141751
CH11	Photomontage	S	AG18 Cursus Barrows West View from the most easterly barrow in the cluster scheduled as NHLE 1012401. The image shows the interconnection with Stonehenge and Normanton Down, and illustrates the present views of the A303 and the situation after its decommissioning. This is the opposing view to the photomontage generated from Normanton Down (CH12).	411859	142783
CH12	Photomontage	N	AG19 Normanton Down Barrows View north from Byway 11, in a central position within the Normanton Down barrow cemetery (NHLE 1009614). The image shows the interconnection with Stonehenge and the Greater Cursus from Normanton Down, and illustrates the present views of the A303 and the situation after its decommissioning. This is the opposing view to the photomontage generated from the Cursus Barrows West (CH11).	411997	141253

ID	Graphic Type	View direction	Asset / Asset Group Subject	NGR X	NGR Y
CH13	CGI 360	n/a	AG21 Stonehenge Barrows 360° view from Stonehenge Down Barrows (NHLE 101238311). This graphic takes in the central portion of the Scheme, showing the present A303 in situ, and the situation after its decommissioning.	412014	142116
CH14	CGI 360	n/a	AG29 Coneybury Henge and Associated Monuments 360° view from a bowl barrow on Coneybury Hill (NHLE 1012390), taking in nearby monuments including the King Barrow and longer views towards the Cursus, Stonehenge and King Barrow Ridge. The present view includes the A303 as an intervening feature. Elements of the Scheme in this view include the eastern portal and Countess Flyover, together with the decommissioned A303.	413503	141510
CH15	Photomontage	SE	AG23 Greater Cursus, Amesbury 56 and Winterbourne Stoke 30 Round Barrows, and the Amesbury 42 Long Barrow (NHLE 1009132) View from the long barrow at the eastern end of the Greater Cursus, in the direction of Countess Roundabout and the proposed location of the eastern portal.	413747	143188
CH16	CGI 360	n/a	AG27 The Avenue (NHLE 1010140) 360° view from a location east of King Barrow Ridge, immediately north of where the Avenue is currently bisected by the present A303. In terms of the Scheme, the graphic shows the decommissioning of the A303 and, to the east, the location of the eastern portal and its approach road, looking in the direction of Countess Roundabout.	413934	142149
CH17	Photomontage	SW	AG31 Countess Farm Barrows View from ploughed-out barrow NHLE 1002143. The present A303 runs 130m to the south of this location, intermittently visible behind the tree belt on the field margins. The Scheme mainline would be at the surface adjacent to this location; the eastern portal lies in the centre-field of this image, c. 300m distant.	414339	142239
CH18	Photomontage	SE	AG31 Countess Farm Barrows View from barrow NHLE 1009150, which is one of the more northerly elements of the group. View south-east in the direction of Countess Roundabout, including the proposed location of the eastern portal.	414417	142622

ID	Graphic Type	View direction	Asset / Asset Group Subject	NGR X	NGR Y
CH19	CGI 360	n/a	360° view from a location that is presently in the centre of the A303. The northern toe of Vespasian's Camp is immediately to the south, c. 25m distant. In terms of the Scheme, this graphic takes in the eastern portal and its approach road (to the west of this viewpoint) and Countess Flyover to the east.	414552	142111
CH20	Photomontage	S	AG02 Durrington Walls, Woodhenge and Associated Sites (NHLE 1009133) View from the centre of the Woodhenge monument, in the direction of Countess Roundabout and the proposed location of the eastern portal.	415082	143406
CH21	Photomontage	NE	Weir Bridge (LBII) (NHLE 1131084) View from within the curtilage of the house called Bowles Hatches. This location is on the fringe of the former Amesbury Abbey Park, and as close as practicable to its core elements while still remaining in the ZTV of the Scheme. The view is in the direction of Countess Roundabout.	415150	141870
CH22	Photomontage	S	Countess Farm listed building group (LB II) (NHLE 1131055-7, 1318487-8) Location within the farm's curtilage, showing the listed stables and barn. View towards Countess Roundabout.	415277	142167
CH23	Photomontage	N	Diana's House (LBII*) and the adjacent boundary wall (LB II) (NHLE 1131053 and 1318486) View towards Countess Roundabout.	415379	141819

2.6 Site visits

2.6.1 All heritage assets, or Asset Groups, were visited where access could be obtained from the landowner. In cases where access to the precise site of the asset could not be obtained, these were viewed from adjacent land and public rights of way. This enabled all assets to be adequately observed within their current environment, their place in the landscape to be understood, including physical and visual interconnections with other assets and topographical features, and the impacts of the Scheme to be assessed.

2.7 Magnitude of impact and significance of effect

2.7.1 The magnitude of impact scales and significance of impact for the EIA setting assessment are as per Chapter 6 of this Environmental Statement (see Tables 6.3, 6.4 and 6.6).

3 Scope of Assessment

3.1 Study Area

- 3.1.1 The overall spatial scope of this assessment is limited to the 2km study area defined in Chapter 6, section 6.5 (see also Chapter 6, Figure 6.1). This is deemed sufficient to capture all potential significant effects upon setting arising from the construction and operation of the Scheme.

3.2 Selection of assets for assessment

- 3.2.1 The 2km study area contains a very large number of heritage assets, only a proportion of which are potentially affected by the Scheme. In practice, the furthest archaeological Asset Group to be assessed was Robin Hood's Ball; its boundary is 1.2km distant from the Scheme and its furthest element is 1.95km distant. Designated and non-designated historic buildings were assessed within a tighter envelope; as described and justified in Appendix 6.4, a 1km study area was adopted for this aspect, this distance being judged as appropriate given the context of the Scheme and the nature and location of the historic built environment.
- 3.2.2 The initial selection of assets for assessment was primarily based upon the Zone of Theoretical Visibility (ZTV) of the Scheme, since visual impacts generally extend more widely than other impact-types. Nevertheless, this was not the sole criterion, since it is recognised that there could be instances of assets whose visual setting might not be altered by the Scheme, but which could be subject to other impacts, for example noise, traffic emissions and vibration.
- 3.2.3 Site visits were used as a means of refining the scope of the assessment. These visits highlighted some instances where assets within the ZTV would not be affected by the Scheme because of intervening screening elements.

3.3 Scope of assessment: archaeological assets

- 3.3.1 All 39 Asset Groups defined for the EIA are considered by this assessment. A further 14 discrete assets (containing 22 scheduled monuments) are also included. The latter selection dovetails with the HIA assessment, being Neolithic and Early Bronze Age monuments which contribute to the OUV of the WHS. Collectively, this scope encompasses all high and very high value assets whose settings are potentially changed by the Scheme.

Table 3.1: Asset Groups and discrete assets included within the scope of the setting assessment

Asset Groups	
Asset Group	Name
AG01	Yarnbury Camp and Parsonage Down Camp
AG02	Scotland Lodge
AG03	Winterbourne Stoke West Barrows and Coniger Enclosure
AG04	Winterbourne Stoke East Barrows and Enclosure

Asset Groups	
Asset Group	Name
AG05	Winterbourne Stoke Hill Ring Ditches
AG06	Net Down Barrow Cemetery
AG07	Romano-British Settlement on Winterbourne Stoke Down
AG08	Winterbourne Stoke Down Barrows
AG09	Oatlands Hill
AG10	Rollestone Barrows
AG11	Lesser Cursus Barrows and Pit Circle
AG12	Winterbourne Stoke Crossroads Barrows
AG13	The Diamond Group
AG14	Robin Hood's Ball and Associated Sites
AG15	The Lesser Cursus
AG16	North Kite Enclosure and Lake Barrows
AG17	Barrow West of Stonehenge
AG18	The Cursus Barrows (West)
AG19	Normanton Down Barrows
AG20	Durrington Down Barrows
AG21	Stonehenge Barrows
AG22	Stonehenge
AG23	Greater Cursus, Amesbury 56 and Winterbourne Stoke 30 Round Barrows, and the Amesbury 42 Long Barrow
AG24	Stonehenge Bottom / Luxenborough Barrows
AG25	Packway Barrows
AG26	Old and New King Barrows
AG27	The Avenue
AG28	The Cursus Barrows (East)
AG29	Coneybury Henge and Associated Monuments
AG30	The Avenue Barrows
AG31	Countess Farm Barrows
AG32	Vespasian's Camp
AG33	Durrington Walls, Woodhenge and Associated Sites
AG34	Bulford Barrows
AG35	Earl's Farm Down and New Barn Down Barrows
AG36	Trackways and Linear Features South of Bulford Camp
AG37	Knighton Long Barrow
AG38	Larkhill Camp Long Barrow
AG39	Larkhill Causewayed Enclosure
Discrete assets	
NHLE 1011048	Bronze Age enclosure and bowl barrow 100m west of Longbarrow Cross Roads on Winterbourne Stoke Down
NHLE 1010831	Bowl barrow 400m west of Normanton Gorse
NHLE 1013812	Bowl barrow 350m south west of Normanton Gorse
NHLE 1010832	Bowl barrow south of the A303 and north west of Normanton Gorse

Asset Groups	
Asset Group	Name
NHLE 1010833	Pond barrow south of the A303 and 400m west of Normanton Gorse containing the 'Wilsford Shaft'
NHLE 1011708	Bowl barrow 100m south east of the southern edge of The Diamond south of the A303
NHLE 1011709	Bowl barrow 450m east of The Diamond south of the A303
NHLE 1012394	Four bowl barrows 140m north of the A303 on Stonehenge Down
NHLE 1011044 NHLE 1011041 NHLE 1011039 NHLE 1008950 NHLE 1011043 NHLE 1011040	Barrows on Winterbourne Stoke Down
NHLE 1010895	Pond barrow 50m north of the A344 west of The Cursus
NHLE 1012389 NHLE 1008948 NHLE 1012388 NHLE 1008946	Bowl barrows west and north of King Barrow ridge
NHLE 1009145	Bowl barrow 170m south east of Strangways on Countess Farm
NHLE 1009138	Bowl barrow 400m north of the A303 on Countess Farm
NHLE 1014147	Two bowl barrows 700m north west of Normanton Down House

3.4 Scope of assessment: historic buildings

- 3.4.1 The historic buildings baseline established the historic development and baseline conditions for the Scheme and a surrounding 1km study area.
- 3.4.2 The study area contains 115 designated assets including three conservation areas, a registered park and garden; two scheduled monuments classified as buildings (one also listed) and 110 listed buildings (97 grade II, 10 grade II* and three grade I). The study area also contains 14 non-designated historic buildings.
- 3.4.3 The assets included within the scope of this assessment are listed below in Table 3.2. Excluded assets are justified individually below. For ease of description and location of assets (and in keeping with the EIA assessment as a whole) the Scheme is discussed in five sections:
- Section 1: From Yarnbury Castle (NGR 403240, 139975) along the current course of the A303 to just west of Parsonage Down (NGR 405705, 140660);
 - Section 2: From the point where the proposed route deviates from the present route of the A303 on Parsonage Down (NGR 405705, 140660) to the western tunnel portal on Normanton Down just north of Normanton Gorse (NGR 411355, 141700);

- c) Section 3: The route of the proposed tunnel from NGR 411355, 141700 to NGR 414070, 142100 just to the east of the current junction of the A303 and Stonehenge Road;
- d) Section 4: The route of the present A303 north of Amesbury from NGR 414070, 142100 to NGR 419025, 142400, just east of the junction of the A303 and the A3028; and
- e) Section 5: Rollestone Crossroads from NGR 409300, 144670 to 409845, 144600.

Historic buildings in Section 1 to be scoped out of further assessment

- 3.4.4 A single historic building is located in Section 1 and has been scoped into the assessment.

Historic buildings in Section 2 to be scoped out of further assessment

Assets at Rollestone

- 3.4.5 All the assets within the study area at Rollestone are to the south of the settlement and separated from the Scheme by agricultural land either side of the River Till. On the East side of the valley are the Church of St Andrew [6008], the Miles Monument [6009], the Old Rectory [6007], Halfway Cottage [6005], Rollestone Manor [6006] and Jasmine Cottage [6004]. On the west side are Homanton House [6003] and the Cottage at Addlestone Farm [6002]. The group on the eastern side of the valley have views south along the Till Valley towards the Scheme. The River Till takes a sinuous course through the landscape and the higher ground to either side of the river, as it winds its way between Rollestone and Winterbourne Stoke, screens the assets from the Scheme. As a result of this screening there is no relationship between the Scheme and the assets, which would not experience any impact as a result.

Assets at Winterbourne Stoke

- 3.4.6 Assets in Winterbourne Stoke are screened from both the current A303 and the Scheme by vegetation in the River Till valley and, to the north of the Church of St Peter and Upper Close, by buildings at the centre of the village and along the north and south sides of the A303. The Scheme does not form part of their setting and the assets would not experience an impact as a result of the Scheme:
- a) Old Glebe Farmhouse [6020];
 - b) Upper Close [6021];
 - c) Church of St Peter [6022];
 - d) Five Goodenough monuments in churchyard, approximately 10m north-east of chancel, Church of St Peter [6023]; and

- e) Church Cottage [6024].

Historic buildings in Section 3 to be scoped out of further assessment

Milestones, boundary markers and aeronautical memorials

- 3.4.7 Milestone [6028]; Milestone [6029]; Airmen's Cross near Stonehenge [6027]; Stonehenge Aerodrome boundary markers AM 5 [6034] and AM6 [6035]; and the Hewetson Memorial Cross at Fargo Plantation and Field Plaque at SU13784399 [6036] have restricted, location specific settings which would not be affected by the Scheme.

Other historic buildings

- 3.4.8 Moor Hatches [6043] is situated approximately 1km south of the Scheme. Distance and the intervening land form are such that the Scheme would not form part of the asset's setting and the asset would not experience any impact from the Scheme.

Historic buildings in Section 4 to be scoped out of further assessment

Assets in West Amesbury

- 3.4.9 The northern extent of the West Amesbury Conservation Area abuts the boundary of the Scheme. However, even in this location the natural landform, rising to the north from the River Till, successfully screens the area and its assets from the Scheme so that there would be no impact. These assets are:
- a) West Amesbury Conservation Area [6044]
 - b) Merion Cottage and attached cottage to east (The Chalkhouse Cottage) [6045]
 - c) Wall between row of cottages and West Amesbury House [6046]
 - d) Stables to West Amesbury House [6047]
 - e) West Amesbury House [6048]
 - f) Gate piers and gates opposite West Amesbury House [6049]
 - g) Garden wall to rear of West Amesbury House [6050]
 - h) Garden walls to north of West Amesbury House [6051]

Assets in Amesbury Abbey RPG

- 3.4.10 There would be an impact on the northern boundary and part of the eastern boundary of Amesbury Abbey RPG as a result of the Scheme. However, that impact would not extend far into the RPG due to screening provided by the dense vegetation that covers the majority of the northern part of the asset. The

settings of the majority of assets within the park would be unchanged as a result of the Scheme. These include:

- a) Amesbury Abbey [6054];
- b) Gay's Cave and Diamond [6055];
- c) Chinese Temple [6056];
- d) Baluster Bridge and Gate Piers [6057];and
- e) Ornamental vase, west of west facade of Amesbury Abbey [6058].

Assets in Amesbury Conservation Area

3.4.11 The majority of the assets within the conservation area, but outside the RPG, are located in the churchyard and along Church Street and High Street. They are screened from the Scheme by the natural landform, which forms a ridge along Lord's Walk. Vegetation on Lord's Walk and the southern boundary of the RPG also assists in screening the Scheme as well as buildings to the north of Church Street, High Street and London Road. Designated and non-designated heritage assets within this part of the conservation area would experience no impact as a result of the Scheme. They include:

- a) Gate Piers and Gates to Amesbury Abbey, with Flanking Walls [6060];
- b) Queensberry Bridge [6075];
- c) Church of St Mary and St Melor [6076];
- d) Amesbury War Memorial [6077];
- e) Two Bloxham monuments in churchyard, approximately 4m south of chancel, Church of St Mary [6078];
- f) Two Crocker Monuments in churchyard approximately 39 to 41m south of chancel, Church of St Mary [6079];
- g) Towsey monument in churchyard, approximately 8m south of chancel, Church of St Mary [6080];
- h) Brady monument in churchyard, approximately 4m south of chancel, Church Of St Mary [6081];
- i) Mills monument in churchyard, approximately 29m south of chancel, Church Of St Mary [6082];
- j) Sophia monument in churchyard, approximately 26m south of south transept, Church Of St Mary [6083];
- k) Two unidentified monuments in churchyard, approximately 15m south of chancel, Church of St Mary [6084];

- l) Hicks and Whitehorn monuments in churchyard, approximately 21m south east of chancel, Church Of St Mary [6085];
- m) Milestone in churchyard wall [6086];
- n) Pear Tree Cottage [6087];
- o) Fairholme [6088];
- p) Antrobus Arms [6089];
- q) The King's Arms [6090];
- r) 3, 5 and 7 High Street [6091];
- s) 6 Salisbury Street [6092];
- t) 9, 11 and 13 High Street [6093];
- u) Flintstones [6094];
- v) Davaar Vine Cottage [6095];
- w) George Hotel [6096];
- x) The New Inn [6097];
- y) Ye Olde Shoppe [6098];
- z) The Bell Inn [6099];
- aa) Old Grammar School [6100];
- bb) Fairlawn Hotel [6101]; and
- cc) Comilla House Old Post Office [6102].

Assets to the west of Amesbury

- 3.4.12 The three assets to the west of Amesbury, Ham Hatches [6072]; Little Thatch [6073]; and the Cemetery Gates [6074] are a minimum of almost 800m from the Scheme and screened from it by the high ground at Vespasian's Camp, the houses on the south side of Stonehenge Road and vegetation within the Amesbury Abbey RPG. The assets would experience no impact as a result of the Scheme.

Assets to the south of Amesbury

- 3.4.13 Assets to the south of Amesbury are screened from the Scheme by the buildings of the town and by the natural landform which forms a ridge at Lord's Walk. Their settings would not experience any impact as a result of the Scheme. The assets include:
- a) Limetree Cottage including stables adjoining south [6103];

- b) 16 Salisbury Road [6104];
- c) Old Viney's Farmhouse [6105];
- d) Front wall and piers to Antrobus House [6106];
- e) Antrobus House [6107];
- f) The Greyhound Tavern [6108];
- g) Brambles [6109];
- h) Yew Cottage [6110];
- i) The Red House [6111]; and
- j) Toll House [6112].

Assets on Holders Road

- 3.4.14 The setting of the experimental smallholders' dwellings on Holders Road [6114] comprises the dwellings' individual plots, Holders Road on which they all stand and Holder's Field which is the remnant of the eastern allotment created for the smallholders. The assets and their setting are screened from the Scheme by the considerable amount of development west of Holders Road and to the north and south of London Road. The assets and their settings are also screened by the natural landform, which forms a ridge of high ground along Lord's Walk.

Assets west and south of Bulford

- 3.4.15 The three assets to the west of Bulford, Watergate House [6117], the timber Granary [6118] and two timber Barns [6119] are screened from the Scheme by the dense vegetation along the course of the River Avon to the south, south-west and west and along the course of the Nine Mile River to the south and south-west. The Garrison Church of St George [6120] is c. 1.7 miles (2.8km) distant from the eastern end of the Scheme and screened from it by dense tree planting to the south and south-west. The Triangulation Pillar [6121] is in an elevated position and has views towards the eastern end of the Scheme c. 2.2 miles (3.5km) distant. The low level of the proposed works means there would be no discernible change to the asset's setting.

Historic buildings in Section 5 to be scoped out of further assessment

- 3.4.16 The solitary historic building in Section 5 has been scoped into the assessment.

Summary

- 3.4.17 The Scheme does not contribute to the understanding and appreciations of the assets listed above and would cause no impact to them. It is recommended, therefore, that these assets are not taken forward for further assessment.

3.4.18 The following assets have been taken forward for further assessment in the ES chapter.

Table 3.2: Built heritage assets included within the scope of the setting assessment

UID	Name
6001	Milestone SE of Yarnbury Castle
6010	Scotland Lodge
6011	Milestone west of B3083 Junction
6012	Foredown Barn
6013	Foredown House
6014	K6 telephone kiosk at Winterbourne Stoke
6015	Winterbourne Stoke Conservation Area
6016	Manor House
6017	Bridge Cottage
6018	Bridge over River Till
6025	Hill Farm
6026	Hill Farm Cottages
6027	Milestone approximately 100m south of Long Barrow Roundabout at Junction with A303
6031	Milestone approximately 850m east of Longbarrow roundabout
6032	Marker AM2
6033	Marker AM1
6037	Marker AM12
6038	Marker AM11
6039	Milestone opposite Stonehenge
6040	Milestone
6041	Custodians' Cottages at King Barrow Ridge
6042	Milestone near junction with A303(T)
6052	Amesbury Conservation Area
6053	Amesbury Abbey RPG
6059	Weir Bridge in Amesbury Abbey Park
6061	Grey Bridge
6062	Diana's House
6063	Estate boundary wall
6064	Gate Piers to Lord's Walk, to Amesbury Abbey, with flanking estate boundary walls
6065	Kent House
6066	Toll Cottage
6067	Countess Farmhouse and Front Garden Walls
6068	Stables and Barn at Countess Farm

UID	Name
6069	Large Granary at Countess Farm
6070	Large Barn at Countess Farm
6071	Small granary to north of large barn at Countess Farm
6113	Millmead
6115	Ratfyn Farmhouse
6116	Cottages at Ratfyn Farm
6122	Milestone approximately 120m south of junction with Bustard Road, B3086

3.5 Assessment baseline

- 3.5.1 The assessment takes the present situation as its baseline. This includes all existing upstanding landscape elements, including buildings and trees. In this context, the aspiration for woodland management within the WHS is specifically noted. The WHS Management Plan (Simmonds and Thomas 2015; section 8.5) and the related WHS Woodland Strategy (Chris Blandford Associates 2015) encourage positive management of existing woodlands and to ensure that any new planting is sensitive to the WHS landscape. However, as these documents have not been formally adopted as planning documents, for the purposes of the EIA existing trees are treated as permanent landscape elements for the purpose of this Setting Assessment; whilst a different approach to existing trees in the landscape is taken in the Heritage Impact Assessment (see Appendix 6.1 5.3.29 – 5.3.30).
- 3.5.2 The Setting Assessment, however, takes the winter season as its baseline, enabling the ‘worst-case’ scenario of limited woodland screening to be presented.

3.6 Principles of assessment

- 3.6.1 In keeping with the guidance provided by GPA3, this assessment considers setting in a broad sense, comprising each asset’s physical surroundings and the multiple ways in which it may be experienced (see GPA 3, Step 2 Checklist). As such, it considers the monuments in their immediate environment, as well as how they relate (both physically and visually) to each other and to the wider landscape (e.g. Stonehenge and the ‘bowl’, or Durrington Walls or the Avenue to the River Avon).
- 3.6.2 GPA3 offers guidance on attributes of setting. For utilitarian sites whose function is clear, these attributes of setting can be discerned with reasonable certainty. A farmstead, for example, would strongly relate to the surrounding agricultural or pastoral environment that relates to its farm holding and to the topography, while an industrial site might have a setting that references raw materials and transport networks. However, for sites whose purpose was more obscure, or simply less obvious in the present day, deciding what matters in terms of setting becomes complex.

- 3.6.3 The placing of archaeological evidence into theoretical frameworks is a necessary means of interpreting prehistory, but presents potential difficulties for an assessment of setting. Stonehenge and its surrounding landscape have attracted academic, artistic and popular attention for many centuries. It has been the subject of some of the earliest British antiquarian studies, including physical investigations, and is undoubtedly one of the most written-about archaeological landscapes, and for which there are many theories, but where supporting evidence is often ambiguous.
- 3.6.4 In response, this assessment takes a practical standpoint. Given the nature of the assets in question and their original landscape setting, modern infrastructure (and attendant noise, traffic emissions, etc.) is considered to be inconsistent and to have a negative effect. Landscape integrity is similarly viewed as an original attribute of setting and one whose retention or restoration is desirable and positive. Beyond this, the assessment takes a deliberately cautious approach, recognising the fact that we know remarkably little about the way that this landscape was used and experienced during prehistory, and that our interpretation of setting essentially reflects what matters to us in the present day. In terms of the assessment approach, several specific aspects are drawn out below: archaeological setting; monument inter-visibility; acoustics; and archaeo-astronomical sightlines.

Archaeological setting

- 3.6.5 GPA3 makes it clear that buried archaeological assets which lack surface expression may still have a setting. Within GPA3 this 'archaeological setting' is discussed in terms of a persistent presence in the landscape (e.g. palimpsest street patterns or fieldsapes that preserve an older imprint), relationships with the surrounding topography, and between the sites of buried assets.
- 3.6.6 Within the present assessment, an archaeological setting is identified for a large number of assets, both upstanding and buried archaeological remains, including the Asset Groups of Neolithic and Bronze Age monuments that contribute to the OUV of the WHS. This setting is considered to be expressed at an intra-group level (i.e. between monuments in proximity to one another) and on a wider landscape scale, within the broad context of a landscape rich in contemporary archaeological remains – whether visible or otherwise.
- 3.6.7 In terms of assessment outcomes, the removal of any modern elements that sever the landscape is seen as beneficial to archaeological setting. Conversely, physical damage to archaeology, or the introduction of new severance, is seen as negative. Although to the naked eye such a change to setting would not necessarily be tangible for a buried asset, it would certainly appear on future aerial photography and geophysical data.

Monument inter-visibility

- 3.6.8 One of the features of the Stonehenge landscape is that, in places, there are clear and uninterrupted visual relationships between monuments, and relationships between monuments and the topography, sometimes over considerable distances. This landscape has been the subject of several inter-

visibility studies, perhaps the most prominent of which is Stonehenge Landscapes: journeys through real-and-imagined worlds (Exon et al. 2000). This adopted a digitally-driven analytical approach which considered, alongside other aspects, both static viewsheds and experiential traverses through the Stonehenge environs. Though drawing from a quantifiable baseline, this study was a deliberately speculative work. In considering the visual aspects of the ancient landscape it also contended with major problems – the first and most fundamental being whether inter-visibility mattered at all, and if so in which cases? Furthermore, as the authors acknowledged, the study was hampered (amongst other things) by the lack of accurate monument dates for practically all of the barrows, and by uncertainty about the extent to which the Stonehenge landscape was wooded, therefore precluding inter-visibility. The temporal aspect adds further complexity, given the dynamic nature of monument-building, woodland clearance, and the changing uses of the landscape during late prehistory and in subsequent periods.

3.6.9 In respect of inter-visibility, the present setting assessment adopts an approach in which it acknowledges where sightlines exist between monuments and Asset Groups in the present day. These are considered a positive attribute of setting for the modern visitor, without prejudice to whether it was a salient factor to those in the past. Retention or re-establishment of sightlines is considered positive; severance is considered negative. The assessment of a given asset does not attempt to consider all visual interconnections, focusing instead on those which are readily apparent and/or most prominent, irrespective of how great the intervening distance. These have been identified from on-site observations, without recourse to existing GIS datasets, which attempt to present a more comprehensive picture of monument inter-visibility, but which are nevertheless still subject to the methodological issues discussed above.

3.6.10 Whether views of, from and including a buried asset contribute to its setting, and could be impacted by the Scheme, is considered on a case-by-case basis.

Acoustics

3.6.11 The assets under assessment exist within a modern living landscape. The majority is agricultural land which, in terms of an acoustic baseline, is subject to the limited noise of farming activities. This is highly variable for any given location, depending on the precise land-use and the time of the year. Similarly, the proximity of the MoD training area to the north, and MoD Boscombe Down to the east, leads to a situation where aircraft regularly overfly the area, including military planes and helicopters at low level. Again, such overflights are periodic, and by definition are dynamic. In this assessment, these acoustic effects are generally not considered. Only where there is a permanent background level of noise (e.g. one that is a continuous aspect of a setting) is this factored into the assessment. In reality, this has tended to be traffic noise, since it is this aspect which the Scheme has most potential to alter. It is nevertheless recognised that the WHS and its environs do not occupy a noise-free environment and, while the Scheme can make a significant contribution to reducing ambient traffic noise, in isolation it cannot restore a wholly peaceful situation.

- 3.6.12 Noise in the environment itself represents an interesting issue for this assessment. In respect of ancient monuments, peacefulness is generally considered as a positive aspect of setting – an entirely reasonable position where modern infrastructure or other development introduces noise into a previously quiet environment. Nevertheless, the notion of peacefulness is a comparatively recent concept (from the 18th and 19th century Romantic Movement) and it is highly unlikely that it as recognised or appreciated in the say way in the Neolithic and Bronze Age. Therefore, while peacefulness is recognised as a positive attribute of setting, this and how it affects the significance of monuments is a relatively modern concept, and one likely to bear little resemblance to the thought-processes of prehistory.
- 3.6.13 This assessment draws from quantitative data about changing noise levels arising from the operation of the Scheme from Chapter 9 of the ES (Noise and Vibration). Only those noise and vibration effects identified by Chapter 9 as significant are considered by this assessment as having the potential to be significant in heritage terms.
- 3.6.14 Finally, in respect of acoustics, note is taken of the existence of academic publications that consider the ‘archaeoacoustic’ properties of late prehistoric monuments. These, however, present speculative theories that are not considered further as part of this assessment.

Astronomical and solstitial sightlines

- 3.6.15 Astronomical studies of the WHS have identified the monuments that convey the fourth attribute of OUV: ‘the design of Neolithic and Bronze Age funerary and ceremonial sites and assets in relation to the skies and astronomy’ (Ruggles 1997; 2010; Chadburn 2010). The latest ICOMOS-International Astronomical Union thematic study on astronomical heritage (Chadburn and Ruggles 2017) notes that six monuments in the Stonehenge WHS are considered to have significant astronomical alignments (summarised in Table 3.3 below).
- 3.6.16 The present assessment considers the impacts upon these six monuments and the associated astronomical alignments. For these, there is a reasonable consensus within the academic community that the evidence for an intentional connection between the monument and a given alignment is convincing and accepted.

Table 3.3: Summary of significant astronomical alignments in the Stonehenge WHS, with reference to the sites and components that might carry the OUV of the WHS in relation to astronomy

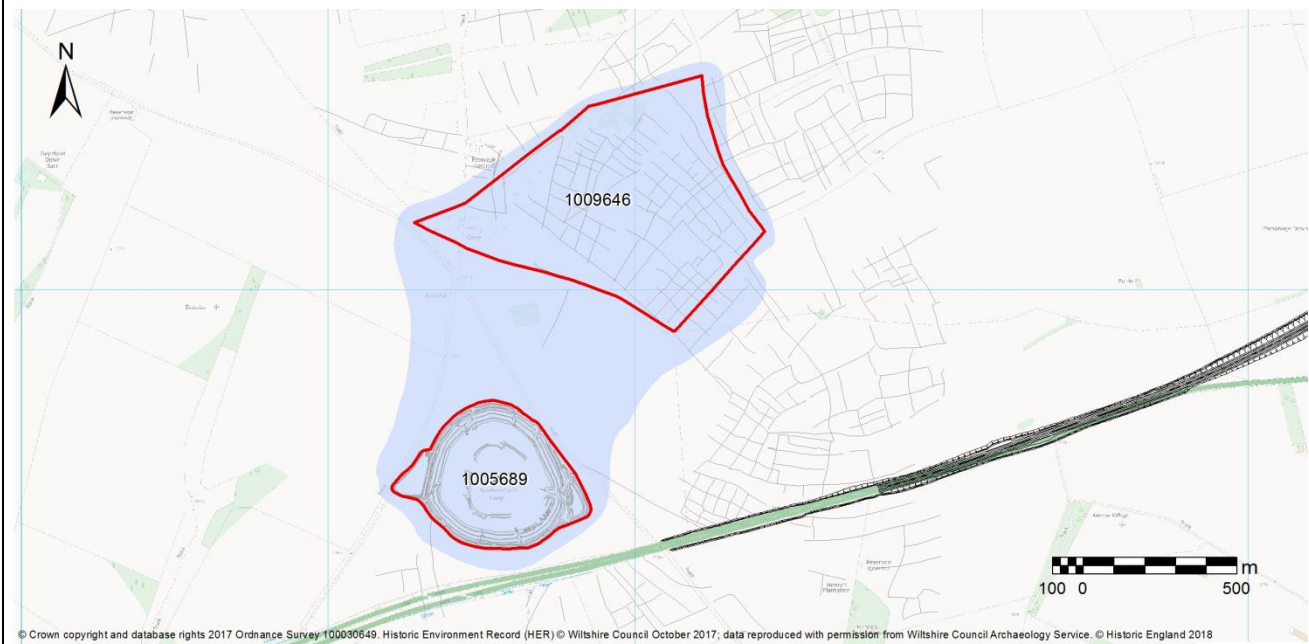
Component	Likely Alignment and Date of Construction
Stone settings at Stonehenge (Bluestone and Trilithon horseshoes, Bluestone Circle, Sarsen Circle, Slaughter Stone and its companion, Heel Stone and its companion), and the relevant sightlines and horizons	Midwinter sunset (but could also be midsummer sunrise) c. 2,500 BC

Component	Likely Alignment and Date of Construction
Stonehenge Avenue (straight segment closest to Stonehenge) and the relevant sightlines and horizons	Midwinter sunset (but could also be midsummer sunrise) c. 2,300 BC
Woodhenge and the relevant sightlines and horizons	Midwinter sunset (but could also be midsummer sunrise) c. 2,500 BC
Southern Circle, Durrington Walls and the relevant sightline and horizon	Midwinter sunrise c. 2,500BC
Southern Circle Avenue, Durrington Walls and the relevant sightline and horizon	Midsummer sunset c. 2,500BC
Stonehenge Station-Stone rectangle and the relevant sightlines and horizons	Most southerly moonrise / most northerly moonset and midsummer sunrise / midwinter sunset c. 2,500BC

Source: Chadburn and Ruggles 2017, 44.

4 Setting Assessment

AG01 Yarnbury Camp and Parsonage Down Camp



Constituent elements

NHLE 1005689, 1009646
MWI7222, MWI7224, MWI7262, MWI7235, MWI7267

Description

This group includes two scheduled monuments of Iron Age date: Yarnbury Camp and Parsonage Down Camp. Yarnbury Camp is a large multivallate hillfort with outworks and an annexe, situated on the summit of a prominent hill overlooking two dry valleys and the distant River Wylfe. The hillfort survives as an oval enclosure defined by triple closely-spaced concentric ramparts with ditches, a western triangular annexe (thought to be a Romano-British stock enclosure) and a complex eastern entrance with outworks which surround an earlier smaller but similarly-shaped enclosure which survives mainly as a ditched feature. Archaeological excavations of the interior have proved a complex development history and a long period of occupation spanning the Early Iron Age to the Roman period. Parsonage Down Camp comprises a roughly oval enclosure situated within an extensive and well-preserved field system. The enclosure is situated in an elevated position 0.5km north of Yarnbury Camp. It is some 1.2 ha in area. Considered to be of Iron Age and/or Roman date, the enclosure may relate to pastoral activity. The scheduled field system, which comprises the best surviving elements of a wider complex, covers an area of nearly 40 ha and includes low lynchets or banks on the east-facing slope below the enclosure.

Setting

Setting makes a high contribution to the significance of the group and its component elements. Yarnbury Camp is an impressive monument, the form and function of its earthworks being easily legible to the visitor. It has intrinsic visual interest, plus attributes of topographic setting, particularly in terms of its dominant position within the landscape and broad long-distance views. Group setting also exists, specifically with Parsonage Down Camp, but is less apparent in visual terms due to the much lower profile of the latter's earthworks.

Effect of the present A303

The A303 is very much apparent in south/south-eastward views. Running less than 100m south of the ramparts of Yarnbury Camp, traffic is visible at close range and is highly audible, comprising a continuous backdrop of visual intrusion and noise. It negatively affects key views, including from the eastern entrance. The same effects, albeit lessened by the greater intervening distance, are experienced from Parsonage Down Camp.

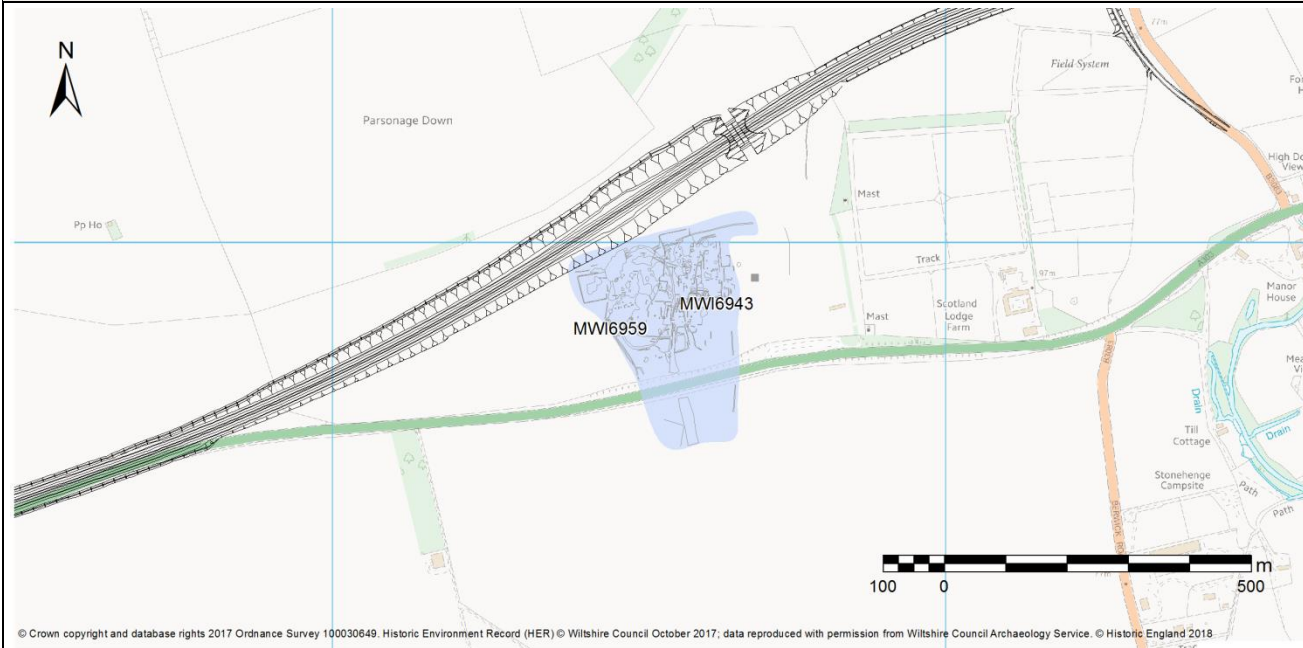
Effect of the Scheme: construction phase – permanent

In the immediate vicinity of the group, the Scheme would occupy the same alignment as the present A303, diverging for the new Winterbourne Stoke Bypass over 1.5km to the east. As such, it would not bring meaningful change to the current setting. The effect of the Scheme would be **Neutral** (derived from No Change to a High value asset).

Effect of the Scheme: operational phase

Traffic volume and flow would be comparable to the present baseline. Noise levels would remain comparable to the present. The effect of the Scheme would be **Neutral** (derived from No Change to a High value asset).

AG02 Scotland Lodge



Constituent elements

MWI6943, MWI6959

Description

The group comprises the non-designated remains of an Iron Age and Roman enclosure and settlement. It is an entirely buried archaeological site, lacking any surface expression. It was initially identified from aerial photographs, fieldwalking and geophysical survey; a subsequent evaluation confirmed an Early Iron Age enclosed settlement with occupation continuing into the Roman period. A concentration of pits and enclosures lies to the north of the present A303, while there is also some evidence of possible associated features to the south.

The group is situated on a gentle south-east facing slope, with the land beyond falling away to the Till river valley and Winterbourne Stoke. To the north the ground falls more steeply to Parsonage Down. The known settlement remains occupy two large arable fields, bisected by the A303. The road at this point is flanked by mature trees and scrub, obscuring any views between the northern and southern parts of the group. Field boundaries are mainly post and wire fences.

The group is situated within a wider environment of open agricultural fields with extensive views to the north, east and west from the northern area of the settlement, and views to the south from the southern area.

Although there are no longer any upstanding features associated with the site, the preservation of the archaeological remains of this group have been demonstrated to be generally good, and in places exceptional. The range of features, the degree of preservation and the suggested continuity of occupation are unusual in a single site within Wiltshire, making the remains of at least regional importance.

Setting

Setting makes a moderate contribution to the significance of the group and its component elements. It has no intrinsic visual interest, but the topographic and land-use setting are important, providing the key to understanding the site's deliberate location on free-draining land above the river valley with access to a diverse range of agricultural and pastoral habitats. This bears comparison with other contemporary sites within this assessment, namely the Roman settlement on Winterbourne Stoke Down (AG07). Despite the current agricultural environment, this setting remains legible.

Group setting is also relevant, both in terms of internal relationships within the site and also wider connections with contemporary sites, for example Yarnbury Camp and Parsonage Down (AG01), the settlements on Winterbourne Stoke Down (including that defined as AG07) and Vespasian's Camp (AG32). These interconnections are not necessarily visible (in part because of a lack of inter-visibility between some sites) but a key surviving view in the modern landscape is that westwards towards Yarnbury Camp.

Effect of the present A303

The A303 bisects the known archaeological remains, creating a physical severance between the northern and southern parts of the settlement. Traffic is highly visible and audible.

Effect of the Scheme: construction phase – permanent

The Scheme would greatly reduce the existing physical severance between the northern and southern part of the Asset Group – the existing A303 being partially broken out and downgraded to a Private Means of Access (PMA) and Non-Motorised User (NMU) route.

The Scheme main carriageway would run immediately to the north of the group. It does not affect the principal cluster of archaeological features, but severs the group from the relict fieldscape to the north (known from aerial photography), which may be contemporary.

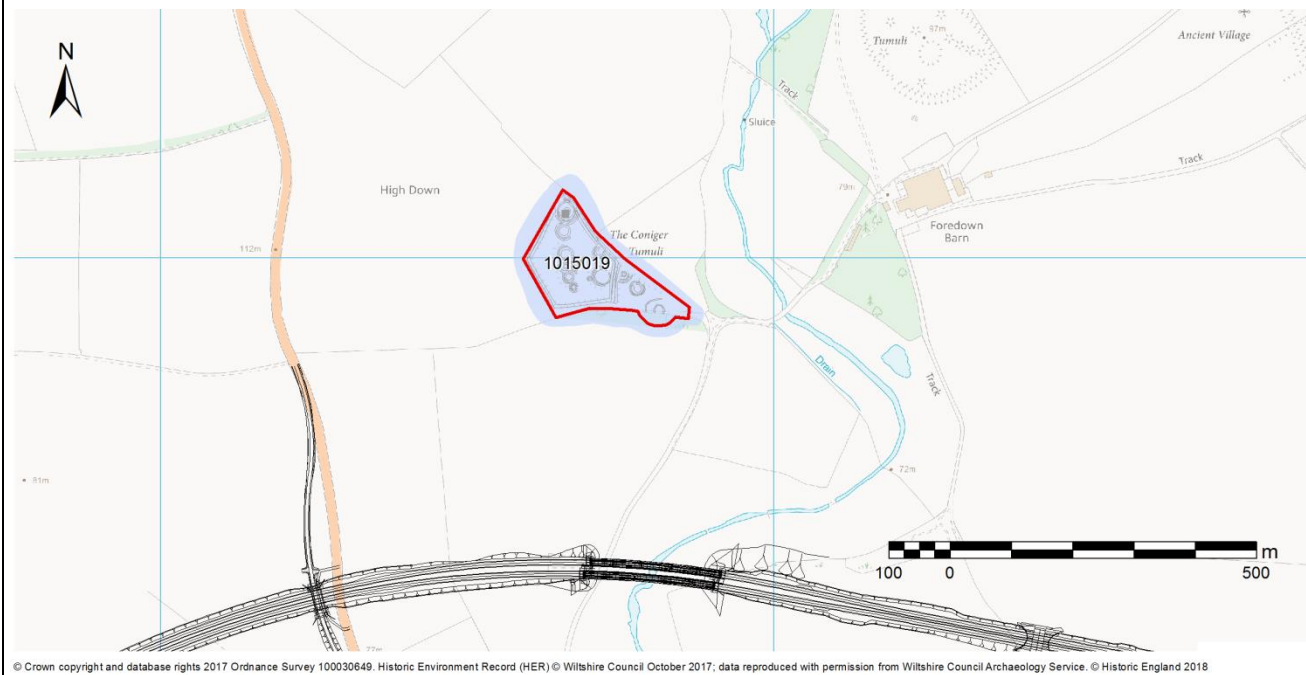
The net effect of the Scheme would be **Slight beneficial** (derived from a Minor impact on a High value asset).

Effect of the Scheme: operational phase

Traffic would remain visible to the same extent as the current situation. Traffic noise would emanate from the north, rather than from the south as it does currently.

The effect of the Scheme would be **Neutral** (derived from No Change to a High value asset).

AG03 Winterbourne Stoke West barrows and the Coniger Enclosure



Constituent elements

NHLE 1015019

MWI6962, MWI7055, MWI7056, MWI7057, MWI7058, MWI7059, MWI7060, MWI7061, MWI7062, MWI7063, MWI7064, MWI7065, MWI7066, MWI7109, MWI7195

Description

A Wessex barrow cemetery (Neolithic/Bronze Age), comprising 14 round barrows, a short section of linear boundary earthwork and the Coniger, an irregular earthwork which encloses most of the barrow cemetery.

The group lies on the western side of the valley overlooking the River Till. The land is currently under grass which forms part of a wider area of open farmland. Arable land lies to the north, south and west, divided from the scheduled area by post and wire fences. A stand of woodland lines the southern edge of the group, while more woodland lies to the east along the margins of the river. A public right of way borders the eastern edge of the group. Topographically, the group lies just below a local summit, on an east-facing slope. To the east, a complex of large farm buildings (Foredown Barn) is just visible above the treeline.

Setting

Setting makes a high contribution to the significance of the group and its component elements. It has intrinsic visual interest, albeit only from nearby locations, i.e. from High Down (including from the B3083) and from Fore Down on the eastern side of the River Till. The topographical setting of the cemetery in relation to the Till Valley is also fundamental. Group setting exists, both in terms of intra-group relationships and views of/from/including the group. In respect of these, it is notable that even at the time of its construction the barrow group must have had atypically limited outward views; situated on the slopes of the Till Valley, its principal open vista would have been to the east/north-east, across the river in the direction of the Winterbourne Stoke East barrows (AG04). Long-distance views, either of or from the group, will have been limited. For this reason, the visual connection with AG04 is a key element of the setting. In the modern day, trees on both sides of the river corridor partially disrupt the inter-visibility between these two barrow groups, reducing, to an extent, the on-site understanding of the visual relationship between these adjacent cemeteries.

The group's situation within a modern agricultural landscape is clearly inconsistent with its original setting. Nevertheless, the function and coherence of the cemetery and its constituent elements remains clearly legible, albeit within a much-changed landscape.

Effect of the present A303

The A303 lies c. 780m to the south at its nearest point. Because of the tree belt along its southern side, both the A303 and the settlement of Winterbourne Stoke are obscured from view from within the group itself. Some traffic noise from the A303 is apparent, but at relatively low background levels.

Effect of the Scheme: construction phase - permanent

The Scheme, crossing the River Till by viaduct, would be c. 420m distant from the southern margin of the group. However, while the group lies within the ZTV, no element of the Scheme would actually be visible. Topography, reinforced by the belt of trees on the southern side of the group, effectively blocks views in south and south-easterly directions.

The Scheme would not adversely affect the setting of the group. It would not be visible from the group itself, while views towards the group from High Down and the eastern side of the Till Valley would be essentially unaltered. The key visual connection between the Winterbourne West and East cemeteries would not be affected.

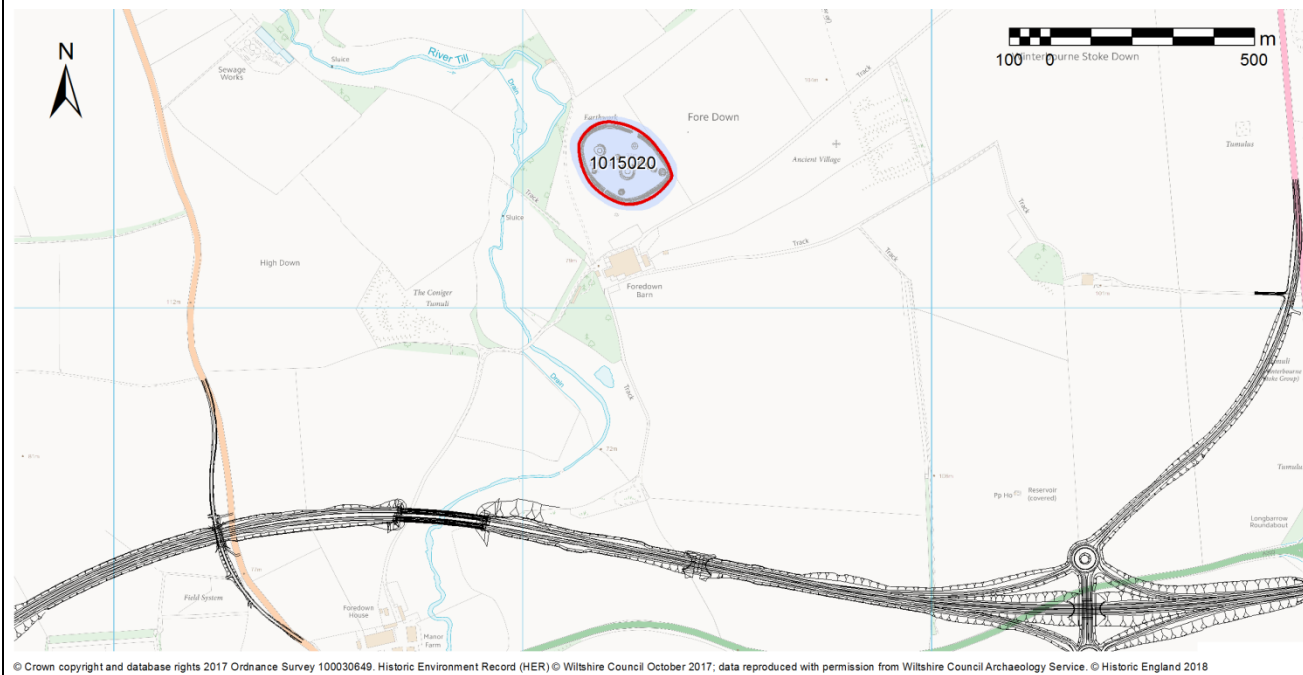
The effect of the Scheme would be **Neutral** (derived from No Change to a High value asset).

Effect of the Scheme: operational phase

The visibility of traffic would not be substantially different from the present baseline. Traffic noise levels would be slightly increased.

The effect of the Scheme would be **Slight adverse** (derived from a Minor impact upon a High value asset).

AG04 Winterbourne Stoke East Barrows and Enclosure



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Constituent elements

NHLE 1015020

MWI6409, MWI6411, MWI7067, MWI7067, MWI7069, MWI7070, MWI7071, MWI7072, MWI7073, MWI7074, MWI7075, MWI7076, MWI7077, MWI7108

Description

The group comprises 11 nucleated round barrows and an oval earthwork enclosure, which encloses the barrow cemetery. It lies on the eastern side of the river valley overlooking the River Till, with an area of woodland to the west. The land within the group is currently under grass but is surrounded by arable farmland with a complex of large farm buildings just to the south. A public right of way runs along its western edge. Topographically, the group lies just west of the summit of the higher ground on a west-facing slope. The settlement of Winterbourne Stoke and Hill Farm are partially visible in long distance views to the south. The A360/B3086 is visible from the northern part of the group, at distances of 1.8km and greater.

Setting

Setting makes a high contribution to the significance of the group and its component elements. The upstanding earthworks provide a visible and legible association between the cemetery and other contemporary monuments in the landscape. They have intrinsic visual interest, topographic- and group setting, all of which contribute to their significance. Nevertheless, both the Winterbourne Stoke West and Winterbourne Stoke East barrow groups have atypically low visibility. Each appears to be positioned just below the summit of the rising ground, so that key views are directed to the river valley and the barrow cemetery on the opposite bank. In the case of AG04, however, longer south-easterly views do exist, which include the Winterbourne Stoke Crossroads barrow group.

The visual connection with AG03 is a fundamental element of the setting of AG04 and the overall significance of the Asset Group. While partially interrupted by trees along the river valley, this connection remains easily legible.

The group's situation within a modern agricultural landscape is clearly inconsistent with its original setting. Nevertheless, the function and coherence of the cemetery and its constituent elements remains clearly legible, albeit within a much-changed landscape. And, while the A360 and B3086 can be discerned in long distance south-eastern and south-western views from the northern part of the group, modern roads do not interfere with or detract from the connection with the barrow cemetery on the opposite side of the valley and have no appreciable effect on the overall setting.

Effect of the present A303

The A303 is not visible from the group, but some traffic noise is apparent, albeit at relatively low background levels.

Effect of the Scheme: construction phase – permanent

The Scheme, crossing the River Till by viaduct, would be c. 800m distant from the southern margin of the group. However, the belts of trees alongside and within the Till Valley will do much to block views in south and south-easterly directions. The farm complex will remain a far more dominant element within the views in this direction. Thus, while the Scheme would potentially be visible (particularly in winter when vegetation screening is at its minimum) it would at most be a minor addition to the present view. The key visual connection between the Winterbourne Stoke West and East cemeteries would not be affected, and no aspect of the setting would be altered in any meaningful way.

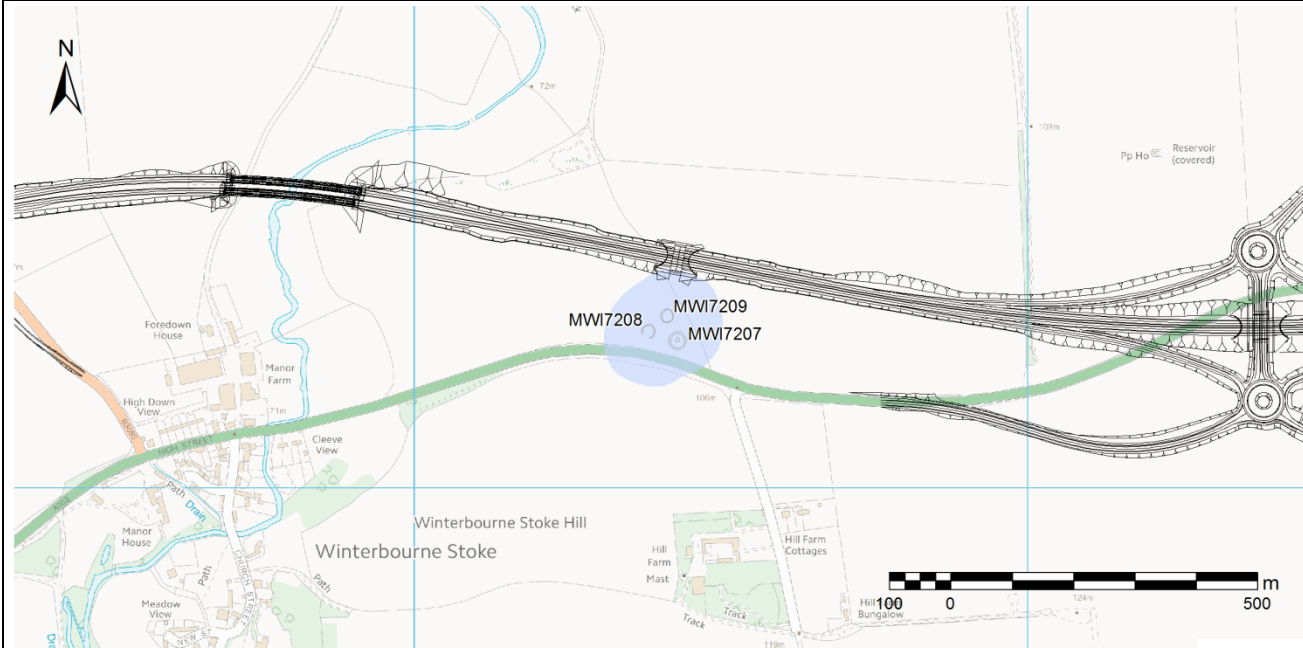
The effect of the Scheme would be **Neutral** (derived from No Change to a High value asset).

Effect of the Scheme: operational phase

The visibility of traffic would not be substantially different from the present baseline. Traffic noise levels would be comparable to the present.

The effect of the Scheme would be **Slight adverse** (derived from a Negligible impact upon a High value asset).

AG05 Winterbourne Stoke Hill Ring Ditches



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Constituent elements

MWI7207, MWI7208, MWI7209

Description

The group comprises three ring ditches identified from aerial photographs, along with two additional ring ditches identified by a recent geophysical survey. The two additional ring ditches appear to have been truncated by the construction of the current A303. Although not designated and no longer surviving as upstanding earthworks, the geophysical survey indicates the survival of below-ground archaeological remains. This is a well-preserved nucleated example of a barrow cemetery and includes some rarer barrow types.

The cemetery lies on the northern edge of the lower slopes of the low-lying Winterbourne Stoke Hill. The land is currently within arable agricultural land. Views to the east, west and north comprise a largely modern agricultural landscape with a sparse, intermittent hedgerow and a post and wire fence immediately to the east, and a bridleway beyond. Views to the south are screened by trees and hedgerows bordering the A303.

Setting

Setting makes a low contribution to the significance of the group and its component elements. There are no longer any upstanding features associated with the site. The group no longer has a legible expression within the landscape and has no intrinsic visual interest. The cemetery's situation within a modern agricultural landscape is also anomalous.

Other aspects of setting, however, contribute to its significance. There is an intra-group archaeological setting, though its coherence is reduced by the fact that the A303 partially overlies two of the barrows. There is also a landscape-wide archaeological setting.

There is a legible association between other contemporary monuments. Although relatively low-lying within the landscape, the site has wide encompassing views to the north. Small areas of woodland and trees in the area of Foredown Barn and the River Till valley also screen the inter-visibility between the group and barrow cemeteries AG03 and AG04.

Effect of the present A303

The A303 has truncated the two southern ring ditches within the group, eroding the quality of the archaeological setting. Traffic using the A303 can easily be seen and heard from all parts of the group.

Effect of the Scheme: construction phase – permanent

The present single-carriageway A303 would be downgraded to a local road at this location, with the Scheme comprising a new dual carriageway to the north. Thus, where the A303 currently runs immediately to the south, the Scheme would run immediately to the north modifying its setting.

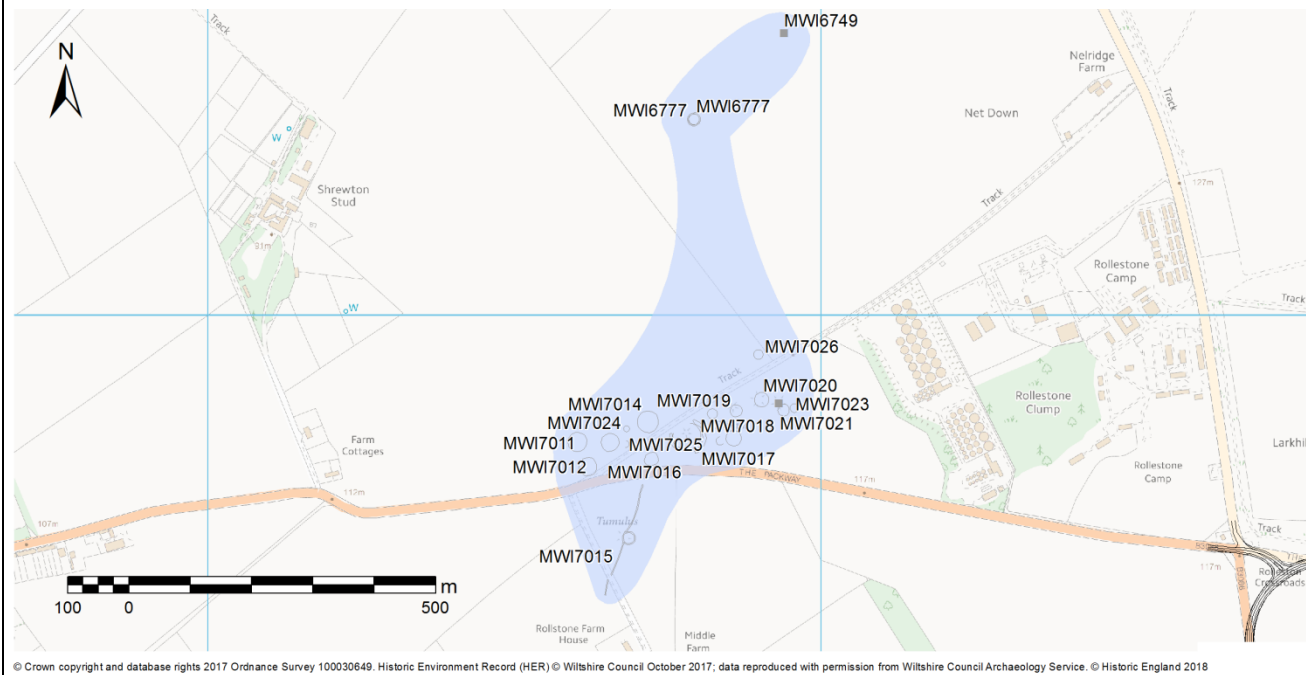
The effect of the Scheme would be **Moderate adverse** (derived from a Minor impact upon a High value asset).

Effect of the Scheme: operational phase

The visual impact of traffic would be comparable to the present baseline, switching from predominantly south of the Asset Group to north of it. Noise levels at the site of the barrows would be reduced. Given the low contribution of setting to the significance of these monuments, none of these changes are considered significant.

The effect of the Scheme would be **Neutral** (derived from No Change to a High value asset).

AG06 Net Down Barrow Cemetery



Constituent elements

MWI6777, MWI6749, MWI7011, MWI7012, MWI7013, MWI7014, MWI7015, MWI7016, MWI7017, MWI7018, MWI7019, MWI7020, MWI7021, MWI7022, MWI7023, MWI7024, MWI7025, MWI7026, MWI7189

Description

The Asset Group contains a group of non-designated levelled round barrows on Net Down, several of which were excavated between 1958 and 1960. These are mainly clustered together in a roughly linear arrangement, with two further outliers to the north. The barrows are located immediately to the north of the Packway and to the west of Rolleston Camp and the Rolleston grain store; they are bisected by Net Down Lane. All are ploughed out and none has surface expression.

The barrows are set within agricultural land, mainly to the north of the Packway. The main group is bisected by a bridleway. There are multiple modern elements within its immediate environs. The buildings and silos of Rolleston Camp stand c. 200m east of the group's limit, while Shrewton Stud, Rolstone Farm/Middle Farm and Nelridge Farm are all present to the north-west, south and north-east respectively. The Packway itself is busy with traffic, with the junction at Rolleston Corner c. 730m to the east.

Setting

Setting makes a low contribution to the significance of the group and its component elements. Given the lack of surface expression, the group has no visual attributes. When stood at their location, within agricultural land and surrounded by roads and modern development, there is no sense of place. Visual connections with contemporary monuments would have existed during late prehistory, most immediately with those combined for this assessment within Asset Group 10 (Rolleston Barrows). The group may also have been related to monuments to the north, including Robin Hood's Ball (AG14). However, in the present day these connections are difficult to appreciate, given the lack of surface expression and the imposition of multiple modern elements in the intervening landscape. The group's significance is therefore confined to sub-surface archaeological features set within a modern landscape.

Effect of the present A303

The A303 lies over 3km to the south of the group and is masked from it by the intervening topography. No traffic noise from the A303 is apparent (though much is derived from the Packway just to the south of the Asset Group).

Effect of the Scheme: construction phase – permanent

The Scheme mainline would be 3km and greater from the group and would have no impact. The junction alterations at Rolleston Corner would not physically impinge upon any element of the group.

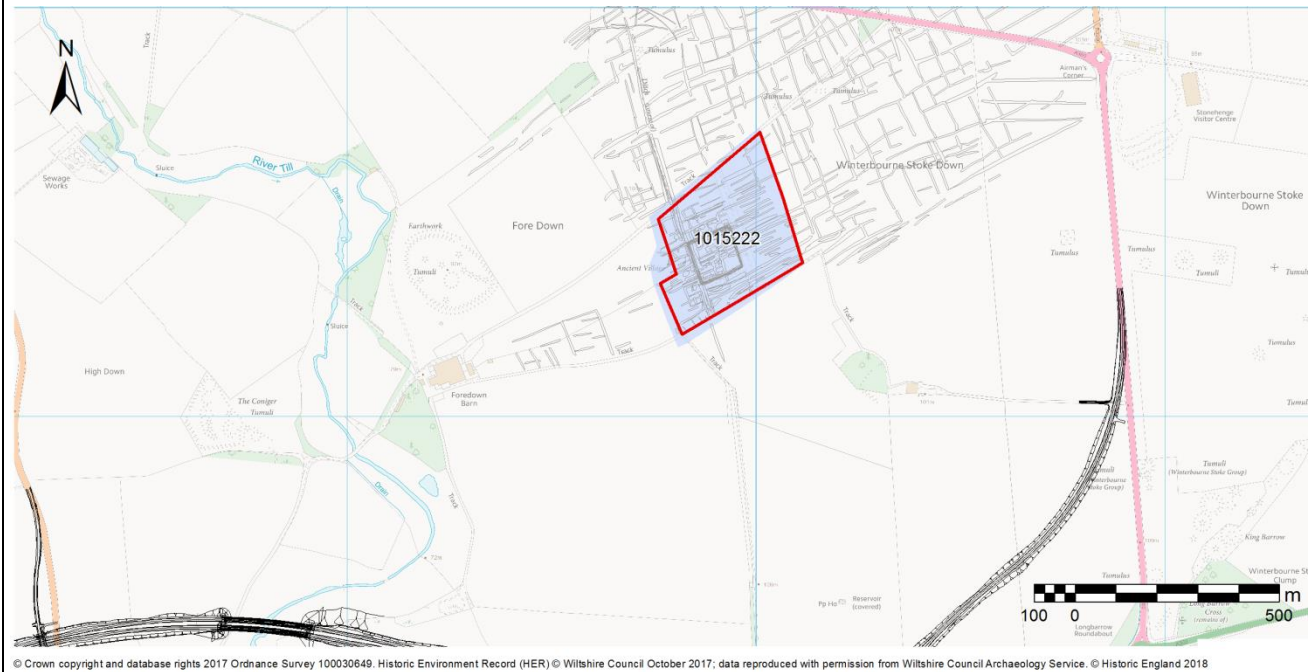
The effect of the Scheme would be **Neutral** (derived from No Change to a Very High value asset).

Effect of the Scheme: operational phase

Traffic flow and volume is predicted to remain comparable to the present baseline.

The effect of the Scheme would be **Neutral** (derived from No Change to a Very High value asset).

AG07 Romano-British Settlement on Winterbourne Stoke Down



Constituent elements

NHLE 1015222

MWI7093, MWI7097, MWI7101, MWI7110

Description

The group comprises a Romano-British settlement, a square earthwork enclosure which overlies the settlement (interpreted as a medieval stock pen), a length of linear earthwork, part of a field system and a post-medieval dew pond.

All elements of the group are situated within pasture on a south-facing slope of Winterbourne Stoke Down, below a modern farm track. Foredown Barn lies c. 500m to the west. The settlement of Winterbourne Stoke and Hill Farm are partially visible in long distance views to the south. The A360/B3086 are visible at distances of c. 1km and greater, while Winterbourne Stoke Crossroads can also be seen from the more elevated parts of the group.

Setting

Setting makes a moderate contribution to the significance of the group and its component elements. The group comprises only low earthworks, which are not particularly obvious and can only be appreciated on the ground with the aid of maps; the linear earthwork is the most apparent element. The group therefore has little intrinsic visual interest. It's topographical and land-use settings are important, however, exhibiting the deliberate positioning on the slopes immediately above the River Till valley. Offering a well-drained location for settlement, this would also have afforded easy access to a broad range of pastoral and agricultural habitats, from water meadow and chalk grassland grazing, to land suitable for crops. This situation is extremely legible, regardless of the fact that the earthworks themselves are not easily apparent. An archaeological setting also exists, particularly in respect of linkages with another settlement c. 500m to the north, to which it was apparently joined by the north-south linear earthwork.

Effect of the present A303

The A303 is not visible from the group, but some traffic noise is apparent, albeit at relatively low background levels.

Effect of the Scheme: construction phase – permanent

The Scheme, crossing the River Till by viaduct, would be c. 1.2km distant from the south-western limit of the group. However, the belts of trees alongside and within the Till Valley would do much to block views in south and south-westerly directions. Moreover, Foredown Barn will remain a far more dominant element within the views in this direction. To the east, the realigned A360 north would largely be in a slight cutting, while its junction with the existing A360 (where it returns to grade) would be obscured by intervening woodland. Thus, while the Scheme would potentially be visible (particularly in winter when vegetation screening is at its minimum) it would at most be a minor addition to the present view. The topographic, land-use and archaeological settings – which are much more focused on the immediate landscape – would be unaffected.

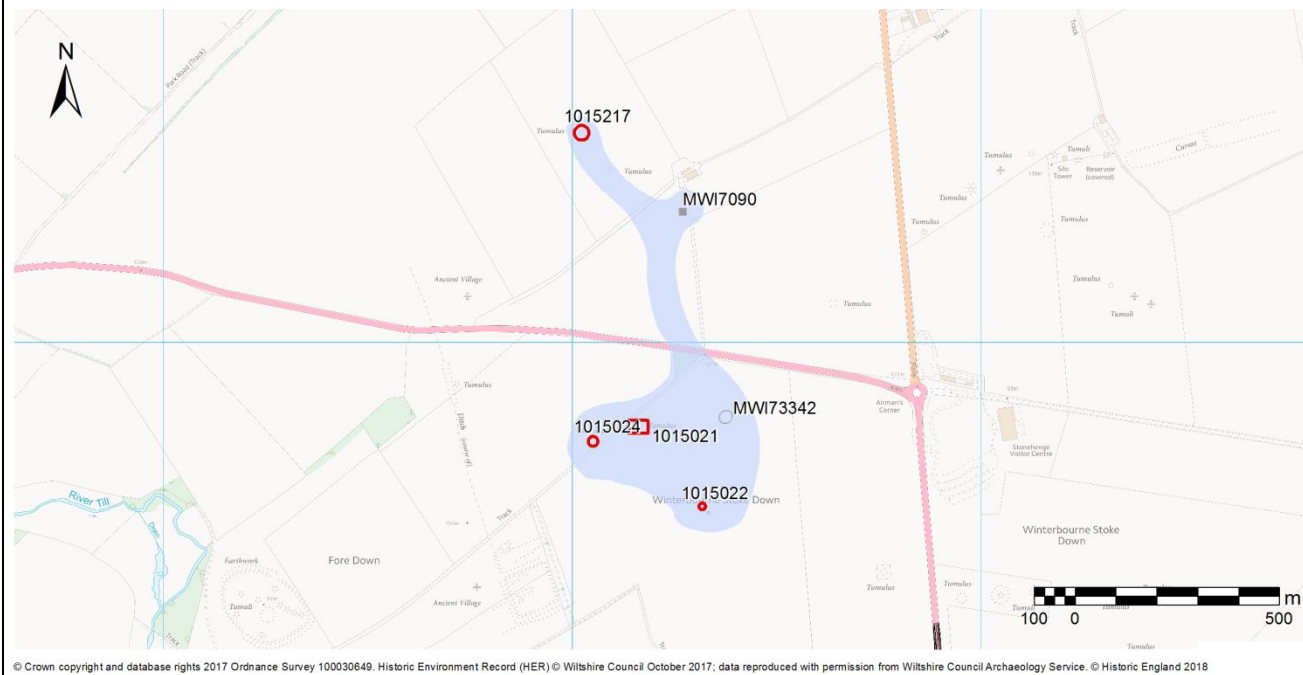
The effect of the Scheme would be **Neutral** (derived from No Change to a High value asset).

Effect of the Scheme: operational phase

The traffic noise level is predicted to be comparable to the present baseline.

The effect of the Scheme would be **Neutral** (derived from No Change to a High value asset).

AG08 Winterbourne Stoke Down Barrows



Constituent elements

NHLE 1015021, 1015022, 1015024, 1015217

MWI7054, MWI7090, MWI73342

Description

The Asset Group includes four scheduled monuments. These are an Early Neolithic long barrow (NHLE 1015021) and three later round barrows (NHLE 1015022, 1015024, 1015217). In addition, the group contains several known and possible non-designated, levelled round barrows, which have largely been identified from aerial photographs (e.g. MWI7090, MWI73342). The earliest component of the group is the scheduled long barrow NHLE 1015021, also known as 'Winterbourne Stoke 53'. The Winterbourne Stoke 53 long barrow is situated within the south-western part of the group, to the south of the A360. It remains conspicuous above ground as an elongated mound, orientated east-west, and measuring some 43m in length and 17m in width. The mound is flanked by largely infilled ditches. The other components of the group are all later round barrows. In contrast to the Winterbourne Stoke 53 long barrow, the earthwork elements of these barrows have been either levelled, or substantially reduced in height. The scheduled examples retain some surface expression as very low, spread mounds.

The monuments are dispersed across the gently rolling agricultural landscape of Winterbourne Stoke Down, which is divided into several large fields under a mixture of pasture and arable cultivation. The group is divided by the A360, here running on an east-west alignment from Airman's Corner. This section of road and its traffic are a conspicuous element within the setting.

Approximately 500m to the east, the A360 and B3086 run on a north-south alignment. The actual road surfaces of both the A360 and B3086 are partially concealed from view, but traffic along both roads is easily apparent.

Views are relatively unrestricted in all directions from the monuments within the group, due to the predominantly open and undeveloped character of the landscape. Plantations nevertheless intervene in some long distance views. The Fargo plantation, for example, stands c. 1.6km to the east, blocking views in this direction, except for the aperture provided by the Greater Cursus.

The Stonehenge Visitor Centre and its car/coach parks are located within the lower-lying area around Airman's Corner, c. 500m to the east of the group. Although these elements do not interrupt inter-visibility with the landscape beyond, they are conspicuous, for example in views towards the western terminal of the Greater Cursus. Other conspicuous modern built forms in the surrounding landscape include the prominent agricultural silo which stands amidst the barrows extending from the western end of the Lesser Cursus (AG11).

Setting

Setting makes a moderate contribution to the significance of the group and its component elements. The group possesses an archaeological setting, both in terms of intra-group relationships and in a wider landscape context. The long barrow Winterbourne Stoke 53 has intrinsic visual interest, but this does not apply to the other elements of the group due to their limited surface expression.

The group has inter-visibility with a number of elements within the western parts of the WHS. These include the Greater and Lesser Cursus, though in neither case is the monument itself visible, but is marked out by the attendant barrows. Connections with these barrows, and with the Winterbourne Stoke Crossroads group (AG12), are particular relevant. Key views include those:

- between the locations of the individual monuments within the group;
- towards the Winterbourne Stoke 53 long barrow, which are experienced by visitors travelling along the A360, and from the Stonehenge Visitor Centre;
- between the group and the western end of the Greater Cursus;
- between the group and the Lesser Cursus, and the linear barrow group extending from its western end; and
- between the group and the Winterbourne Stoke Crossroads barrows; several of which are prominently visible – either against the horizon or superimposed against the Winterbourne Stoke Clump.

Several aspects detract from the quality of the current setting. The modern agricultural landscape (which includes the silo to the east) is anomalous in terms of the original setting. The levelling through ploughing of many of the group's components means that intra-group visual links are often no longer clearly legible. The east-west section of the A360 creates physical severance, while its traffic is a dynamic visual and aural element in the setting. Traffic on the north-south A360 and B3086 is also conspicuous and intervenes in the potentially significant visual/spatial relationship with the Lesser Cursus barrows. The Stonehenge Visitor Centre and its car/coach parks are a modern element in eastward views, including those of the Greater Cursus, the Lesser Cursus and its attendant barrows, and the Winterbourne Stoke Crossroads group.

Effect of the present A303

Traffic on the present A303 is visible from the group, but at c. 1.2km and greater from its southernmost monument, is markedly less prominent than traffic on the A360 and B3086.

AG08 Winterbourne Stoke Down Barrows	
	<p>Effect of the Scheme: construction phase - permanent</p> <p>The Scheme would not have a significant impact on the group. The northern A360 diversion brings traffic somewhat closer to the group on its southern side, but both this and the Longbarrow Junction would be in cutting. These changes would not impact upon the general character of the group’s setting, nor on any of the key sightlines.</p> <p>The effect of the Scheme would be Neutral (derived from No Change to a Very High value asset).</p> <p>Effect of the Scheme: operational phase</p> <p>The primary impact of traffic – both visual and aural – would continue to derive from the nearest roads – namely the east-west section of the A360, and the north-south sections of the A360 and B3086 which meet at Airman’s Corner.</p> <p>The effect of the Scheme would be Neutral (derived from No Change to a Very High value asset).</p>

[illegible]

MWI7118, MWI7155

The group comprises a probable late prehistoric and/or Roman settlement and coaxial field systems, identified from aerial photographs. The northern part of the complex has also been covered by a 2016 geophysical survey, which corroborated and expanded on the results of the earlier assessments of aerial photographs. Evidence indicates that the settlement comprises numerous rectilinear ditch-defined enclosures, compounds, pits, banks and ditches, which are aligned north-north-east to south-south-west along a possible central trackway. Cropmark evidence suggests a multi-phase settlement. These features appear to post-date a probable late prehistoric linear ditch which is coincident with the northern part of the complex and is aligned west-north-west to east-south-east. Some medieval strip lynchets may also be superimposed over these features. Possible earlier ring ditch features within and to the west of the settlement have also been identified (MWI6416, MWI7156, MWI7157), which may be the remains of barrows. All features have been truncated by ploughing and have no visible surface expression.

The group is situated on the summit of Oatlands Hill. To the south is the slightly higher land near Druid's Lodge, while to the west lies Winterbourne Stoke and the River Till valley. The archaeological remains of the settlement are situated within arable agricultural land comprising several large open fields. Boundaries are composed of a mixture of hedgerows and post and wire fencing. Further agricultural land lies in all directions, while to the north-east lies Longbarrow Crossroads and the junction of the A303 and the A360. An area of woodland lies south-east of the group.

Setting makes a low contribution to the significance of the group and its component elements. The group's topographic and land-use settings are necessary to understanding the settlement's positioning and function. However, due to the lack of surface expression, no meaningful visual associations are legible. There is no intrinsic visual interest, nor are any key views identified.

Although situated relatively near the busy roads of the A303 and A360, the setting of the group is fairly unaffected, with limited noise and visual intrusion from the adjacent roads. Hedgerow boundaries offer some limited screening.

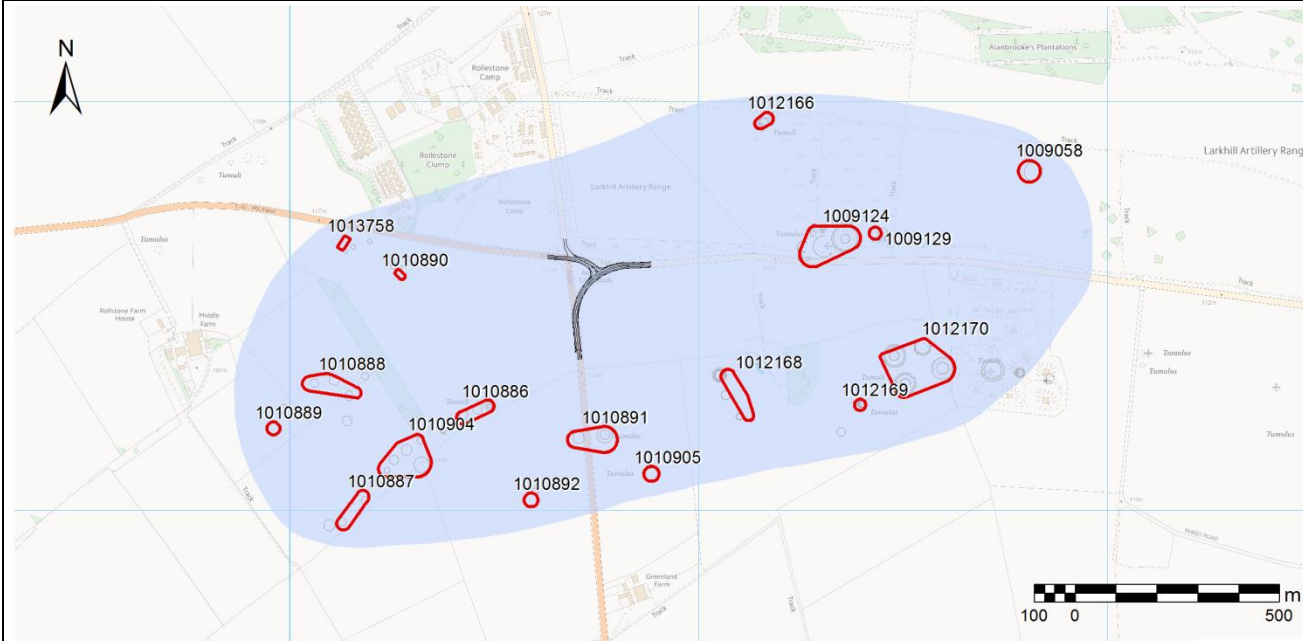
There would be no permanent impacts arising during construction – there would be no physical impacts and the Scheme would be in cutting to the north, limiting views of the new road, Longbarrow Junction and associated realigned A360 south.

The effect of the Scheme would be **Neutral** (derived from No Change to a High value asset).

The new junction arrangements at Longbarrow would bring roads nearer to the group, although as noted above these would be in cutting. This would not compromise the attributes of setting identified for this group, which relate to the settlement's archaeological setting and to the site's relationship with landform.

The effect of the Scheme would be **Neutral** (derived from No Change to a High value asset).

AG10 Rollestone Barrows



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Constituent elements

NHLE 1009058, 1009124, 1009129, 1010886, 1010887, 1010888, 1010889, 1010890, 1010891, 1010892, 1010904, 1010905, 1012166, 1012168, 1012169, 1012170, 1013758
MWI6389, MWI7027, MWI7028, MWI7029, MWI7030, MWI7031, MWI7032, MWI7033, MWI7034, MWI7035, MWI7036, MWI7037, MWI7038, MWI7039, MWI7040, MWI7041, MWI7042, MWI7043, MWI7049, MWI7050, MWI7117, MWI7139, MWI7140, MWI7183, MWI7184, MWI7185, MWI7186, MWI7187, MWI12633, MWI12634, MWI12635, MWI12636, MWI12637, MWI12638, MWI12639, MWI12640, MWI12641, MWI12642, MWI12667, MWI12668, MWI12669, MWI12670, MWI12671, MWI12672, MWI12673, MWI12674, MWI12675, MWI12676, MWI12681, MWI12682, MWI12683, MWI12729, MWI73484

Description

The group consists of an extensive group of Late Neolithic to Bronze Age round barrows located around the junction of the Packway and the B3086 (Rollestone Corner), and partially within the north-western boundary of the WHS. It includes 17 scheduled barrow monuments, of disc, bowl and pond type. Also present are several non-designated round barrows. The monuments are dispersed across a relatively large area. They include a linear grouping on 'O Field' and another cluster of round barrows further to the east (often referred to as the 'Ammunition Dump Group'), as well as several other smaller discrete groups and isolated examples. Few of the barrows assigned to this group retain any prominent surface expression, although the 'bell' barrow known as Winterbourne Stoke 48 (part of NHLE 1012170) is a notable exception; this barrow, which is located adjacent to the Fargo ammunition compound, is a large circular mound of two phases with a surrounding ditch. The monuments are situated amidst a relatively open expanse of land at the north-western edge of the WHS, which is divided between agricultural and military uses. The barrows located north of the Packway occupy the open grass downland at the edges of the military training grounds surrounding Larkhill Camp, occupied by occasional plantations and crossed by numerous access tracks. The Winterbourne Stoke 48 bell barrow is situated between the eastern edge of a large arable field and the fenceline on the eastern boundary of the Fargo ammunition store. Its prominent mound is visible from much of the surrounding landscape to the north, south and east, including from along the Packway. However, the earthen mounds of the ammunition store intervene in views towards the barrow from the west. Some of the barrows at the western end of the group, including those making up the larger part of the Rollestone Field linear group and several outliers to the north, coincide with large parcels of pasture extending to the south and east of Rollestone Farm. The remainder of the monuments assigned to the group are dispersed across several large arable fields located south of the Packway, and extending to the east and west of the B3086.

Setting

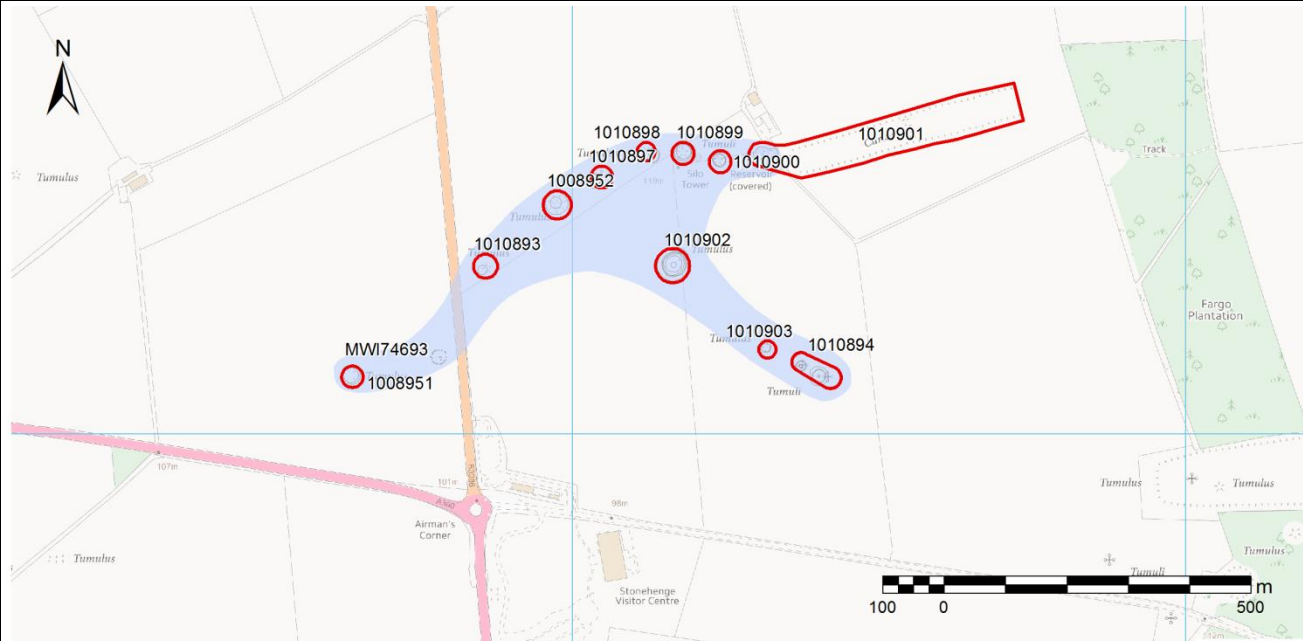
Setting makes a moderate contribution to the significance of the group and its component elements. The group possesses an archaeological setting, both in terms of intra-group relationships and in a wider landscape context. The 'bell' barrow known as Winterbourne Stoke 48 has intrinsic visual interest, but this does not apply to the other elements of the group due to their limited surface expression. The group has inter-visibility with a number of elements within the northern part of the WHS. However, the main core of the WHS is partially screened from view by the Fargo Plantation. As a consequence it is difficult to identify many other contemporary monuments in the surrounding landscape from the locations of the barrows assigned to this group, although some of the low barrow mounds further to the south (including those assigned to the Lesser Cursus Barrows (AG11)) can be discerned from certain vantage points. Key views include those:

- between the locations of the monuments assigned to the group;
- from and towards the location of the levelled barrows on Net Down; and
- to the south towards the location of the Lesser Cursus and the linear barrow group extending to the west of its western terminal.

The setting of this group is substantially compromised, not least by the limited surface expression of most of the monuments within the group, which greatly reduces their legibility. The presence of modern roads also greatly diminishes the ability to appreciate the close contextual/spatial relationships between these monuments. The B3086 physically divides the monuments within the Asset Group, with a particularly severe effect on the legibility of the relationship between the paired pond/disc barrow (NHLE 1010891), which the road bisects. The Packway also divides the Asset Group. Both roads constitute a visually and audibly intrusive presence. Other modern development also intrudes into the setting, notably the Rollestone grain store (although partially screened by trees), Rollestone Camp and the Fargo ammunition store. The latter, along with several intervening plantations further to the east, also intrudes in views between several components of the group and the barrows located on Durrington Down. Other plantations also have a negative impact on mid- and long-distance views, including: Fargo Plantation (views into the core of the WHS); Crescent Copse (inter-visibility with Robin Hood's Ball causewayed enclosure); and the narrow NW/SE plantation, which intervenes in views between the eastern end of the Rollestone Field linear barrow group and the barrow cemetery on Net Down.

AG10 Rollestone Barrows	
	<p>Effect of the present A303</p> <p>The presence of the A303, c. 2.5km to the south, is difficult to perceive from the location of the Asset Group. Effects of roads and traffic are derived from the B3086 and the Packway which bisect the group.</p> <p>Effect of the Scheme: construction phase – permanent</p> <p>The junction improvements at Rollestone Corner would involve a small amount of land-take, to improve a current road junction. The new road junction improvement would not physically impact archaeological remains associated with the Asset Group. The visual change would be minimal and the setting of the group would not be impacted. The changes brought by the Scheme to the A303 itself are too far distant for them to have any impact.</p> <p>The effect of the Scheme would be Neutral (derived from No Change to a Very High value asset).</p> <p>Effect of the Scheme: operational phase</p> <p>Traffic flow and volume is predicted to remain comparable to the present baseline.</p> <p>The effect of the Scheme would be Neutral (derived from No Change to a Very High value asset).</p>

AG11 Lesser Cursus Barrows and Pit Circle



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Constituent elements

NHLE 1008951, 1008952, 1010893, 1010894, 1010897, 1010898, 1010899, 1010900, 1010901, 1010902, 1010903
MWI7044, MWI7048, MWI7051, MWI12800, MWI12801, MWI12802, MWI12803, MWI12804, MWI12805, MWI12806, MWI12807, MWI12808, MWI74693

Description

The Asset Group consists of a series of prehistoric monuments located north of Airman's Corner on Winterbourne Stoke Down, and to the west and south-west of the Lesser Cursus. It includes 11 scheduled monuments: one saucer barrow (NHLE 1010894); one disc barrow (NHLE 1010902); two bell barrows (NHLE 1010899 and 1008952); seven bowl barrows (one of which is included in the same scheduling as the aforementioned saucer barrow: NHLE 1008951, 1010903, 1010893, 1010897, 1010898, 1010900); and a conjoined/confluent triple bowl barrow, which is included in the same scheduling as The Lesser Cursus (NHLE 1010901). In addition, the group includes a non-designated pit circle (MWI74693), interpreted as a timber post circle or large post-built structure, which was detected by geophysical survey.

The majority of the monuments within the group form a linear barrow cemetery extending to the west-south-west of the western terminal of the Lesser Cursus. The remainder, comprising two bowl barrows and the saucer and disc barrows, are outliers located to the south of the linear group. The barrows assigned to this group are sometimes referred to as the 'Silo Group', after the prominent agricultural silo which is situated amongst them.

The earthwork components of several of the monuments within this group appear to have either been levelled, or substantially reduced in height, whilst others (e.g. the disc and saucer barrow) may simply never have been especially prominent above ground. However, some persist as substantial earthwork mounds, particularly the two bell barrows known as Winterbourne Stoke 37 and 40 (NHLE 1010899 and 1008952), and the bowl barrows known as Winterbourne Stoke 36 and 42 (NHLE 1010900 and 1008951).

The monuments assigned to this group are distributed across several arable and pasture fields extending to the west of the Fargo Plantation. The dominant modern feature in the locality is the concrete agricultural silo standing between the barrows scheduled as NHLE 1010899 and 1010900. The Stonehenge Visitor Centre is to the south; Greenland Farm is to the north. The B3086, which demarcates the western boundary of the WHS, extends north-south between the location of the putative timber circle (MWI74693) and the Winterbourne Stoke 41 barrow (NHLE 1010893), effectively severing the linear barrow cemetery which this Asset Group defines.

Setting

Setting makes a moderate contribution to the significance of the group and its component elements. The group possesses an archaeological setting, both in terms of intra-group relationships and in a wider landscape context. The barrows known as Winterbourne Stoke 36, 37, 40 and 42 have particular intrinsic visual interest, but this does not apply to the other elements of the group due to their limited surface expression.

The group has inter-visibility with a number of elements within the northern and western parts of the WHS. Key views include those:

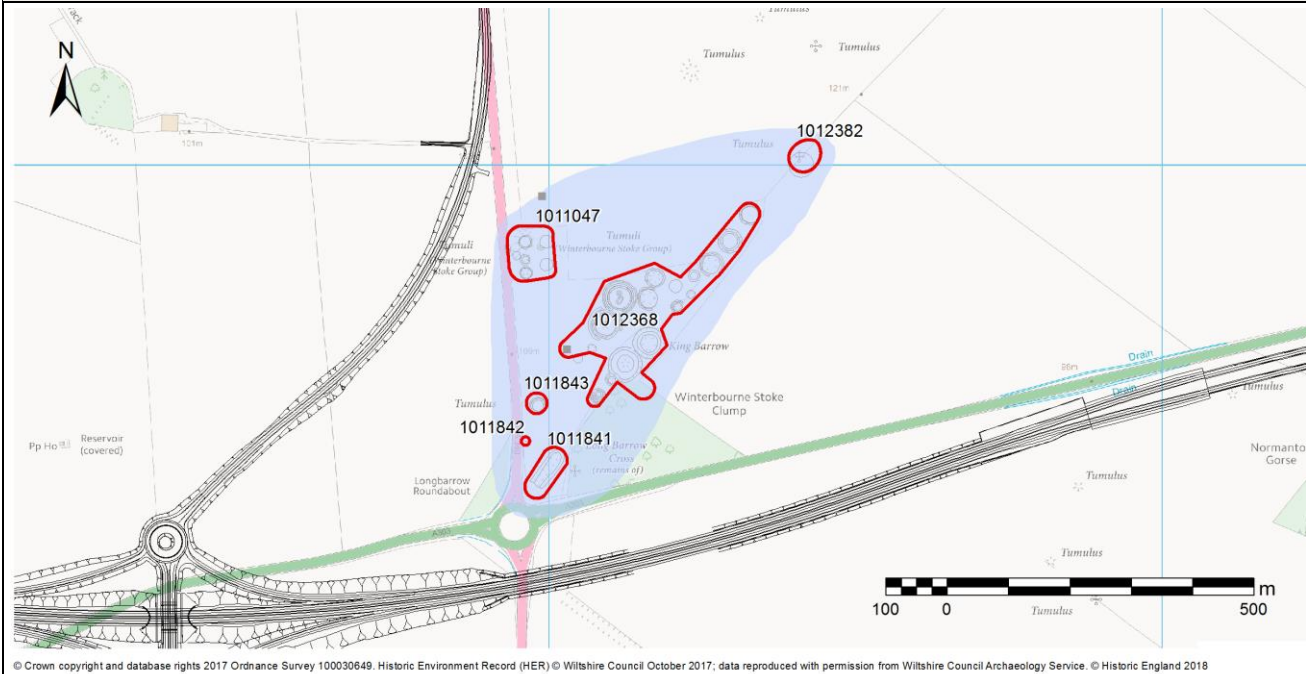
- between the monuments within the Asset Group, particularly along the length of the linear barrow cemetery, and views in which the still prominent earthworks are silhouetted on the horizon (e.g. from Winterbourne Stoke Down);
- between the monuments within the Asset Group and the location of the Lesser Cursus;
- between the members of the Asset Group and other prehistoric monuments/barrow groups within the surrounding landscape, notably those assigned to the Winterbourne Stoke Crossroads Asset Group (AG12), the western terminal of the Greater Cursus and the two round barrows contained within it (AG23), and the long barrow on Winterbourne Stoke Down (Winterbourne Stoke 53; NHLE 1015021; part of AG08); and
- views of the barrows with surviving earthworks, which are experienced by visitors travelling along the A360 and the B3086.

Several aspects detract from the quality of the current setting. The levelling through ploughing of certain of the group's components means that intra-group visual links are sometimes less clearly legible, although those between the upstanding monuments are very apparent. The modern agricultural landscape is anomalous in terms of the original setting. In particular, the silo intervenes in the linear arrangement of the barrows, distracting attention from and obscuring visual associations between the monuments within the Asset Group and with the Lesser Cursus. The covered reservoir built into the top of one of the barrows (in addition to damaging the monument) is also visually intrusive. Meanwhile, the Fargo Plantation blocks views of the Greater Cursus and the barrows clustered at its western end, as well as more general views into the core of the WHS.

Traffic on the B3086 is a dynamic visual and aural element in the setting, while the road itself physically severs the connection between the main cluster of monuments and the westernmost barrow. Further south-west, the A360 intervenes in the visual connection with the long barrow on Winterbourne Stoke Down (Winterbourne Stoke 53; NHLE 1015021) and the Winterbourne Stoke 42 round barrow (NHLE 1008951) – both parts of Asset Group 08. The more distant A303 adds to the general effect of roads and traffic (see below). The Stonehenge Visitor Centre and its car/coach parks are another modern element in southward

AG11 Lesser Cursus Barrows and Pit Circle	
	<p>views, including those towards the Winterbourne Stoke Crossroads group.</p> <p>Effect of the present A303</p> <p>Although the A303 itself is not especially conspicuous, its traffic is visibly and audibly detectable from the Asset Group. However, at distances of 2.5km and greater, its effect on the setting of the group is not significant. This is particularly the case because the negative visual and aural effects of traffic using the A360 and B3086 are far greater.</p> <p>Effect of the Scheme: construction phase – permanent</p> <p>The changes arising from the Scheme are too distant to have a significant impact on the Asset Group or its component elements. The alterations to Longbarrow Junction would not be apparent, due to the combination of intervening distance and topography, and the fact that the new roads would be in cutting. The River Till viaduct and embankment would only be visible to a marginal extent and does not meaningfully alter the quality of the setting. The changes at Rollestone Corner would be visually minimal in long distance views from the Asset Group.</p> <p>The effect of the Scheme would be Neutral (derived from No Change to a Very High value asset).</p> <p>Effect of the Scheme: operational phase</p> <p>The operation of the Scheme would not have any impacts on the group, any reduced views of traffic on the A303 and around Longbarrow being too distant to be consequential.</p> <p>The effect of the Scheme would be Neutral (derived from No Change to a Very High value asset).</p>

AG12 Winterbourne Stoke Crossroads Barrows



Refer to Viewpoints CH03 and CH04 (Figures 4 and 5)

Constituent elements

NHLE 1011047, 1011841, 1011842, 1011843, 1012368, 1012382
MWI7079, MWI7080, MWI7081, MWI7082, MWI7083, MWI7084, MWI7085, MWI7086, MWI7087, MWI7121, MWI12485, MWI12877, MWI12981, MWI12982, MWI12983, MWI12984, MWI12985, MWI12986, MWI12987, MWI12988, MWI12989, MWI12990, MWI12991, MWI12992, MWI12993, MWI12994, MWI12995, MWI12996, MWI12997

Description

The group covers an extensive area. Its core contains 18 round barrows on a broad north-east/south-west alignment. The focal point and origin of the cemetery is a long barrow, its long axis orientated along the ridge on which the cemetery later developed. Five bowl barrows and two saucer barrows form a discrete barrow cemetery just to the north of the crossroads group.

The group lies immediately to the north-east of the current roundabout junction of the A303 and A360. The core of the cemetery lies within pasture land managed by the National Trust and five of the barrows to the north have also been taken out of cultivation. The majority of the group, however, lies within a wider landscape of arable agricultural land. At the southern edge of the group, east of the roundabout and north of the A303 is an area of woodland. Further mature trees lie to the west of the current roundabout.

Setting

Setting makes a high contribution to the significance of the group and its component elements. The group is particularly important because it incorporates all barrow types. Most are upstanding monuments with intrinsic visual interest and a legible group setting. The alignment of the later round barrows on the long barrow is also obvious. The Winterbourne Stoke Crossroads barrows can be seen as being part of a tradition of 'conspicuous barrows', both locally and nationally, which were large and prominently located. The extant earthworks within the group form a striking feature in the landscape with important views likely both towards, and outwards from, the cemetery.

The group shares inter-visibility with a number of other barrow cemeteries including Normanton Down (AG19), the Diamond Group (AG13), Lake Barrows (AG16), King Barrow Ridge (AG26), Stonehenge Bottom/Luxenborough Barrows (AG24), Winterbourne Stoke Down barrows (AG08), as well as the Lesser Cursus group (AG11) and the western Greater Cursus barrows (AG18). Views from and to these monuments therefore substantially contribute to the significance of the group and its component assets.

Key views include:

- within the group, particularly on the north-east/south-west linear axis of the core of the cemetery and along an east-west axis at the northern edge of the group;
- north and north-west to Winterbourne Stoke Down Barrows (AG08) and the Lesser Cursus Barrows (AG11);
- south and south-west to the Normanton Down (AG19), the Diamond Group (AG13) and Lake Barrows (AG16);
- north-east to the Cursus Barrows (West) (AG18); and
- east to King Barrow Ridge (AG26).

The long barrow within the Asset Group is thought to have formed a focus for the subsequent development of the cemetery. Interrelationships between this long barrow and those at Winterbourne Stoke Down (AG08), Normanton Down (AG19) and the Diamond (AG13) may have been particularly significant, though because of intervening woodland and the levelling of some of the other examples this inter-visibility is no longer particularly apparent.

There are multiple elements that detract from the current setting. Although the core of the group is now within open pasture, the surrounding modern agricultural landscape, including a pig farm on the south side of the A303, is anomalous to the original setting. Meanwhile, woodland, both in the immediate vicinity of the group and in the wider landscape, interrupts some of the visual relationships that provide context to the individual monuments and the group as a whole. As described below, roads and traffic are extremely harmful to the quality of the setting.

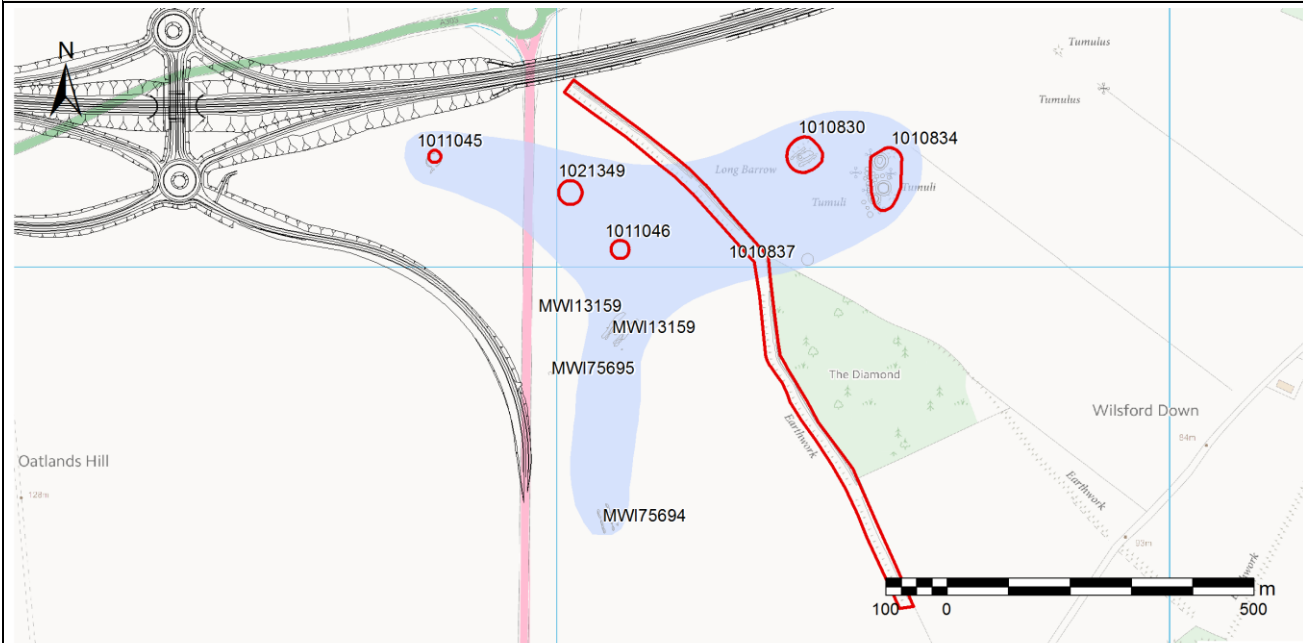
Effect of the present A303

The A303 runs directly to the south of the group, with the A360 directly to the west. The south-west end of the long barrow (NHLE 1011841) is less than 20m from the current roundabout. Other monuments within the group are also situated immediately adjacent to the A360, notably those scheduled as NHLE 1011842, 1011843 and 1011047 and the more westerly elements of 1012368. In physical terms, these roads sever the group from the landscape to the south and west, dividing the monuments from others – most notably the Diamond Group to the south.

The visual impact of the roads and their traffic, and traffic noise and emissions, greatly impact upon the quality of the present setting. The setting of all of the monuments within this Asset Group includes busy trunk roads, leaving little sense of place. Views of, and outwards from, the long barrow are particularly compromised by the sight and sound of traffic. Longer-distance sightlines, both outwards from, and towards Winterbourne Stoke Crossroads, are dominated by the road and its traffic.

AG12 Winterbourne Stoke Crossroads Barrows	
	<p>Effect of the Scheme: construction phase – permanent</p> <p>The Scheme mainline would be c. 150m further south than the present A303, greatly reducing the visibility of the A303. From its exit from the western portal to the limit of the WHS, the Scheme mainline would be within a retained cutting, with the Longbarrow Junction and all sliproads in cutting, with adjacent false cuttings to hide the new junction. The Scheme would therefore not be apparent. The A360 would also be realigned, providing considerably greater separation between the road and the Asset Group. Despite this realignment, however, the physical landscape severance caused by the A303 and A360 would persist, although ameliorated by the presence of a new long landbridge (Green Bridge Four) on the line of the new A303 between the Winterbourne Stoke Crossroads Barrows and the Diamond Group.</p> <p>As a whole, the realignment of the highways and the new junction, and their placement in cutting, would be of benefit to the visual setting of the monuments within the group. Where greater separation occurs, it would improve the visitor’s ability to appreciate the monuments’ setting, in the context of reduced views of roads, signage and the removal of lighting. The benefits would be greatest for the more south-westerly and westerly monuments, including the long barrow and those flanking the present A360. The setting of those monuments already at greater distances from the present roads would benefit to a somewhat lesser extent.</p> <p>Longer-distance sightlines would also be improved, particularly in respect of views to the Diamond Group (although the cutting replaces existing severance with new partial severance), while views to the east (towards Stonehenge and King Barrow Ridge) and south-east (towards Normanton Down) are also improved; the reverse views would be similarly improved. The restrictions on inter-visibility imposed by plantations would remain, however, whilst chalk grassland proposed adjacent to the new road cutting to the south and south-east would remove some of the negative aspects (modern arable agriculture) of the Asset Groups setting.</p> <p>On the following monument the effect of the Scheme would be Large beneficial (derived from a Moderate impact on a Very High value asset): NHLE 1011841 (long barrow).</p> <p>On the following monuments the effect of the Scheme would be Moderate beneficial (derived from a Minor impact on a Very High value asset): NHLE 1011047, 1011842, 1011843, 1012368, 1012382.</p> <p>Effect of the Scheme: operational phase</p> <p>Similar benefits arise from the Scheme during the operational phase as for construction. The greater separation between the monuments and the roads, combined with the use of cuttings, would greatly reduce the visual intrusion of traffic into the settings of the monuments. Traffic noise would also be reduced by a considerable degree, due to the removal of traffic from adjacent to the monuments in to the cutting to the south.</p> <p>On the following monuments the effect of the Scheme would be Large beneficial (derived from a Moderate impact on a Very High value asset): NHLE 1011841 (long barrow).</p> <p>On the following monuments the effect of the Scheme would be Moderate beneficial (derived from a Minor impact on a Very High value asset): NHLE 1011047, 1011842, 1011843, 1012368, 1012382.</p>

AG13 The Diamond Group



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Refer to Viewpoints CH02, CH06 and CH07 (Figures 3, 7 and 8)

Constituent elements

NHLE 1010830, 1010834, 1010837, 1011045, 1011046, 1021349
MWI6398, MWI12486, MWI12666, MWI12760, MWI12783, MWI12970, MWI12971, MWI12972, MWI12973, MWI12974,
MWI12975, MWI12976, MWI12977, MWI13131, MWI13135, MWI13159, MWI73294, MWI 74641, MWI75694, MWI75695

Description

The extensive group comprises three outlying bowl barrows, a nucleated group of seven bowl barrows and a pond barrow, three long barrows, a henge monument and hengiform feature. A scheduled linear boundary of likely Middle Bronze Age date bisects the group aligned from the north-west to the south-east and an additional section of linear earthwork lies to the east of this. Recent geophysical survey of the nucleated cemetery confirmed the survival of the known barrows and identified two new long barrows and the hengiform feature.

Only the scheduled long barrow still survives as an upstanding earthwork but despite the impact of modern agricultural activity there is still considered to be good potential for the survival of below ground remains.

The group occupies a low ridgeline at approximately 100m AOD with the henge and outlying barrows on slightly higher ground to the west. The topography falls away to the south-east towards Wilsford Down with views to the ridgeline which lies just to the west of Wilsford. The monuments lie within agricultural land situated either side of an area of woodland known as The Diamond. The land comprises large open fields currently used for arable and a pig farm. The edge of the group extends to the western side of the A360. To the north-west lies Longbarrow Crossroads. Although there are a few patchy areas of hedgerow along the boundary with the A303, the majority of the boundaries comprise post and wire fences.

Setting

Setting makes a low to moderate contribution to the significance of the group and its component elements. The group possesses an archaeological setting, both in terms of intra-group relationships and in a wider landscape context.

Other than the long barrow the elements of the group have no intrinsic interest due to their lack of surface expression. Their situation, within arable farmland, the pig farm and the Diamond plantation, and bracketed by the A303 and A360 leaves little sense of place.

Nevertheless, despite their lack of prominence in the modern landscape, the monuments of the Diamond group form part of a series of potentially inter-visible and interrelated barrow cemeteries. Given their proximity, interrelationships between the three long barrows in the Diamond Group and the barrows at Winterbourne Stoke Crossroads, Normanton Down, Wilsford Down and the Lake Barrows may have been particularly important. Inter-visibility between these locations is therefore an important part of the group's setting and contributes to its significance. Key views include:

- to the east and north-east from the eastern part of the group towards the Normanton Down Barrows Asset Group (AG19);
- to the south-east to the North Kite Enclosure and Lake Barrows group (AG16); and
- to the north-west to Winterbourne Stoke Crossroads Barrows (AG12).

This inter-visibility is to some extent compromised by modern elements in the landscape. Mature woodland within the Diamond Group, as well as on the south side of the Winterbourne Stoke Crossroads Barrows (AG12), the Lake Barrow group (AG16) and Normanton Down Barrow group (AG19), restrict some of the inter-visibility between these Asset Groups. The area of woodland known as The Diamond blocks also any inter-visibility between the western and eastern long barrows within the Asset Group. As described below, the A303 also interrupts, and distracts from, northward views towards the Winterbourne Stoke Crossroads barrows.

Effect of the present A303 and A360

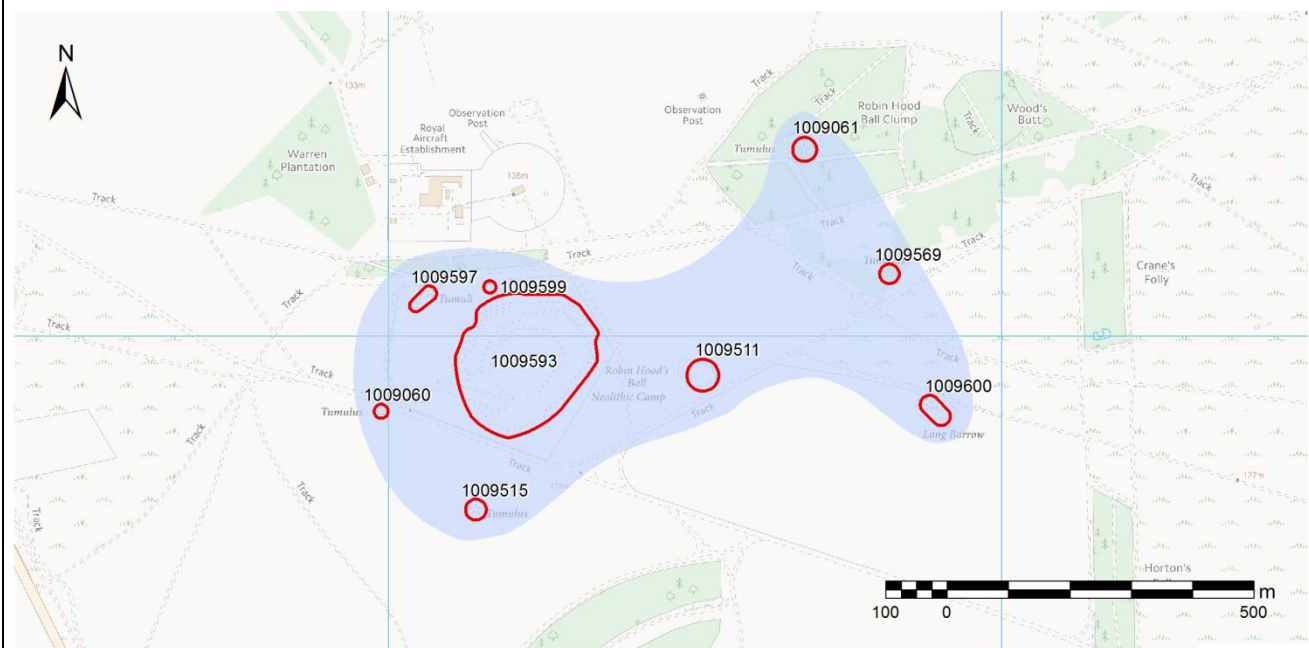
The A303 and A360 physically sever the group from the landscape to the north and west respectively. The A360 also cuts off the most westerly outlying barrow in the group from other contemporary features to the east. Traffic noise and visual intrusion from both roads also has a negative effect on the immediate setting. The A303 also interrupts and detracts from northward views towards the Winterbourne Stoke Crossroads Barrows, which are dominated by moving traffic and prominent road signage and lighting of the current roundabout.

Effect of the Scheme: construction phase – permanent

The Scheme mainline would be in cutting c. 150m further south than the present A303. It would replace existing severance with a new partial severance into the immediate landscape context of the group and its component elements, partly ameliorated by the construction of a new long landbridge (Green Bridge Four). In terms of its visual impact, from its exit from the western portal to the limit of the WHS, the Scheme mainline would run in a retained cutting, with the Longbarrow Junction and all sliproads in cutting, with adjacent false cuttings to hide the new junction. Therefore, the Scheme would not be greatly visible from the Diamond Group. The decommissioning of the present A303 and the part of the A360 that severs the group would also be beneficial. Proposed chalk grassland, north and south of the new cutting, to the north of the Diamond Group, would remove some of the negative aspects (modern arable agriculture) of the Asset Group's setting.

AG13 The Diamond Group	
	<p>The Scheme would have both positive and negative impacts. The net effect would be Slight adverse (derived from a Moderate negative and a Minor positive on a Very High value asset).</p> <p>Effect of the Scheme: operational phase</p> <p>Traffic volumes on the A303 would be comparable to the present baseline but would be brought closer to the group. This has a negative influence upon setting, albeit of relatively small magnitude, given that it would be in cutting. Traffic noise levels would decrease, being confined within the new cutting and its immediate vicinity.</p> <p>The effect of the Scheme would be Slight adverse (derived from a Negligible impact on a Very High value asset).</p>

AG14 Robin Hood's Ball and Associated Sites



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Constituent elements

NHLE 1009060, 1009061, 1009511, 1009515, 1009569, 1009593, 1009597, 1009599, 1009600

Description

The group comprises a series of prehistoric monuments located outside of the boundary of the WHS, and within the Salisbury Plain Training Area to the north-west of Larkhill Camp. It includes nine scheduled monuments. These comprise: the early Neolithic causewayed enclosure known as Robin Hood's Ball (NHLE 1009593); an early Neolithic long barrow (NHLE 1009600); seven later round barrows (NHLE 1009515, 1009569, 1009597, 1009599); and an undated earthwork enclosure (NHLE 1009511).

The Robin Hood's Ball causewayed enclosure is amongst the earliest monumental constructions within the Stonehenge landscape. It is defined by two concentric circuits of banks and segmented or causewayed ditches, enclosing a slightly irregular area of c.3.5ha. The earthwork remains are not especially prominent when viewed from ground level, although they are more conspicuous on aerial photographs. The long barrow, which is broadly contemporary with the causewayed enclosure, is one of several on Alton Down, to the north of the WHS boundary and east of Robin Hood's Ball. The precise date and function of the scheduled earthwork enclosure is uncertain, as the site is not known to have been subject to any intrusive archaeological investigation; it may be of later prehistoric or Roman date.

The monuments are situated to the north of the WHS, within the military training grounds to the north-west of Larkhill Camp. With the exception of the round barrow within Robin Hood's Ball Clump (NHLE 1009061), all of the monuments are situated within a largely open expanse of uncultivated grassland. Most of the monuments are contained within fenced enclosures, intended to demarcate them and prevent accidental encroachment. As many of the components of the group retain little surface expression, the fencing represents the most conspicuous evidence for the presence of the monuments. Robin Hood's Ball is also surrounded by several woodland plantations; Warren Plantation to the north-west, Robin Hood's Ball Clump and Woods Butt to the north-east, Crescent Copse to the south, Cranes Folly and Hortons Folly to the east, and Alanbrooke's Plantations to the south-east.

Numerous access tracks traverse the surrounding landscape, in close proximity to several of the monuments. The greater of the interior of Larkhill Camp, to the east-south-east of Robin Hood's Ball, is not visible from several of the monuments due to topography and the screening effect of intervening plantations. Tree cover also partially screens the Royal Aircraft Establishment/QinetiQ site to the north, although the structures within Rollestone Camp/Rollestone Grain Store are clearly visible to the south-east. The road junction at Rollestone Corner is difficult to discern from any part of the group.

Setting

Setting makes a moderate contribution to the significance of the group and its component elements, though this is mainly in terms of an intra-group and wider landscape archaeological setting. At ground level the monuments hold little intrinsic visual interest.

In terms of potential sightlines, GIS-based analyses have indicated that, with the screening effect of tree cover removed, the location of the causewayed enclosure would have been widely inter-visible with much of the wider landscape, including the positions of Stonehenge to the south, Knighton Long Barrow (NHLE 1010052; AG38) to the east, and three other long barrows to the north-east (NHLE 1009520, 1009516 and 1010091). It is unclear if the location of the recently-discovered causewayed enclosure on the eastern edge of Larkhill Camp (AG39) would have once been inter-visible with Robin Hood's Ball.

With the principal exception of the round barrow within Robin Hood's Ball Clump (NHLE 1009061), which is entirely screened from the surrounding landscape, there is clear/uninterrupted inter-visibility between most of the monuments assigned to the Asset Group. Adjacent tree cover interrupts views from the bowl barrow on the southern edge of the Robin Hood Ball Clump plantation (NHLE 1009569), although it shares inter-visibility with the long barrow assigned to this Asset Group, c.200m to the south, and Knighton Long Barrow to the south-east.

Views from the location of the causewayed enclosure are currently restricted and/or fragmented by screening plantations. Views towards the three broadly contemporary long barrows to the north-east (NHLE 1009520, 1009516 and 1010091) are obstructed by several woodland blocks. Similarly, the plantations to the south and south-east obscure views from some vantage points towards the core of the Stonehenge WHS. Distant and partially interrupted views are also available towards the prominent Knighton Long Barrow (NHLE 1010052) to the east. Some elements of the built environment within the northern part of Larkhill Camp are also visible in these views to the east and to the south and east of Knighton Long Barrow.

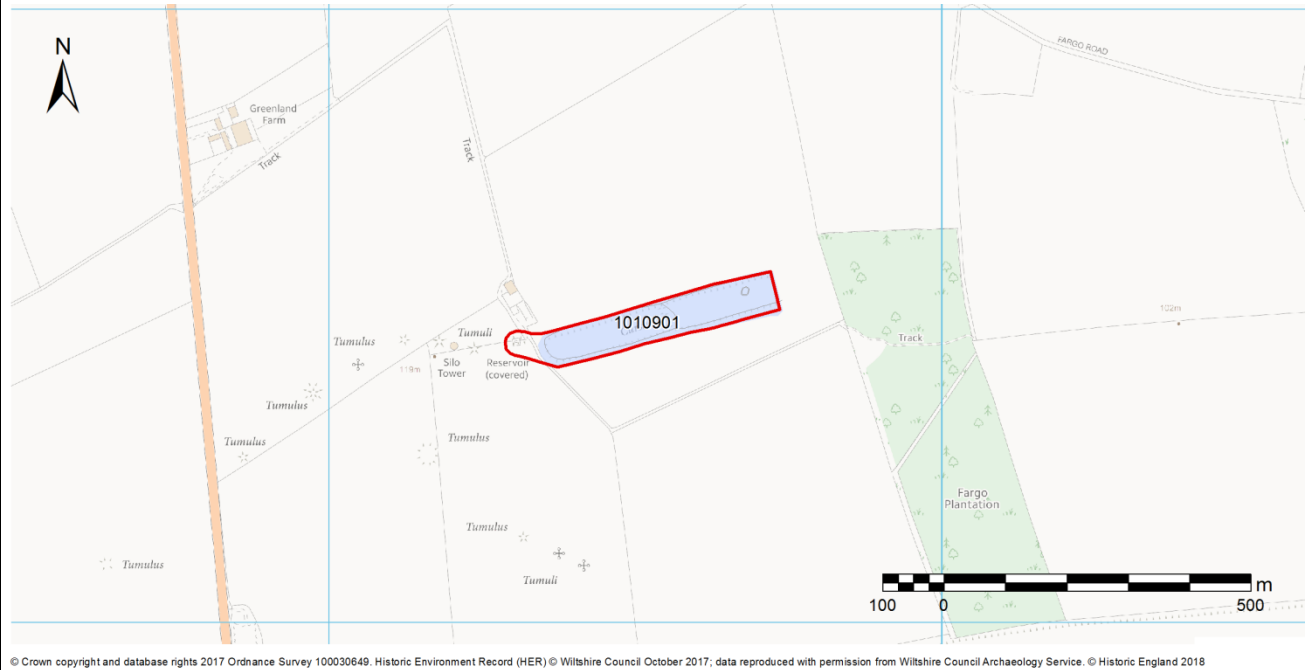
The Rollestone Grain Store, Rollestone Camp and other more peripheral modern development and military facilities (including Larkhill Camp)/infrastructure (such as trackways, observation towers, masts and signs) are all visible in the landscape. These elements are a distracting and visually intrusive presence in the views available from and towards several of the monuments assigned to the Asset Group. This diminishes the capacity of the observer to appreciate meaningful spatial and contextual relationships, and the contribution made by the setting of the monuments to their significance.

Key views include:

- Views from Robin Hood's Ball towards the south and south-east, including the location of Stonehenge (one of the six 'quality views' identified by Exon et al. 2000, 105-6);

AG14 Robin Hood's Ball and Associated Sites	
	<ul style="list-style-type: none">Views from the core of the WHS, including the location of Stonehenge towards the Asset Group;Views between the Asset Group and the other long barrows further to the east, and to the north of the WHS; andViews between the monuments within the Asset Group. <p>Effect of the present A303</p> <p>The A303 is distant and not intrusive.</p> <p>Effect of the Scheme: construction phase – permanent</p> <p>There would be no impacts arising from the permanent presence of the Scheme, including the junction improvements at Rollestone Corner.</p> <p>The effect of the Scheme would be Neutral (derived from No Change to a Very High value asset).</p> <p>Effect of the Scheme: operational phase</p> <p>There would be no impacts arising from the operation of the Scheme, including traffic using the improved junction at Rollestone Corner.</p> <p>The effect of the Scheme would be Neutral (derived from No Change to a Very High value asset).</p>

AG15 Lesser Cursus



Refer to Viewpoint CH05 (Figure 6)

Constituent elements

NHLE 1010901, WSHR 12436, 12761. (NB. The group of three conjoined round barrows at the western end of the Lesser Cursus, which are included in the same scheduling, are allocated to AG11).

Description

The Asset Group consists of a single monument: the Lesser Cursus (NHLE 1010901). It was recognisable on the ground in the 19th century, but now exhibits practically no surface expression. Geophysical survey has identified a number of possible pits, faint ring ditches and a small oval enclosure within and around the monument, although these have not been subject to intrusive archaeological investigation. The Lesser Cursus is situated within a large pasture field, on a flat ridge top, immediately to the west of the Fargo Plantation.

Setting

Setting makes a moderate contribution to the significance of the group. The Lesser Cursus possesses an archaeological and group setting, both in terms of immediate relationships, notably with the barrows at its western end, and in a wider landscape context. It has no intrinsic visual interest, and its wider connections have to be inferred rather than directly appreciated. Key views and associations include:

- along the length of the Lesser Cursus (in both directions);
- from the western terminal of the Lesser Cursus across the wider landscape to the west, particularly towards the linear barrow cemetery assigned to AG11;
- the reverse view, i.e. from AG11 towards the location of the Lesser Cursus;
- Views between the Lesser Cursus and the western terminal of the Greater Cursus (AG23);
- Views towards other prominent barrows in the surrounding landscape, including those at Winterbourne Stoke Crossroads (AG12).

The lack of surface expression of the Lesser Cursus diminishes the quality of the current setting, while modern elements including the nearby silo also detract from its surroundings. The modern agricultural landscape is anomalous in terms of the original setting. The Fargo Plantation blocks most eastward views into the core of the WHS, while the Stonehenge Visitor Centre is another modern presence, in the direction of southward views towards Winterbourne Stoke Crossroads. Traffic on the B3086 is a dynamic visual and aural element in the setting. Further south-west, the A360 intervenes in the visual connection with the long barrow on Winterbourne Stoke Down (Winterbourne Stoke 53; NHLE 1015021) and the Winterbourne Stoke 42 round barrow (NHLE 1008951) – both parts of Asset Group 08.

Effect of the present A303

Although the A303 itself is not especially conspicuous, its traffic is visibly and audibly detectable from the Asset Group. However, at distances of 2.5km and greater, its effect on the setting of the group is not significant. This is particularly the case because the negative visual and aural effects of traffic using the A360 and B3086 are far greater.

Effect of the Scheme: construction phase – permanent

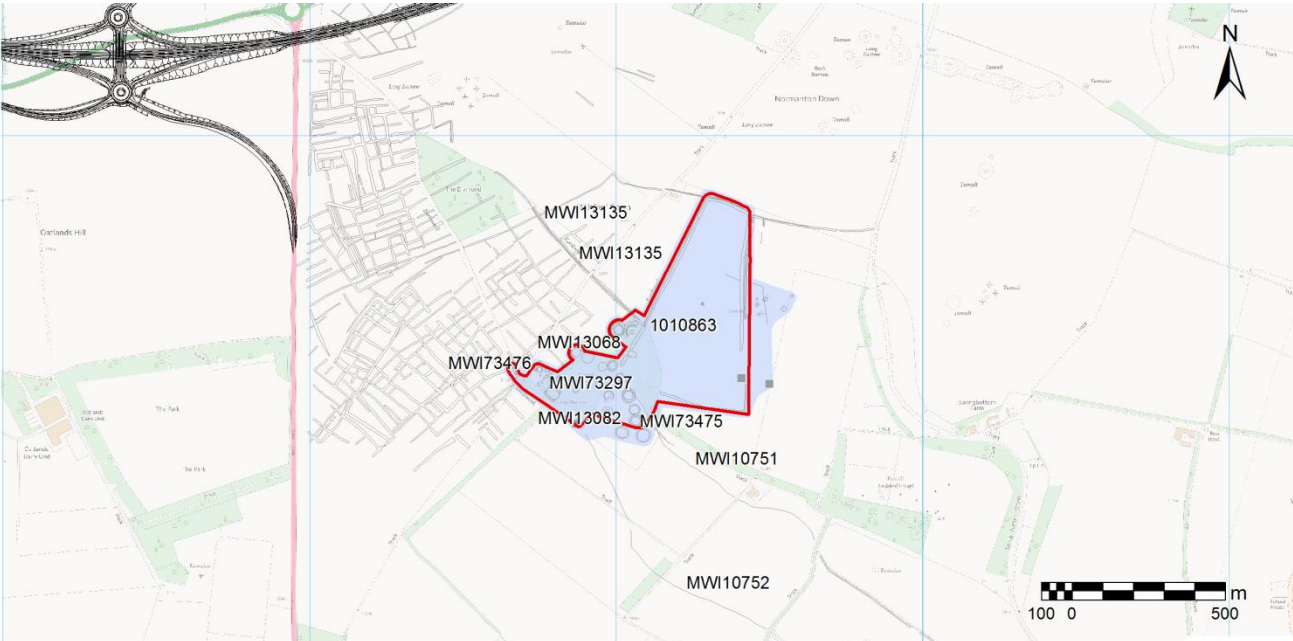
The changes arising from the Scheme are too distant to have a significant impact on the Asset Group or its component elements. The alterations to Longbarrow Junction would not be apparent, due to the combination of intervening distance and topography, and the fact that it would be in cutting. The River Till viaduct and embankment would only be visible to a marginal extent. The changes at Rollestone Corner would be visually minimal in long distance views from the Asset Group.

The effect of the Scheme would be **Neutral** (derived from No Change to a Very High value asset).

Effect of the Scheme: operational phase

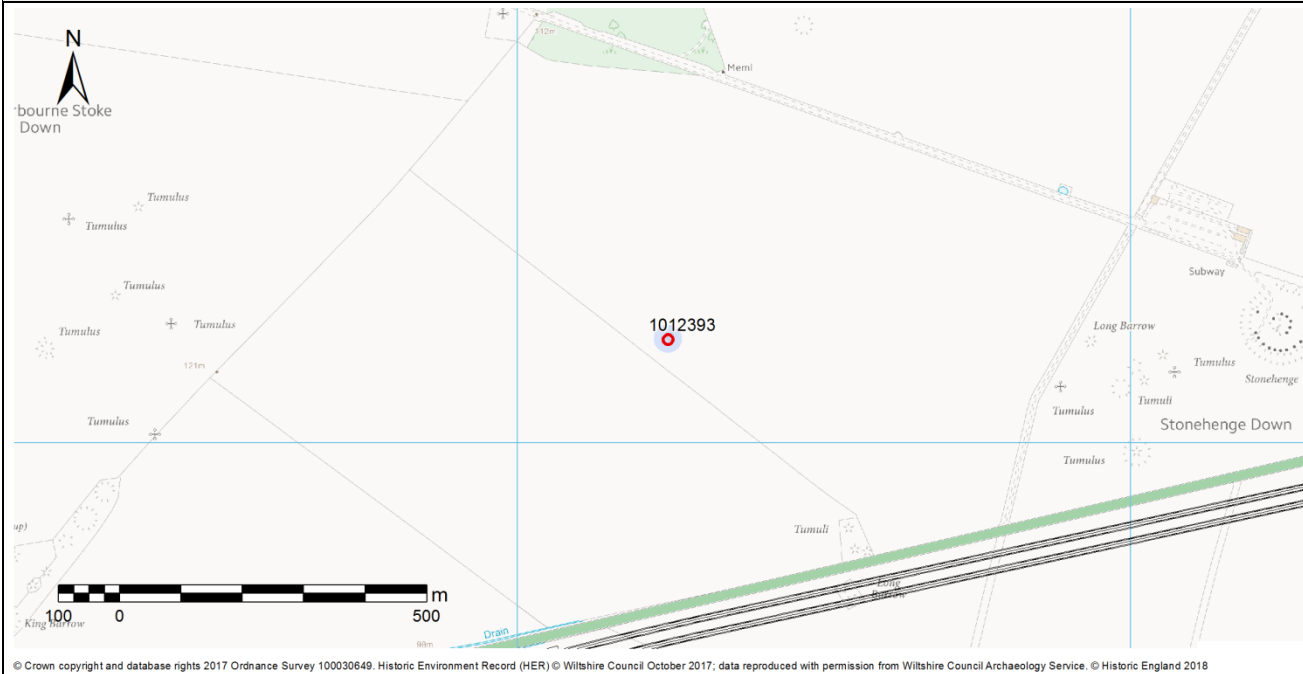
Because of the distances involved, the Scheme's beneficial reduction of traffic on the current A303 would not be appreciated from the Lesser Cursus.

The effect of the Scheme would be **Neutral** (derived from No Change to a Very High value asset).

AG16 North Kite Enclosure and Lake Barrows	
<div><p>© Crown copyright and database rights 2017 Ordnance Survey 100030649. Historic Environment Record (HER) © Wiltshire Council October 2017; data reproduced with permission from Wiltshire Council Archaeology Service. © Historic England 2018</p></div>	<div><p>Constituent elements</p><p>NHLE 1010863</p><p>MWI10751, MWI10752, MWI12493, MWI12525, MWI12662, MWI12663, MWI12664, MWI12691, MWI12692, MWI12693, MWI12784, MWI12820, MWI13060, MWI13061, MWI13062, MWI13063, MWI13064, MWI13065, MWI13066, MWI13067, MWI13068, MWI13069, MWI13070, MWI13071, MWI13072, MWI13073, MWI13074, MWI13075, MWI13076, MWI13077, MWI13078, MWI13079, MWI13080, MWI13081, MWI13082, MWI13083, MWI13084, MWI13085, MWI13086, MWI13087, MWI13088, MWI13131, MWI13132, MWI13135, MWI73297, MWI73475, MWI73476, MWI73477</p><p>Description</p><p>This Asset Group incorporates multiple later prehistoric monuments within a single scheduled area (NHLE 1010863) and some outlying non-designated elements. The group comprises trapezoidal earthwork feature known as the North Kite Enclosure, and the Lake Barrows cemetery, the latter incorporating the following scheduled elements: 1 long barrow; 15 bowl barrows; 4 bell barrows; 2 disc barrows. Also incorporated are: 15 possible non-designated barrows; and several sections of linear earthworks that may be associated with the North Kite Enclosure and other scheduled linear earthworks to the north-west and south-east.</p><p>The North Kite Enclosure is a trapezoidal earthwork feature, a rare and unusual feature whose purpose is enigmatic: some suggest that the ‘enclosure’ is actually a partial survival of a wider complex of linear earthworks, while others see it as the focus for later linear features representing multiple phases of construction. One theory is that the feature is associated with a potential large enclosure around Normanton Down which could suggest a possible ‘reserved space around Stonehenge and the Normanton Down barrows’. Non-designated sections of north-west/south-east aligned linear earthworks which lie either side of Lake Wood (MWI10751, MWI10752, MWI13135) may be continuations of scheduled linear features to the north-west at the Diamond (AG13; NHLE 1010837) and to the south-east at Lake Down (NHLE 1010881, 1010875).</p><p>The enclosure is located on the north-facing slope of an east-west coombe, with its southern and broader end on a plateau that overlooks the coombe, having views northwards across the Normanton Down round barrow cemetery (AG19) and towards Stonehenge (AG22). An aerial photograph taken c.1922, prior to the levelling of parts of the enclosure, reveals narrow gaps in the east and west banks near the north-east end.</p><p>The 22 scheduled monuments within the Lake Barrows cemetery are clustered outside the south-west corner of the North Kite enclosure (NHLE 1010863). As with Normanton Down, a Neolithic long barrow appears to form the focus of the cemetery, though the enclosure’s relationship with the earlier long barrow is uncertain. Three additional non-designated possible barrows have also been identified within the main cemetery (MWI12662, MWI73297, MWI73476) along with two additional further barrows identified from cropmarks just to the south of the scheduled monument boundary (MWI13082, MWI73475). Another possible lies just outside the scheduled monument boundary at the western edge of the wood adjacent to the twin barrow (MWI13068).</p><p>A number of the barrows within the Asset Group survive as substantial earthworks, but several of the recorded barrows to the north-west of the long barrow no longer survive as upstanding features, while other potential barrows outside the scheduled monument boundary have largely been levelled due to ploughing. Much of the North Kite Enclosure has also been impacted by modern agricultural activity.</p><p>The south-western part of the North Kite Enclosure and main cemetery is heavily wooded; the outlying monuments lie within agricultural land. Field boundaries are largely demarcated by post and wire fences. An agricultural track and byway lies to the north-west, passing across the western edge of the Asset Group.</p><p>The south-western edge of the group, including the long barrow, lies on higher ground. The land then falls away to the north-eastern edge of the Asset Group boundary, before rising once more towards Normanton Down. The topography falls away to the south-east towards Wilsford Down with views to the ridgeline which lies just to the west of Wilsford.</p><p>Setting</p><p>Setting makes a moderate contribution to the significance of the group and its component elements. Some of its elements lack surface expression, while the more prominent of the upstanding monuments are largely subsumed within woodland. Despite this, the group has intrinsic visual interest; the monuments can be appreciated from close-up vantage points, while the woodland in which they stand provides a landmark that is visible over substantial distances. The clustering of the features creates an important group – and archaeological setting, while their topographical setting is also important. The relatively peaceful environment, contrasting with many other monuments in the WHS that lie close to major roads, also contributes to the quality of the group’s setting.</p><p>The Lake Barrow group forms part of a series of potentially inter-visible and interrelated barrows cemeteries: Winterbourne Stoke Crossroads; the Diamond; Normanton Down Barrows; and Wilsford Barrows. These cemeteries lie on higher ground flanking a dry valley system which may have been a focus for activity during the Neolithic period. From higher ground, views are available to Stonehenge, though the monument is not prominent in these views due to the distance involved and the lower-lying position of Stonehenge below the horizon.</p><p>Interrelationships between the North Kite long barrow and the long barrows at the Diamond may have been important, although</p></div>

AG16 North Kite Enclosure and Lake Barrows	
	<p>the views to these are no longer apparent. Key views include:</p> <ul style="list-style-type: none">• north towards the Normanton Down Barrows Asset Group;• north-west to the Diamond Group;• north-west to Winterbourne Stoke Crossroads Barrows; and• south-east to the Lake Down group. <p>Several aspects detract from the quality of the current setting. The modern agricultural landscape is anomalous in terms of the original setting. The levelling through ploughing of many of the group's components means that intra-group visual links are often no longer clearly legible. The upstanding monuments' position within woodland also obscures these links. In longer-distance views, mature woodland also restricts inter-visibility with the Diamond Group and Normanton Down Barrows.</p> <p>Effect of the present A303</p> <p>Traffic on the existing A303 is visible in distant views to the north and north-west of the North Kite and Lake Barrows and in views of Stonehenge to the north-east. This results in minor visual intrusion, audible traffic noise, and glare and light pollution. The traffic also disrupts visibility to the Winterbourne Stoke Crossroads Barrows and towards Stonehenge and Stonehenge Barrows.</p> <p>Effect of the Scheme: construction phase – permanent</p> <p>The Scheme would have a positive influence upon the setting, reducing the visual impact of roads and related infrastructure. The effect of the Scheme would be Slight beneficial (derived from a Negligible impact upon a Very High value asset).</p> <p>Effect of the Scheme: operational phase</p> <p>The Scheme would remove distant views of traffic from the A303 where it runs in tunnel through the central part of the WHS, and westwards in cutting from the western portal. This represents a positive improvement to the current setting.</p> <p>The effect of the Scheme would be Slight beneficial (derived from a Negligible impact upon a Very High value asset).</p>

AG17 Barrow west of Stonehenge



Constituent elements

NHLE 1012393

Description

The Asset Group consists of a single scheduled monument: a bowl barrow 450m south of the A344 on Stonehenge Down (NHLE 1012393). Considerable uncertainty exists about this monument. No upstanding barrow exists at or near its given location, and the sources (both antiquarian and modern) are somewhat contradictory about its position. It is evident that the barrow retains no, or very little, surface expression due to historical ploughing and possibly also the development of the Stonehenge Aerodrome.

The monument's location is within a large expanse of chalk downland on Stonehenge Down, which was reverted to grazing by 2010, following the decommissioning of the Stonehenge Aerodrome and the removal of the pig farm which subsequently replaced it.

Setting

Setting makes a low to moderate contribution to the significance of the group. The monument has no intrinsic visual interest. No immediate archaeological setting exists, since the barrow is not located in the vicinity of any contemporary monuments. Because of its lack of surface expression and the ambiguity of its location, the importance of sightlines and inter-visibility with contemporary monuments is also diminished. Key connections include:

- to the east towards Stonehenge (AG22) and the other monuments clustered around it on the Monument Field/Stonehenge Triangle (AG21);
- to the north towards the Greater Cursus (AG23) and the prominent barrow mounds clustered around the southern edge of its western end (AG18);
- to other barrow groups sited prominently on King Barrow Ridge (AG26) and Normanton Down (AG19), to the east and south, respectively; and
- to the west towards the barrows at Winterbourne Stoke Crossroads (AG12).

The quality of setting is diminished by the monument's lack of surface expression, by the present A303 (see below) and by:

- the visually intrusive qualities of the former A344 and the bus parking area which are clearly visible in views towards Stonehenge;
- the visually intrusive qualities of Byway B12; visitors' vehicles are often parked along the byway causing further visually intrusive effects, intervening in views towards Stonehenge and the barrows sited on King Barrow Ridge;
- overhead cables and pylons within the wider landscape, which are prominent on the skyline to the south-east of Stonehenge;
- the presence of screening plantations, which block potential inter-visibility with other Neolithic and Bronze Age monuments in the wider landscape, including the barrows clustered around the Winterbourne Stoke Crossroads, at the southern edge of the Fargo Plantation, and to the north on Durrington Down/along the sides of the Packway; and
- the audibly intrusive effects of the A303, other roads, and military aviation.

Effect of the present A303

The current A303 lies c. 410m to the south/south-east of the monument. The road severs the monument from the southern part of the WHS and the monuments it contains, including with the Normanton Down group. The road and its traffic are clearly apparent, interrupting southward views, while traffic noise is apparent.

Effect of the Scheme: construction phase – permanent

The Scheme would have a positive influence upon the setting, reducing the visual impact of roads and related infrastructure. The Scheme would be in tunnel directly to the south of the monument; the western portal would be located c. 550m to the south/south-west, with the approach road in cutting and covered by a canopy. There would be physical reconnection of the monument with the landscape to the south, the sightlines in this direction would be uninterrupted, and the general sense of place would be improved. All of these benefits occur, however, in the context of a monument which lacks any visual qualities; the negative effects of the vehicular use of the former A344 and Byway 12, and of pylons and plantations would remain.

The effect of the Scheme would be **Moderate beneficial** (derived from a Minor impact upon a Very High value asset).

Effect of the Scheme: operational phase

Traffic would be removed from the immediate setting, becoming visible only at far greater distances, i.e. 1.5km and more, around Longbarrow Junction. Traffic noise would also be considerably reduced.

The effect of the Scheme would be **Moderate beneficial** (derived from a Minor impact on a Very High value asset).

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NHLE 1010896, 1011042, 1012377, 1012395, 1012396, 1012397, 1012398, 1012399, 1012400, 1012401, 1012402, 1012403, 1012586

Description

In addition to these scheduled monuments, the group contains five other possible (non-designated) prehistoric monuments (MWI12717, MWI12644, MWI12903, MWI12905, MWI12913) that are no longer evident above ground, and which have been identified via assessments of aerial photographs and geophysical surveys. The Asset Group also encompasses the approximate location in which a beaker burial (MWI12523), interred in a flat grave, was found in 1939.

Six of the scheduled monuments, including the 'Monarch of the Plain' and the Fargo hengi-form, are located partially or entirely within the Fargo Plantation. A further scheduled barrow lies within a small enclosure immediately to the south-west of Fargo Plantation, and south of the former A344. Two of the other scheduled monuments, including the pond barrow, lie within arable fields to the west of Fargo; these monuments retain little or no surface expression. The remainder, including several of the more prominent barrows, lie within the large expanse of National Trust-owned chalk grassland surrounding Stonehenge.

Setting makes a moderate contribution to the significance of the group and its component elements. Barring some exceptions, the monuments survive comparatively well, and remain legible, making this one of the better preserved and more conspicuous barrow cemeteries within the WHS. Its intra-group integrity (both physical and visual) is nevertheless interrupted by the intervening presence of the Fargo Plantation.

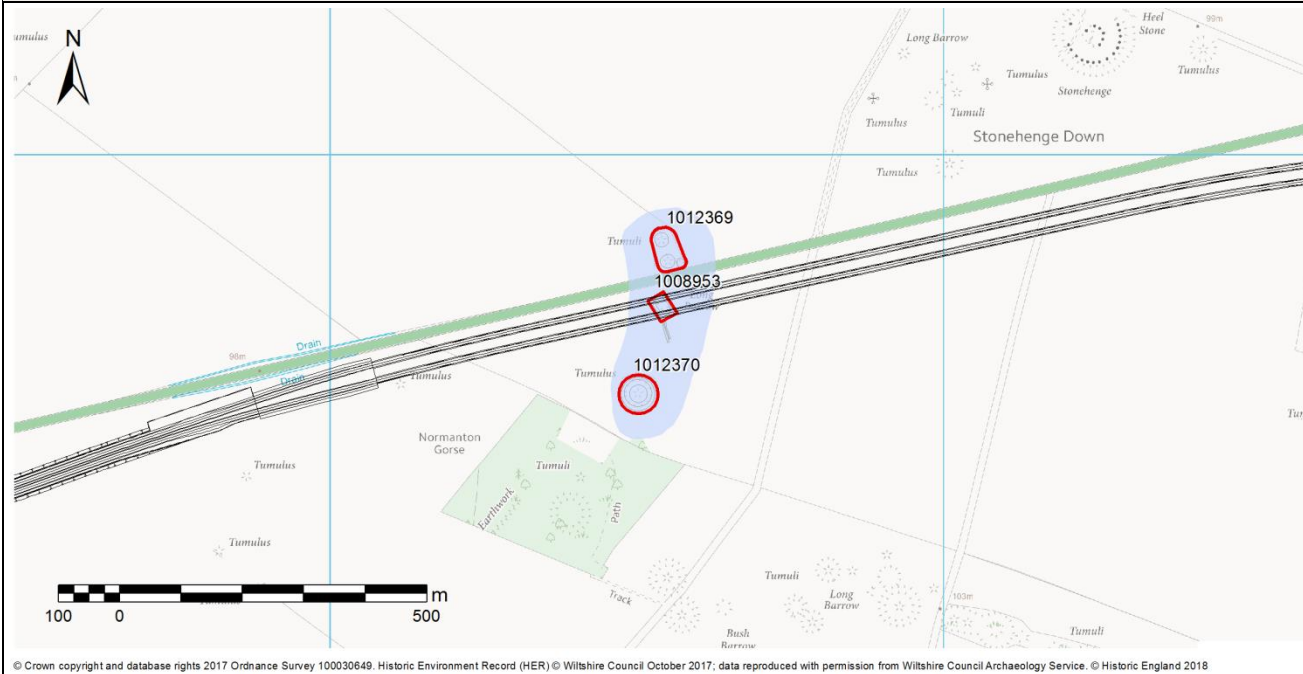
- between the monuments within the group;
- towards Stonehenge from the easternmost monuments within the group;
- from Stonehenge towards the group;
- from the monuments within the group, along and towards the Greater Cursus;
- from and towards the barrow groups on King Barrow Ridge and Normanton Down; and
- from the west towards the 'Monarch of the Plain' whilst approaching Stonehenge along the former A344.

This setting is nevertheless far from pristine. The effects of the A303 are noted below, while other negative factors include:

- The low legibility of the more reduced monuments within the group;
- Fargo Plantation, which greatly diminishes the ability to appreciate the full contextual and spatial relationships between the monuments within the group, and with the western terminal of the Greater Cursus;
- The visually intrusive qualities of the former A344 and the visitor transit bus turning area, and of vehicles frequently parked on Byway 12. These intervene in views towards Stonehenge and the barrows sited on King Barrow Ridge;
- Overhead cables and pylons within the wider landscape, prominent on the skyline to the south-east of Stonehenge;
- The absence of inter-visibility with similar monuments clustered at the eastern end of the Greater Cursus, as a result of intervening woodland and the lack of surface expression of these monuments;
- Plantations block potential inter-visibility with other Neolithic and Bronze Age monuments in the wider landscape, including the barrows clustered around Winterbourne Stoke Crossroads, and to the north on Durrington Down and along the Packway;

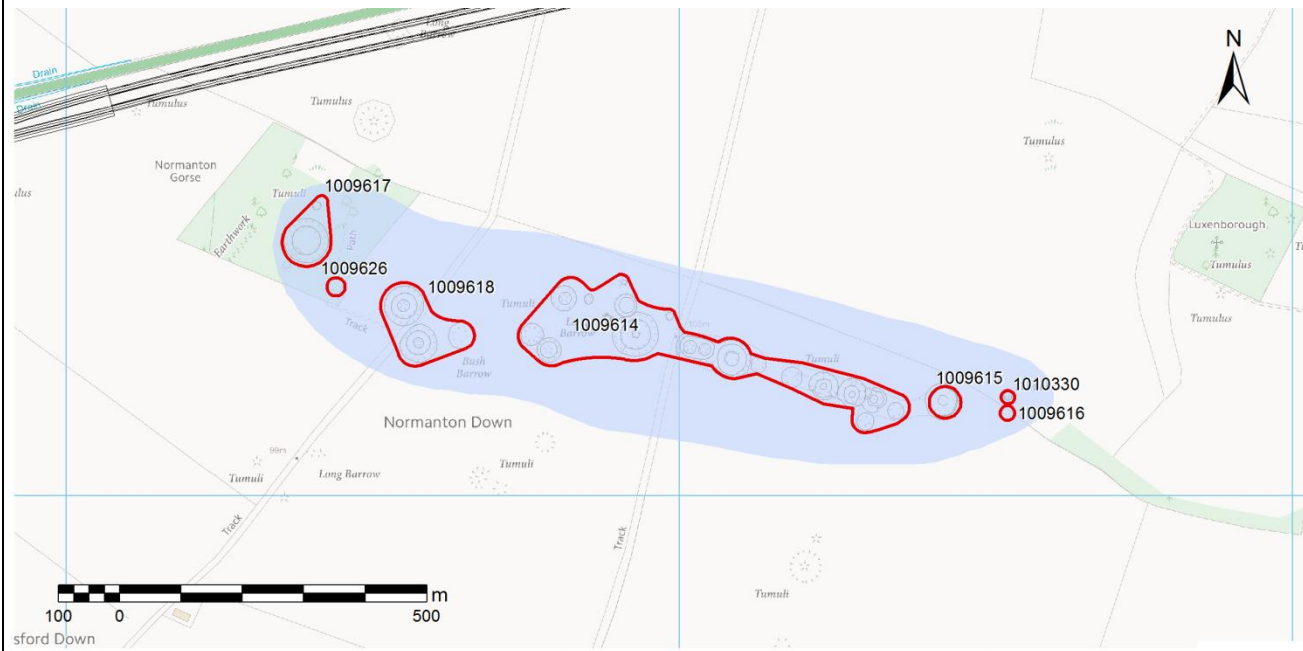
AG18 Cursus Barrows (West)	
	<ul style="list-style-type: none">The visually intrusive presence of the redundant Larkhill sewage works, Larkhill Camp, and its surrounding development and plantations, which block long distance views towards the north. <p>Effect of the present A303</p> <p>The A303 runs 1.2km south of the westernmost scheduled monument of the group (NHLE 1010895) and 800m south of the easternmost (NHLE 1012586). The road is visible from most of the monuments, excepting those within Fargo plantation. The movement of traffic and occasional glare / light pollution, elevates its conspicuousness. The road intermittently disappears partially or entirely from view due to topographical variation both from within the group and across the intervening landscape. It is not visible directly behind Stonehenge. Although neither particularly loud nor clear, traffic noise is often perceptible.</p> <p>Effect of the Scheme: construction phase – permanent</p> <p>The Scheme would have a positive impact on this Asset Group, reducing the visual impact of roads and related infrastructure. It would remove views of the A303 in south and south-eastward views. This includes sightlines towards King Barrow Ridge (i.e. the Old and New King Barrows), the eastern end of the Greater Cursus and Normanton Down. This would enhance the group’s setting, but it would only be a partial improvement on the present baseline, since other negative impacts on the setting (e.g. plantations, pylons, other modern infrastructure, and traffic on the former A344 and Byway 12) would remain unchanged.</p> <p>The effect of the Scheme would be Moderate beneficial (derived from a Minor impact on a Very High value asset). This score applies to upstanding monuments within the group, excluding those within the Fargo Plantation (or whose views of the Scheme are blocked by the plantation). These assets comprise: NHLE 1012397, 1012398, 1012399, 1012400, 1012401, 1012586. All other assets are assessed as Neutral (No Change).</p> <p>Assessment of effects: operational phase</p> <p>The sight of traffic in south and south-eastward views would be removed. Traffic noise would also be reduced.</p> <p>The effect of the Scheme would be Moderate beneficial (derived from a Minor impact on a Very High value asset) This score applies to upstanding monuments within the group, excluding those within the Fargo Plantation (or whose views of the Scheme are blocked by the plantation). These assets comprise: NHLE 1012397, 1012398, 1012399, 1012400, 1012401, 1012586. All other assets are assessed as Neutral (No Change).</p>

AG19 Normanton Down Barrows



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AG19A



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AG19B

Constituent elements

AG19A Normanton Down barrow group – north

NHLE 1008953; 1012369; 1012370. MWI12487. MWI12998; MWI12999; MWI13000; MWI13001

AG19B Normanton Down barrow group – central

NHLE 1009614; 1009615; 1009616; 1009617; 1009618; 1009626; 1010330

MWI12546; MWI12549; MWI13003; MWI13004; MWI13012; MWI13013; MWI13014; MWI13015; MWI13016; MWI13017; MWI13018; MWI13019; MWI13020; MWI13021; MWI13022; MWI13023; MWI13024; MWI13025; MWI13026; MWI13031; MWI13042; MWI13043; MWI13044; MWI13045; MWI13046; MWI13047; MWI13048; MWI13049; MWI12488; MWI12825; MWI12758; MWI74642

AG19C Normanton Down barrow group – south-western

NHLE 1009619; 1009620; 1009621; 1009622; 1009623. MWI12489; MWI12491; MWI13006; MWI13007; MWI13009

AG19D Normanton Down barrow group – south-eastern

NHLE 1009624; 1009625; 1010871; 1010872; 1010880; 1010885.

MWI12714; MWI12756; MWI13089; MWI13090; MWI13091; MWI13092; MWI13093; MWI13094; MWI13103; MWI13104; MWI13105; MWI13106; MWI73462; MWI74642.

Description

This is a very extensive group, which spans over 1.5km north to south and a similar distance east to west. Scheduled monuments within the group includes 43 bowl barrows, seven disc barrows, four bell barrows, one pond barrow, one saucer barrow, a linear boundary and three long barrows. Non-designated assets include a long mortuary enclosure to the south-west and some further possible barrows identified from aerial photographs and geophysical survey. At least one of the barrows has been identified as a possible earlier henge.* The majority of the barrows within this group survive as prominent earthworks. Where barrows have been truncated or levelled by modern agricultural activity, surrounding ditches and possible satellite features are also thought to survive as below-ground archaeological remains. The survival of below ground remains has been confirmed by recent geophysical survey.

Topographically the core of the group lies on a broad north-west to south-east, slightly elevated, area of ground. The monuments occupy an area of mainly agricultural land along with some small areas of woodland. The core of the traditional Normanton Down cemetery lies within pasture and within the Normanton Down Nature Reserve. Land divisions are formed by post and wire fences with occasional scattered shrubs. Byways 11 and 12 traverse the area on a roughly north-east/ south-west alignment.

* The group extent adopted for this assessment is larger than that usually attributed to the Normanton Down cemetery. The core of the traditionally-identified Normanton Down round barrow cemetery consists of 28 round barrows, including 17 bowl barrows, seven disc barrows, three bell barrows and a saucer barrow on a broad north-west/south-east alignment, potentially focused on a Neolithic long barrow. Further smaller groups of barrows lie to the south, north, south-west, west and east. Within the cluster of barrows in the northern part of the group is the monument often referred to as the ‘Sun Barrow’ (NHLE 1012370), which lies on the same solstitial axis as Stonehenge.

Setting

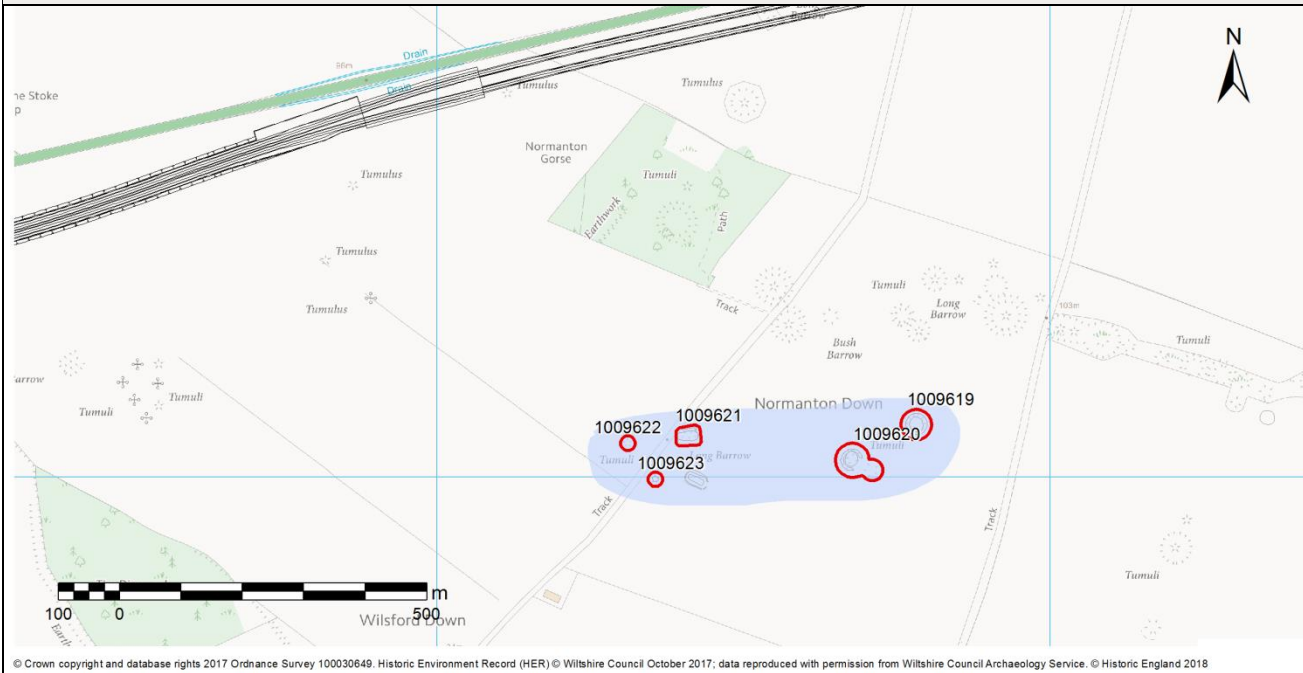
Setting makes a high contribution to the significance of the group and its component elements. The group comprises numerous very large, upstanding monuments. They are prominent features, visible over extensive distances. Individually and collectively they have intrinsic visual interest and are a key landmark. The fact that part of the group lies within a modern agricultural landscape somewhat diminishes its overall quality of setting, but the core of the group occupies open pasture, which is reasonably close to what is assumed to have been its environment at the time of the monuments’ creation. They remain some of the most legible monuments within the WHS and a tangible illustration of prehistoric funerary activity.

Their group setting is easily apparent, the concentration of monuments equalling that found anywhere else in the WHS. Topographic setting is another important element. Both within the Stonehenge landscape and nationally, barrows are often situated in locations where other monuments would have potentially been visible. The Normanton Down barrows can be seen as being part of this tradition of ‘conspicuous barrows’.

The group shares inter-visibility with a number of other barrow cemeteries including Winterbourne Stoke Crossroads, the Diamond Group, Lake Barrows, Wilsford Barrows, King Barrow Ridge and Stonehenge Bottom/ Luxenborough Barrows as well as barrows around Stonehenge and Coneybury Hill. Some limited inter-visibility is also possible between the group and the western end of the Greater Cursus. Views from and towards these monuments are therefore considered to substantially contribute to the significance of the asset.

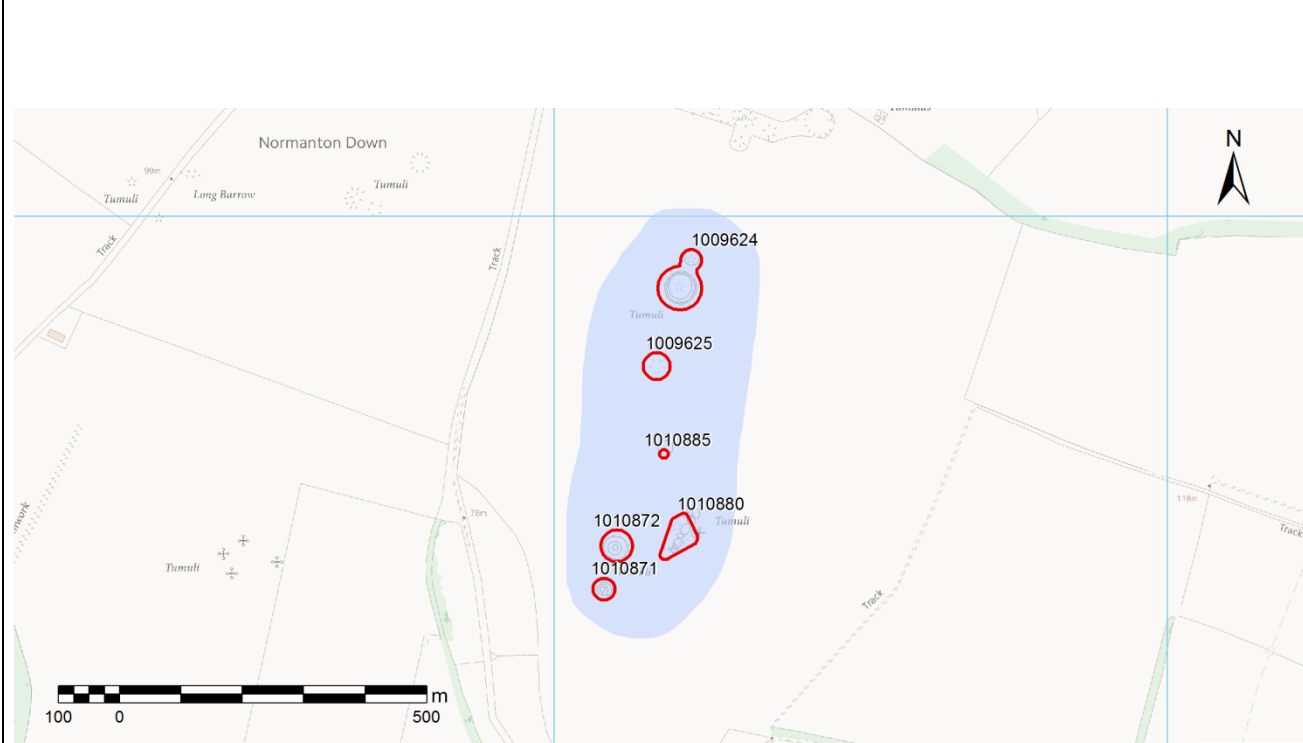
Stonehenge itself is positioned within a low basin, with a number of barrow groups situated on the low ridges surrounding it, including Normanton Down as well as Stonehenge Down, the Cursus Barrows and King Barrow Ridge. From Stonehenge the Normanton Down barrows are a significant feature against the skyline and inter-visibility with Stonehenge is therefore considered to contribute to their significance. The relationship between Stonehenge and the barrows along the main east-west ridge may be

AG19 Normanton Down Barrows



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AG19C



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AG19D

Refer to Viewpoints CH09, 10 and 12 (Figures 10, 11 and 13)

more significant since these barrows appear to represent a single phase of construction and potentially the burial ground for certain select individuals.

Due to the topography the barrow cemetery is also very striking in views from the south and can also be seen to dominate any approach to Stonehenge from the south, with the monument complex only coming into view on this ridge. The Stonehenge stone circle is positioned on the midwinter sunset/midsummer sunrise solstitial axis and the ‘Sun Barrow’ to the south-west can be seen to continue this alignment. The relation between these two elements is therefore suggested to be particularly significant.

Key views include:

- west to Winterbourne Stoke Crossroads (AG12) and the Diamond (AG13);
- to and from Stonehenge (AG22), in particular the solstitial alignment between the Sun Barrow and Stonehenge;
- south and south-west to the Lake Barrows (AG16) and Wilsford barrows;
- north-east to King Barrow Ridge (AG26) and Stonehenge Bottom/ Luxenborough Barrows (AG24);
- north to Stonehenge Barrows (AG21) and the Cursus Barrows (West) (AG18); and
- east to Coneybury Henge and Associated Monuments (AG29).

Although the situation of the group is predominantly within open ground, the presence of mature trees around the scheduled barrows of Normanton Gorse obscures some of this inter-visibility, as does the woodland around the Cursus Barrows (West) and the Lake Barrows. It is also notable that, within the group, there are three long barrows which may have formed an early focus for the development of the cemetery. Interrelationships between these three long barrows and long barrows at Winterbourne Stoke Crossroads and The Diamond may therefore be significant. However, due to later barrows, intervening woodland and the levelling of some of the long barrows, this inter-visibility is no longer very obvious.

For assets with such sweeping views, it is also inevitable that other modern landscape elements are visible. The pig farm is prominent, along with other agricultural buildings and – distantly – pylons and buildings at Larkhill. Large construction cranes were also visible against the skyline at the time of the site visits for this assessment (2017-18). Overall, however, the A303 and the pig farm are the dominant modern element, with other structures lacking prominence.

Effect of the present A303

The A303 runs across the northern part of the group, dividing a cluster of three upstanding barrows (NHLE 1012369) from the others. The current road runs extremely close to these monuments, and to upstanding long barrow NHLE 1008953 and the levelled bowl barrow NHLE 1010832 (the latter assessed as a discrete asset). The setting of all of these monuments is heavily compromised by traffic noise and visual intrusion. During twilight and at night, light pollution from traffic headlights is also apparent.

These impacts apply to most elements of the group of which all bar NHLE 1012369 are physically severed from the northern part of the WHS. The magnitude generally lessens with distance to the south but in practically all cases the impact upon individual monument settings is significant. The exceptions to the visual intrusion (though noise is still apparent) are those monuments standing within Normanton Gorse. Key monuments are affected, notably the Sun Barrow (NHLE 1012370), which is not only subject to the general effect of noise and visual intrusion, but whose interconnection with Stonehenge along the midwinter sunset-midsummer sunrise solstitial axis is both visually and physically interrupted. The core of the group (NHLE 1009618; 1009614; 1009615) also has views towards Stonehenge and other northerly elements of the WHS in which traffic movement and noise are a dominant, distracting element. These impacts are experienced from publically-accessible viewpoints, notably those along Byways 11 and 12.

Effect of the Scheme: construction phase – permanent

The Scheme would remove the existing A303 surface road from the central part of the WHS, including where it intersects with the Normanton Down group. This would physically reunite the numerous monuments within the group with those in the northern part of the WHS, which would do much to restore their setting, general sense of place, and the visitor’s ability to appreciate them within a seamless landscape. Amongst other benefits of this situation would be enhanced access, enabling an uninterrupted traverse between Stonehenge and the Normanton Down ridge along Byways 11 and 12. It is noted, however, that westwards of the portal where the road runs in cutting, that severance would partially persist.

In sum, while the Scheme does not restore a pristine setting, the removal of the A303 would bring about an improvement in the setting of the group and its constituent elements.

The impacts described above apply to all of the sub-groups of AG19, but the benefits reduce with distance, and in places are negated by the screening influence of woodland. The effects would be as follows:

AG19A Normanton Down barrow group – north.

The tunnel’s western portal would be located c.580m beyond the western limit of the sub-group, with the road running in vertical retained cutting to the western boundary of the WHS and in sloped cutting beyond. Lighting would be confined to the tunnel and would be hooded and directional to minimise light spill from the western portal mouth. The barrows would have long distance views to the west down the course of the dualled A303 western approach road in cutting, beyond the end of the canopy, softened

AG19 Normanton Down Barrows

slightly by the presence of Green Bridge Four.
The effect would be **Slight beneficial** (derived from a Minor negative and a Major positive on a Very High value asset).

AG19B Normanton Down barrow group – central.
The removal of the present A303 from views would be beneficial to the setting of the monuments in this sub-group. Views from numerous individual monuments would be improved, and compromised sightlines restored. This includes key views noted above, including those between the Sun Barrow and Stonehenge, and between Stonehenge and the core of the Normanton Down group. The effect for NHLE 1009614, 1009615, 1009616, 1009618, 1010330 would be **Large beneficial** (derived from a Moderate impact on a Very High value asset).
The effect for NHLE 1009617 and NHLE 1009626 would be **Neutral**. These assets are in Normanton Gorse and their outward views would remain unchanged.

AG19C Normanton Down barrow group – south-western.
The removal of the present A303 from views would be beneficial to the setting of the monuments in this sub-group. Views from numerous individual monuments would be improved, and compromised sightlines restored.
The effect would be **Large beneficial** (derived from a Moderate impact on a Very High value asset).

AG19D Normanton Down barrow group – south-eastern.
The monuments within this sub-group would also benefit from the removal of the A303 from their views. However, these benefits are tempered by distance, so the impacts are of lesser magnitude than for the other three sub-groups of AG19.
The effect would be **Moderate beneficial** (derived from a Minor impact on a Very High value asset).

Assessment of effects: operational phase
The removal of the visual and audible impacts of traffic would be beneficial to the setting of the group as a whole. Views from numerous individual monuments would be improved, and compromised sightlines restored. These include key views noted above, including those between the Sun Barrow and Stonehenge, and between Stonehenge and the core of the Normanton Down group. The tunnel's Western Portal is located beyond the limit of the group, with the road running in vertical retained cutting to the western limit of the WHS and in sloped cutting beyond. Views of traffic would not be available, while traffic noise would be very greatly reduced, and inaudible from the core of the group.
As above in terms of the removal of the A303 from views, the impacts relating to the removal of traffic apply to all sub-groups, but the benefits diminish with distance and do not have relevance to those monuments subsumed within Normanton Gorse. The effect of the Scheme would be as follows:

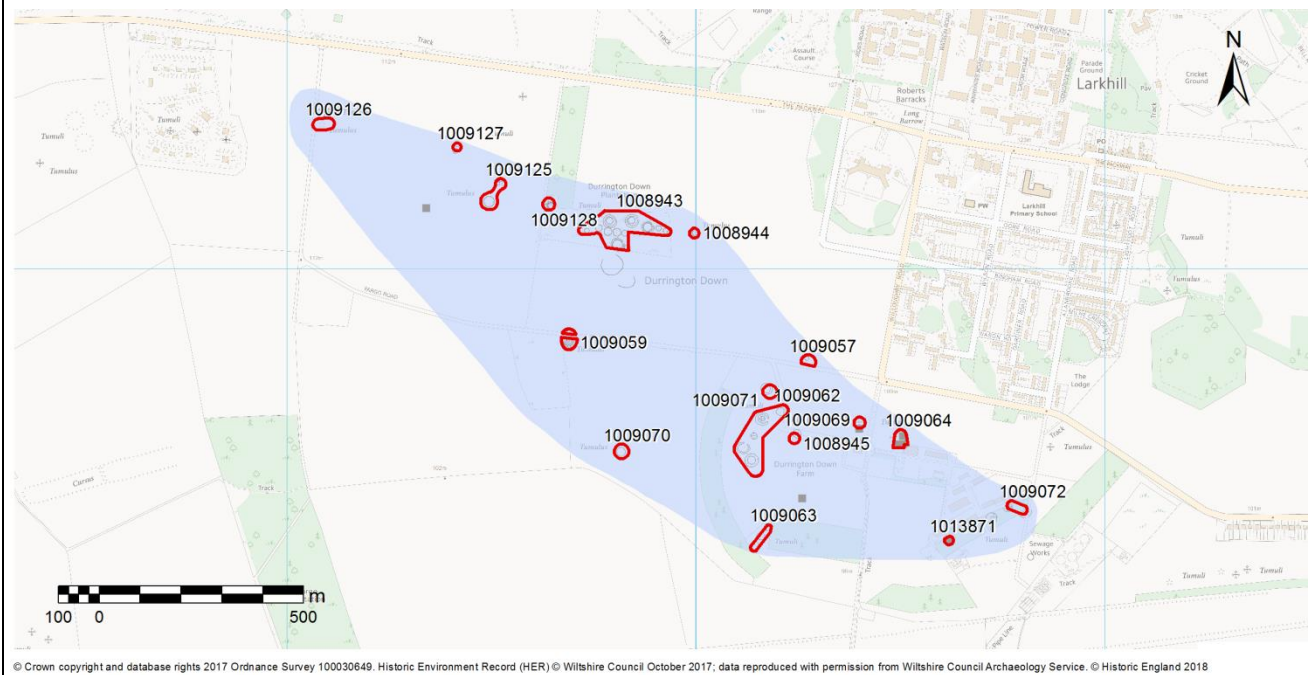
AG19A Normanton Down barrow group – north.
Traffic emerging from the western portal approach around Longbarrow, would remain visible in longitudinal views. Traffic noise levels would be considerably reduced.
The effect would be **Slight beneficial** (derived from a Negligible impact on a Very High value asset).

AG19B Normanton Down barrow group – central.
Traffic would be markedly less visible. Traffic noise levels would be considerably reduced.
The effect for NHLE 1009614, 1009615, 1009616, 1009618, 1010330 would be **Large beneficial** (derived from a Moderate impact on a Very High value asset).
The effect for NHLE 1009617, NHLE 1009626 would be **Neutral**. These assets are within the wooded area of Normanton Gorse and screened from all effects).

AG19C Normanton Down barrow group – south-western.
Traffic would be markedly less visible. Traffic noise levels would be considerably reduced.
The effect would be **Large beneficial** (derived from a Moderate impact on a Very High value asset).

AG19D Normanton Down barrow group – south-eastern.
Traffic would be markedly less visible. Traffic noise levels would be slightly reduced.
The effect would be **Moderate beneficial** (derived from a Minor impact on a Very High value asset).

AG20 Durrington Down Barrows



Constituent elements

NHLE 1008943, 1008944, 1008945, 1009057, 1009059, 1009062, 1009063, 1009064, 1009069, 1009070, 1009071, 1009072, 1009125, 1009126, 1009127, 1009128, 1013871

MWI12701, MWI12703, MWI12704, MWI12706, MWI12707, MWI12708, MWI12709, MWI12710, MWI12733, MWI12734, MWI12735, MWI12736, MWI12737, MWI12738, MWI12739, MWI12740, MWI12741, MWI12742, MWI12750, MWI12767, MWI12768, MWI12809, MWI12824, MWI12829, MWI12830, MWI12832, MWI12833, MWI12834, MWI12835, MWI12836, MWI12837, MWI12838, MWI12839, MWI12840, MWI12841, MWI12842, MWI12843, MWI12844, MWI12845, MWI12846, MWI12511, MWI12661, MWI12702, MWI12765, MWI12828, MWI12831

Description

The Asset Group covers a broad area of land to the south, south-west and west of Larkhill Camp, occupying the edge of the higher ground occupied by the camp.

This group contains two nucleated cemeteries and several outliers and small groups of barrows. The first nucleated cemetery lies within Durrington Down Plantation and comprises nine bowl barrows, two disc barrows and two saucer barrows within a central group, as well as three bowl barrows and a pond barrow as possible outliers to the east and west. The second nucleated cemetery lies west of Durrington Down Farm and contains two saucer barrows and three (or four) bowl barrows with two outlying bowl barrows to the north-west and south-east. The other barrows include single barrows, pairs of barrows and groups of three. The discovery of an inhumation burial at some distance from the recorded barrows suggests potential for graves across a wider area.

Preservation of the barrow earthworks is variable, although the majority within the largest nucleated cemetery near Durrington Down Plantation still survive as relatively well-preserved extant earthworks, whilst only two within the Durrington Down Farm group survive as slight earthworks.

The barrows within this group do not occupy a highly elevated position, but lie just on the edge of higher ground to the north and north-east. They would have been most visible from the south and south-west, with a possible visual association with the Lesser Cursus Barrows (AG11) and Cursus Barrows (West) (AG18).

The greater part of the Asset Group lies within agricultural land to the south, south-west and west of residential development associated with Larkhill Camp. The south-eastern part of the group lies around Durrington Down Farm. Several small plantations lie within the land covered by the group. Despite the proximity of local roads and residential development there is little intrusive traffic noise or light pollution.

Setting

Setting makes a moderate contribution to the significance of the group and its component elements. There is both an intra-group and wider landscape archaeological setting, while the upstanding examples have intrinsic visual interest.

While outside the traditional envelope of barrow cemeteries that surround the low basin within which Stonehenge is situated, there are potential glimpsed views between the south-eastern part of the Asset Group and Stonehenge (AG22). However, due to intervening coniferous woodland these views are no longer possible. Due to the low-lying position of Stonehenge it is unlikely to have been prominent in views from the group, although the barrow cemetery itself may have been visible on the skyline in views from Stonehenge. Although also no longer legible due to intervening woodland, views between the Asset Group and barrows within the Lesser Cursus Barrows (AG11) and Cursus Barrows (West) (AG18) may also have been significant.

Effect of the present A303

The A303 is distant and not intrusive. The group nevertheless experiences indirect setting impacts, derived from traffic along the Packway.

Effect of the Scheme: construction phase – permanent

There would be no impacts arising from the permanent presence of the Scheme.

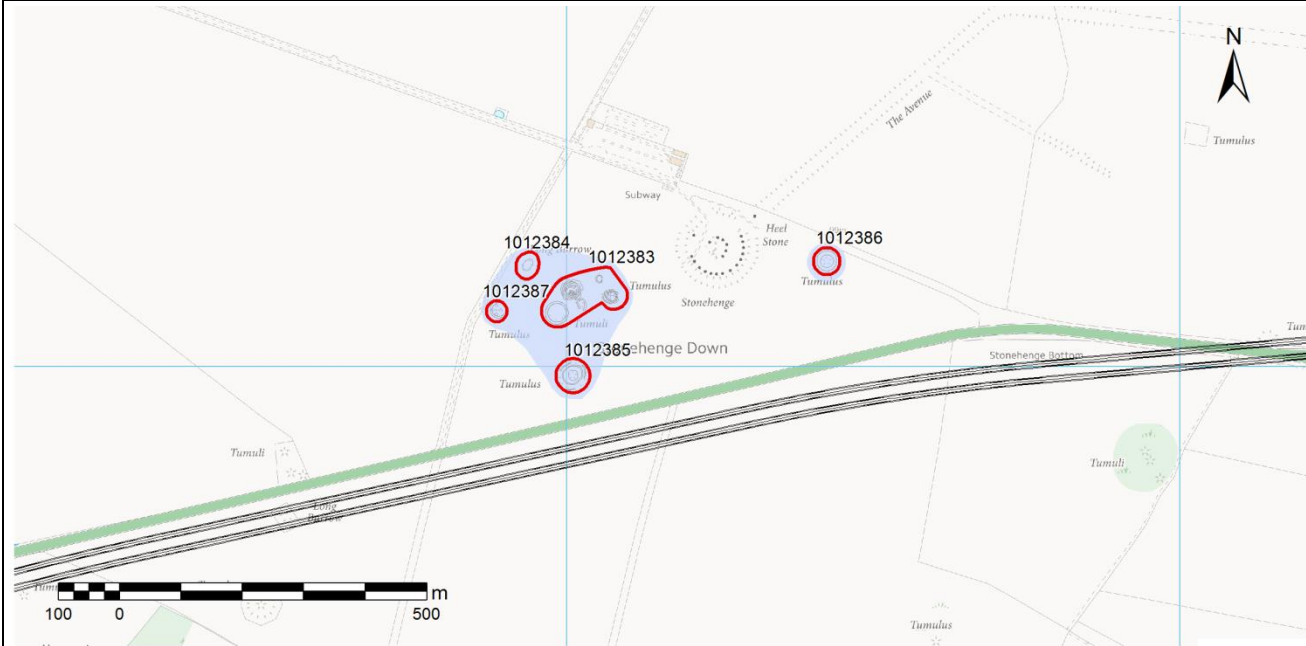
The effect of the Scheme would be **Neutral** (derived from No Change to a Very High value asset).

Effect of the Scheme: operational phase

It is anticipated that the Scheme would reduce rat-running and traffic jams on the Packway. However, there would still be considerable traffic volume on the Packway to the north.

The effect of the Scheme would be **Slight beneficial** (derived from a Negligible change to a Very High value asset).

AG21 Stonehenge Barrows



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Refer to Viewpoint CH13 (Figure 14)

Constituent elements

NHLE 1012383, 1010234, 1012385, 1012386, 1012387.
MWI12440, MWI12890, MWI12891, MWI12892, MWI12893, MWI12894, MWI12895, MWI12916, MWI13029

Description

The Asset Group incorporates nine individual prehistoric monuments located in close proximity to Stonehenge on Stonehenge Down. They lie within the triangular parcel of land bounded by the A303, the former A344 and Byway 12 (sometimes referred to as the Monument Field, or the Stonehenge Triangle). The monuments are included within five scheduled areas. Two of the monuments, the disc barrow to the south of Stonehenge (Amesbury 10; NHLE 1012385) and the bell barrow to the east (Amesbury 11; NHLE 1012386), survive as prominent earthworks; the others within the group have all been reduced in height by cultivation.

The Stonehenge Triangle is pasture. The surrounding landscape also contains a few parcels of woodland. These include clumps of mixed deciduous trees, largely planted in the 19th century, such as those on King Barrow Ridge to the east and Winterbourne Stoke Clump to the west. There are also numerous 20th century coniferous plantations within views, particularly to the south of Larkhill Camp. The largest block of woodland evident from the group is the Fargo Plantation, situated c. 1km to the north-east and coinciding with the western end of the Greater Cursus.

The existing route of the A303 trunk road is clearly visible cutting through the landscape from east to west to the south of the Asset Group. Byway B12 also traverses the WHS on a roughly north-south alignment, approximately 200m to the west of Stonehenge. Vehicular traffic is now prevented from using the former A344 from where it intersects with Byway 12 to Airman's Corner, although the route is still used by transit buses from the Stonehenge Visitor Centre.

Setting

The Asset Group's position in the core of the WHS ensures that the importance of its relationships with the monumental henge complex, and the surrounding cultural and natural landscape, though not fully understood in detail, remains broadly legible. It has an archaeological and group setting, not least with Stonehenge, and intrinsic visual interest. Key views include:

- from Stonehenge towards the monuments assigned to the Asset Group;
- from the individual components of the Asset Group towards Stonehenge;
- towards the barrows sited prominently on King Barrow Ridge (AG26), Normanton Down (AG19), the western end of the Greater Cursus (AG23) and those grouped on more distant ridges;
- from various vantage points in the surrounding landscape in which the constituents of the Asset Group (particularly the prominent mound of Amesbury 11; NHLE 1012386) are visible in conjunction with Stonehenge. These include views:
 - captured by celebrated artistic depictions of Stonehenge;
 - experienced by visitors approaching Stonehenge from the direction of the new visitor centre; and
 - views experienced whilst approaching Stonehenge from the east, along the A303.
- towards the Greater Cursus (AG23), which enable the impressive scale of the monument to be appreciated along with its continued influence during the construction and use of the subsequent monumental landscape; and
- panoramic views towards Stonehenge from multiple vantage points across the WHS, particularly from the barrow groups clustered on the surrounding ridges.

There are several elements in the setting of the Asset Group that detract from the observer's experience and appreciation of the monuments' significance. These elements also adversely affect the integrity of the WHS and several of the attributes that convey its OUV. This has impacted negatively upon the ability of the observer to perceive important relationships between the group and other prehistoric sites and monuments or potentially significant aspects of the natural landscape, as well as the agency and motivations of those who constructed the monuments. The main elements comprise:

- the existing A303 (see above) and other roads;
- the surrounding landscape of intensive, industrial scale arable farming;
- Larkhill Camp;
- plantations;
- overhead cables and pylons within the wider landscape; and
- other modern development within the WHS.

Effect of the present A303

The A303 runs immediately to the south of the Stonehenge Triangle. Its effects are very substantial, as follows:

- visual intrusion of the road itself, its signage, and of traffic;
- traffic noise;

AG21 Stonehenge Barrows

- light pollution;
- severance and disruption of, or distraction from, key relationships with other monuments; and
- restriction of visitor access to the remainder of the WHS, to the south of Stonehenge.

The A303 interrupts views of other broadly contemporary monuments:

- to the west towards the Winterbourne Stoke Crossroads and Diamond Group (AG12 and AG13);
- to the south-west towards the Lake Barrows (AG16);
- to the south towards the Normanton Down (AG19) and Wilsford barrows;
- to the east towards the round barrow cemeteries on King Barrow Ridge (AG26); and
- to the south-east towards the Stonehenge Bottom/Luxenborough Barrows (AG24) and Coneybury Henge and Associated Monuments (AG29).

The A303 also interrupts views towards potentially significant natural features in the landscape:

- towards the southern horizon; and
- towards Stonehenge Bottom and the River Avon beyond, to the south-east.

Effect of the Scheme: construction phase – permanent

The Scheme would remove the existing A303 surface road from the central portion of the WHS. The eastern portal brings traffic to the surface c. 1.7km to the east of the Asset Group, whilst the Western Portal does so c. 1.2km to the west, with traffic continuing in cutting beyond the WHS boundary 2.3km to the west.

The Scheme would physically reunite the Stonehenge Barrows with the numerous monuments to the south, most immediately with those on Normanton Down, which would be more safely accessed than presently via Byways 11 and 12. And, while the Scheme does not restore a pristine setting, the connections between these barrows and the adjacent Stonehenge monument would be perceived in greater isolation from modern infrastructure. Vastly improved views would include those northward from Byway 12 on Normanton Down, southward from the Cursus Barrows, and westward from King Barrow Ridge. Sightlines compromised by the A303 would be restored, including all the key views noted above.

The removal of the A303 would therefore bring about a substantial improvement, but not all issues would be addressed by the Scheme. The wider setting within agricultural land would remain, as would overhead cables and pylons; the screening effect of plantations would persist; the northward prospect from the monument would remain unchanged; and modern development would continue to be visible more generally. The Scheme also does not include measures to restrict vehicle use of the adjacent byways, with the result that vehicles, albeit at low levels, would continue to be a visual element in views of, from and including the Stonehenge Triangle.

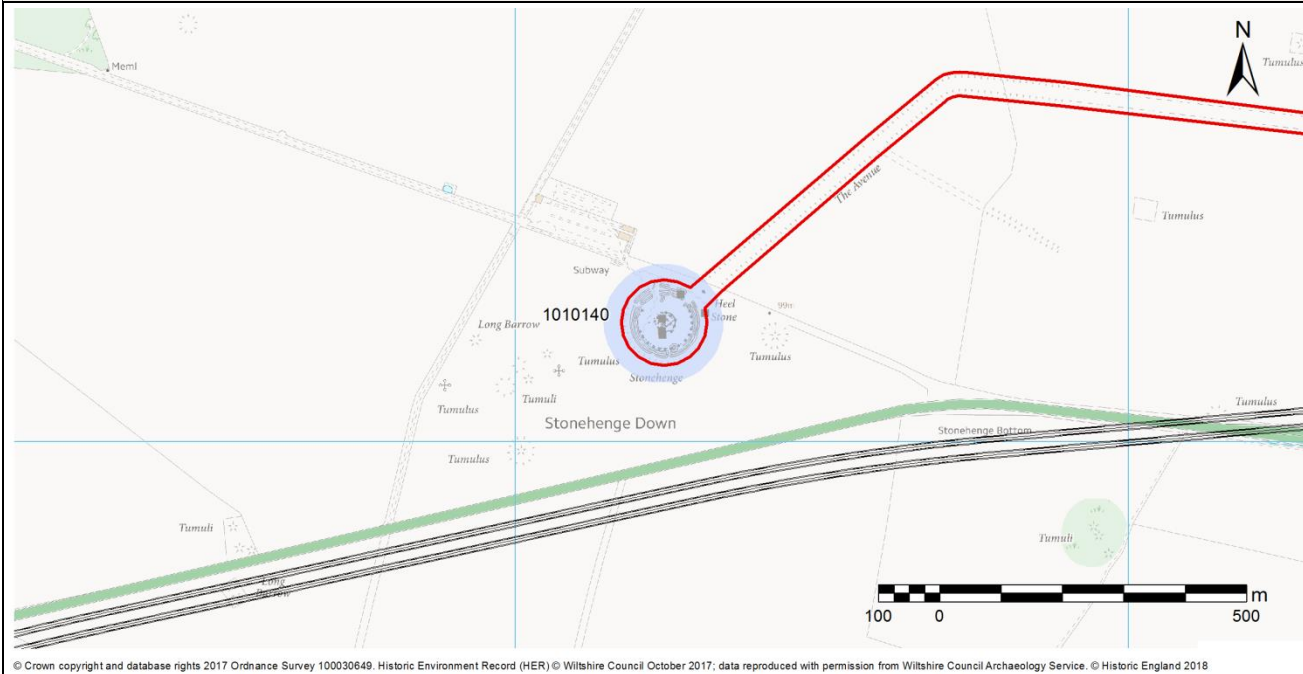
The effect of the Scheme would be **Large beneficial** (derived from a Moderate impact on a Very High value asset).

Effect of the Scheme: operational phase

The removal of the visual and audible impacts of traffic on the A303 would be extremely beneficial to the immediate environment, improving the visitor's sense of place and their ability to appreciate the upstanding monuments of the group within a more seamless landscape.

The effect of the Scheme would be **Large beneficial** (derived from a Moderate impact on a Very High value asset).

AG22 Stonehenge



Constituent elements

NHLE 1010140

Description

This group comprises Stonehenge: the monumental circular enclosure, stone settings including the Heel Stone, and associated buried remains and earthworks.

Stonehenge is situated in a rolling open landscape, much of which was historically under pasture. During the 20th century, large parts of the original downland were brought into arable cultivation and much of the WHS remains arable in character today, with extensive fields laid across a large proportion of the landscape. However, substantial areas north of the A303, including around Stonehenge itself, have been converted from arable to pasture since the 1920s. Further areas to the south of the A303 have more recently been reverted to grassland.

The surrounding landscape also contains occasional parcels of woodland. These include ridgeline clumps of mixed deciduous trees, largely planted in the 19th century, such as those on King Barrow Ridge and the Winterbourne Stoke Clump. There are also numerous 20th-century coniferous plantations, particularly to the south of Larkhill Camp. The largest block of woodland evident from Stonehenge is the Fargo Plantation, situated some 1km to the north-east and coinciding with the western end of the Greater Cursus. Larkhill Camp itself, some 1.5km to the north, is evident in the form of distantly visible structures, partially screened by plantations.

Located some 150m to the south of Stonehenge at its closest point, the existing route of the A303 is clearly visible as it cuts through the landscape on an east-west alignment. Byway B12 also traverses the WHS on a roughly north-south alignment approximately 200m to the west of Stonehenge. Major changes to the road network have been completed since 2012 as part of the Stonehenge Environmental Improvement Project (SEIP). These have included the stopping up of the A344 between its junction with the A303 (Stonehenge Bottom) and its junction with Byway 12. Only tourist transit buses and service vehicles now use the former A344, between Airman's Corner and Byway12, the eastern terminus of which now acts as the bus turning area.

Topographically, Stonehenge is located towards the western edge of a natural 'amphitheatre' some 2km in diameter. This area is bounded in the west by the high plateau forming Stonehenge Down, on the north by an east-west ridge on which is located the western sector of the Cursus and its associated round barrow cemetery, on the east by a north-south ridge on which are sited the barrow cemeteries of New King Barrows and Old King Barrows and the Coneybury Henge monument, and on the south by an east-west ridge on which is located the Normanton Down barrow cemetery. It is the abundance of prominent archaeological sites and monuments within the surrounding landscape – one of the densest and most varied groups of Neolithic and Bronze Age monuments in Britain – which is one of the most distinctive characteristics of the setting of Stonehenge. Prominent dry valleys, cut deeply into the surrounding downland, such as Stonehenge Bottom, are also distinctive features. The wooded slopes and floodplain of the River Avon, which form the eastern boundary of the WHS some 1.7km south-east of Stonehenge, are only distantly and intermittently perceptible above the intervening ridgelines.

Setting

Setting contributes in numerous ways to the international significance of the Stonehenge monument. It has intrinsic visual interest, a deliberately-selected topographical setting and, as described below, numerous relationships with the surrounding cultural and natural landscape. The survival of Neolithic and Bronze Age monuments in the landscape surrounding Stonehenge is exceptional. This enables the observer to appreciate the henge's design, position, and inter-relationships with the landscape, and other monuments and sites; these collectively provide evidence for a highly organised prehistoric society able to impose its concepts on the environment. Key aspects which contribute to this include:

- strong visual relationships between Stonehenge and numerous archaeological sites and monuments, such as the prehistoric barrow groups sited along visually prominent ridgelines;
- changing views when moving across the landscape towards Stonehenge, which suggest that anticipation and expectation in the form of views and movement toward the monument may have been an important element of prehistoric ceremonies and rituals;
- the important astronomical alignments apparent through key sight-lines from Stonehenge, across other monuments and features in the surrounding WHS landscape, and toward the horizons and skies.

Whilst a substantial proportion of monuments within the WHS are still dominant features in the landscape, many others that were once prominent have since been partially or completely levelled. The baseline is far from complete – as demonstrated by recent research projects which have revealed previously unknown prehistoric features. Though lacking surface expression, such features also form part of the archaeological setting of Stonehenge and contribute to its significance. Key views, relationships and sightlines include:

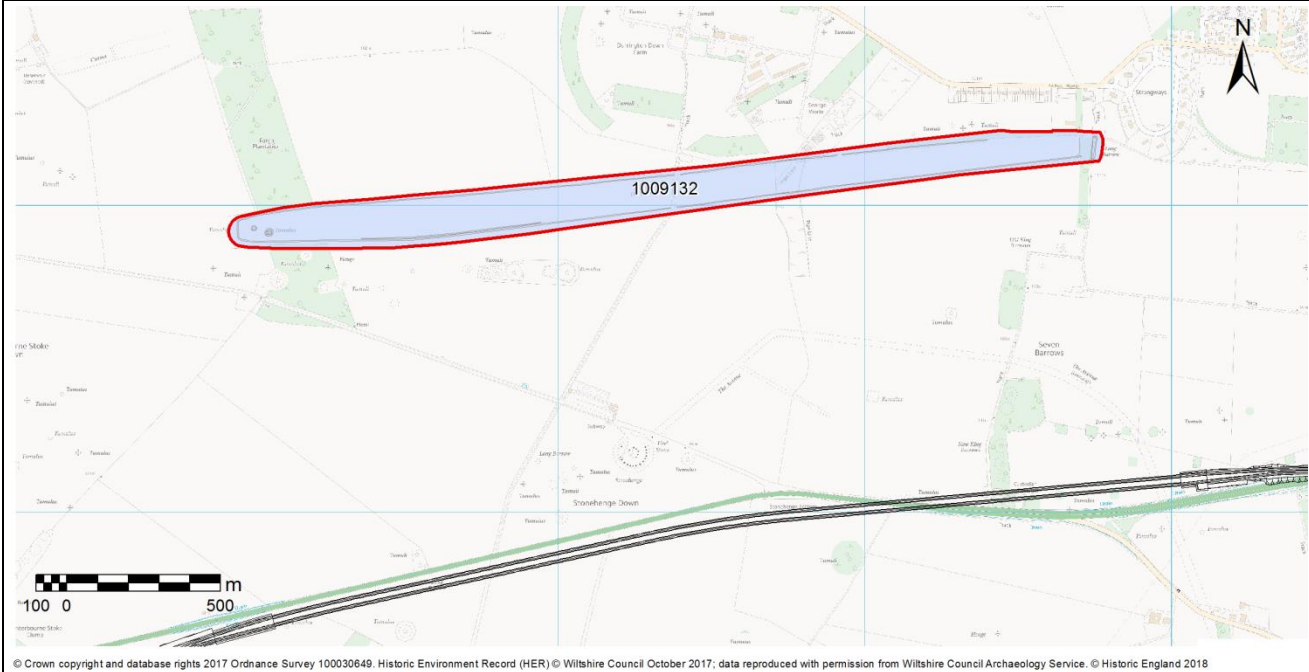
- along the Avenue from the 'elbow' to the south-west towards the Heel Stone and Stonehenge, along the solstitial alignment (midwinter sunset);
- from Stonehenge to the south-west, along the solstitial alignment (midwinter sunset) towards the horizon and the prehistoric

AG22 Stonehenge	
	<p>monuments along this, particularly the ‘Sun Barrow’ (part of AG19; NHLE 1012370);</p> <ul style="list-style-type: none">• from Stonehenge to the north-east towards the Heel Stone and along the Avenue, along the solstitial alignment (midsummer sunrise);• from the Stonehenge Station-Stone Rectangle encompassing the relevant sightlines and horizons (north-west/south-east) aligned on the most southerly moonrise / most northerly moonset• from Stonehenge towards and from the barrows sited prominently on King Barrow Ridge, Normanton Down, the western end of the Greater Cursus and those grouped on more distant ridges;• from Stonehenge towards the barrows clustered around it in close proximity on Stonehenge Down;• from Stonehenge towards the Greater Cursus, particularly its western and eastern ends, which were possibly linked with the solstitial alignments at Stonehenge;• panoramic views towards Stonehenge from multiple vantage points across the WHS, particularly from the barrow groups clustered on the surrounding ridges; and• views captured by celebrated artistic depictions of Stonehenge, typically from vantage points located in close proximity to the monument itself (see HIA Annex 8). <p>There are several elements in the setting of Stonehenge that detract from the monument’s significance. These elements also adversely affect the integrity of the WHS and several of the attributes that convey its OUV. Collectively, these detract from the monument’s visual amenity, while also restricting the visitor’s ability to perceive important relationships between Stonehenge and other monuments or aspects of the landscape, and their understanding of the agency and motivations of those who constructed the monuments. The main elements that adversely affect the setting of Stonehenge, and the setting and integrity of the wider WHS, comprise:</p> <ul style="list-style-type: none">• the existing A303 and other roads (see below);• parked vehicles in its immediate environs (e.g. Byways 11 and 12, particularly the latter);• Larkhill Camp;• plantations;• large arable fields;• overhead cables and pylons within the wider landscape; and• other modern development within or visible from the WHS. <p>Although largely screened by plantations, the built environment within and on the periphery of Larkhill Camp dominates the rising slopes on the edge of Salisbury Plain, appearing in the backdrop of northward views from Stonehenge. Light pollution from the camp and its roads also has an intrusive effect at night and in low light.</p> <p>Woodland planting has a limited effect on landscape views to and from Stonehenge at short and medium distances, but it impacts on potential longer views. The introduction of plantations into the landscape has an important role in screening some modern developments within the WHS. However, this has also had the unintended and undesirable side-effect of severing meaningful visual connections between Stonehenge and the wider landscape. Examples of these adverse effects include:</p> <ul style="list-style-type: none">• the Luxenborough plantation, which intrudes in the astronomical alignment from the Stonehenge Station Stone rectangle to the south-east (southernmost moonrise);• Normanton Gorse, which intrudes in the view along the midwinter sunset / midsummer sunrise solstitial alignment towards the ‘Sun Barrow’ immediately north of Normanton Gorse (Amesbury 15; NHLE 1012370) and other monuments, and the Diamond and by another plantation at The Park, which block views to the horizon beyond;• the Fargo Plantation, which intrudes in views to the north-west towards the western end of the Greater Cursus, the Lesser Cursus and their associated barrows, the Fargo hengi-form monument, the Amesbury 50 hengi-form monument/barrow, and the astronomical alignment of the Stonehenge Station-Stone Rectangle (most northerly moonset). It is unclear if Robin Hood’s Ball, some 4km to the north would ever have been visible from Stonehenge, although there are now numerous plantations intervening between the two sites;• plantations at the eastern end of the Greater Cursus, intruding into views towards the monument and the barrows in close association with it, and the solstitial alignment looking north-east (midsummer sunrise);• plantations surrounding the round barrow cemeteries on King Barrow Ridge, blocking views beyond;• woodland to the south-east intervenes in views towards the Stonehenge Bottom / Luxenborough barrows. It also fragments views of the eastern edge of the Stonehenge Bottom valley, but broadly the topography of this area of the WHS can be still appreciated;• parcels of woodland also restrict inter-visibility with a number of the barrows on Durrington Down, to the north of Stonehenge. <p>The reversion of large areas of the WHS to grassland, particularly within the National Trust land surrounding Stonehenge, has</p>

AG22 Stonehenge	
	<p>had a beneficial effect on the setting of the monument. However, there are still large areas of intensive, industrial-scale arable farming in the surrounding landscape. As well as causing ongoing damage to buried archaeological remains due to ploughing, the presence of conspicuously modern farmland has an intrusive effect on the setting of Stonehenge, which detracts from the visitor's capacity to appreciate the monument's original landscape context.</p> <p>Finally, and despite the extensive inter-visibility discussed above, it is notable that Stonehenge's low-lying position means that, from many locations it appears below the skyline and is not readily apparent. This is particularly true on dull or overcast days, without sunlight to pick out the stones.</p> <p>Effect of the present A303</p> <p>The 'Protection and Management Requirements' section of the Statement of Outstanding Universal Value for the WHS states that 'The A303 continues to have a negative impact on the setting of Stonehenge, the integrity of the property and visitor access to some parts of the wider landscape'. The 2015 WHS Management Plan reiterates this, describing the major roads as the '<i>main adverse impact of development on integrity</i>'.</p> <p>The main aspects of the A303 and other roads that have an adverse effect on Stonehenge are:</p> <ul style="list-style-type: none">• visual intrusion of traffic and highway signage;• light pollution;• traffic noise;• severing or disruption of key relationships between monuments and natural features (including topography) in the landscape; and• restriction of visitor access to the WHS south of Stonehenge. <p>In physical terms, the A303 severs the Avenue, preventing movement along the monument and disrupting the important association between it and Stonehenge. The eastern section of the Avenue is also crossed by Stonehenge Road, and the unnamed road between Vespasian's Camp and West Amesbury.</p> <p>In visual terms, the A303 interrupts views of other associated monuments:</p> <ul style="list-style-type: none">• to the west towards the Winterbourne Stoke and Diamond barrows;• to the south-west towards the Lake barrows;• to the south towards the Normanton Down and Wilsford barrows;• to the east towards the round barrow cemeteries on King Barrow Ridge; and• to the south-east towards the Stonehenge Bottom / Luxenborough Barrows and Coneybury Henge and associated monuments. <p>The A303 interrupts views towards potentially significant natural features in the landscape:</p> <ul style="list-style-type: none">• towards the southern horizon; and• towards Stonehenge Bottom and the River Avon beyond, to the south-east. <p>The A303 also intrudes into solstitial alignments:</p> <ul style="list-style-type: none">• from the Stonehenge Station Stone rectangle to the south-east (southernmost moonrise); and;• to the south-west, along the midwinter sunset alignment, intervening in the relationship between Stonehenge and other monuments, notably the 'Sun Barrow' immediately north of Normanton Gorse (Amesbury 15;NHLE 1012370).• Although less conspicuous than the A303, other roads also create visual and audible intrusion, as well as light pollution, for example along the Packway on the northern horizon, when viewed from Stonehenge. <p>Effect of the Scheme: construction phase – permanent</p> <p>The Scheme would remove the existing A303 surface road from the central portion of the WHS. The eastern portal would be c. 1.7km from Stonehenge, and the western portal 1.2km distant, with the western approach road continuing in cutting beyond the WHS boundary 2.3km distant.</p> <p>The Scheme would physically reunite Stonehenge with the numerous monuments to the south, most immediately with those on Normanton Down, which would be more safely accessed than presently via Byways 11 and 12. Views towards and from numerous monuments would be improved, and sightlines compromised by the A303 restored in all directions. This includes the key views noted above, including: those between Stonehenge and the Sun Barrow; the Normanton Down and Wilsford barrows; the Lake Barrows; King Barrow Ridge; Stonehenge Bottom / Luxenborough Barrows; Coneybury Henge and associated monuments; and the Winterbourne Stoke and Diamond barrows. The A303 would also cease to sever solstitial axes (see below).</p> <p>While the Scheme does not restore a pristine setting, the Stonehenge monument would be perceived in greater isolation from modern infrastructure. Improved views would include those northward from Byway 12 on Normanton Down, southward from the Cursus Barrows, and westward from King Barrow Ridge.</p> <p>The removal of the A303 would therefore bring about a substantial improvement in the setting of Stonehenge. However, not all</p>

AG22 Stonehenge	
	<p>issues would be addressed by the Scheme. The wider setting within agricultural land would remain, as would overhead cables and pylons; the screening effect of plantations would persist. The northward prospect from the monument would remain unchanged and modern development would continue to be visible more generally. The Scheme also does not include measures to restrict vehicle use of, and parking upon, the adjacent byways, with the result that vehicles would continue to be a prominent visual element in views of, from and including Stonehenge.</p> <p>The effect of the Scheme would be Large beneficial (derived from a Moderate impact on a Very High value asset).</p> <p>Effect of the Scheme: operational phase</p> <p>The removal of the visual and audible impacts of traffic on the A303 would also be beneficial to the immediate environment of Stonehenge, improving the visitor's sense of place and their ability to appreciate the monument within a quieter and more seamless landscape.</p> <p>The effect of the Scheme would be Large beneficial (derived from a Moderate impact on a Very High value asset).</p> <p>Effect on solstitial alignments</p> <p>Two solstitial alignments relating to AG22 Stonehenge are considered within this assessment (see Table 3.3). The results of this assessment have fed into the more general assessment of impacts and effects for the Stonehenge monument, as presented above.</p> <p>Midwinter sunset. This south-west solstitial aligned axis would be partially restored by the removal of both the present A303 and its traffic, extending an uninhibited sightline to the round barrow known as the Sun Barrow (0.9km away) before the sightline then quickly runs into the plantation known as Normanton Gorse (1.1km) which obscures it. Still further south-west is another plantation known as the Diamond (2.2km), before the alignment continues towards the place that would have formed the original horizon from Stonehenge in the absence of intervening plantation, a hill west-north-west of Druid's Lodge. This original horizon is also located west of the A360 and hence outside the WHS (4.4km). This horizon is also obscured by another plantation called the Park. The integrity of this solstitial axis would be partially improved by the Scheme, as the current A303, which obscures the sightline, would be decommissioned and the traffic (along with the associated light pollution) would be diverted underneath the landscape via the tunnel.</p> <p>Most southerly moonrise: this south-east solstitial aligned axis would also be partially restored by the removal of both the present A303 and its traffic, extending an uninhibited sightline as far as the Luxenborough Plantation (1.0km), which obscures the first ridge line it meets at Coneybury Hill. The alignment continues over the Avon Valley and outside the WHS. The original horizon was probably a chalk ridge on which the hillfort of Figsbury Ring sits (10.5km). The integrity of this solstitial axis would be partially improved by the Scheme as the current A303, which obscures the sightline, would be decommissioned and the traffic (along with the associated light pollution) would be diverted underneath the landscape via the tunnel.</p>

AG23 Greater Cursus, Amesbury 56 and Winterbourne Stoke 30 Round Barrows, and the Amesbury 42 Long Barrow



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Refer to Viewpoint CH15 (Figure 16)

Constituent elements

NHLE 1009132
MWI12439, MWI12437, MWI12901, MWI12902

Description

The main element of the group is the Greater Cursus, which consists of a c. 3km long and up to 130m wide enclosure, aligned west-south-west to east-north-east across a flat ridge and partly within a shallow combe on the Avon-Till interfluvium, some 700m to the north of Stonehenge. It is defined by a ditch with inner and outer banks, which are punctuated by occasional gaps. Excavations at a number of locations have indicated that the ditch varies in depth, between c. 0.75m and 2m. The monumental earthworks vary in prominence along the length of the Greater Cursus as a result of a combination of natural processes, modern disturbance and deliberate levelling.

The group also includes two round barrows situated within its western end and a long barrow ('Amesbury 42') situated at its eastern end. The Early Neolithic long barrow 'Amesbury 42' is visible as a slight earthwork some 80m long by 15m wide, although this is difficult to identify, having been reduced in height by cultivation and forestry. Of the two Late Neolithic or Early Bronze Age round barrows at the western end of the Cursus, the more westerly (a bell barrow) has been levelled by the construction of military buildings during 1914-18 and subsequent agricultural operations. The second, an example of the more common 'bowl' type, remains prominent above ground, although the surrounding ditch is now largely infilled and difficult to identify.

The eastern and western terminals of the Greater Cursus occupy elevated positions on the plateau-like interfluvium between the Till and the Avon. Between these two points, the Cursus descends into Stonehenge Bottom at the point where this is formed by two conjoining dry valleys. The landscape traversed by the Greater Cursus and extending to the south of the monument is largely open rolling grass downland. To the north, the character of the landscape is more mixed, with open fields and screening plantations surrounding the southern edge of development within and on the periphery of Larkhill Camp. Immediately north of the Greater Cursus, approximately 1km from its eastern end, lies the redundant Larkhill Sewage Farm. The western terminal of the Greater Cursus breaches the Fargo Plantation, a large and thickly planted north-south aligned belt of woodland.

Setting

The Greater Cursus is a complex and enigmatic monument whose function remains the subject of much speculation. It is beyond doubt a monument of very high significance in pure archaeological terms, but aspects of its setting also contribute to that significance.

Although no longer particularly prominent above ground, the Greater Cursus is still a recognisable feature at ground level, and a major feature in the landscape when viewed from the air. Both the cursus itself, and the attendant upstanding barrows within the group, therefore have intrinsic visual interest. And, unsurprisingly for a monument which spans such a large part of the Stonehenge landscape, there are numerous connections with other monuments. These are manifested both in terms of an archaeological group setting, and also monument inter-visibility. Key visual relationships include:

- views from each end of the Greater Cursus towards the opposing terminal;
- views towards the Amesbury 42 long barrow from along the Greater Cursus, illustrating the juxtaposition of the two monuments;
- views from the terminals of the Greater Cursus across the wider landscape to the east and west;
- views to the east and to the west, whilst travelling along the longitudinal axis of the Greater Cursus;
- views from Stonehenge towards the Greater Cursus, which illustrate the apparent continued prominence, scale and importance of the Early Neolithic cursus during the Late Neolithic and Early Bronze Age;
- expansive views across the wider landscape from the elevated positions at the terminals of the Greater Cursus;
- views from multiple vantage points framing the Greater Cursus against the wider landscape, illustrating the vast scale of the monument and its position in relation to topographical variations and other prehistoric monuments; and
- views encompassing the Greater Cursus and the barrows clustered prominently along its western end.

This setting is not pristine. In addition to the effects of the A303 noted above, numerous other factors combine to reduce the quality of setting, as follows:

- the audibly intrusive effects of roads;
- overhead cables and pylons, i.e. those which are prominent on the skyline to the south-east of Stonehenge;
- the visually intrusive qualities of the former A344 and the visitor transit bus turning area, which intrude in views between the eastern part of the Greater Cursus and Stonehenge;
- Byway 12, which physically severs the Greater Cursus, and along which visitors' vehicles are often parked, causing further visually intrusive effects;
- the intervening presence of the Fargo Plantation and the lack of surface expression of the Lesser Cursus, some 600m to the

AG23 Greater Cursus, Amesbury 56 and Winterbourne Stoke 30 Round Barrows, and the Amesbury 42 Long Barrow

- north of the Greater Cursus. This greatly diminishes the ability of the observer to appreciate the contextual / spatial relationship between these similar and broadly contemporary monuments;
- the presence of plantations, which block potential inter-visibility with other broadly contemporary Early Neolithic monuments in the wider landscape, particularly the long barrows clustered around Winterbourne Stoke Crossroads;
 - woodland and development beyond the eastern end of the Greater Cursus, which limit long distance views. This adversely affects the ability of the observer to appreciate any interrelationship between the Greater Cursus and the Amesbury 42 long barrow, and other monuments, e.g. the Woodhenge/Durrington Walls complex, two long barrows sited nearby and the Cuckoo Stone, as well as the River Avon;
 - the redundant Larkhill sewage works, sited immediately north of the Greater Cursus, which dominates the observer's experience at Stonehenge Bottom;
 - the presence of Larkhill Camp, and its surrounding development and plantations, which block any potential inter-visibility with contemporary Early Neolithic monuments to the north of the Greater Cursus and the Amesbury 42 long barrow, including several long barrows within and to the north of the military facility, and the site of the newly discovered Larkhill causewayed enclosure and the contemporary Robin Hood's Ball;
 - the screening effect of the woodland on King Barrow Ridge, which prevents inter-visibility between the Amesbury 42 Long barrow and the Old and New King Barrows, which may have been deliberately sited (at least in part) to respect the position of the pre-existing monument; and
 - the woodland which screens several of the later round barrows and other monuments (e.g. the Fargo Henge) clustered around both ends of the Greater Cursus, obscuring the associations between them.

Effect of the present A303

The A303 is located c. 1km to the south at its closest point. It intermittently disappears partially or entirely from view due to topographical variation both from within the Greater Cursus and across the intervening landscape. Nevertheless, where the road is visible, the movement of traffic and occasional glare / light pollution, elevates its conspicuousness. A key view in which this occurs is that towards Stonehenge. Although neither particularly loud nor clear, the noise generated by the passage of traffic along the A303 is often perceptible from the Greater Cursus.

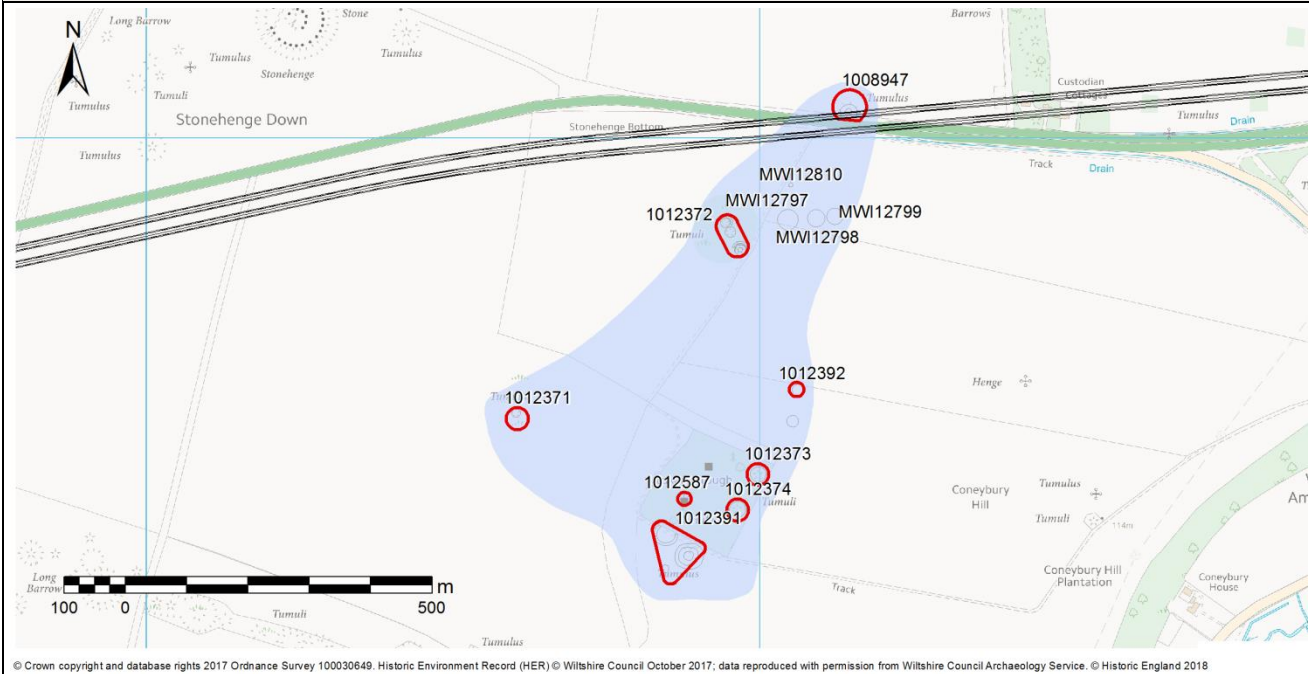
Effect of the Scheme: construction phase – permanent

The Scheme would remove the surface road from the central part of the WHS. The key view towards Stonehenge would be improved, as would broader southward-looking views from the Greater Cursus.
The Scheme would not address the numerous other negative aspects which degrade the current setting, leading to only a partial improvement on the current situation.
The effect of the Scheme would be **Large beneficial** (derived from a Minor impact on a Very High value asset).

Effect of the Scheme: operational phase

Traffic on the A303 would no longer be visible or audible from the Greater Cursus or the other monuments within this group. The key view towards Stonehenge would be improved, as would broader southward-looking views from the Greater Cursus.
The effect of the Scheme would be **Large beneficial** (derived from a Minor impact on a Very High value asset).

AG24 Stonehenge Bottom/ Luxenborough Barrows



Constituent elements

NHLE 1008947, 1012371, 1012372, 1012373, 1012374, 1012391, 1012392, 1012587
MWI12624, MWI12746, MWI12797, MWI12798, MWI12799, MWI12810, MWI12924, MWI13030, MWI13033, MWI13034, MWI13035, MWI13036, MWI13037, MWI13038, MWI13039, MWI13040, MWI13041, MWI13051

Description

The group comprises 12 bowl barrows located at Stonehenge Bottom and Luxenborough Plantation. It includes a discrete cluster of six bowl barrows in Luxenborough Plantation, two outliers to the north-west and north-east, a further group of three bowl barrows in woodland to the north and the ‘King Barrow’ (NHLE 1008947) on the northern edge of the A303. Whilst the individual barrows of Amesbury 19 (NHLE 1012374) and Amesbury 22 (NHLE 1012372; MWI13035) are recorded in the National Heritage List for England as bowl barrows, they are also described as bell barrows by some authors. There is evidence for the possible position of five further barrows visible on aerial photographs (MWI12797, MWI12798, MWI12799, MWI12810, MWI13040). In addition to the barrows, a pair of standing stones was recorded by William Stukeley in the area of Luxenborough Plantation. Archaeological evidence for Neolithic pits (MWI12462, MWI12466, MWI12548) and finds (e.g. MWI12497) from the area of the Asset Group is indicative of earlier activity within the landscape.

Several of the barrows within the group lie within areas of woodland and as such survive as earthworks; though likely reduced in height. Others within cultivated fields have been truncated or levelled by modern agricultural activity, although surrounding ditches and possible satellite features are thought to survive as below-ground archaeological remains. The King Barrow has been partially impacted by the widening of the A303, with the southern part of the monument now removed and the exposed side of the barrow supported by a stone wall revetment.

The group is located on higher ground overlooking the dry valley of Stonehenge Bottom. The monuments are situated within several large agricultural fields with most of the barrows located within two discrete areas of plantation. The surrounding landscape is predominantly agricultural, comprising large pasture and arable fields and small areas of plantation. The fields are largely divided by post and wire fences. Electricity pylons lie within views to the south-east. Further woodland can be seen in longer distance views, particularly along King Barrow Ridge.

Setting

The monuments within the group have relatively little intrinsic visual interest; those in open ground are heavily reduced or erased by ploughing, while the upstanding examples are sited in woodland. This lack of visibility also obscures the group setting which, while extant archaeologically and appreciable on mapping, is not particularly legible on the ground. The topographical setting, on slightly elevated ground, is key to understanding the siting of the monuments.

While the group is not particularly prominent, their wider visual connections contribute to their significance. Although visibility from and towards the group is partially obscured by vegetation and woodland, in late prehistory the barrow cemeteries of King Barrow Ridge, Normanton Down and Winterbourne Stoke Crossroads as well as barrows around Coneybury Hill, Stonehenge and the western end of the Greater Cursus could well have been inter-visible. To the east, the earlier henge monument at Coneybury may also have been visible. The Stonehenge monument also lies within views. Key views include:

- south-east to Coneybury Hill;
- north to King Barrow Ridge;
- west and north-west to Stonehenge and its associated barrows as well as long distance views to the Cursus barrows and Winterbourne Stoke Crossroads barrows; and
- west and south-west to the Normanton Down Barrows.

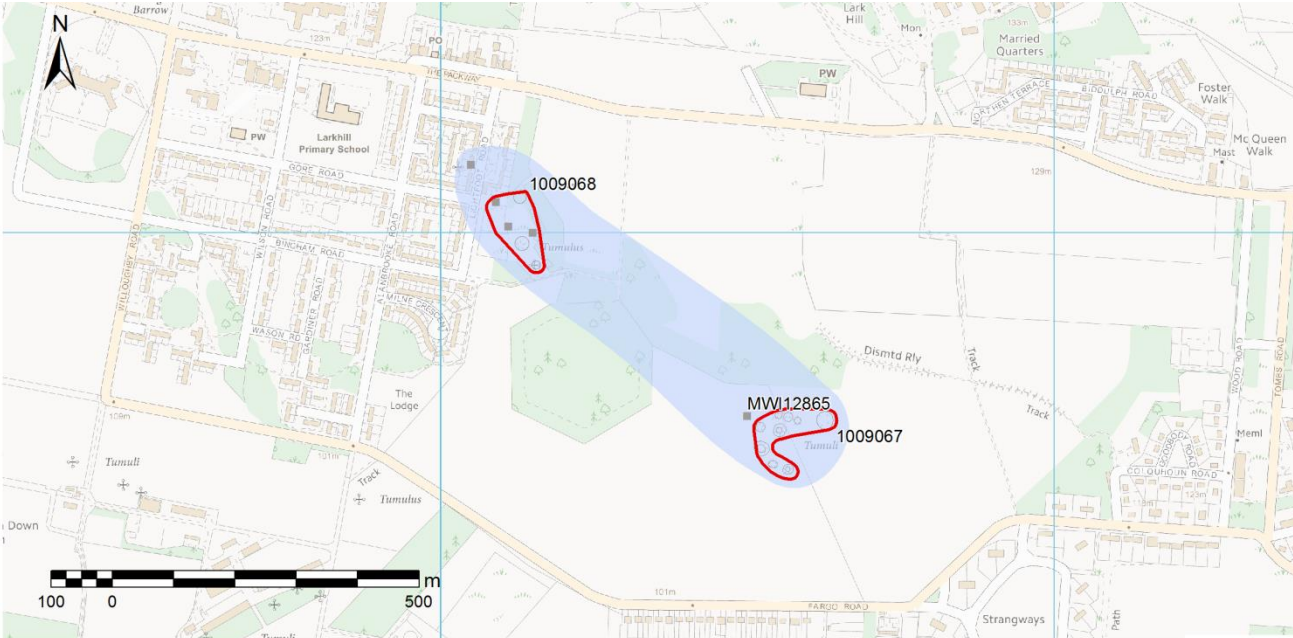
The area adjacent to the King Barrow was chosen as the location for several important paintings of Stonehenge, including examples by John Constable, J M W Turner, as well as illustrations for important antiquarian works by William Stukeley and Richard Colt Hoare. Within these views King Barrow is often depicted in the foreground.

The modern landscape of agricultural fields and plantations is unrepresentative of both the prehistoric setting, and that depicted by antiquarians and 19th-century artists. This detracts significantly from the quality of setting and erodes the visitor’s sense of place. The woodland has the additional effect of interrupting the visual relationship of the monuments with those others described above.

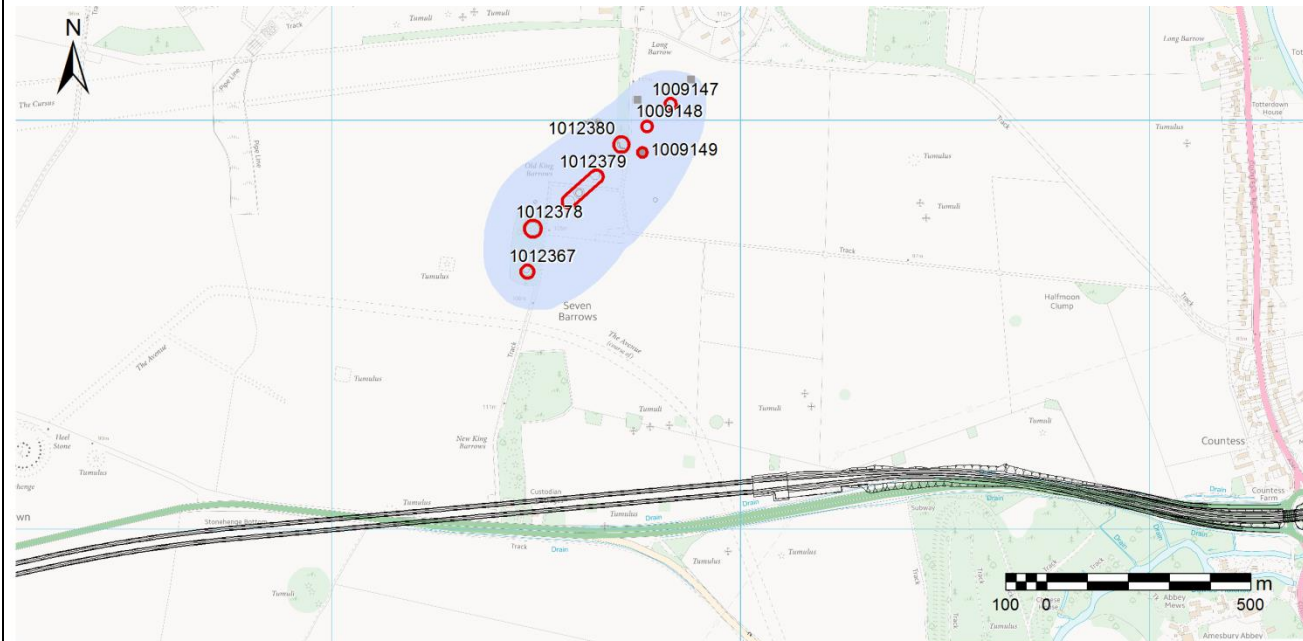
Effect of the present A303

The A303 physically severs the northernmost element of the group (NHLE 1008947) from the other monuments to the south. This barrow, however, is something of an outlier of the group. Perhaps more significantly, the A303 divides these monuments (and others in the locality, for example those around Coneybury Hill) from the northern part of the WHS. Traffic noise and visual intrusion from the A303 is experienced when standing at most locations within the group; the King Barrow is particularly affected. And, while the present A303 adopts the historic routeways captured by Turner and Constable, its character bears no resemblance to what appears in these paintings.

AG24 Stonehenge Bottom/ Luxenborough Barrows	
	<p>Effect of the Scheme: construction phase – permanent</p> <p>The Scheme would be in tunnel at this location, with the portals at a considerable distance to both the east (c. 900m) and west (c. 2km). The physical severance of the A303 would cease to exist. The sightlines interrupted by the A303 would be restored, with the caveat that the screening effects of woodland would persist. The overall setting would be improved, although again the agricultural and plantation environment would remain. A significant impact would be experienced in relation to King Barrow: while not returning to its 19th-century situation, would become more reminiscent of that depicted by Turner and Constable, with more pristine views of the monument towards, and in combination with, Stonehenge.</p> <p>The effect of the Scheme varies with distance, as follows: NHLE 1008947, NHLE 1012371: Large beneficial (Moderate impact on Very High value assets); NHLE 1012372, 1012373 1012374 1012391 1012392 1012587: Large beneficial (Minor impact on Very High value assets).</p> <p>Effect of the Scheme: operational phase</p> <p>The sight and sound of traffic would be removed from views of the group. This benefits the setting in comparable ways to the removal of the present A303, as follows: NHLE 1008947, NHLE 1012371: Large beneficial (Moderate impact on Very High value assets); NHLE 1012372, 1012373 1012374 1012391 1012392 1012587: Moderate beneficial (Minor impact on Very High value assets).</p>

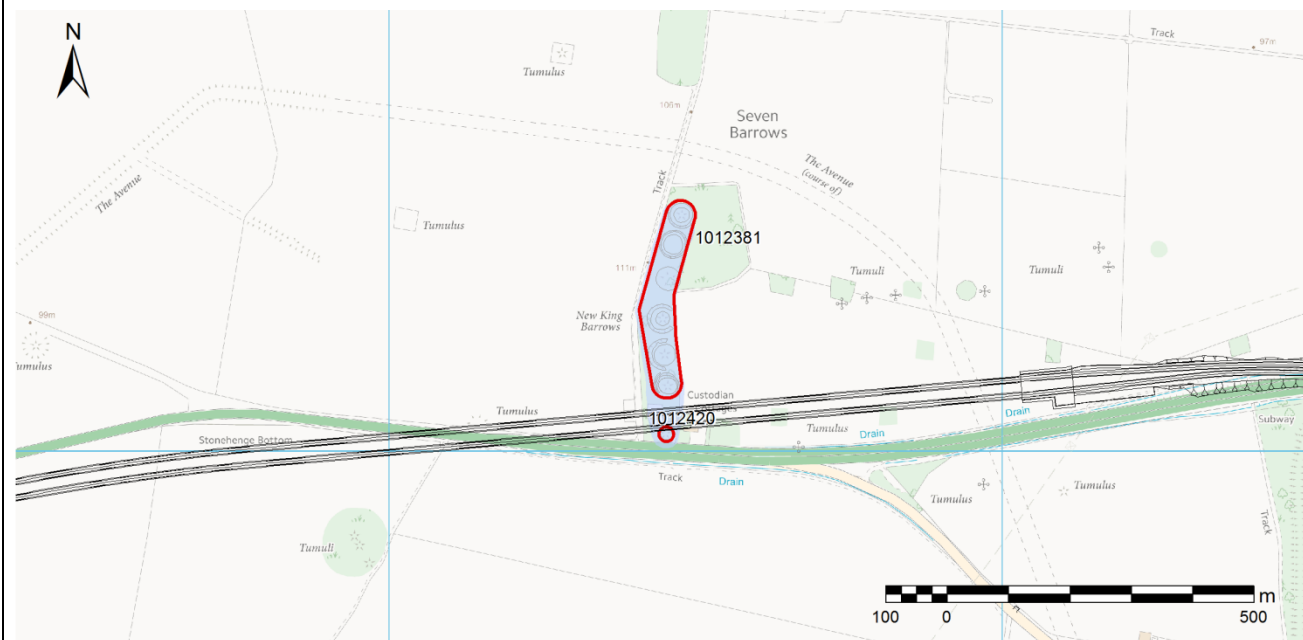
AG25 Packway Barrows	
<div></div>	<div><p>Constituent elements</p><p>NHLE 1009067, 1009068</p><p>MWI12770, MWI12771, MWI12772, MWI12773, MWI12774, MWI12853, MWI12854, MWI12860, MWI12861, MWI12862, MWI12863, MWI12864, MWI12866, MWI12867, MWI12868, MWI12869</p><p>Description</p><p>The group lies to the south-east of Larkhill Camp and comprises two discrete barrow cemeteries. The first cemetery is made up of seven bowl barrows, one of which has since been destroyed, which lies at the south-eastern edge of the residential development associated with Larkhill Camp. The second group includes eight bowl barrows and a single pond barrow to the south-west. Four mounds to the north of this group are thought not likely to be additional barrows (MWI12865).</p><p>Within the north-western group, three of the barrows are recorded as surviving as earthworks within the list entry, though only one can currently be clearly identified due to overlying vegetation and the 1971 OS map suggests only one is extant. All seven barrows are recorded on the 1901 OS map as well as another possible outlier to the west. All barrows within the south-eastern group are still visible as earthworks.</p><p>The north-western barrow group occupies the edge of a higher area of ground currently occupied by the residential development of Larkhill Camp while the south-eastern cemetery lies on a spur of higher ground that forms part of the broad ridgeline occupied by the Old and New King Barrows to the south (AG26).</p><p>Setting</p><p>Setting makes a moderate contribution to the significance of the group and its component elements. The upstanding examples not lost within vegetation have intrinsic visual interest, while the monuments share an archaeological setting, both in intra-group terms and in a wider landscape setting.</p><p>While outside the traditional envelope of barrow cemeteries which surround the low basin within which Stonehenge is situated, there are potential glimpsed views between the south-eastern barrow group and Stonehenge (AG22). However, due to intervening settlement and woodland these views are no longer extant. Due to the low-lying position of Stonehenge, it is unlikely to have been prominent in views from the group, although the barrow cemetery itself may have been visible on the skyline in reverse views from Stonehenge.</p><p>Although also no longer legible due to intervening features, views between the north-western and south-eastern cemeteries within the Asset Group, south-eastwards towards barrows within the Durrington Walls, Woodhenge and Associated Sites Asset Group (AG33) and westwards to barrows on Durrington Down (AG20), may also have been significant. The south-eastern barrow group in particular forms part of a broad ridge of higher ground within which the ‘conspicuous barrows’ of the Old and New King Barrows are prominently located. Views to this Asset Group (AG26) may have therefore been significant.</p><p>Although not completely visible due to intervening plantations, the easternmost barrow within the Cursus Barrows (West) (AG18) is also visible. This is the principal surviving sightline for this group.</p><p>Effect of the present A303</p><p>The A303 is distant and not intrusive. The group nevertheless experiences indirect setting impacts, derived from traffic along the Packway.</p><p>Effect of the Scheme: construction phase – permanent</p><p>There would be no impacts arising from the permanent presence of the Scheme.</p><p>The effect of the Scheme would be Neutral (derived from No Change to a Very High value asset).</p><p>Effect of the Scheme: operational phase</p><p>It is anticipated that the Scheme would reduce rat-running and traffic jams on the Packway. However, there would still be considerable traffic volume on the Packway and the A345, including for the high load route.</p><p>The effect of the Scheme would be Slight beneficial (derived from a Negligible change to a Very High value asset).</p></div>

AG26 Old and New King Barrows



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AG26A



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AG26B

Constituent elements

AG26A Old King Barrows – north

NHLE 1009147; 1009148; 1009149; 1012367; 1012378; 1012379; 1012380

MWI12935; MWI12936; MWI12434; MWI12455; MWI12652; MWI12657; MWI12658; MWI12788; MWI12791; MWI12792; MWI12794; MWI12847; MWI12848; MWI12937; MWI12938; MWI12939; MWI12940; MWI13144;

AG26B New King Barrows – south

NHLE 1012381; 1012420

MWI12687; MWI12928; MWI12929; MWI12930; MWI12931; MWI12932; MWI12933; MWI12934

Description

The Asset Group includes 16 scheduled bowl barrows and four scheduled bell barrows, which together form the two barrow cemeteries known as the 'Old' and 'New' King Barrows. Old King Barrows lies to the north of the Avenue (AG27) and comprises at least nine bowl barrows on a broad south-west/north-east alignment. New King Barrows lie directly to the south of the Avenue and comprises at least three bowl barrows and four bell barrows. (Two further bowl barrows to the south-west of Old King Barrows and two to the south of the Avenue are considered as discrete assets within the assessment).

The Asset Group occupies one of the most prominent ridgelines within the Stonehenge landscape, aligned on an elevated north-north-east/south-south-west axis. The majority of the barrows within the group lie within copses of woodland that are set amidst pasture (to the west) and large arable fields (to the east). To the west of the group lies a dry valley known as Stonehenge Bottom. Adjacent to the southernmost barrow (NHLE 1012420) is Custodian Cottage.

King Barrow Ridge possesses extensive long-distance views, particularly to the east and west. To the east there are views towards Beacon Hill, which include Solstice Park and the aircraft hangars at MoD Boscombe Down; to the west there are views into Stonehenge Bottom and beyond towards Stonehenge Down and Normanton Down.

Effect of the present A303

The A303 lies at the southern edge of New King Barrows, severing the monuments from the landscape to the south. The road is apparent from numerous locations from which the New King Barrows can be seen: viewed from the west (e.g. Stonehenge), east (e.g. the site of the Countess Farm barrows) and north (e.g. the Cursus and the Avenue) it provides a dynamic, distracting backdrop to many views of King Barrow Ridge; from the south it also constitutes a prominent element (e.g. from Coneybury Hill and Normanton Down). Outward views from the monuments (or their unwooded fringes) are similarly affected: the westward prospect from New King Barrows towards Stonehenge, for example, contains an extensive longitudinal view along the carriageway. Near to the road, traffic noise is also very apparent, for example from the bridleway that runs alongside the New King Barrows.

The Old King Barrows, at c. 600m and greater from the A303, are somewhat less affected by traffic noise, although it is still apparent – considerably so when the wind is from the south. Similarly, many of the natural views towards them do not include the A303 (e.g. from New King Barrows/the Avenue, or the bridleway from Countess to the west). In southward views, for example from the eastern end of the Cursus, the A303 is a fairly distant backdrop and often obscured by trees, although moving traffic is still readily apparent.

Setting

Setting makes a high contribution to the significance of the group and its component elements. Because of their situation within woodland, some of the King Barrows monuments can only be seen from their immediate vicinity. Others, however, are made more prominent by the backdrop of trees, as in the views of the New King Barrows from Stonehenge and the Avenue Barrows. These are well-preserved and highly legible monuments with great intrinsic visual interest. Their focus on the ridgeline appears to define them as a coherent group, though the lack of modern investigation precludes detailed understanding of the monuments' exact temporal relationships. There is a direct landscape association with the Avenue, which bisects the group and which the barrows appear to respect.

King Barrow Ridge is a striking feature in the landscape: indeed, it is one of the few landmarks which can be almost ubiquitously seen. There are important views both to and from the group. The barrow cemeteries of Winterbourne Stoke Crossroads (AG12), Normanton Down (AG19) and Stonehenge Bottom/ Luxenborough (AG24) to the west and south-west, and Countess Farm (AG31) to the east, as well as barrows around Coneybury Hill (AG29), Stonehenge (AG22) and the western end of the Greater Cursus (AG23) are likely to have been inter-visible. Views between these monuments are therefore considered to substantially contribute to the significance of the Asset Group.

Stonehenge is situated within a low basin, with a number of barrows situated on the low ridges surrounding it, including King Barrow Ridge as well as Normanton Down (AG19), Stonehenge Down (AG24) and the Cursus barrows (AG18 and AG28). Views to the King Barrows monument complex are, therefore, considered to contribute to the significance of the asset, with the Avenue (AG27) crossing through the Asset Group. Some inter-visibility is also apparent between King Barrow Ridge and the monument complex at Durrington Walls (AG33) though this connection is no longer clearly legible.

AG26 Old and New King Barrows

Key visual connections include:

- intra-group views;
- views to and from Stonehenge (AG18) and the Avenue (AG27);
- views to and from Winterbourne Stoke Crossroads (AG12), the Greater Cursus including the long barrow at its eastern end (AG23), the Cursus barrows (AG18, AG28) and Stonehenge barrows (AG21);
- views to and from Normanton Down (AG19) and Stonehenge Bottom/ Luxenborough (AG24);
- views to and from Coneybury Henge and associated monuments (AG29);
- views east across the Countess Farm barrows (AG31), although these lack surface expression.

Effect of the present A303

The A303 physically severs the Asset Group from the landscape to the south and Asset Groups such as Stonehenge Bottom/ Luxenborough (AG24) and Coneybury Henge and associated monuments (AG29). The current road is intrusive in views to west towards Stonehenge (AG18) and the Winterbourne Stoke Crossroads Barrows (AG12). Traffic noise and visual intrusion from the A303 is experienced when standing at most locations within the New King Barrows, less so in the Old King Barrows.

Effect of the Scheme: construction phase – permanent

The removal of the A303 from the central part of the WHS would physically reconnect King Barrow Ridge with the landscape to the south, and would radically improve views of, from and including the group. The new road, exiting the eastern portal 600m distant from the group, would be visible from a limited central part of New King Barrows. Further east, 2km distant, the Countess Flyover would be a new element of views from the ridge, albeit comparatively minor.

The effect of the Scheme varies according to its separation from the present A303 and the Scheme – the effects (negative from the present A303; positive from the Scheme) diminishing with distance.

Old King Barrows – north

The monuments within this sub-group would experience only a limited change to their setting. Due to the separating distance between the sub-group and the present A303, the existing road’s effects are not as marked as for the New King Barrows, and thus its removal is also less significant. Nevertheless, the sub-group would benefit from physical reconnection with assets to the south, and from the loss of glimpses of the existing A303.

The effect would be **Moderate beneficial** (derived from a Minor impact on Very High value assets).

New King Barrows – south

The visual intrusion of the A303 would be removed from the setting of the barrows within this sub-group and there would be reconnection across the landscape to assets to the south such as Coneybury Barrow (King Barrow). The road exiting the Eastern Portal would be visible from a limited central part of New King Barrows; however, this does not constitute a new impact, as traffic is currently apparent in this view as it comes down the ridge, crosses a dry valley on embankment and goes into the cutting adjacent to Vespasian’s Camp. Further east, 2km distant, the proposed Countess Flyover would only be visible to a marginal extent in views from the ridge.

The effect would be **Large beneficial** (Moderate impact on Very High value assets).

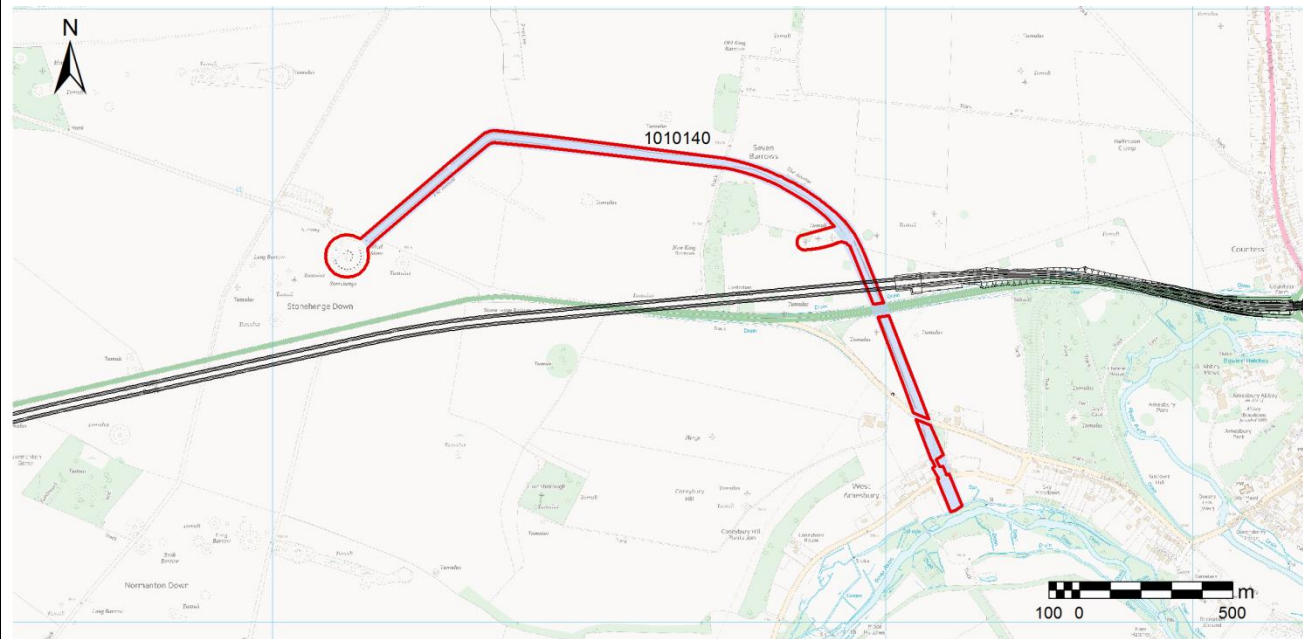
Effect of the Scheme: operational phase

Traffic would no longer be apparent in the environs of either of the sub-groups of AG26. The impact of the Scheme would vary according to its separation from the present A303 and the Scheme, essentially diminishing with distance. The effects would be as follow:

Old King Barrows – north: **Moderate beneficial** (Minor impact on Very High value assets).

New King Barrows – south: **Large beneficial** (Moderate impact on Very High value assets).

AG27 The Avenue



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Refer to Viewpoint CH 16 (Figure 17)

Constituent elements

NHLE 1010140, MWI12527

Description

The Avenue extends from the north-west entrance of the Stonehenge enclosure to the River Avon. It does so in three straight sections of approximately 500m, 700m and 900m, divided by a sharp turn at 'the elbow' and a regular curve on the eastern slope of King Barrow Ridge. It is c.10m wide between banks that survive to a maximum height of 0.2m; the ditches are also to a maximum depth of 0.2m, though were originally deeper. The most visible portion of the Avenue extends from Stonehenge to the north-east across a large expanse of open chalk grassland (Stonehenge Down) for approximately 500m, dropping down into Stonehenge Bottom before turning sharply to the east at the 'elbow'. Although this section of the Avenue remains comparatively prominent, it is no longer especially conspicuous when observed from across the wider landscape. From the 'elbow', the Avenue is barely or no longer discernible above ground for the remainder of its length to the Avon.

From Stonehenge, the Avenue passes through open downland, extending through the plantations on King Barrow Ridge and past the Old and New King Barrows. Beyond the ridge to the east, the Avenue turns gradually to the south-east across three parcels of grassland enclosed by post and wire fences, before being severed by the A303. This section of the Avenue bisects another linear cluster of barrows, which are no longer prominent above ground. The line of the Avenue extends to the south-south-east beyond the A303, through a ploughed field and between two barrows (NHLE 1012131 and 1012127), only one of which (to the east of the monument) remains prominent above ground. Beyond the ploughed field, the line of the Avenue is crossed by Stonehenge Road. It then extends through a small, grassed enclosure and through West Amesbury. The line of the Avenue is difficult to follow through the village, its course having been built over. The final section of the Avenue is projected to descend through a small parcel of private grassland to the wooded valley of the River Avon and the site of the 'West Amesbury Henge'.

Setting

Setting makes a high contribution to the significance of the group and its component elements. The Avenue is not a greatly upstanding monument, nor one that is readily discernible or particularly legible at ground level. It is far better perceived from the air (self-evidently a non-authentic viewpoint during prehistory, but one from which it has intrinsic visual interest), and through mapping and digital survey (e.g. geophysics). Nevertheless, it presents a coherent linear feature for much of its original extent, whose significance derives in large part from its setting. This exists both in terms of physical relationships with the landscape through which it passes, and dynamic (changing) visual interconnections with the prehistoric ceremonial and funerary monuments along its route. Of particular importance in this regard is the continued legibility of the relationship between the Avenue and Stonehenge. Its linear character also makes it a means of traversing the remains of the late prehistoric landscape which (depending on which interpretation of its function one accepts) may replicate ancient itineraries. The sections of the Avenue from which these relationships can most readily be appreciated lie within the open access portion of the WHS. In the more fragmented southern part, where surrounding monuments generally have less surface expression, these associations are far less evident.

Traversing the Avenue, key views include:

- along the Avenue from the 'elbow' to the south-west towards the Heel Stone and Stonehenge, along the solstitial alignment (midwinter sunset);
- along the Avenue and the Heel Stone to the north-east from Stonehenge, along the solstitial alignment (midsummer sunrise);
- along the Avenue from the west-northwest towards the prominent barrows on King Barrow Ridge;
- towards barrows lying adjacent to the route of the Avenue, particularly where these remain conspicuous above ground;
- panoramic views from King Barrow Ridge and the west-northwest – east-southeast aligned section of the Avenue, into the central part of the WHS and the large number of visible prehistoric monuments within it, including Stonehenge; and
- along the section of the Avenue towards the western end of the Greater Cursus and the barrows clustered around it.

There are numerous aspects of the setting of the Avenue which detract from the ability of the observer to appreciate its significance, or its place within the wider Stonehenge landscape:

- the present A303, as described below;
- the lack of prominence of the monument above ground to the east of Stonehenge Bottom down to the Avon, which renders the Avenue essentially imperceptible at ground level;
- the lack of prominence of several of the barrows constructed adjacent to the route of the Avenue and in the wider landscape;
- the illegibility of the relationship between Stonehenge, the Avenue, the River Avon and the West Amesbury Henge, due to the lack of access to the eastern end of the Avenue. The lack of surface expression of the West Amesbury Henge and the eastern terminal of the Avenue also renders these relationships indistinguishable;
- the fragmentation of the eastern end of the Avenue and restrictions on access at West Amesbury;
- the visually intrusive qualities of overhead cables and pylons within the wider landscape, which are prominent on the skyline;

AG27 The Avenue

- the presence of the Packway and the screening plantations around the periphery of Larkhill Camp, which appear on the horizon on the solstitial alignment (midsummer sunrise) looking north-east from Stonehenge along the Avenue;
- the presence of Larkhill Camp and its surrounding plantations, which intervene in views that may once have encompassed the barrow groups on Durrington Down, as well as prehistoric monuments to the north of the WHS, including Robin Hood's Ball and several long barrows;
- the woodland on King Barrow Ridge, which obscures views from the Avenue into the centre of the WHS, and towards the Old and New King Barrows and the eastern end of the Greater Cursus;
- The Fargo Plantation, which obscures views towards the horizon, the western end of the Greater Cursus and several of the barrows clustered around it;
- Other plantations in the wider landscape, including the woodland along Lake and Wilsford ridges, Normanton Gorse and the Diamond, which potentially obscure views of barrows in the southern part of the WHS.

Effects of the present A303

The A303 has multiple negative effects on the setting of the monument, the principal of which are that:

- it severs the line of the Avenue, along with Stonehenge Road and the unnamed road between Vespasian's Camp and West Amesbury. This restricts visitor access to the eastern part of the Avenue, and precludes an uninterrupted line of travel along the length of the monument between the River Avon and the site of the West Amesbury Henge, and Stonehenge;
- it imposes a visually intrusive presence whilst traversing the length of the monument, particularly between Stonehenge Bottom and King Barrow Ridge;
- it imposes a varying degree of audible intrusion, particularly on those parts of the monument immediately abutting the A303;
- it produces light pollution, which potentially diminishes the observers ability to appreciate the astronomical associations of the Avenue;
- it directly intrudes in the solstitial alignment of the Avenue and Stonehenge on the midwinter sunset;
- it intrudes in the backdrop of potentially deliberately constructed views of Stonehenge and other monuments when travelling along the Avenue; and
- it intrudes in views from the south-west, for example from the 'Sun barrow' (NHLE 1012370; also known as Amesbury 15), along the solstitial alignment of the midsummer sunrise towards Stonehenge and the Avenue beyond.

Effect of the Scheme: construction phase – permanent

The removal of the A303 surface road would have substantial beneficial impacts on the setting of the monument and its integrity as a key component of the WHS. All of the negative aspects of the A303 listed above would be addressed, either completely or in part:

- Physical severance of the monument by the A303 would be greatly reduced through the introduction of chalk grassland, with occasional access for farm vehicles.
- The visual and aural impact of the road would be removed to a very large degree. The change would be most discernible in northward-looking views from the southern section of the Avenue (i.e. where it currently approaches the A303), and in its northerly and westerly parts, whilst traversing the monument around King Barrow Ridge and Stonehenge Bottom. This represents a radical improvement on the current situation. Longitudinal eastward views of the Scheme would continue to exist at and near the point at which the new road coincides with the Avenue;
- The removal of the A303 would make it possible to traverse the greater part of the monument length on foot as a continuum (land access permitting), except at its south-eastern extreme;
- Partial restoration of the midwinter sunset solstitial alignment (see sub-section below).

Other negative aspects of the current setting would not be addressed, including those associated with modern landscape elements, e.g. buildings, plantations and pylons. The illegible character of its eastern end would remain unchanged, as would the fragmented nature of access in this locality.

The effect of the Scheme would be **Large beneficial** (derived from a Moderate impact on a Very High value asset).

Effect of the Scheme: operational phase

The visual and aural impact of traffic would be removed to a very large degree, though traffic would remain visible in longitudinal eastward views of the Scheme.

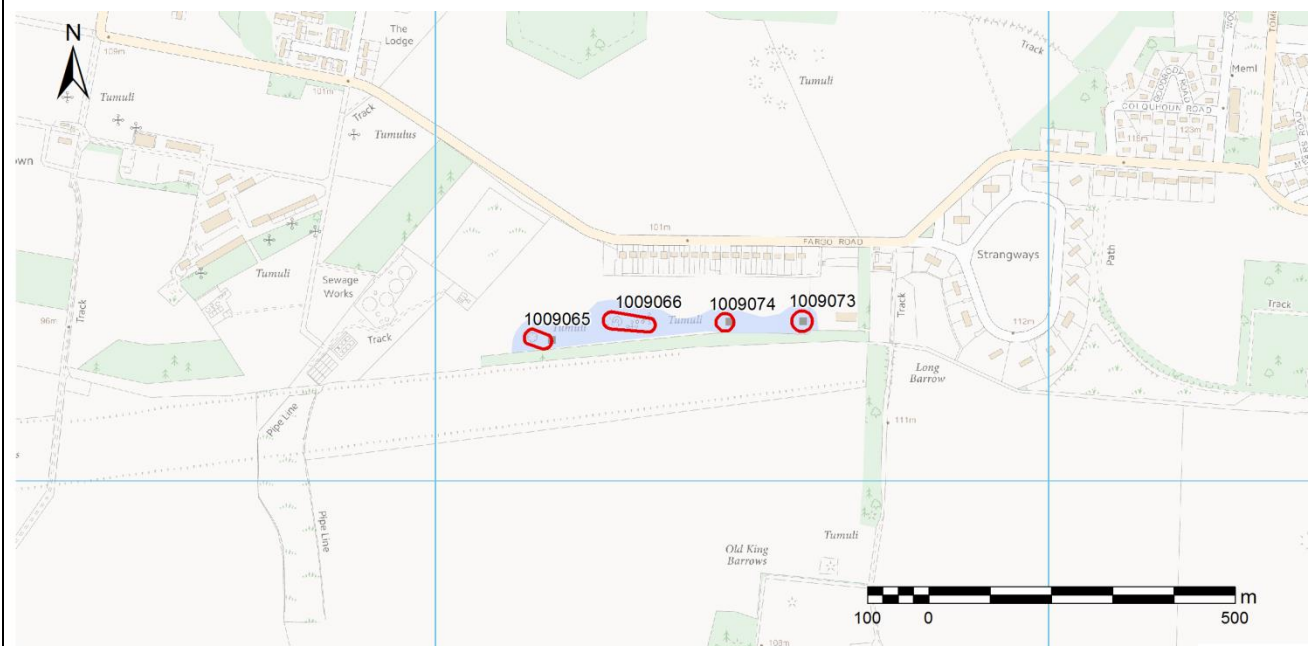
The effect of the Scheme would be **Large beneficial** (derived from a Moderate impact on a Very High value asset).

Effect on Solstitial Alignments

Midwinter sunset. The Stonehenge Avenue looking south-west (mid-winter sunset) shares the same south-west solstitial alignment as Stonehenge (AG22) and the same issues apply regarding its integrity. This south-west solstitial aligned axis would

AG27 The Avenue	
	be partially restored by the removal of both the present A303 and its traffic. On the initial south-westerly approach towards Stonehenge along the Avenue from the 'elbow' at Stonehenge Bottom, Stonehenge itself forms the horizon; the more distant landscape only appears at the final stage of approach. This south-west solstitial aligned axis would be partially restored by the removal of both the present A303 and its traffic, extending an uninhibited sightline to the round barrow known as the Sun Barrow (0.9km away) before the sightline then quickly runs into the plantation known as Normanton Gorse (1.1km) which obscures it. The integrity of this solstitial axis would be partially improved by the Scheme as the current A303, which obscures the sightline, would be decommissioned and the traffic (along with the associated light pollution) would be diverted underneath the landscape via the tunnel.

AG28 Cursus Barrows (East)



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Constituent elements

NHLE 1009065, 1009066, 1009073, 1009074
MWI12850, MWI12851, MWI12852, MWI12855, MWI12856, MWI12857, MWI12858

Description

The group consists of a linear group of round barrows, described by the relevant NHLE descriptions as consisting of six of the more common 'bowl' types and one pond barrow. Only two of the monuments within the Asset Group (Durrington 60, part of NHLE 1009066; and Durrington 62a, part of NHLE 1009065) retain any surface expression as earthworks, and even these appear to have been considerably eroded.

The barrows are located within an elongated, ploughed arable field, which is separated from the Greater Cursus by a narrow plantation densely populated with mature mixed woodland. Ordnance Survey mapping indicates that the plantation was established between 1924 and 1939. The plantation, which also extends around the eastern edge of the field containing the barrows, substantially curtails views across the surrounding landscape. The northern edge of the field is bounded by a row of modern semi-detached properties on Fargo Road, which blocks long distance views to the north. The site of the redundant Larkhill Sewage Works lies to the west of the field. (N.B. at the time of the site visits in February/March 2018 the sewage works were in the process of being partially removed).

Setting

Setting makes a moderate contribution to the significance of the group and its component elements. At the time of their construction, the barrows would have been significant upstanding features. Depending on the extent of woodland clearance, their topographical situation would have offered considerable inter-visibility with other contemporary monuments. In the modern day, several factors combine to diminish the ability to perceive this situation, namely:

- the lack of surface expression of several of the barrows, which greatly diminishes their legibility;
- the plantation to the south which segregates the group from the Greater Cursus, and greatly diminishes the ability to appreciate the close contextual / spatial relationships between them. The plantation also blocks inter-visibility with similar monuments clustered at the western end of the Greater Cursus, and other potentially significant visual links, including Stonehenge;
- the houses on Fargo Road, which are a conspicuously modern and visually intrusive element; these also block any views into the wider landscape to the north;
- the plantations and redundant Larkhill Sewage Works which intervene between the group and the landscape to the west, obscuring potential visual associations with the barrows on Durrington Down; and
- the modern agricultural setting within a ploughed field – far removed from the original landscape context of the monuments.

The key surviving views comprise those between the individual monuments within the group, and more general localised east-west vistas along the length of the linear barrow cemetery. As a consequence, the current setting of the monuments does not contribute strongly to their significance. The immediate archaeological setting of the monuments is more significant, though again, below-ground survival within the group's environs would have been compromised by agricultural activities, woodland planting, and housing construction.

Effect of the present A303

The group is entirely screened from the A303 by the plantation immediately to the south. No traffic noise or other impacts are apparent.

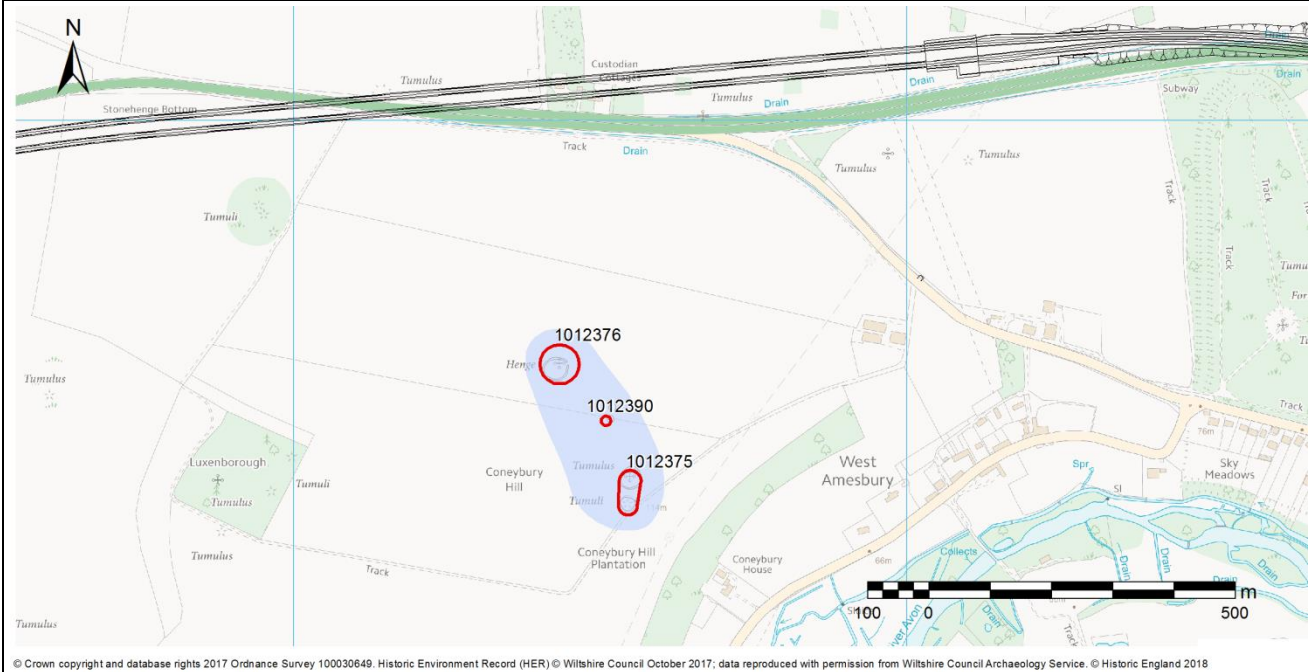
Effect of the Scheme: construction phase – permanent

The group would be entirely screened from the Scheme by the plantation to the south.
The effect of the Scheme would be **Neutral** (derived from No Change to a Very High value asset).

Impacts of the Scheme: operational phase

The effect of the Scheme would be **Neutral** (derived from No Change to a High value asset).

AG29 Coneybury Henge and Associated Monuments



Refer to Viewpoint CH14 (Figure 15)

Constituent elements

NHLE 1012375, 1012376, 1012390
MWI12498, MWI12645, MWI13053, MWI13054, MWI74677

Description

The group comprises a henge and three bowl barrows forming a small group of monuments on Coneybury Hill. A further possible unscheduled barrow is indicated by a ring ditch identified by geophysical survey and is also included. It is unclear whether a similar anomaly represents a mislocation of one of the scheduled examples or a further additional barrow. Of the barrows within the group, two have been levelled by modern cultivation. The third is still upstanding (King Barrow; NHLE 1012375). The group lies on the eastern edge of an area of higher ground forming a continuation of King Barrow Ridge, with the henge monument situated on a slightly south-east facing slope. The land falls to the east and north-east towards the Avon Valley. To the west, the dry valley known as Stonehenge Bottom is visible. The present setting is at the edge of a pasture field, amidst a broader farming landscape of large pasture and arable fields divided by post and wire fences. A trackway runs to the immediate south of the southern-most barrow in the group, while small areas of plantation stand to the west and north-west. Some 75m to the south-east of the group is a line of electricity pylons on the north-east/south-west alignment.

Setting

Setting makes a moderate contribution to the significance of the group and its component elements. The upstanding King Barrow is a prominent feature which is clearly visible from the southern edge of New King Barrows to the north and the Luxenborough barrows to the west. It has intrinsic visual interest and acts as a marker in the landscape for the other elements in the group which lack surface expression. The group setting is preserved archaeologically, but again is not apparent on the ground. In terms of the broader setting, the group is situated on an elevated ridge that offers potential inter-visibility with other monuments. The most readily available views would seem to have been from the north-northwest edge of Coneybury Henge; from here, during the Neolithic and Bronze Age there would have been theoretical views of a number of contemporary and earlier monuments, including several long barrows, Robin Hood's Ball and the Cuckoo Stone, though in reality vegetation may have blocked these views. Due to topography, very limited inter-visibility would have existed between the outer edge of Coneybury Henge and Stonehenge; however, both monuments can be viewed in conjunction from the southern edge of King Barrow Ridge. From the group as a whole, there are views in the direction of the barrow groups at Stonehenge Bottom/ Luxenborough, King Barrow Ridge and Normanton Down barrows, although in each case inter-visibility is partially or completely obscured by woodland. South-easterly views towards the River Avon are also blocked by a large plantation.

Although the compromising effect of modern woodland is noted, the group's visual setting, including inter-visibility with other monuments, contributes to the significance of the group and that of its constituent elements. The key views are as follow:

- from King Barrow Ridge adjacent to the A303, from which both Coneybury Henge and Stonehenge are visible;
- to the north along King Barrow Ridge;
- to the west towards the Stonehenge Bottom/ Luxenborough barrows and to the Normanton Down barrows beyond;
- to the north-west towards Stonehenge.

Effect of the present A303

The A303 runs at a distance of c. 325m from the northern limit of the group. Intermittent trees and shrubs border its route, but traffic is visible and also faintly audible. The position of the A303 impinges on the spatial and visual link between the group and Stonehenge, particularly when viewed from the southern end of King Barrow Ridge. Here visual intrusion, and to a lesser extent traffic noise (the level of which varies according to wind direction), are readily experienced, while the road also creates a physical barrier that severs the landscape.

Effect of the Scheme: construction phase – permanent

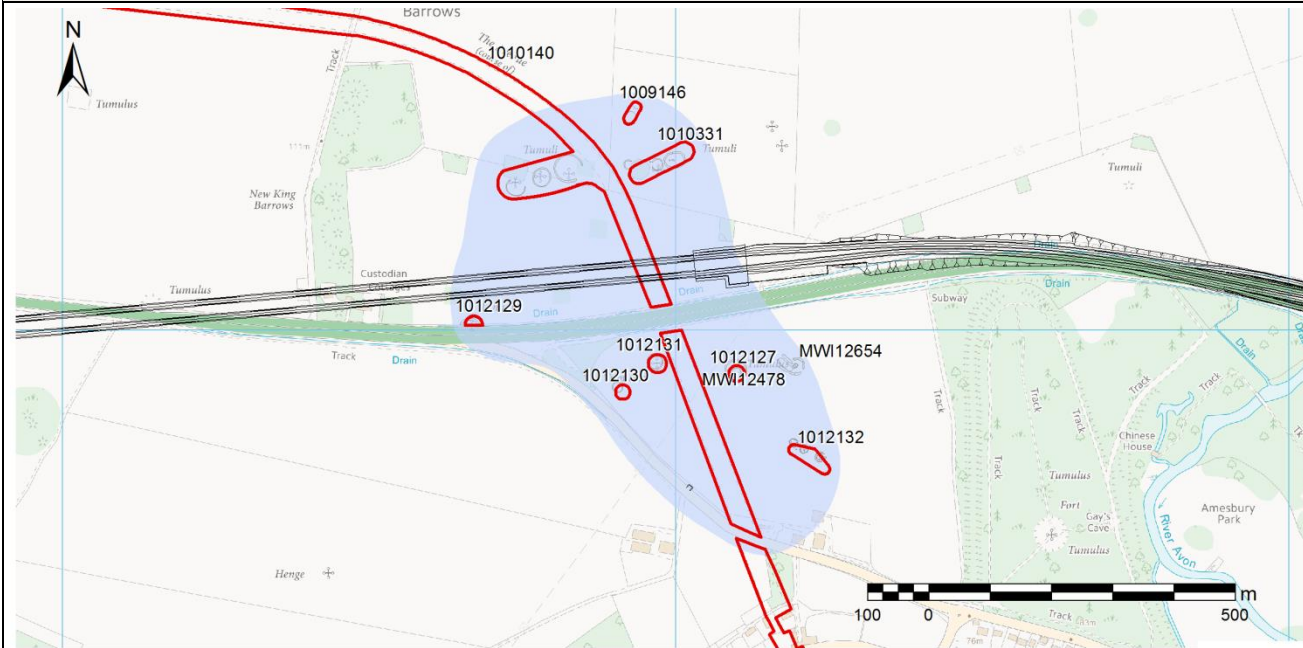
The Scheme would remove the surface road from the landscape north of the group. The eastern portal would lie c. 725m to the north-east – more than doubling the separation between the group and the A303. This would be a marked improvement to the setting, improving the physical and visual linkages between the group and elements to the north and north-west, specifically King Barrow Ridge and Stonehenge. The Scheme would not address other existing negative effects upon setting, particularly the presence of modern plantations.

The effect of the Scheme would be **Large beneficial** (derived from a Minor impact on a Very High value asset).

Assessment of effects: operational phase

The sight and sound of traffic would be greatly reduced, resulting in a positive influence upon the setting. The effect of the Scheme would be **Large beneficial** (derived from a Minor impact on a Very High value asset).

AG30 The Avenue Barrows



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Constituent elements

NHLE 1009146, 1010140, 1010331, 1012127, 1012129, 1012130, 1012131, 1012132
MWI12478, MWI12653, MWI12654, MWI12718, MWI12724, MWI12921, MWI12925, MWI12926, MWI12927, MWI12945,
MWI12953, MWI12954, MWI13052, MWI13055, MWI13056, MWI13127, MWI13147

Description

The Asset Group contains 15 round barrows, incorporated within eight scheduled monuments. In addition, the group contains a non-designated long barrow (MWI12478) and adjoining segmented ring ditch (MWI12654). The earthwork components of most of the monuments within this group have either been levelled, or very substantially reduced in height, such that all lack obvious surface expression. The construction of the A303 led to the partial destruction of the round barrow scheduled as NHLE 1012129. The monuments assigned to the group are situated on a gentle east and south-east facing slope above the valley of the River Avon, to the east of King Barrow Ridge. They are predominantly located within large ploughed arable fields on either side of the A303. However, part of the linear barrow group which is bisected by the Avenue (NHLE 1010331, and part of 1010140), and two other round barrows located slightly to the north (NHLE 1009146), are situated within a parcel of land which has been reverted to grass downland. Small stands of trees known as the 'Nile Clumps' are dispersed amongst the barrows on the northern side of the A303.

Setting

Setting makes a moderate contribution to the significance of the group and its component elements. The monuments within the group lack surface expression and consequently have little intrinsic visual interest. This lack of visibility also obscures the group setting, including with the Avenue; while extant archaeologically and appreciable on mapping, this connection is not legible on the ground. While the group is not particularly prominent, the wider visual connections contribute to its significance. Key views include:

- between the locations of the various monuments within the group;
- towards the locations of the barrows while travelling along the line of the Avenue;
- towards the wooded valley of the River Avon; and
- from the locations of the monuments towards the locations of other contemporary monuments, including the barrows on Countess Farm (AG31) and on King Barrow Ridge (AG26).

Though shrouded by dense tree cover, the conspicuous presence of Vespasian's Camp also provides a sense of time depth, illustrating the continued use of the landscape into late prehistory. The relatively open character of the surrounding landscape to the north of the A303 also aids in the appreciation of the context of the monuments within the wider cultural and natural landscape of the WHS.

There are numerous aspects of the setting of the barrows which detract from the quality of setting and the ability to appreciate their original situation within the broader Stonehenge landscape:

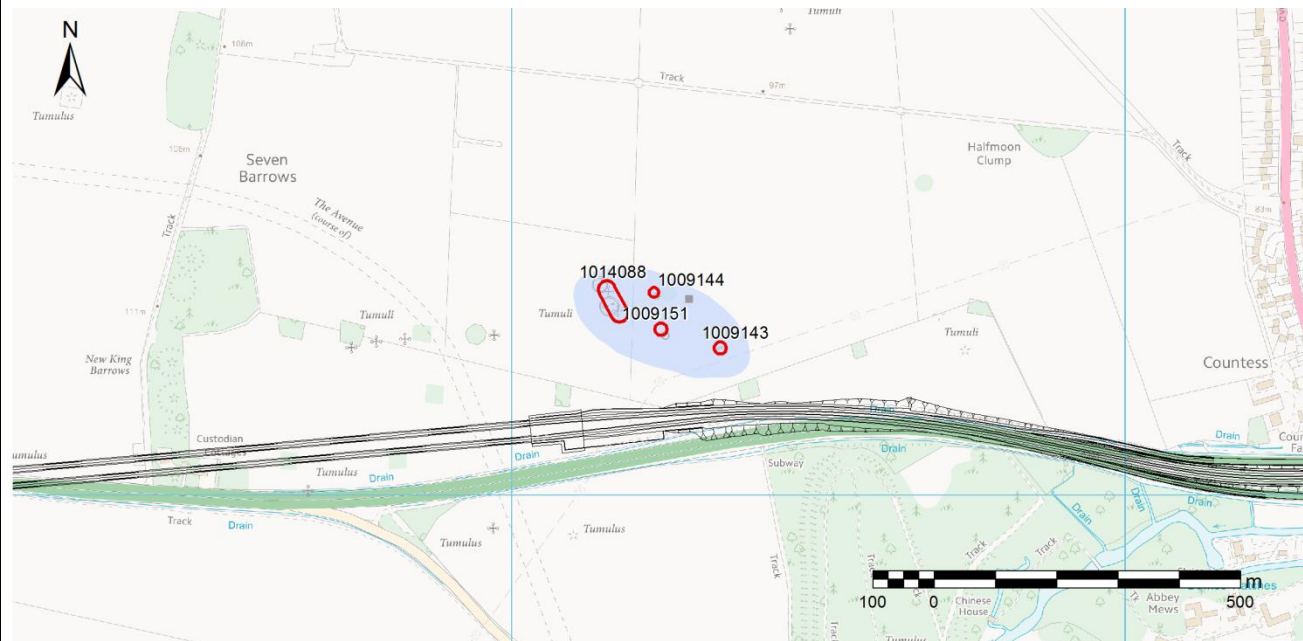
- The lack of prominence/limited surface expression of the monuments within the Asset Group. This reduces their legibility as components of the cultural landscape of the WHS, as well as meaningful associations between them and other aspects of the surrounding landscape. This is accentuated by a similar lack of prominence of other monuments in the locality, including the eastern part of the Avenue (AG27) and the other barrows on land to the north-east and east (AG31). Any inter-connections between the group and these other monuments are imperceptible at ground level.
- The woodland on King Barrow Ridge, which obscures views towards the Old and New King Barrows (AG26) and the eastern end of the Greater Cursus (AG23) – though the topography may always have precluded inter-visibility with these barrows. Other plantations and vegetation restrict inter-visibility across the surrounding landscape, including, for example, views towards Coneybury Hill;
- The inclusion of the barrows within a largely arable landscape, which is anomalous to the original setting. Several of the monuments are isolated from each other by intervening land divisions;
- The built-up area of West Amesbury, which blocks potential views towards the valley of the River Avon (a potential factor in the siting of the monuments); and
- Overhead cables and pylons, which are a conspicuous and intrusive modern presence in the immediate vicinity of the barrows on the southern side of the A303, and in longer distance views across the wider landscape from the northern side of the road.

Effect of the present A303

The A303 is a physical barrier between the northerly and southerly elements of the group, also severing the Avenue around which the barrow cemetery was situated. The road, and the sight and noise of its traffic, are the dominant element in the present setting. Road signage is a further distracting visual element, while roadside vegetation blocks views across the surrounding landscape. As a whole, the presence of the A303 diminishes the ability to appreciate the original setting of the monuments within the group and

AG30 The Avenue Barrows	
	<p>their close contextual and spatial relationships. The embanked section of the A303 to the north-west of Vespasian's Camp has also altered the natural topography, and reduced opportunities to appreciate any associations between the group and the surrounding landscape.</p> <p>Effect of the Scheme: construction phase – permanent</p> <p>The removal of the A303 would have beneficial impacts on the setting of the group. All of the negative aspects of the A303 listed above would be addressed, either completely or in part. The removal of the present surface A303 physically reunites the monuments, though the eastern portal and its approach road would occupy a small part of the area defined for the group. Negative aspects of the current setting not arising from the present A303 would not be addressed.</p> <p>NHLE 1012129. The effect of the Scheme would be Large beneficial (derived from a Moderate impact on a Very High value asset).</p> <p>NHLE 1009146, 1010140, 1010331, 1012127, 1012130, 1012131, 1012132; MWI 12478, 12654. The effect of the Scheme would be Moderate beneficial (derived from a Minor impact on a Very High value asset).</p> <p>Assessment of effects: operational phase</p> <p>The visual and aural impact of the road and traffic would be lessened, though not entirely removed. All of these benefits are tempered by the fact that the monuments' lack of surface expression reduces the importance of their visual setting.</p> <p>The effect of the Scheme would be Moderate beneficial (derived from a Minor impact on a Very High value asset).</p>

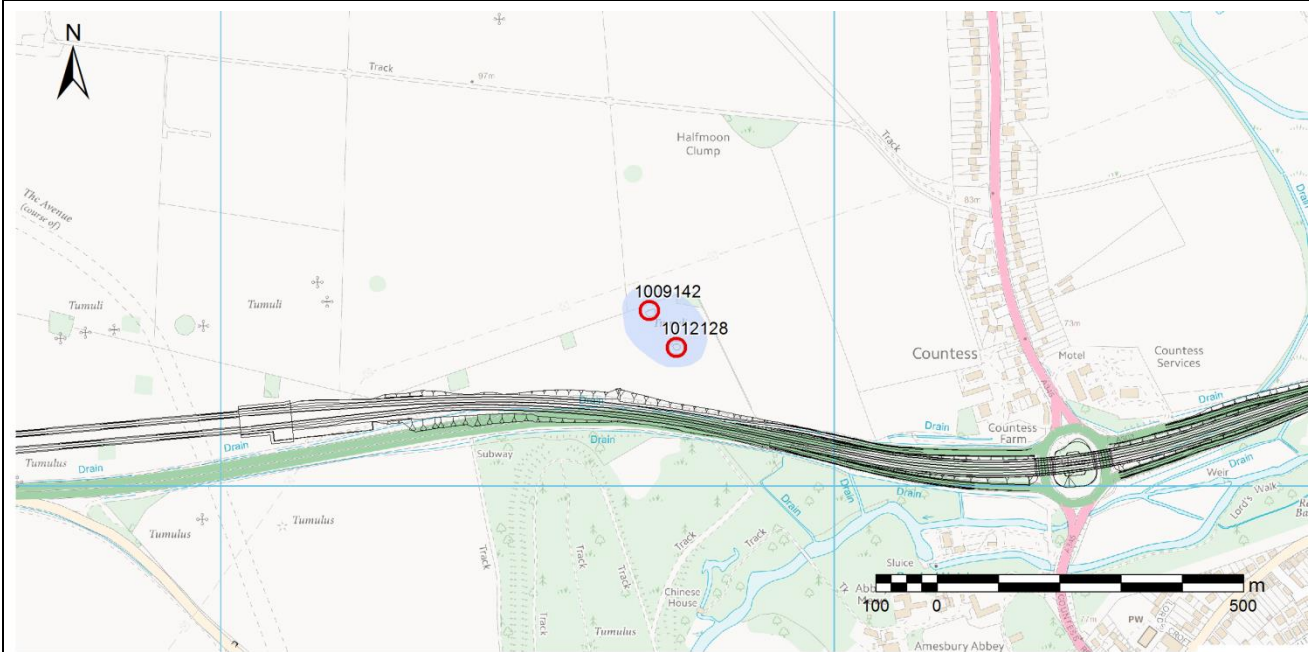
AG31A



AG31B

The Scheme would have a combination of both positive and negative effects. Placing the A303 in tunnel would re-establish the relationship between the barrows in these sub-groups and the Avenue, enhancing their physical and archaeological setting. This constitutes a Minor positive impact.

AG31 Countess Farm Barrows



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AG31C

Refer to Viewpoints CH17 and 18 (Figures 18 and 19)

Conversely, the proposed eastern portal would be located slightly to the north of the existing course of the dualled A303. A short length of canopy would be placed over the top of the eastern portal to assist in concealing the eastern portal, alongside the positioning of the portal within a concealing dry valley. Lighting would be restricted to with the tunnel and would be hooded and directional to minimise light spill from the portal mouth. Nevertheless, the road would continue to be visible from AG31B (south-west) and AG31C (south-east), with views of the Scheme as it heads towards Countess Roundabout. This is assessed as a Minor negative impact.

The overall effect, taking into account the positive and negative changes, would be **Slight adverse** (derived from a Negligible impact on a Very High value asset).

Effect of the Scheme: operational phase

AG31A Countess Farm barrow group (north)

The monuments associated with sub-group AG31A are considered to be too distant from the Scheme for changes to the views and sound of traffic to meaningfully alter their setting.

The effect would be **Neutral** (derived from No Change to a Very High value asset).

AG31B Countess Farm barrow group (south-west)

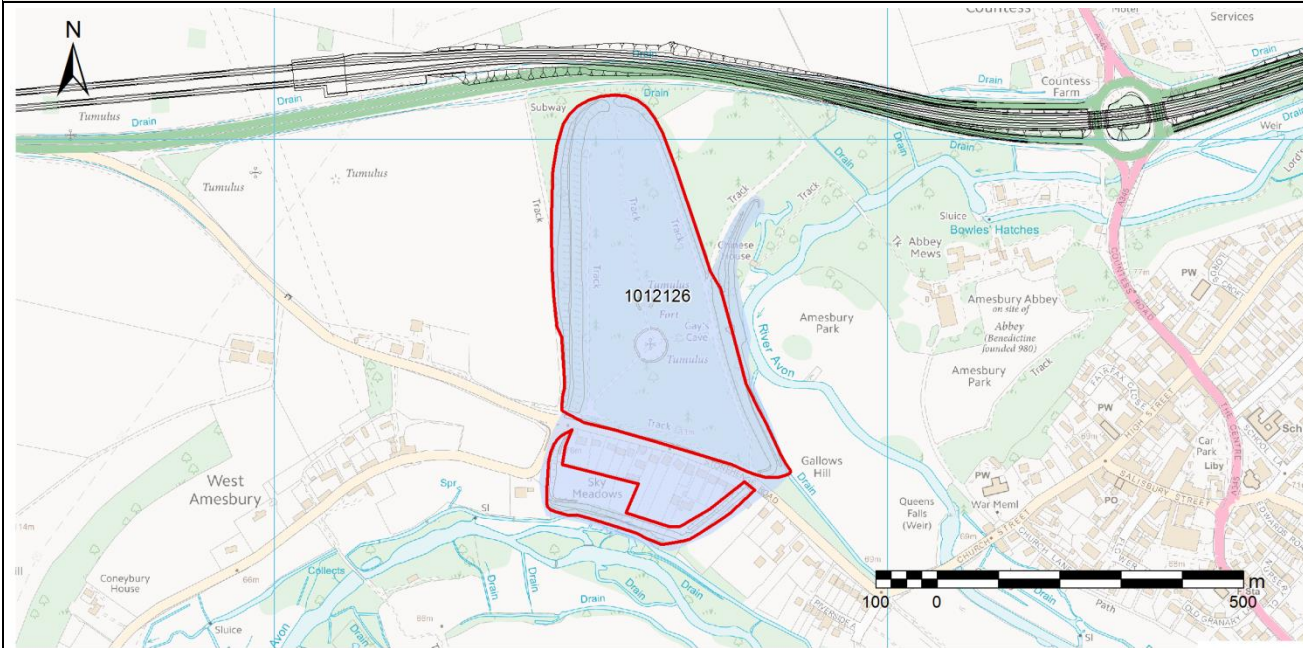
Traffic would continue to be visible and audible from the location of the monuments within the sub-group, potentially to a slightly greater degree than presently.

The effect would be **Slight adverse** (derived from a Negligible impact on a Very High value asset).

AG31C Countess Farm Barrows (south-east)

Traffic would continue to be visible from the location of the monuments within the sub-group, and noise levels would be slightly increased. The effect would be **Slight adverse** (derived from a Negligible impact on a Very High value asset).

AG32 Vespasian's Camp



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Refer to Viewpoint CH19 (Figure 20)

Constituent elements

NHLE 1012126

Description

The group comprises the earthwork and buried remains of an Iron Age hillfort, known as Vespasian's Camp. The hillfort is approximately 730m in overall length from north to south and some 374m wide at the southern end, narrowing to around 100m wide at its northern end. The ditch, up to 10m wide, is present on the north and south-east sides and along most of the west side of the enclosure. Outside the ditch, on the west, is a counterscarp bank. The rampart measures up to 40m wide, and on the west side it stands up to 7.5m above the base of the ditch and up to 2.2m high internally.

The summit of the fort contains a number of features including a mound, rising up to 1m and cut in half by a carriage drive. This is believed to be a barrow. Other elements relate to the hillfort's incorporation into Amesbury Abbey Park in the 18th century, including terraces and the late C18 grotto known as Gay's Cave with its accompanying 'Diamond' of paths.

Most of the site is now subsumed by woodland, probably the result of 19th-century planting. Woodland also envelopes it on its north-western side. The interior of the southern part of the hillfort, south of the Stonehenge Road, was developed with housing during the 20th century.

Setting

The hillfort has intrinsic visual interest, although at ground level the woodland enveloping the monument makes it hard to gain a good sense of its full extent and original form. It is better appreciated in its entirety from the air, while the detail of its earthworks can only be seen in detail at close range within the woodland.

The hillfort occupies a strong defensive and a dominant position at the south end of a prominent spur immediately west of the River Avon at Amesbury. This topographic setting is very much still evident, though compromised by the housing development at its southern end. Again, this is better appreciated from the air and on mapping, than from available viewpoints on the ground.

Group setting is relevant, specifically in terms of the multi-period remains incorporated within the hillfort. Wider relationships would have existed in the past, applying to the prehistoric barrow and contemporary monuments, and between the hillfort and other counterparts in the district (e.g. Yarnbury Camp) and also open settlements such as those on Winterbourne Stoke Down and at Scotland Lodge. Because of the current setting, however, any visual connections between these elements are now impossible to discern. More recent group settings do still exist, namely the relationship of the 18th and 19th-century elements with others belonging to the former Amesbury Abbey Park.

Effect of the present A303

The A303 runs immediately to the north of Vespasian's Camp (c. 25m from the edge of the monument's ramparts and the woodland that envelops them. Due to the ubiquitous tree cover, traffic is visible only at the northern fringe of the group – an inaccessible viewpoint currently; it is not visible from the paths which run slightly further inside the woodland, at distances of 50m and greater from the road. Traffic noise is very apparent in the more northerly parts of the monument, diminishing southwards with distance, the latter retaining a far quieter setting.

Assessment of effects: construction phase – permanent

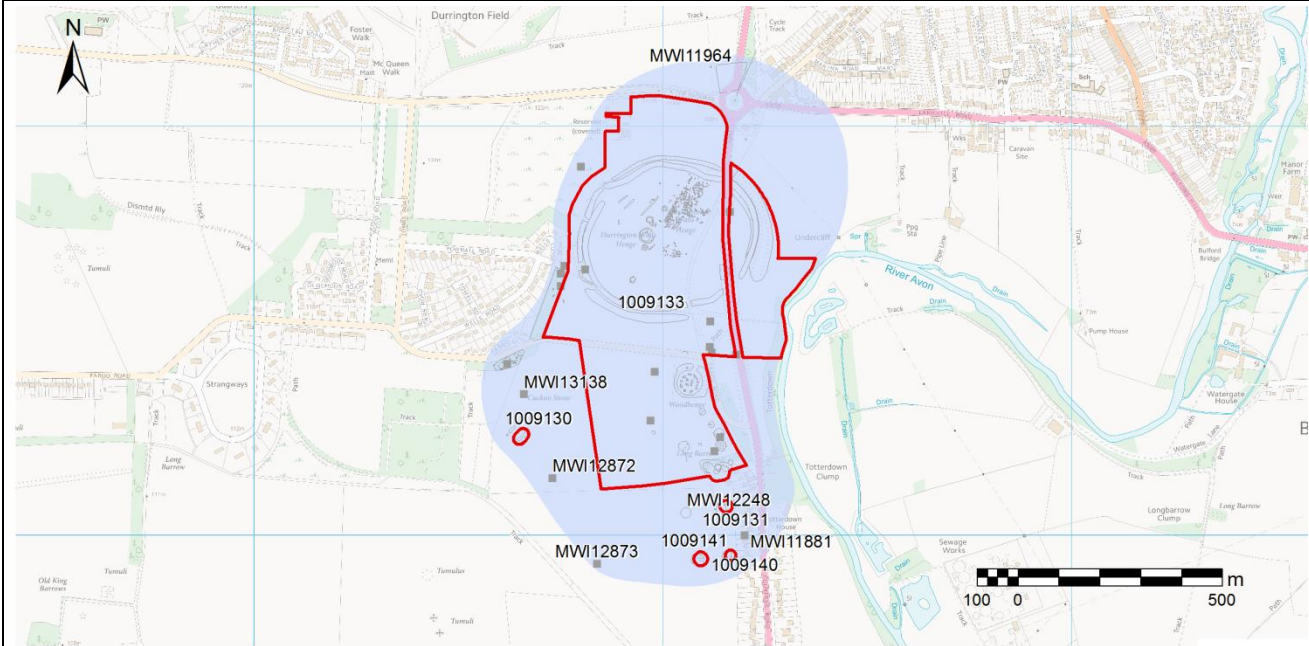
Where it crosses the northern tip of Vespasian's Camp, the Scheme would adopt a nearly identical surface alignment as the present A303. The woodland to the east of the group would preclude any views of the Countess Flyover.

The effect of the Scheme would be **Neutral** (derived from No Change to a Very High value asset).

Impacts of the Scheme: operational phase

Traffic volume and noise – and its perception from within Vespasian's Camp – would remain as per the current baseline. The effect of the Scheme would be **Neutral** (derived from No Change to a Very High value asset).

AG33 Durrington Walls, Woodhenge and Associated Sites



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Refer to Viewpoint CH20 (Figure 21)

Constituent elements

NGLE 1009130, 1009131, 1009133, 1009140, 1009141.

MWI11875, MWI11876, MWI11877, MWI11881, MWI11892, MWI11900, MWI11907, MWI11915, MWI11956, MWI11964, MWI12098, MWI12115, MWI12117, MWI12118, MWI12119, MWI12120, MWI12121, MWI12122, MWI12247, MWI12248, MWI12249, MWI12299, MWI12321, MWI12443, MWI12463, MWI12552, MWI12560, MWI12611, MWI12612, MWI12619, MWI12872, MWI12873, MWI12874, MWI12875, MWI13134, MWI13138, MWI73449, MWI73453, MWI73465, MWI74897

This group draws in a complex array of multi-period archaeological features, incorporated into several separate scheduled monuments.

Within the scheduled monument boundary of NHLE 1009133 and outlined in the list entry are:

- Two henge monuments (MWI11875, MWI11876);
- At least two timber circles within the interior of Durrington Walls and another south of Woodhenge (MWI11900);
- A linear round barrow cemetery to the south of Durrington Walls (MWI12119, MWI12120, MWI12121, MWI12122), including a triple barrow previously identified as a long barrow (MWI11877, MWI12115). A number of later burials were also located in association with one of these barrows (MWI12098). Although not explicitly mentioned in the listing several other possible barrows are recorded in the HER just to the south of Durrington Walls which may also form part of this barrow cemetery (MWI11892, MWI12118, MWI12874, MWI12875, MWI73449, MWI73453, MWI73465);
- A bowl barrow within the interior of Durrington Walls (MWI13134) and another just south of Woodhenge (MWI12117);
- Neolithic (MWI11907) and Iron Age (MWI11956) settlement has been identified within Durrington Walls as well as further Neolithic (MWI12443), Iron Age (MWI12552) and Roman (MWI12560) occupation immediately to the west extending beyond the scheduled area. Further burials have also been located to the west and north-west of Durrington Walls (MWI12611, MWI12612, MWI12619); and
- South of Durrington Walls lies an 'egg shaped' enclosure (MWI11915) along with several rectangular enclosures thought to be an area of Middle Bronze Age settlement.

Additionally:

- Three scheduled bowl barrows are listed as individual scheduled monument within the southern part of the Asset Group which are likely to form further barrows within the southern cemetery (NHLE 1009131, 1009140, 1009141); and
- One scheduled long barrow to the south-west of Durrington Walls (NHLE 1009130).

Outside the scheduled monument areas, additional monuments within the Asset Group comprise:

- A recumbent sarsen stone known as The Cuckoo Stone (MWI13138);
- Three further possible barrows to the south and south-west of Durrington Walls (MWI12872, MWI12873, MWI12248). A further burial was discovered in the 1930s in this area which may also have been another barrow site (MWI11881); and
- An Iron Age enclosure to the north of Durrington Walls known as The Packway Enclosure (MWI11964).

Description

Durrington Walls is one of the largest known henge monuments and contained at least two timber circles within the interior. Entrances lie to the north-west and south-east, the latter overlooking the River Avon. To the south of the main henge is Woodhenge, while a number of further barrows lie to the north. A long barrow lies to the south-west of the main henge along with a recumbent sarsen stone known as the Cuckoo Stone. Boundary stones within the site mark the former War Department boundary. Just to the north of the scheduled monument boundary lies an Iron Age enclosure (The Packway Enclosure; MWI11964) and settlement activity from the Neolithic, Bronze Age, Iron Age and Roman periods has been identified in and around the monument. A number of inhumation graves have also been found around the Durrington complex, although these are largely undated. Recent research at Durrington Walls has identified an avenue extending from the southern circle through the entrance to the south-east and across to the River Avon. Another possible associated route has been located during work associated within the residential expansion of Larkhill Camp.

Woodhenge is a much smaller henge monument containing six concentric rings of post-holes. The monument was in use c.1800 BC. The post rings found within Woodhenge mirror the structures revealed within the larger monument, implying a ceremonial relationship between the two. A further Neolithic post-hole circle has also been identified to the south of Woodhenge suggesting a series of monuments on an approximate north-south axis and potentially associated with the river. To the south-west of the henge is a long barrow included within the same scheduled area, with further round barrows to the south (NHLE 1009131, 1009140, 1009141) and west (NHLE 1009130).

The earthworks of Durrington Walls survive as a upstanding major feature within pasture, albeit reduced by cultivation and bisected by Countess Road; the preceding road is also still present. The road partially occupies the position of the southern and northern circles, while much of the Packway Enclosure lies beneath the modern roundabout. All the barrows have been levelled above ground by ploughing and survive only as below ground features. Woodhenge also has no surface expression, the post

AG33 Durrington Walls, Woodhenge and Associated Sites

positions being indicated by concrete plinths.

The majority of the rest of the group lies within agricultural land, much of it used for arable cultivation. Mature trees line much of the roadside verges and woodland borders the western bank of the River Avon. The monuments occupy higher land overlooking the River Avon to the east. The Salisbury Plain Training Area is immediately to the north and west, while 20th century residential housing lies immediately to the west, with further residential housing along Countess Road at the southern edge of the Asset Group.

Setting

Setting contributes in numerous ways to the significance of the group and its component elements. Durrington Walls is a very substantial upstanding monument with considerable intrinsic visual interest. Woodhenge, by contrast, has no surface expression except for the modern concrete plinths. Of the other elements in the group, only the Cuckoo Stone has surface expression and visual interest. Across all of the individual elements, whether visible or not, archaeological group setting is clearly significant, as are relationships with monuments in the wider landscape. The topographic setting, in particular the relationship to the River Avon, is also important, as confirmed by the recent discovery of a short section of avenue leading from the eastern entrance of Durrington Walls to the river.

Durrington Walls appears to have been an early focus for Neolithic activity, with settlement activity thought to be contemporary with the main construction phase of Stonehenge. The later henge and timber circles are also thought to coincide with the third phase of the development of Stonehenge. As a focus for Neolithic ceremonial activity, there is the possibility that an association with other contemporary monuments may have been significant. In terms of monument inter-visibility, however, views of the group is quite limited. Compared to other components of the late prehistoric landscape, relatively few visual connections would have existed, and in the modern day these are largely compromised due to the levelling of monuments and the presence of modern screening elements.

It has been suggested that inter-visibility between some of the long barrows may have been a significant aspect of their placement and setting. Theoretical visibility has been indicated between the long barrow to the south of Woodhenge, the long barrow at the eastern end of the Greater Cursus and a long barrow south of Bulford within Longbarrow Clump. However, due to modern residential settlement and woodland this inter-visibility is no longer readily apparent.

Although no longer legible due to the levelling of most of the features, views between the barrow group at Durrington Walls and those at Countess Farm may have been significant. However, intervening vegetation and housing, combined with the levelling of most of the barrows, means this connection is no longer apparent. From the northern edge of the Asset Group inter-visibility is likely to have been possible with barrows on the edge of Durrington and near Larkhill Golf Course, but again these monuments no longer have any surviving upstanding earthworks.

The Cuckoo Stone, although now recumbent and slightly moved from its original location, is likely to have been a focal point in the ancient landscape; the interrelationship between these features is still considered significant.

By comparison to other attributes of setting, inter-visibility therefore does not contribute greatly to the group's significance. Key views are confined to the immediate locale and comprise those:

- Between Woodhenge and Durrington Walls.
- Towards the timber circle to the south (no longer clearly legible);
- From the Cuckoo Stone to the east and north-east towards Woodhenge and Durrington Walls;
- From the Cuckoo Stone southwards to the long barrow;
- To the east between Durrington Walls and the Avon Valley (no longer clearly legible); and
- Identified solstitial alignments from Durrington Walls and Woodhenge and along the Durrington Avenue.

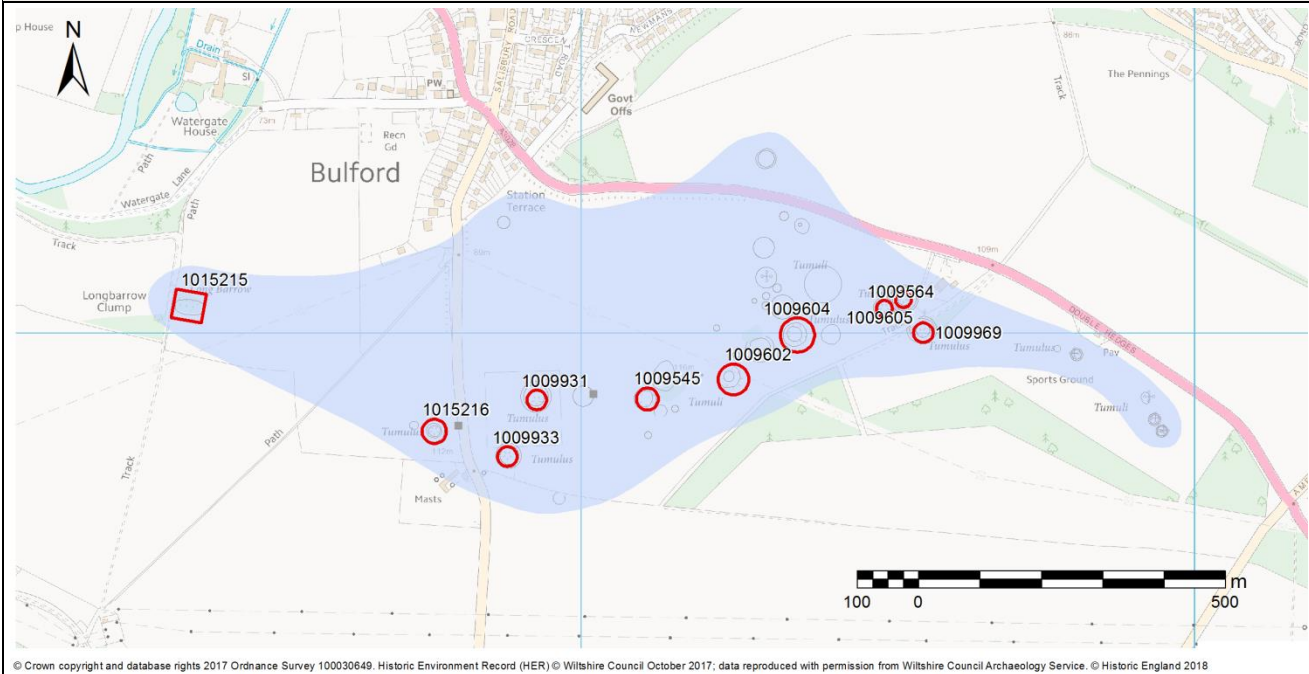
Various aspects of its current setting detract from the quality of setting. Vegetation flanking the A345, as well as the road itself, increase the sense of severance between the two parts of Durrington Walls and prevents easy access between the two areas of the monument. The road also undermines the visual link and association with the River Avon, while introducing traffic noise and visual intrusion adjacent to the road. In addition, although no longer used, the old road through Durrington Walls still visually disrupts the monument. Meanwhile, the encroachment of modern development at the western edge of Durrington Walls and within the south-eastern edge of the asset along Countess Road intrudes into its setting. The modern agricultural landscape within the southern part of the group also detracts from the setting, being anomalous to the original environment, as well as being the cause of the levelling of several of the barrows.

Effect of the present A303

The present A303 lies c. 1.2km south of Woodhenge, and c. 850m from the most southerly element of the group (barrow NHLE 1009140). From all locations within the group, including the key focal elements of Woodhenge and Durrington Walls, traffic on the A303 is an extremely minor, non-intrusive, aspect of the southward view. The section of road that is visible is that to the west of Countess Roundabout, the junction itself being obscured by the intervening topography and by the housing along Countess Road. Traffic noise is derived from Countess Road and the Packway rather than the A303.

AG33 Durrington Walls, Woodhenge and Associated Sites	
	<p>Effect of the Scheme: construction phase – permanent</p> <p>The Scheme would have the same minimal visibility as the present A303. The Scheme would have no impact on the setting of the group or its component elements.</p> <p>The effect of the Scheme would be Neutral (derived from No Change to a Very High value asset).</p> <p>Effect of the Scheme: operational phase</p> <p>Traffic flow and volume on the A303 is predicted to remain comparable to the present baseline, and would be visible to the same extent as presently. Rat running on the A345 and Packway is predicted to reduce, resulting in a small improvement to setting.</p> <p>The effect of the Scheme would be Slight beneficial (derived from a Negligible impact on a Very High value asset).</p> <p>Effect on solstitial alignments</p> <p>The solstitial alignments associated with Durrington Walls, Woodhenge and the Durrington Walls Avenue would be unaffected by the Scheme.</p>

AG34 Bulford Barrows



Constituent elements

NHLE 1009545, 1009564, 1009602, 1009604, 1009605, 1009931, 1009933, 1009969, 1015215, 1015216
MWI11878, MWI11945, MWI12150, MWI12150, MWI12151, MWI12152, MWI12153, MWI12154, MWI12155, MWI12164,
MWI12165, MWI12166, MWI12167, MWI12168, MWI12169, MWI12170, MWI12180, MWI12181, MWI12182, MWI12183,
MWI12241, MWI12250, MWI12251, MWI12281, MWI12282, MWI12283, MWI12294, MWI12304, MWI12305, MWI12346,
MWI12347, MWI72573, MWI73274

Description

The Asset Group is composed of numerous prehistoric monuments, predominantly round barrows, forming a large, albeit dispersed group on the elevated ground to the south of Bulford, east of the River Avon. The group also contains one earlier long barrow. It contains ten scheduled monuments: eight bowl barrows; one bell barrow; and one long barrow. In addition, numerous other known or possible non-designated round barrows, largely identified using remote sensing techniques, are assigned to the group, though more recent origins are plausible (e.g. 20th-century military features). The group also includes the non-designated site of the 'Bulford Torstone', a large sarsen, previously erected as a standing stone, now recumbent, which was once enclosed by a large ring ditch.

Several of the scheduled monuments survive as conspicuous earthwork mounds, including examples located near the former wireless station south of Double Hedges, and others flanking the route of Salisbury Road. In contrast, the non-designated examples assigned to the group retain little if any surface expression.

The monuments are dispersed across a relatively large area of (predominantly) agricultural land, which is under a mixture of pasture and arable cultivation, on the southern edge of Bulford. Several are situated in small areas of uncultivated land covered with grass and scrub vegetation, sometimes containing or located near small stands of trees, and located at the margins of fields. Others are contained entirely within ploughed fields.

The barrows occupy an elevated position, with the land to the south falling across New Barn Down, and rising up again on Earl's Farm Down. As such, the locations of many of the barrows provide panoramic views encompassing a largely rural expanse of pasture and arable land to the south. Views to the north are also relatively open, although topography restricts long distance views from some vantage points within the group.

Setting

The group possesses an archaeological setting, both in terms of intra-group relationships and in a wider landscape context. The upstanding monuments (principally the scheduled monuments) have intrinsic visual interest; this applies less, or not at all, to the other elements of the group with limited or no surface expression. Key views include:

- between the locations of the monuments assigned to the Asset Group;
- encompassing the more prominent members of the Asset Group.
- to the west, towards the River Avon and the interior of the WHS; and
- between the Asset Group and the locations of the barrows dispersed across New Barn Down and Earl Farm Down (AG35).

Aspects of the current setting of the Asset Group which detract from the ability of the observer to appreciate its significance, or its place within the wider Stonehenge landscape include:

- The severing of any visual link with the site of the Bulford Henges;
- The lack of prominence/limited surface expression of several of the monuments within the Asset Group, and many of those within the surrounding landscape, particularly those on Earl's Farm Down and New Barn Down (AG35);
- The presence of conspicuous modern development and visually intrusive elements, particularly the Solstice Park development to the south; and
- The audibly and visually intrusive presence of the A303 and other roads.

Effect of the present A303

The A303 is also clearly visible from the Asset Group, crossing the landscape c. 650m to the south of the nearest monument, and dividing Earl's Farm Down and New Barn Down. Effects of traffic are limited due to the separating distance.

Effect of the Scheme: construction phase – permanent

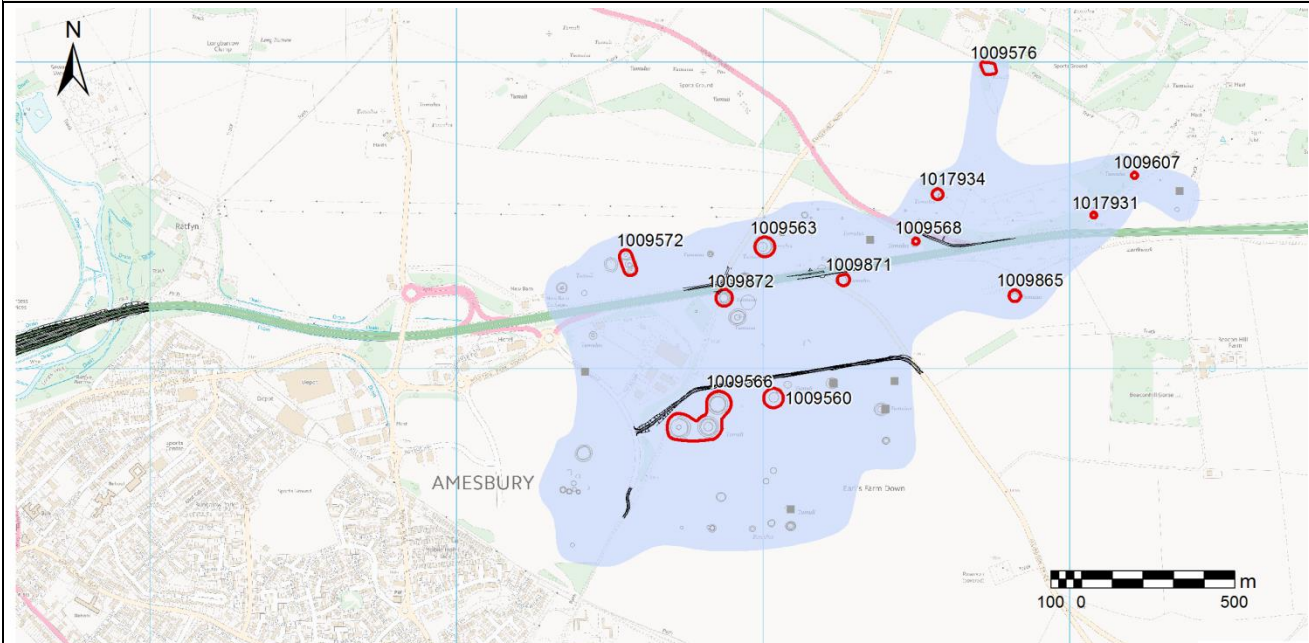
The Scheme would not physically impact on any constituent element of the group, nor would it meaningfully alter the visual setting – the eastern end being mainly confined to works within the existing A303 carriageway and to the stopping up of roads, byways and tracks. The more significant changes around Countess roundabout are too distant to represent a meaningful alteration to the setting.

The effect of the Scheme would be **Neutral** (derived from No Change to a High value asset).

Effect of the Scheme: operational phase

AG34 Bulford Barrows	
	Traffic volume and flow would be unchanged from the present baseline. The effect of the Scheme would be Neutral (derived from No Change to a High value asset).

AG35 Earl's Farm Down and New Barn Down Barrows



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Constituent elements

NHLE 1009560, 1009563, 1009566, 1009568, 1009572, 1009607, 1009865, 1009871, 1009872, 1017931, 1017934
MWI11884, MWI11989, MWI12221, MWI11888, MWI11987, MWI12220, MWI11921, MWI12176, MWI12177, MWI12178, MWI12184, MWI12185, MWI12186, MWI12187, MWI12188, MWI12189, MWI12190, MWI12191, MWI12192, MWI12193, MWI12194, MWI12195, MWI12196, MWI12197, MWI12198, MWI12205, MWI12206, MWI12207, MWI12208, MWI12209, MWI12210, MWI12211, MWI12212, MWI12213, MWI12214, MWI12215, MWI12216, MWI12217, MWI12218, MWI12219, MWI12222, MWI12223, MWI12252, MWI12295, MWI12296, MWI12297, MWI12302, MWI12341, MWI12352, MWI12353, MWI12369, MWI12372, MWI12377, MWI12378, MWI12379, MWI12380, MWI12382, MWI12383, MWI12384, MWI12388, MWI73417, MWI73418

Description

The Asset Group encompasses a large number of scheduled and non-designated round barrows situated on Earl's Farm Down and New Barn Down. The 12 scheduled monuments within the group comprise bell-, bowl-, disc- and round barrows. In addition, numerous non-designated round barrows are assigned to the group: some are slight upstanding monuments, but many others were identified (in some cases tentatively) using remote sensing techniques.

The monuments assigned to the Asset Group are dispersed across agricultural land, which is under a mixture of pasture and arable cultivation. Several are situated in small areas of uncultivated land covered with grass and scrub vegetation, sometimes containing or located near small stands of trees, and located at the margins of fields. Others are entirely within ploughed fields.

The A303 physically divides the group. The monuments are also physically separated by the Allington Track, Amesbury Road and the byway linking them, and by the A3028. Solstice Park is a highly conspicuous element at the western edge of the group, including in the immediate vicinity of some of the larger and better preserved earthworks. Its numerous large buildings also intervene in views from some vantage points towards the rising land on the southern edge of Bulford. MoD Boscombe Down dominates views to the south, towards the location of the other barrow mounds (NHLE 1015225, 1015902, 1018624) around the northern edge of the military airfield, with several large structures silhouetted prominently on the horizon. Although Bulford Camp lies close to the north-eastern edge of the group, the built forms within its interior are largely screened by plantations on its periphery. Other conspicuous modern elements in the setting of the group include sets of pylons and overhead cables, agricultural structures and fencing, and numerous plantations.

Setting

The group possesses an archaeological setting, both in terms of intra-group relationships and in a wider landscape context. The upstanding monuments (principally the scheduled monuments) have intrinsic visual interest; this applies less, or not at all, to the other elements of the group with limited or no surface expression. Key views include:

- those between the locations of the monuments assigned to the Asset Group;
- those encompassing the more prominent members of the Asset Group; and
- between the Asset Group and the locations of the barrows dispersed across the landscape to the south of Bulford (AG34).

Aspects of the current setting of the Asset Group which detract from the ability of the observer to appreciate its significance, or its place within the wider Stonehenge landscape include:

- the lack of prominence/limited surface expression of several of the monuments within the Asset Group, and many of those within the surrounding landscape, particularly those to the south of Bulford (AG34);
- the presence of conspicuous modern development and visually intrusive elements, particularly the Solstice Park development and MoD Boscombe Down, which also intrude in/ block views towards other associated/similar monuments, and potentially significant aspects of the natural landscape to the north, south and west; and
- the A303 and other roads, which impose a visually and audibly intrusive presence, and restrict inter-visibility between the monuments within the group and others in the surrounding landscape.

Effect of the present A303

The A303 physically divides the group and is a visually and audibly prominent presence within its setting.

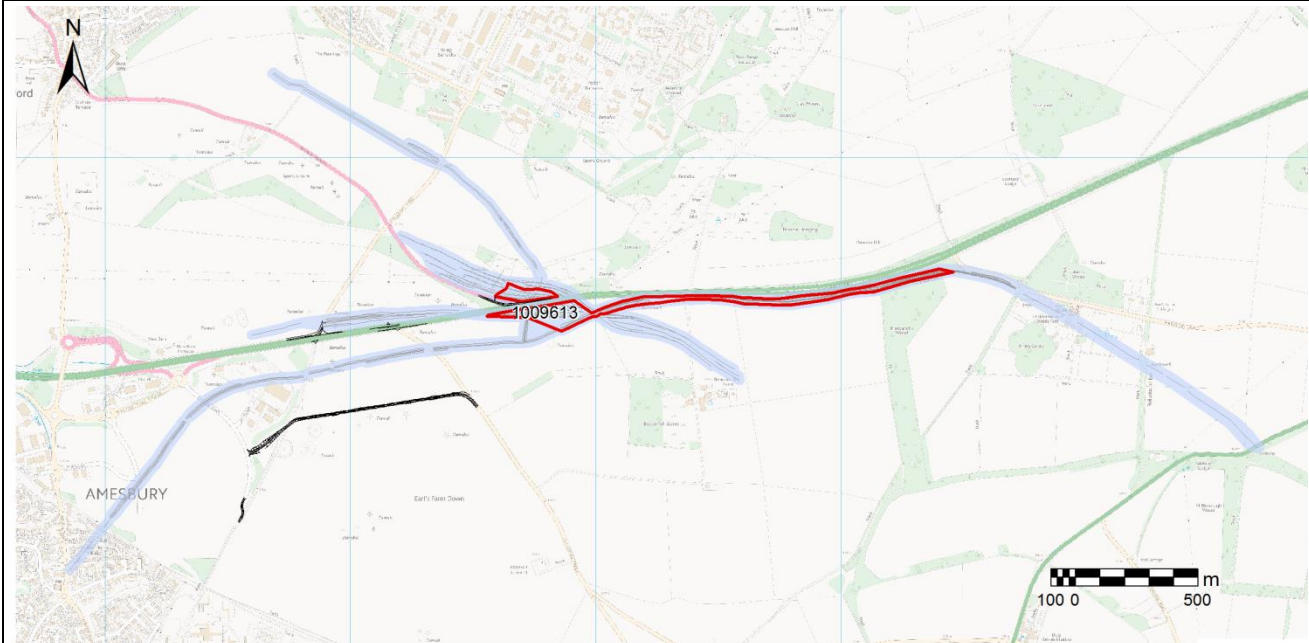
Effect of the Scheme: construction phase – permanent

The Scheme would not physically impact on any constituent element of the group, being mainly confined to works within the existing A303 carriageway and to the stopping up of roads, byways and tracks. The only newly-constructed element would be the realigned link between Allington track and Amesbury Road. This realignment removes the existing track from the scheduled area of NHLE 1009566 and places it a small distance to the north-west; the track to be removed would be returned to grass. This represents an improvement to the setting of this monument.

The effect of the Scheme on NHLE 1009566 would be **Slight beneficial** (derived from a Minor impact on a High value asset). The effect of the Scheme for all other elements of the group would be **Neutral** (derived from No Change to a High value asset).

AG35 Earl's Farm Down and New Barn Down Barrows	
	<p>Effect of the Scheme: operational phase</p> <p>Traffic volume and flow would be unchanged from the present baseline.</p> <p>The effect of the Scheme would be Neutral (derived from No Change to a High value asset).</p>

AG36 Trackways and Linear Features South of Bulford Camp



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Constituent elements

NHLE 1009613
MWI12258, MWI12260, MWI12311

Description

The Asset Group contains linear boundary features (alternatively interpreted as trackways) of probable Late Prehistoric/Roman date, and numerous undated incised trackways, possibly of medieval or later origin. Parts of these features are designated as a single scheduled monument NHLE 1009613. The scheduling covers those sections which are better preserved as earthworks.

The scheduled section occupies uncultivated land which is under a mixture of rough grassland, scrub vegetation, and roadside tree planting. The non-designated elements are largely within ploughed arable fields; they retain little or no surface expression and are largely known only from remote sensing techniques. The western end of the longer of the two linear boundaries (MWI12260) has been destroyed by the development of Solstice Park.

Bulford Camp is located to the north, although screening plantations around its periphery conceal much of the built environment within its interior. Amesbury and the Solstice Park business park are a more visually prominent modern presence, albeit located some distance from the scheduled sections of the Asset Group.

Setting

The elements of the Asset Group form a coherent whole, having group setting. The above- and below-ground survival of these features, extending over a considerable area and placed in a wider landscape of Late Prehistoric - Roman field systems and other linear boundaries, constitutes an archaeological setting. The surviving earthwork components also possess intrinsic visual interest. This said, much of the group is hard to discern because of the lack of surface expression, and because of the difficulty of finding suitable vantage points in the landscape from which they can be viewed. The landscape context, and relationships with contemporary features are also obscured for the same reasons: the extensive network of field systems and other large scale land divisions, for example, are now largely recognisable only via remote sensing techniques.

Effect of the present A303

The A303 physically divides the area defined for the Asset Group as a whole. It severs the course of the trackways, including the elements which have been scheduled. The A303 is the most conspicuous modern element in the setting of the group.

Effect of the Scheme: construction phase – permanent

The Scheme would not physically impact on the group, being confined to works within the existing A303 carriageway and to the stopping up of roads, byways and tracks. None of these would alter the visual environment in any way that would meaningfully impact upon the setting of the group or its constituent elements.

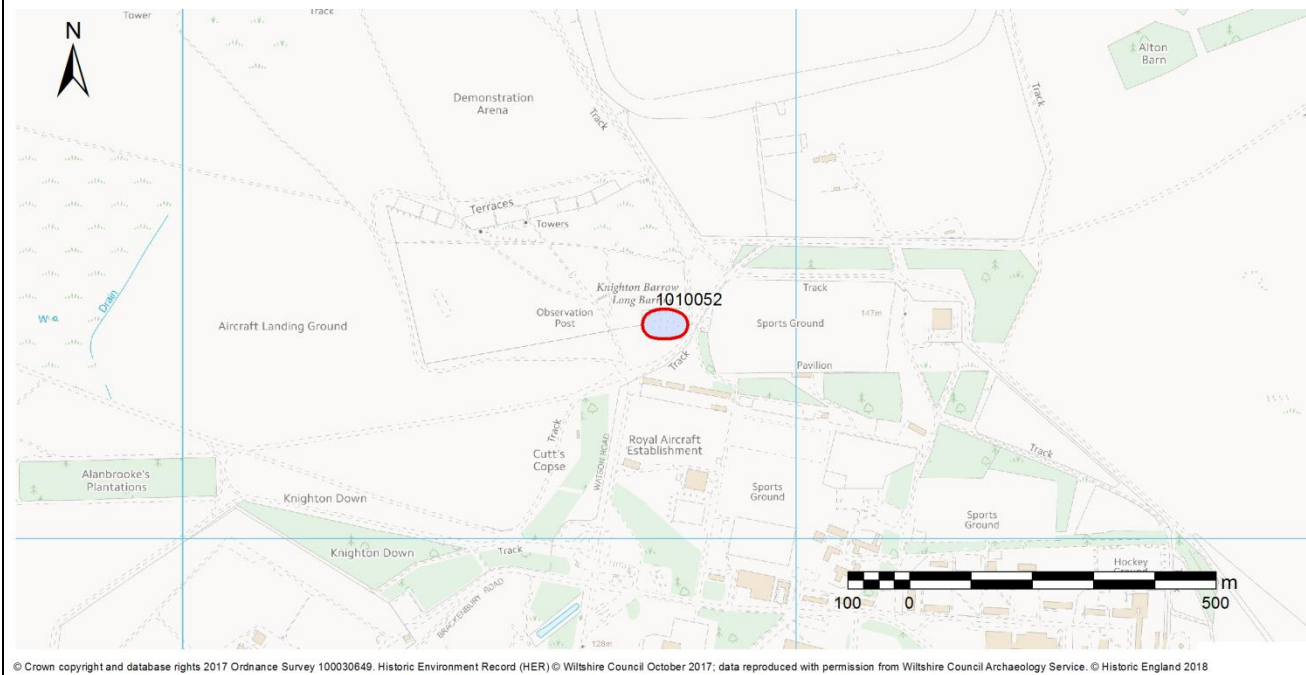
The effect of the Scheme would be **Neutral** (derived from No Change to a High value asset).

Effect of the Scheme: operational phase

Traffic volume and flow would be unchanged from the present baseline.

The effect of the Scheme would be **Neutral** (derived from No Change to a High value asset).

AG37 Knighton Long Barrow



Constituent elements

NHLE 1010052

Description

Knighton long barrow is a large and well preserved example of its type. It is comprised of a substantial upstanding east-west orientated mound, measuring approximately 60m long by 20m wide. The mound is flanked by partially infilled, but nevertheless well-defined ditches. An Ordnance Survey triangulation station surmounts the top of the mound.

Knighton long barrow is one of several examples of this form of early Neolithic monument in the area to the north of the WHS boundary. It is situated immediately outside of the northern perimeter fence of Larkhill Camp, within a large expanse of unimproved grassland forming part of the MOD training estates on Salisbury Plain. It occupies a prominent position at one of the highest points in the surrounding landscape and thus commands panoramic views in all directions, except where these are blocked by plantations and the intervening presence of Larkhill Camp.

The barrow is surrounded by military access roads, and by the built edge of Larkhill Camp to the south and east. Much of the interior of the military camp and the landscape beyond is screened from the location of the long barrow by tree cover and the structures located closest to it. Several lighting and security camera masts are visible on the skyline, above the roofs of these buildings. The military camp also renders the distant presence of the existing A303 and other roads in the surrounding landscape barely, if at all, perceptible from the location of the monument.

Setting

Setting makes a moderate contribution to the significance of the asset. The monument has intrinsic visual interest, a legible topographic setting, and an archaeological setting within the wider landscape.

Knighton long barrow shares inter-visibility with locations of several other scheduled monuments located to the north-west. These include the Robin Hood's Ball causewayed enclosure (NHLE 1009593), a long barrow (NHLE 1009600), three round barrows (NHLE 1009569, 1009597 and 1009599) and a later enclosure (NHLE 1009511), all of which are assigned to Asset Group 14. The sites of three other long barrows (NHLE 1009516, 1009520 and 1010091) and a round barrow (NHLE 1009522), all of which are located north-east of Robin Hood's Ball, also share inter-visibility with Knighton long barrow. Although now screened from view by the presence of Larkhill Camp, the Knighton long barrow may have had associations with the Larkhill Camp Long Barrow (AG38) and the recently discovered Larkhill Causewayed Enclosure to the east (AG39). It has been tentatively suggested that the Larkhill causewayed enclosure may be the 'focal point' for both of these long barrows.

The prominent mound of Knighton long barrow is clearly visible against the backdrop of the screening plantations around the northern perimeter of Larkhill Camp, when viewed from the locations of these other monuments. However, several of the monuments cannot be easily identified in the opposing views from Knighton long barrow, due to their limited surface expression. Key views comprise those between the Knighton long barrow and the locations of the Robin Hood's Ball causewayed enclosure (AG14) and the other long barrows and round barrows within the surrounding landscape to the north-west.

Effect of the present A303

The A303 is distant and not intrusive.

Effect of the Scheme: construction phase – permanent

There would be no impacts arising from the permanent presence of the Scheme.

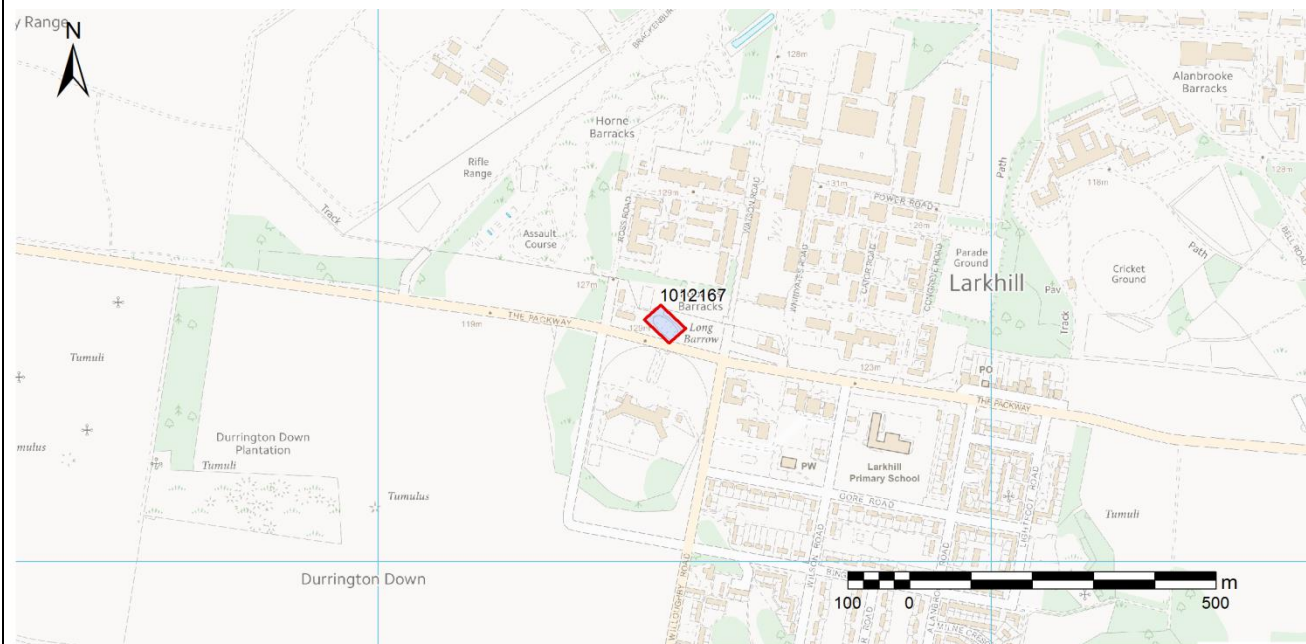
The effect of the Scheme would be **Neutral** (derived from No Change to a Very High value asset).

Effect of the Scheme: operational phase

There would be no impacts arising from the operation of the Scheme.

The effect of the Scheme would be **Neutral** (derived from No Change to a Very High value asset).

AG38 Larkhill Camp Long Barrow



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Constituent elements

NHLE 1012167; MWI12435

Description

The Asset Group contains a single scheduled early Neolithic long barrow. It is located within Larkhill Camp, immediately to the north of the Packway, which marks the northern boundary of the WHS.

The Larkhill Camp long barrow appears to have been disturbed, and reduced in height, presumably as a result of historical ploughing and early military activity. Nevertheless, it remains evident above ground as a low, north-west to south-east aligned earthwork mound some 46m in length and 16m in width. The NHLE entry indicates that the mound is up to 1.1m high, although it now appears somewhat less pronounced than this. The entry also states that the mound is flanked along its long axis by the vestiges of now in-filled ditches up to 7m in width, although these are difficult to discern at ground level.

The barrow is situated in the centre of a small rectangular parcel of land, laid to grass, immediately north of the Packway and to the south of Horne Barracks. A recently constructed car park is located immediately to the east of the monument. The grassed area surrounding the long barrow provides a modest degree of separation from the surrounding military facility, and prevents the monument from being subsumed by it. The turfed area containing the long barrow is bisected from east to west by a security fence. A fenced sports pitch is situated immediately beyond the security fence to the north-west of the monument. Two small brick built structures housing the Pass Office occupy the western edge of the turfed area at the Ross Road entrance to the camp. A parade ground lies immediately north of the turfed area, beyond which is a group of accommodation blocks. A number of technical buildings are located to the north-east. Immediately south of the long barrow is an Officers Mess, which is enclosed and largely screened within its wooded grounds.

Setting

Setting makes a low contribution to the significance of the asset. Its setting is dominated by the surrounding presence of the military facility. It has limited intrinsic visual interest, and any archaeological setting would have been badly compromised by the construction of Larkhill Camp.

Visual and spatial associations may originally have included those with the Robin Hood's Ball causewayed enclosure (AG14), other visible long barrows including those to the north such as Knighton Long Barrow (AG37) and north-west, and on lower-lying land to the south. It is tentatively suggested that the recently discovered causewayed enclosure at the eastern edge of Larkhill Camp (AG39) may have formed the 'focal point' for the long barrow, as well as the Knighton Long Barrow (AG37).

Sporadic amenity planting around the periphery of the turfed area provides a very limited degree of screening of the surrounding military camp, but at the same time this planting, combined with the surrounding buildings, preclude long distance views across the wider landscape, including into the interior of the WHS to the south. No historically authentic views survive; the only significant view is that obtained towards the long barrow whilst travelling along the Packway, from which the form and general position of the monument can be appreciated.

Effect of the present A303

The A303 lies c.2.3km to the south of the group and is masked from it by the intervening topography. No traffic noise from the A303 is apparent (though much is derived from the Packway).

Effect of the Scheme: construction phase – permanent

There would be no impacts arising from the permanent presence of the Scheme.

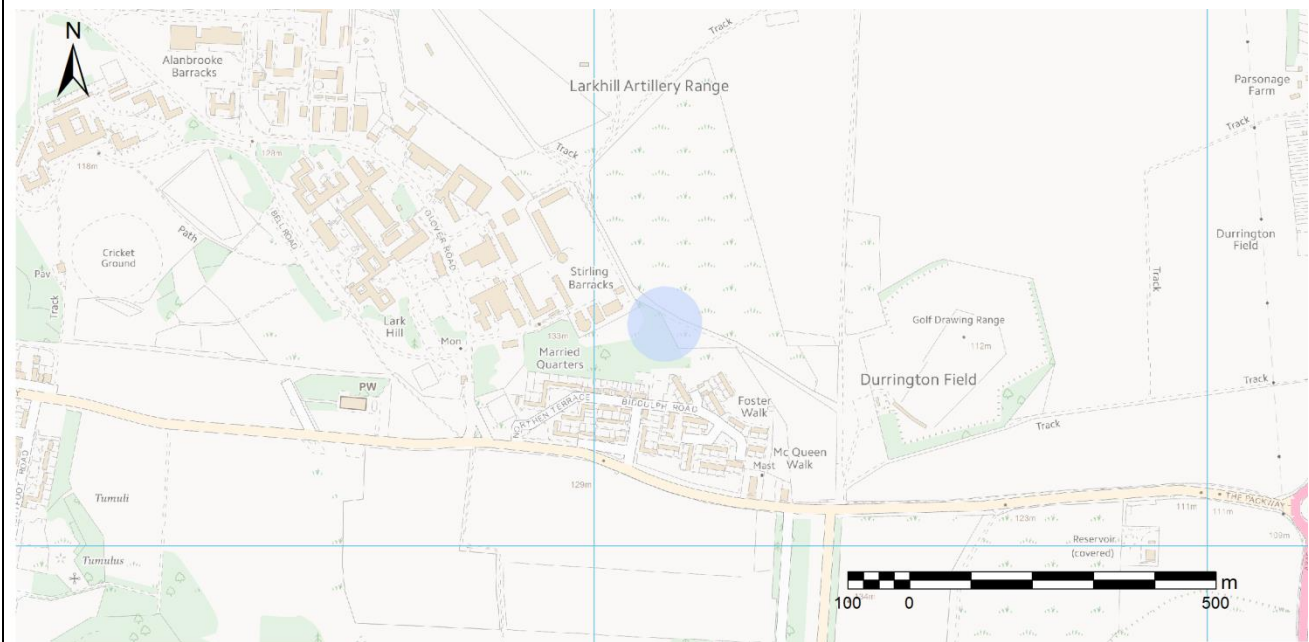
The effect of the Scheme would be **Neutral** (derived from No Change to a Very High value asset).

Effect of the Scheme: operational phase

There would be no impacts arising from the operation of the Scheme.

The effect of the Scheme would be **Neutral** (derived from No Change to a Very High value asset).

AG39 Larkhill Causewayed Enclosure



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Constituent elements

n/a (no NHLE or WSHER reference assigned)

Description

The group comprises the site of a non-designated Early Neolithic causewayed enclosure which was discovered in early 2017 at the eastern edge of Larkhill Camp, outside of the boundary of the WHS.

The site was partially excavated during a programme of archaeological investigations carried out for the Defence Infrastructure Organisation ahead of development for the Army Basing Programme. The results of the excavation have yet to be fully analysed and published, although a brief summary has been presented by the excavators.

The excavation uncovered a series of seven ditch segments, of varying length, width and depth, forming 117m of the north-eastern arc of the enclosure. The remainder of the enclosure, which was projected to have a diameter of c.210m, extended beyond the edge of the excavation, into the area now occupied by Larkhill Camp. A particularly wide causeway of 13.5m separated the two easternmost ditch segments, and may have formed an entrance to the enclosure.

Setting

Setting makes a very low contribution to the significance of the asset.

The excavated part of the Larkhill causewayed enclosure, which has effectively been destroyed in the process of investigation, was located within the development site which would eventually provide a substantial expansion to the accommodation for services personnel stationed at Larkhill. The un-investigated remainder of the enclosure can be projected to extend beneath a block of woodland within the eastern part of Larkhill Camp, to the north of army residences on Biddulph Road and south-east of a group of large buildings forming part of the military facility.

Views from the location of the causewayed enclosure across the surrounding landscape are substantially restricted by woodland and intervening development. Once completed, the new development on the eastern edge of Larkhill Camp will further restrict views to the north, north-east and east of the site of the causewayed enclosure.

It is likely that the Larkhill causewayed enclosure was a major focus of activity in the early Neolithic landscape, and may have played a role in the subsequent development of the area. However, any meaningful relationships that the enclosure may have had with the surrounding landscape are now difficult to perceive within its current setting, which is dominated by the surrounding presence of Larkhill Camp and the new development site on its eastern edge. No trace of the enclosure remains evident above ground, which further limits the ability to appreciate its form, context and associations. In addition, views from and towards the location of the enclosure are substantially occluded by intervening trees and development.

Effect of the present A303

The A303 is distant and not intrusive.

Effect of the Scheme: construction phase – permanent

There would be no impacts arising from the permanent presence of the Scheme.

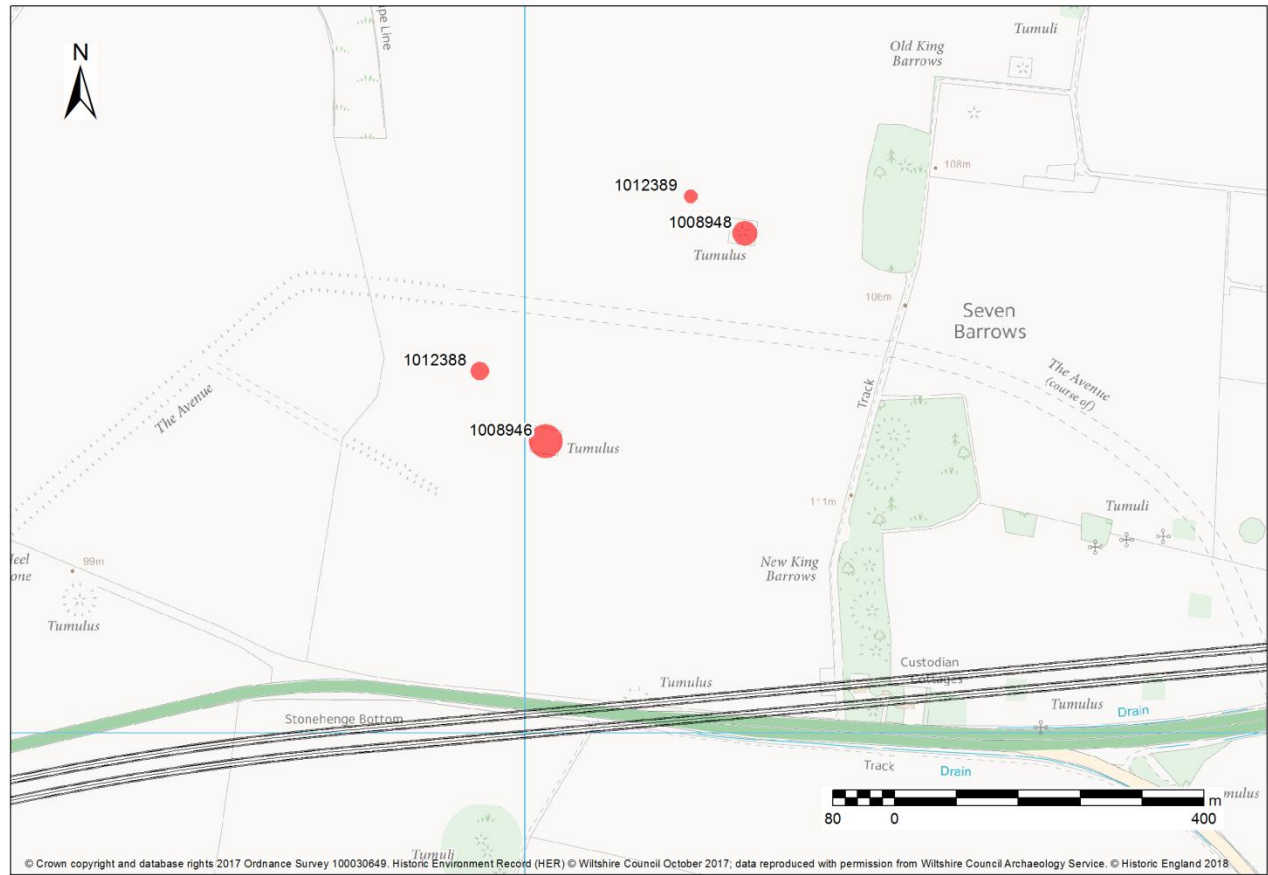
The effect of the Scheme would be **Neutral** (derived from No Change to a Very High value asset).

Effect of the Scheme: operational phase

There would be no impacts arising from the operation of the Scheme.

The effect of the Scheme would be **Neutral** (derived from No Change to a Very High value asset).

Bowl barrows west and north of King Barrow ridge



Constituent elements

NHLE 1008946, 1008948, 1012388, 1012389

Description

A series of barrows are located west and north of King Barrow ridge. All lie at a similar elevation and alignment along King Barrow Ridge, two to the north of the Avenue, and two to the south. They comprise:

- Bowl barrow 400m west of New King Barrows (NHLE 1008946) - A bowl barrow, known as Amesbury 40, which is situated some 400m west of the New King Barrow cemetery and 130m south of the Avenue. It occupies a west-facing slope with views across Stonehenge, The Avenue and the Cursus. The barrow survives above ground as an irregular mound c.17m across and 0.8m high, placed on a platform or earlier phase mound measuring 25m in diameter and 0.7m high, leaving a 2m berm.
- Bowl barrow 100m north of The Avenue and west of Old King Barrows (NHLE 1008948) - The monument includes a bowl barrow occupying a west-facing slope with views across Stonehenge, The Avenue and The Cursus. The barrow has a mound 0.9m high, which is slightly oval in shape, the result of some disturbance by ploughing. The visible mound now measures 17m north to south, and 22m east to west. Surrounding the mound is an infilled ditch.
- Bowl barrow 500m WNW of New King Barrows north of the A303 (NHLE 1012388) - A levelled barrow situated some 50m south of the Avenue, occupying a west facing slope with views across Stonehenge, The Avenue and the Cursus. The monument is now difficult to identify on the ground, although it has been identified as a circular feature on aerial photographs, from which the overall diameter of the barrow is calculated to be 17m.
- Bowl barrow 220m west of Old King Barrows north of the A303 (NHLE 1012389) - The monument includes a levelled bowl barrow which occupies a west facing slope with views across Stonehenge, The Avenue and the Cursus. The barrow mound is now difficult to identify on the ground. However, the ditch which surrounds the mound, from which material was quarried during its construction, is visible on aerial photographs from which the overall diameter of the barrow is calculated to be 12m.

Setting

Setting makes a moderate contribution to the significance of the assets. Two of the barrows (NHLE 1008946, 1008948) remain upstanding and have intrinsic visual interest. The location of each is inter-visible with the King Barrows, and they have a clear spatial relationship with the Avenue.

Effect of the present A303

The existing A303 physically severs the monuments from the wider prehistoric funerary and ceremonial landscape to the south, including Coneybury Hill and associated monuments, and provides a dynamic, distracting backdrop to views.

Effect of the Scheme: construction phase – permanent

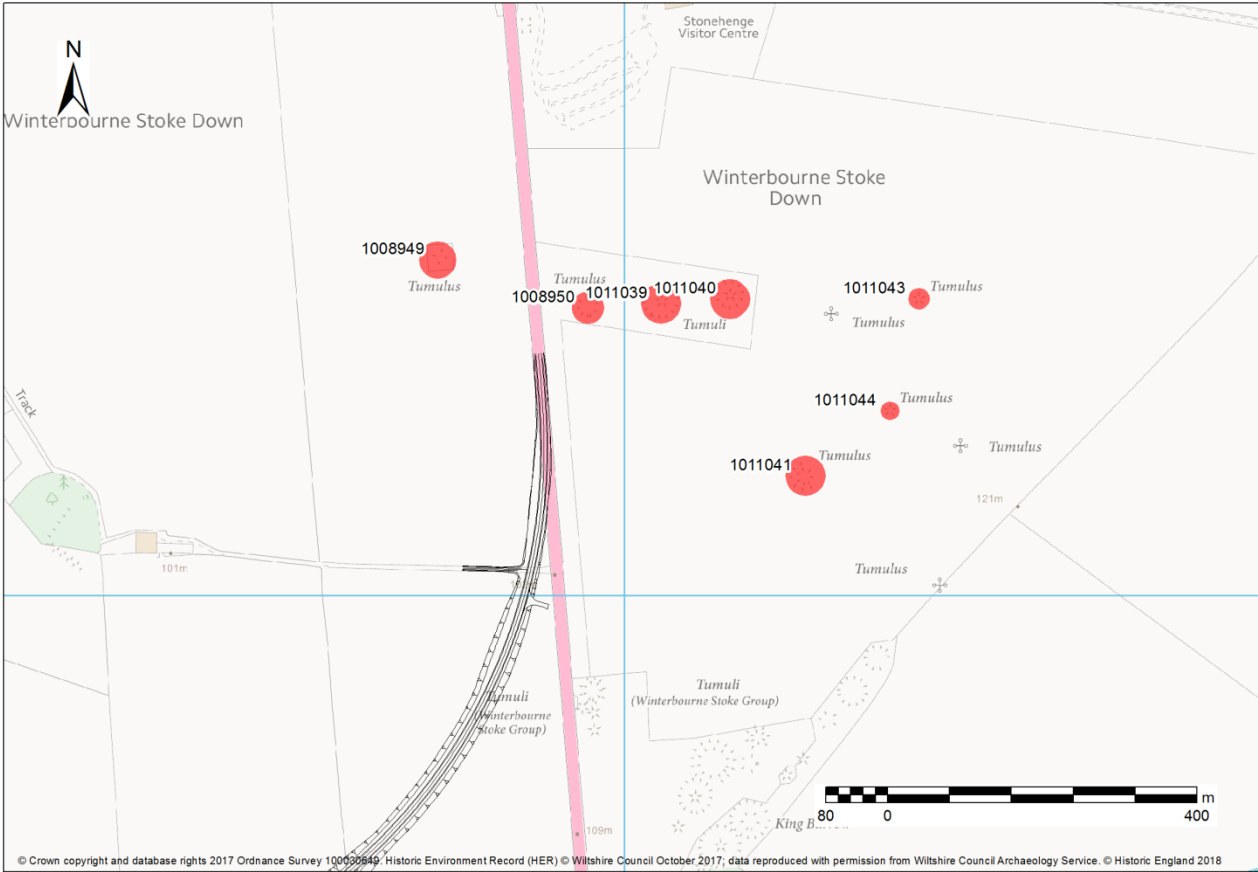
The removal of the A303 from the central part of the WHS would physically reconnect King Barrow Ridge with the landscape to the south. It would radically improve views of, from and including these outlying assets of the main King Barrows group. Due to intervening woodland, including that immediately around new King Barrows, the eastern portal would not be visible, nor would the Countess Flyover. Both physically and visually, the setting would be markedly improved.

The effect of the Scheme would be **Large beneficial** (derived from a Moderate impact on a Very High value asset).

Effect of the Scheme: operational phase

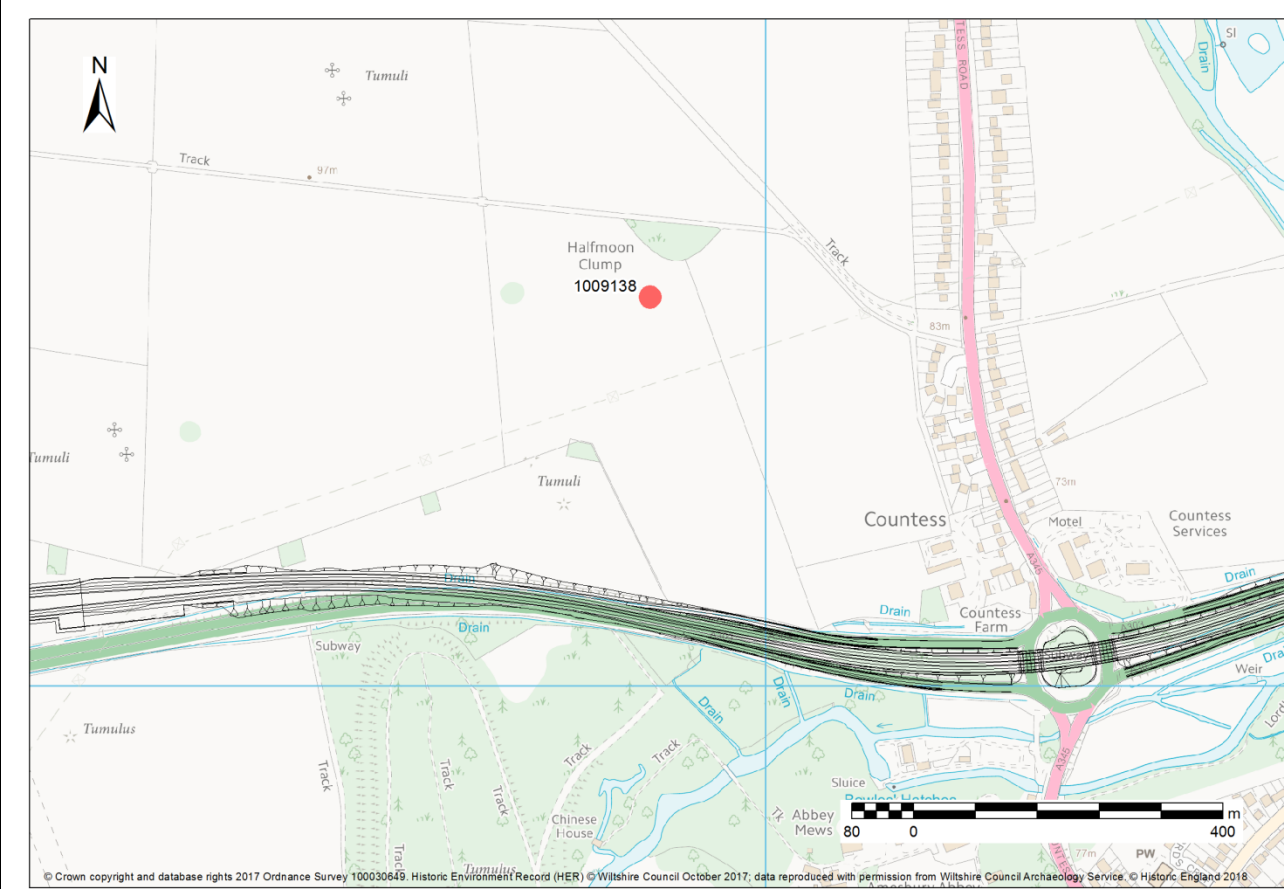
The Scheme places traffic within tunnel, removing it from view and removing traffic noise from the setting.

The effect of the Scheme would be **Large beneficial** (derived from a Moderate impact on a Very High value asset).

Barrows on Winterbourne Stoke Down	
	<p>Constituent elements</p> <p>NHLE 1008949, 1008950 1011039, 1011040, 1011041, 1011043, 1011044</p> <p>Description</p> <p>A series of barrows are located on Winterbourne Stoke Down, north of AG12 Winterbourne Stoke Crossroads Barrow Group and south of Airmen's Corner. These barrows straddle the WHS boundary. Their present location is within agricultural land; NHLE 1008950, 1011039 and 1011040 are in a fenced area not subject to cultivation, while on the opposite side of the A360 NHLE 1008949 also occupies a small square of uncultivated ground. They comprise:</p> <ul style="list-style-type: none">• Bowl barrow 450m SSW of Airmen's Corner on Winterbourne Stoke Down (NHLE 1008949) - Bowl barrow 450m SSW of Airmen's Corner. It occupies a high plateau with views westwards across the Till valley and east towards Stonehenge. The barrow has a mound which stands to 1.1m high and has a diameter of 33m. Surrounding the barrow mound is a ditch from which material was quarried during the construction of the monument. This has become infilled over the years but survives as a buried feature c.4.5m wide.• Bowl barrow 550m south of Airmen's Corner on Winterbourne Stoke Down (NHLE 1008950) - Ditched bowl barrow north of the Winterbourne Stoke Barrow cemetery. It occupies a high plateau with views westwards across the Till valley and east to Stonehenge. The barrow has a mound 0.9m high and 25m in diameter surrounded by a shallow ditch 5m wide from which material was quarried during the construction of the monument. This has been largely infilled over the years but survives as a slight earthwork.• Bell barrow 450m south of A344 on Winterbourne Stoke Down (NHLE 1011039) - Bell barrow situated on the summit of a broad ridge on Winterbourne Stoke Down, with views south east to the Winterbourne Stoke Crossroads round barrow cemetery. The barrow mound is 25m in diameter and c.3m high and is surrounded by a berm c.6.5m wide. The mound and berm are surrounded by a ditch from which material was quarried during the barrow's construction. This survives as a slight earthwork 0.3m deep and 4.5m wide giving the bell barrow an overall diameter of 47m.• Bowl barrow 600m south of A344 on Winterbourne Stoke Down (NHLE 1011040) - Bowl barrow situated on the summit of a broad ridge on Winterbourne Stoke Down, with views south east to the Winterbourne Stoke Crossroads round barrow cemetery. The barrow mound is 2.3m high and c.28m in diameter. Surrounding the mound is a ditch from which material was quarried during its construction. This has become largely infilled over the years but survives as a slight earthwork 0.5m deep and c.5m wide, giving the barrow an overall diameter of 38m.• Pond barrow 700m south of A344 on Winterbourne Stoke Down (NHLE 1011041) - Pond barrow located north of Winterbourne Stoke Crossroads round barrow cemetery, situated on a gentle slope with views to the south and west. The central depression of the barrow is 0.6m deep and 26m in diameter and is surrounded by an outer bank which survives as a slight earthwork c.0.2m high and 5m wide, giving the barrow an overall diameter of 36m.• Bowl barrow 430m south of A344 on Winterbourne Stoke Down (NHLE 1011043) - The monument includes a bowl barrow located some 430m south of the A344 and occupying a gentle west facing slope on Winterbourne Stoke Down. The barrow survives as a slight earthwork c.0.2m high and 19m in diameter. Surrounding the mound is a ditch from which material was quarried during its construction. This has become infilled over the years but survives as a buried feature c.2m wide, giving the barrow an overall diameter of c.23m.• Bowl barrow 600m south of A344 on Winterbourne Stoke Down (NHLE 1011044) - The monument includes a bowl barrow located 600m south of the A344 and occupying a gentle west facing slope on Winterbourne Stoke Down. The barrow survives as a slight earthwork c.0.3m high and 14m in diameter. Surrounding the mound is a ditch from which material was quarried during its construction. This has become infilled over the years but survives as a buried feature c.1.5m wide, giving the barrow an overall diameter of c.17m. <p>Setting</p> <p>Setting makes a high contribution to the significance of the assets. They have intrinsic visual interest, a shared topographic setting on a gentle east-west ridge and a group setting with the Winterbourne Stoke Crossroads barrows, of which they are arguably an outlying part. The same visual relationships apply as to the main group of monuments.</p> <p>Effect of the present A303/A360</p> <p>The setting of these barrows is currently impacted by visual and aural intrusion from the existing A360. The A360 currently severs bowl barrow NHLE 1008949 from the other Barrows on Winterbourne Stoke Down within the WHS to the east.</p> <p>Effect of the Scheme: construction phase – permanent</p> <p>The Scheme places the new realigned A360 north sliproad into cutting, but the A360 alignment would remain unchanged adjacent to these monuments. The severance experienced by bowl barrow NHLE 1008949 from the existing A360 would persist. The relationship of these barrows with the Winterbourne Stoke Crossroads Barrows would not be affected. The A303 would be in a cutting to the south-east; the approach road to the south is in cutting and would be screened by topography. Longbarrow</p>

Barrows on Winterbourne Stoke Down	
	<p>Junction to the south-west would be screened by topography and by false cuttings on its northern side. The effect of the Scheme would be Neutral (derived from No Change to a Very High value asset).</p> <p>Effect of the Scheme: operational phase</p> <p>Traffic would continue to flow past the monuments at comparable volumes to presently. The effect of the Scheme would be Neutral (derived from No Change to a Very High value asset).</p>

Bowl barrow 400m north of the A303 on Countess Farm



Constituent elements

NHLE 1009138

Description

The monument includes a levelled bowl barrow located 400m north of the A303, 50m south west of Halfmoon Clump and is situated on a raised plateau which lies between the River Avon and Stonehenge. The barrow mound is now difficult to identify on the ground. However, it is visible as a circular chalk spread on aerial photographs from which the diameter has been calculated to be c.20m. Surrounding the mound is a ditch from which material was quarried during its construction. This has become infilled over the years but survives as a buried feature c.2m wide, giving the barrow an overall diameter of c.24m. The site of the monument is presently situated within an agricultural field, a little to the south of the stand of trees known as Halfmoon Clump.

Setting

Setting makes a low contribution to the significance of the asset. The monument lacks surface expression and has no intrinsic visual interest. As for the monuments within the Countess Farm Barrows Asset Group (AG31), the visitor perceives only arable fields against a backdrop of historic and modern vegetation, electricity pylons, and with both the sight and sound of traffic. Nevertheless, the location is partially inter-visible with the location of the other Countess Farm barrows, of which it is an outlier, although this association is better appreciated in terms of an archaeological setting visible on aerial photography and digital survey plots.

Effect of the present A303

The barrow is located c. 370m north of the existing A303. Traffic is intermittently visible from this location, and continuously audible.

Effect of the Scheme: construction phase – permanent

The proposed eastern portal would be located c. 680m to the south-west, with the Countess Flyover c. 660m to the south-east. To the south, the approach road to the eastern portal would follow the existing A303 dual carriageway. It is assessed that views towards Countess Flyover would have a negligible negative impact on the setting of the barrow.

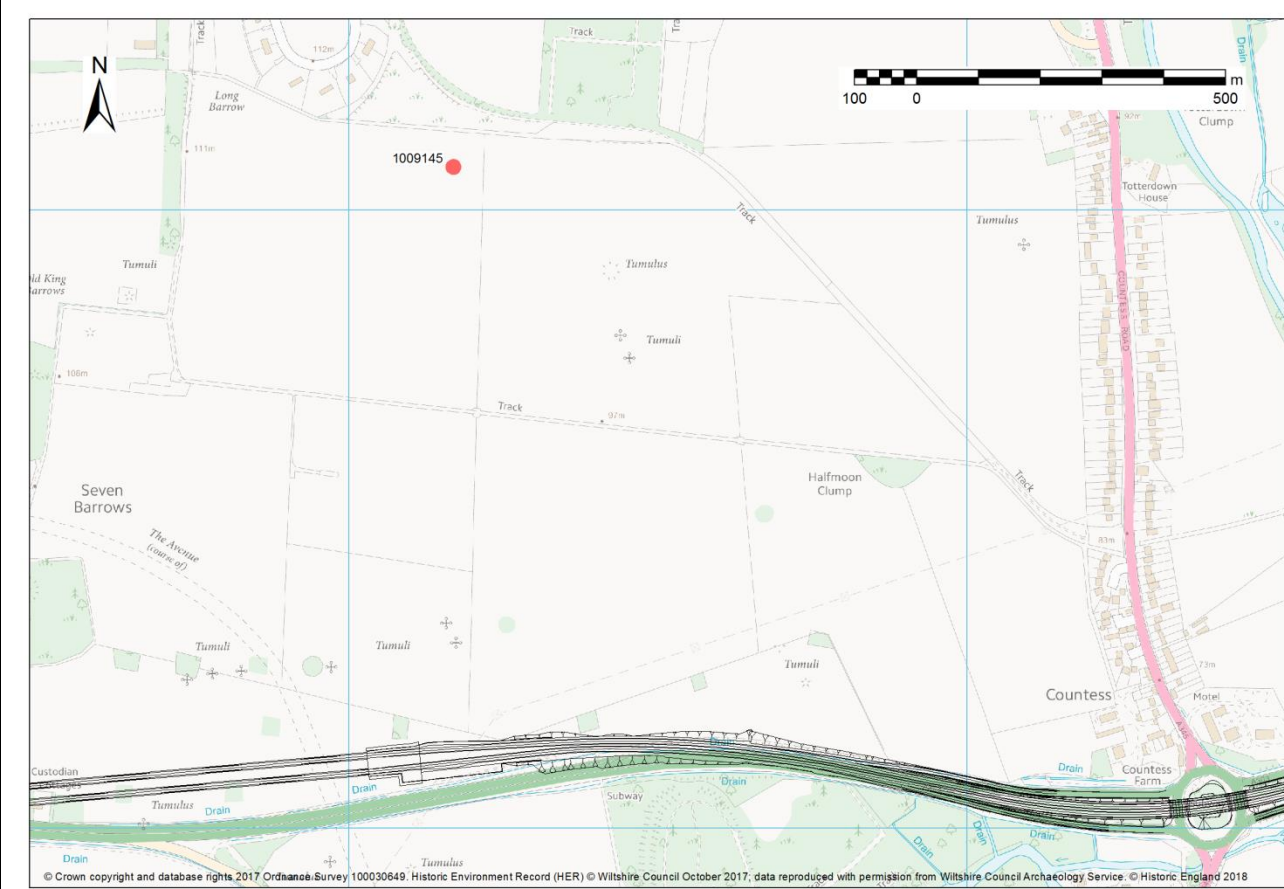
The effect of the Scheme would be **Slight Adverse** (derived from a Negligible impact on a Very High Value asset).

Effect of the Scheme: operational phase

Traffic would remain visible and audible to the same extent as presently.

The effect of the Scheme would be **Neutral** (derived from No Change to a Very High value asset).

Bowl barrow 170m south east of Strangways on Countess Farm



Constituent elements

NHLE 1009145

Description

The monument includes a levelled bowl barrow located 170m south east of Strangways, north west of Countess Farm buildings, situated on a broad plateau which lies between the valley of the River Avon and Stonehenge. The barrow mound is now difficult to identify on the ground. However, the ditch, which surrounds the mound, and from which material was quarried during its construction, survives as a buried feature and is visible on aerial photographs from which the overall diameter of the barrow can be calculated to be 20m.

Setting

Setting makes a moderate contribution to the significance of the asset. The monument lacks surface expression but its location is partially inter-visible with the location of the barrows assigned to the Old King Barrows (AG26A) and Countess Farm Barrows (AG31) Asset Groups.

Effect of the present A303

This discrete barrow is located c. 980m north of the existing A303. There are distant views and the sound of traffic.

Effect of the Scheme: construction phase – permanent

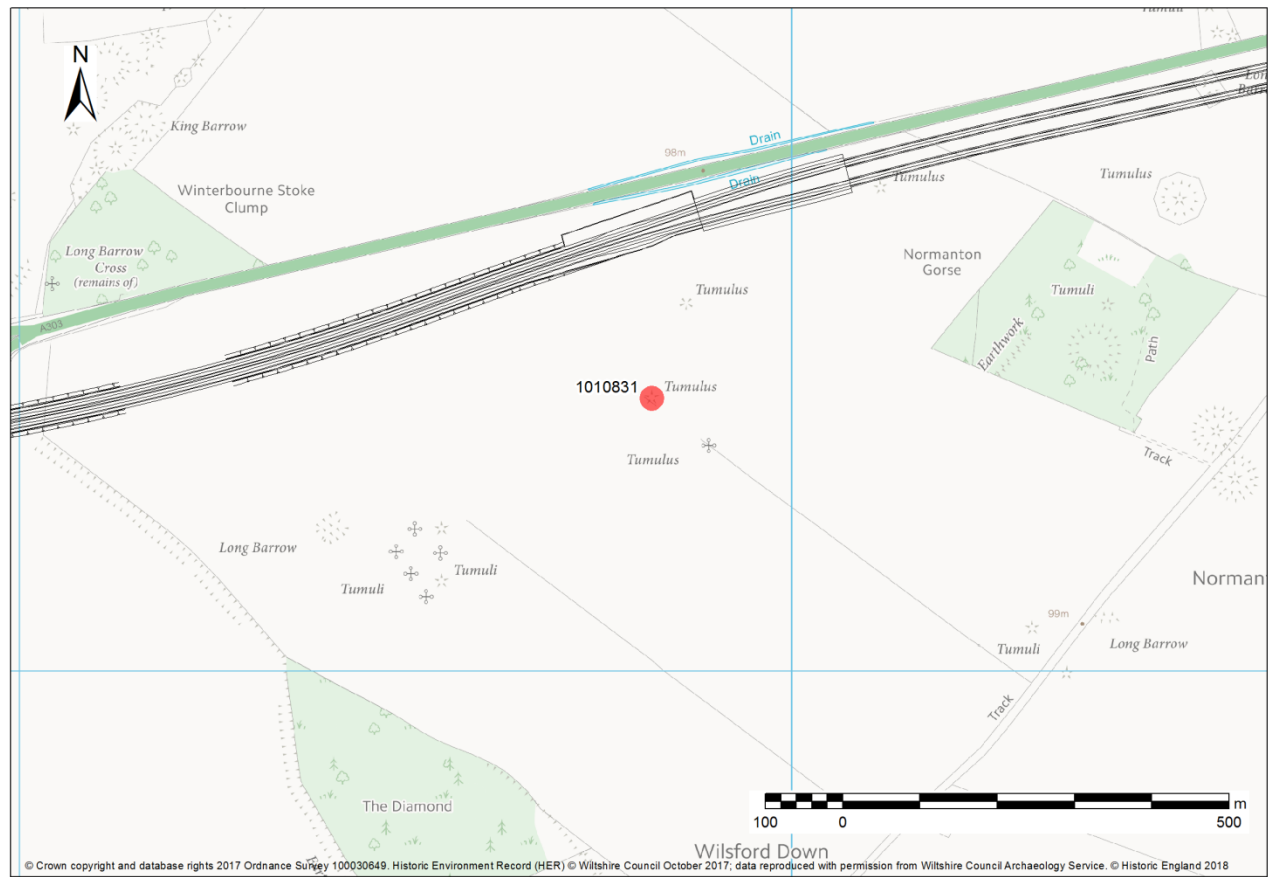
The Scheme would bring the A303 main carriageway slightly closer than presently, with the eastern portal c. 910m to the south and Countess Flyover c. 1.5km to the east. Neither would alter the setting of the monument.

The effect of the Scheme would be **Neutral** (derived from No Change to a Very High value asset).

Effect of the Scheme: operational phase

The effect of the Scheme would be **Neutral** (derived from No Change to a Very High value asset).

Bowl barrow 400m west of Normanton Gorse



Constituent elements

NHLE 1010831

Description

Bowl barrow west of Normanton Gorse, overlooking a shallow north-south combe. The barrow mound is 22m in diameter and 0.5m high, surrounded by a ditch giving an overall diameter of 26m. The barrow was partially excavated in the 19th century by Richard Colt Hoare and again in 1960, revealing an unaccompanied primary cremation.

Setting

Setting makes a moderate contribution to the significance of the asset. This barrow has no surface expression, but its location is inter-visible with Normanton Down (west), Winterbourne Stoke Crossroads and the Diamond Asset Groups, as well as surrounding discrete barrows.

Effect of the present A303

The setting is currently impacted by the proximity of the existing A303, which is on embankment and situated c.250m to the north. The road and its traffic are the dominant element in the setting, creating physical severance from the monuments to the north, interrupting sightlines in this direction, notably towards the Winterbourne Stoke Crossroads barrows, and being a highly audible element.

Effect of the Scheme: construction phase – permanent

The Scheme would have no physical impact on archaeological remains, but would bring the course of the A303 slightly closer to the monument: the western end of the canopy is located c.180m to the north-west. The cutting would physically divide this barrow from the Winterbourne Stoke Crossroads Barrows, although physical connectivity would be maintained with this Asset Group by the new long landbridge (Green Bridge Four) situated to the north-west. This is assessed as a **Large adverse** effect (derived from a Moderate negative impact on a Very High value asset).

The visual setting would be markedly improved. Views to Winterbourne Stoke Crossroads Barrows and the Diamond Group would be unbroken by the cutting, with resultant improved sightlines. The chalk grassland mitigation to the north and south of the cutting would ensure that the Scheme would be integrated into a landscape in which modern infrastructure is far less apparent. This is assessed as a **Large beneficial** effect (derived from a Moderate positive impact on a Very High value asset).

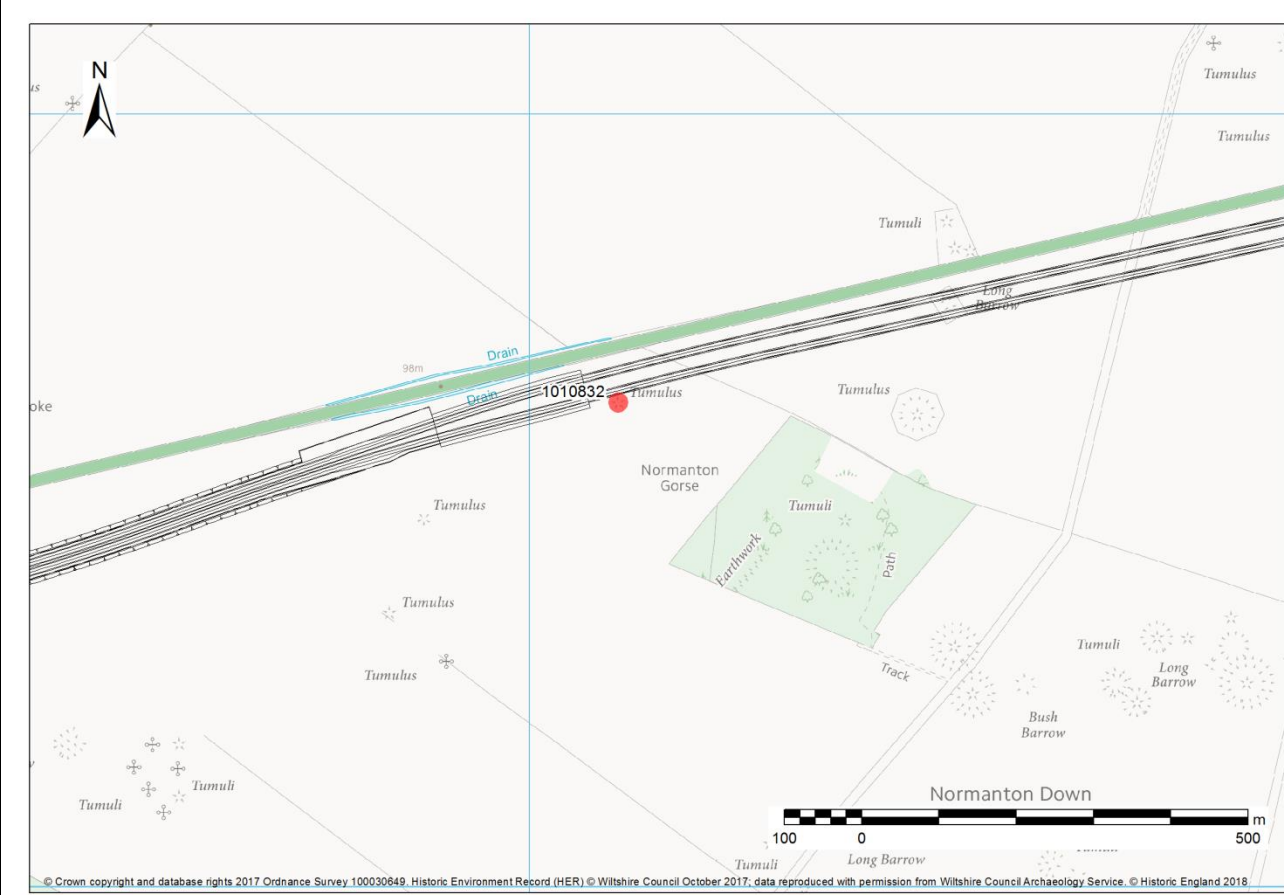
The overall effect of the Scheme, considering both the positive and negative aspects, would be **Neutral**. This is derived from a Moderate negative impact (increased proximity of the monument to the A303, and physical severance) set against a Major beneficial impact (improved sightlines and general visual setting).

Effect of the Scheme: operational phase

Views of traffic would be removed from the isolated barrow's setting. Light spill is avoided as traffic head- and tail-lights would be in cutting and the Scheme would be unlit within the WHS. Traffic noise would be reduced.

The effect of the Scheme would be **Moderate beneficial** (derived from a Minor impact on a Very High value asset).

Bowl barrow south of the A303 and north west of Normanton Gorse



Constituent elements

NHLE 1010832

Description

Levelled bowl barrow north-west of Normanton Gorse (Wilsford G1). The barrow mound is 16m in diameter surrounded by a ditch giving an overall diameter of 19m. Excavation in the 19th century located a primary inhumation with a bell beaker and antlers while further investigation in 1960 revealed a second primary inhumation and cremation as well as 11 burials on the north side of the barrow, several accompanied by beakers. Evaluation just to the north located two Early Bronze Age burial pits containing the slightly disturbed remains of a mature adult male and a disturbed infant burial, both accompanied by beakers.

Setting

Setting makes a moderate contribution to the significance of the asset. The barrow has no surface expression, but its location is inter-visible with Normanton Down (west), Winterbourne Stoke Crossroads and The Diamond Asset Groups, as well as surrounding discrete barrows.

Effect of the present A303

The current A303 is situated on an embankment c. 56m to the north of the barrow. The road and its traffic are the dominant element in the setting, creating physical severance from the monuments to the north, interrupting sightlines in this direction, notably towards the Winterbourne Stoke Crossroads barrows, and being a highly audible element.

Effect of the Scheme: construction phase – permanent

The scheduled area lies within 25m of the new western portal tunnel boring face, but c.225m west of where the western portal approach cutting would emerge into the landscape. The canopy, 200m long, would reduce the visibility of the tunnel portal and the cutting in views to the west, but would not exclude long distance views of the cutting and the new long landbridge (Green Bridge Four) completely. Physical connectivity would be maintained with the landscape to the west of the barrow by the grassed canopy. Views to Winterbourne Stoke Crossroads Barrows and the Diamond Group would be unbroken by the cutting, though long distance views west out of the WHS would include the presence of the cutting and Green Bridge Four. The design of the cutting, landbridge and chalk grassland mitigation would soften this impact. The chalk grassland mitigation would ensure that the new infrastructure integrates quickly in to the landscape.

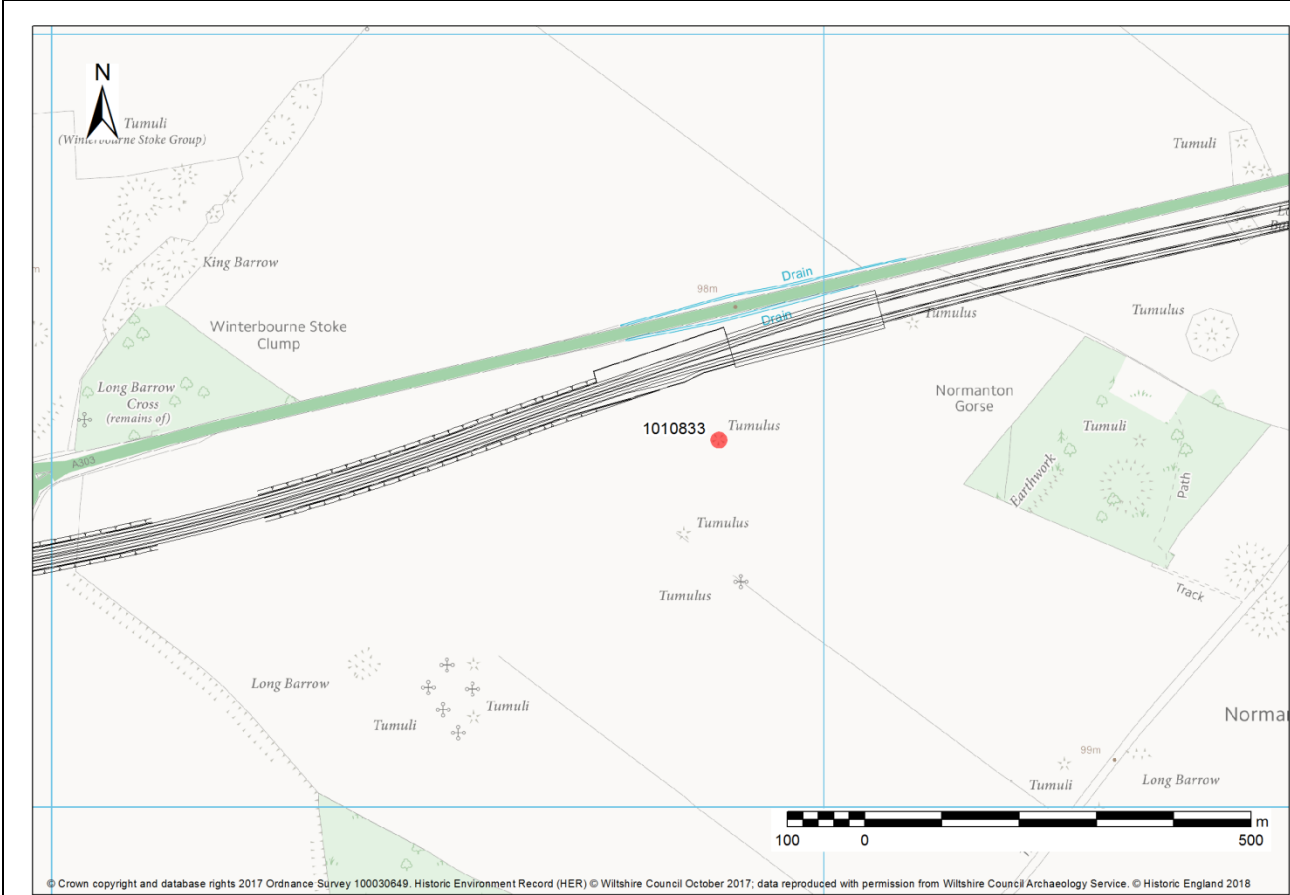
The effect of the Scheme would be **Slight adverse** (derived from a Negligible negative and a Minor positive on a Very High value asset).

Effect of the Scheme: operational phase

The removal of traffic on the existing A303 immediately to the north would improve the asset's setting. Light spill is avoided as traffic head- and tail-lights are in cutting, or under Green Bridge Four in long views and the Scheme is unlit within the WHS.

The effect of the Scheme would be **Moderate beneficial** (derived from Minor Change to a Very High value asset).

Pond barrow south of the A303 and 400m west of Normanton Gorse containing the 'Wilsford Shaft'



Constituent elements

NHLE 1010833

Description

Pond barrow on Normanton Down (Wilsford 33a). Excavation in 1960-62, after the levelling of the upstanding earthworks by the farmer, revealed a central shaft 30m in depth interpreted as a 'ritual shaft' containing votive offerings and significant palaeoenvironmental material. Radiocarbon dates from objects within the primary fill suggest an Early Bronze Age period date though one wooden container yielded a Neolithic date. Iron Age and Roman material was recovered from the upper fills within the shaft. This is the only pond barrow currently known to contain a shaft of this type, although few have been excavated.

Setting

Setting makes a moderate contribution to the significance of the asset. The site is marked by a slight depression but lacks any greater surface prominence. The monument is inter-visible with Normanton Down Barrows (west), Winterbourne Stoke Crossroads Barrows and the Diamond Group.

Effect of the present A303

The monument is currently impacted by visual and aural intrusion from the existing A303, which lies c.150m to the north-west on an embankment.

Effect of the Scheme: construction phase – permanent

The site is located c. 90m south-west of the start of the western portal canopy and 70m south of the proposed cutting. The cutting would physically divide this barrow from the Winterbourne Stoke Crossroads Barrows, but physical connectivity would be maintained with this Asset Group by the new long landbridge (Green Bridge Four) situated to the west. Views to Winterbourne Stoke Crossroads Barrows and the Diamond Group would be unbroken by the cutting. The chalk grassland mitigation to the north and south of the cutting would ensure that the new infrastructure integrates into the landscape, but would be visible from the monument itself.

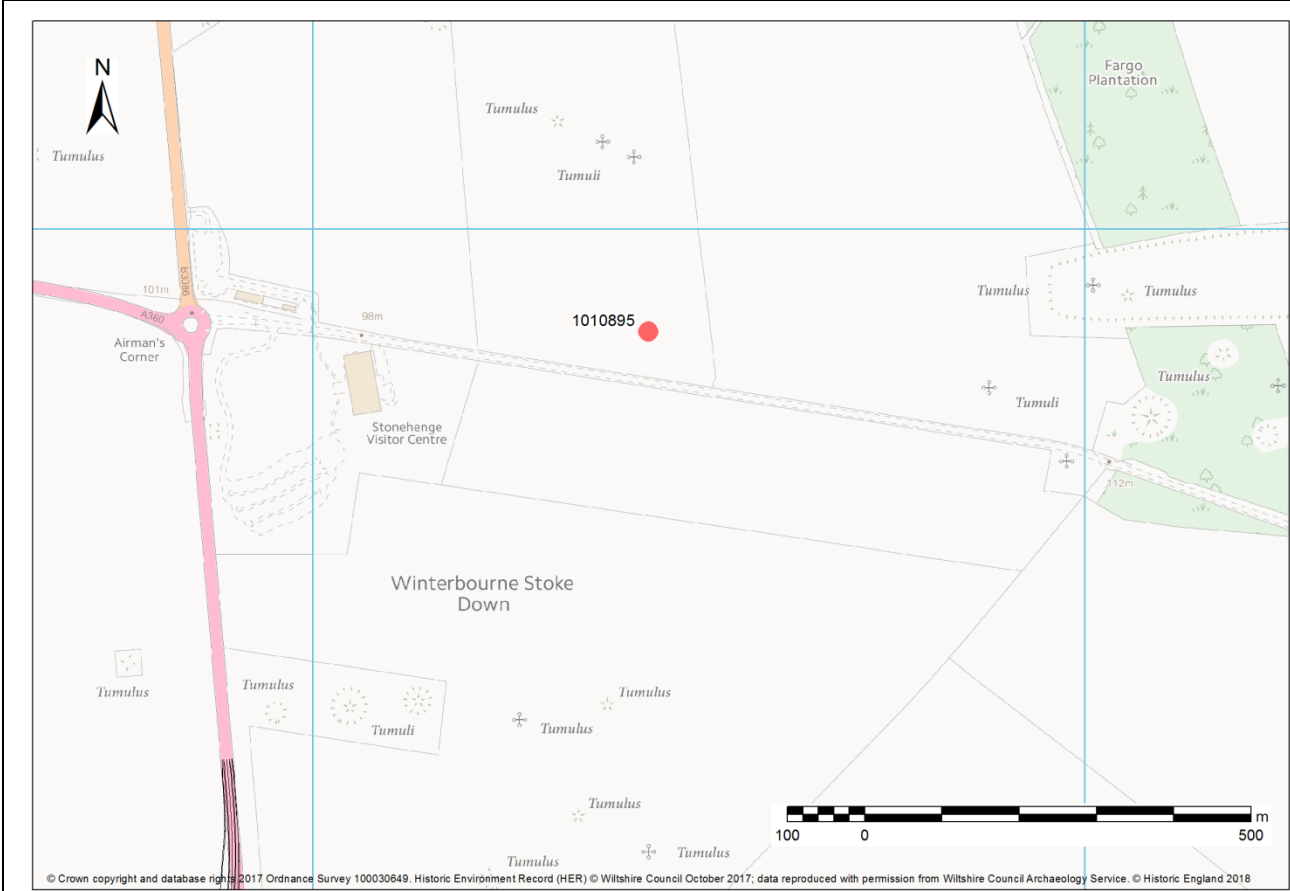
The effect of the Scheme would be **Slight adverse** (derived from a Negligible negative and a Minor positive on a Very High value asset).

Effect of the Scheme: operational phase

Traffic would be removed from the barrow's setting. Light spill is avoided as traffic head- and tail-lights would be concealed within cutting and the Scheme is unlit within the WHS.

The effect of the Scheme would be **Moderate beneficial** (derived from Minor change to a Very High value asset).

Pond barrow 50m north of the A344 west of The Cursus



Constituent elements

NHLE 1010895

Description

The monument includes a levelled pond barrow located 50m north of the A344, west of The Cursus on a gentle south facing slope on Winterbourne Stoke Down. The barrow is now difficult to identify on the ground but the surrounding outer bank of the pond is visible as a circular chalk spread on aerial photographs from which the overall diameter is calculated to be 20m. The site of the barrow currently stands near the edge of an agricultural field, immediately to the north of the former A344.

Setting

Setting makes a moderate contribution to the significance of the asset. It lacks intrinsic visual interest but has an archaeological group setting with surrounding monuments, notably the Lesser Cursus and its attendant barrows to the north, and the barrow cemetery on Winterbourne Stoke Down. Although not upstanding, its location is inter-visible with these other monuments in its locality, notably those to the north associated with the Lesser Cursus.

Effect of the present A303/A360/B3086

Although the existing A303 itself is not conspicuous, its traffic can be seen and heard from this asset. The dominant effect of traffic is from the A360/B3086, c. 550m to the west, together with the periodic tourist buses linking the Stonehenge Visitor Centre to the monument itself.

Effect of the Scheme: construction phase – permanent

The alterations to Longbarrow Junction would not be apparent, due to the combination of intervening distance and topography, and the fact that it would be in cutting and use false cuttings or its northern side. The Scheme has also been designed to sink the junction into the landscape. The Winterbourne Stoke northern bypass would be screened by intervening topography to the south and south-west. There would be no changes to the A360 to the west. The River Till viaduct and embankment would only be visible to a marginal extent in the long distance.

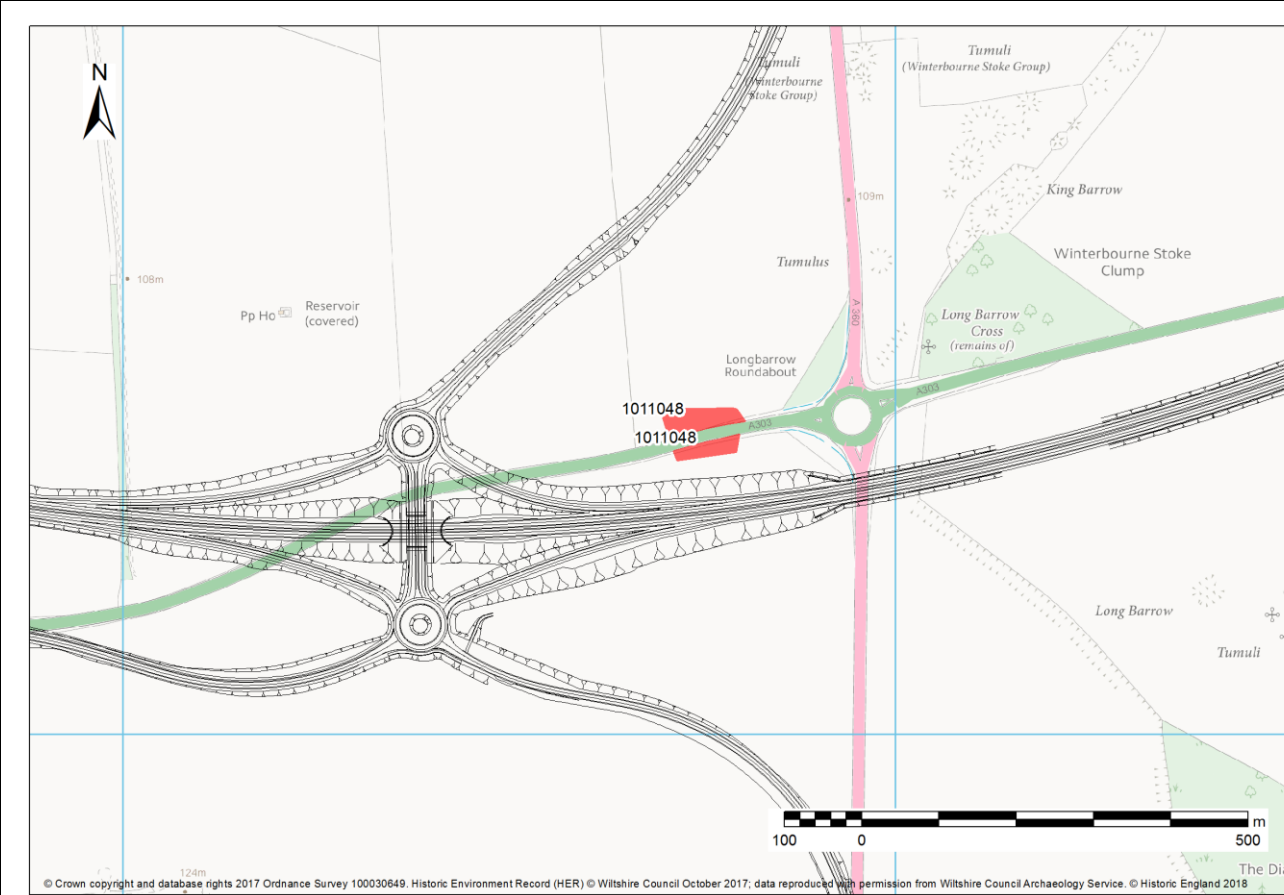
The effect of the Scheme would be **Neutral** (derived from No Change to a Very High value asset).

Effect of the Scheme: operational phase

The Scheme would not alter the current baseline of traffic visibility and noise.

The effect of the Scheme would be **Neutral** (derived from No Change to a Very High value asset).

Bronze Age enclosure and bowl barrow 100m west of Longbarrow Cross Roads on Winterbourne Stoke Down



Constituent elements

NHLE 1011048

Description

The scheduled area incorporates an enclosure situated to the south-west of the Winterbourne Stoke Crossroads barrow cemetery and an associated Bronze Age settlement which was removed during construction of the present roundabout in 1967. The excavation revealed four circular features thought to be Late Bronze Age huts in the area of the roundabout and a number of pits south of the A303. An archaeological watching brief along a cable route to the west of the roundabout and south of the A303 identified a number of ditches, a pit, postholes and stake-holes. The enclosure is no longer visible on the ground due to cultivation and works on the A303 and is bisected by the current road. A small scatter of burnt flint was recovered from within the enclosure and to the east of it. Also within the north-west part of the enclosure is a levelled bowl barrow which survives as a buried feature of 20m overall diameter (and it is this element of the monument from which it derives its Very High value). The enclosure is visible on aerial photographs and was confirmed by geophysical survey.

Setting

Setting makes a low contribution to the significance of the asset. The monument has no surface expression and has partly been destroyed and severed in two by the construction of the current A303. Its location is inter-visible with Winterbourne Stoke Crossroads Barrows and the Diamond Group, which has relevance in respect of the bowl barrow included within this scheduling. However, while constituting an archaeological setting, these connections do not greatly add to the understanding or appreciation of this asset.

Effect of the present A303

The setting is currently severely impacted by the existing A303, which cuts through the centre of the scheduled area, splitting the asset in two.

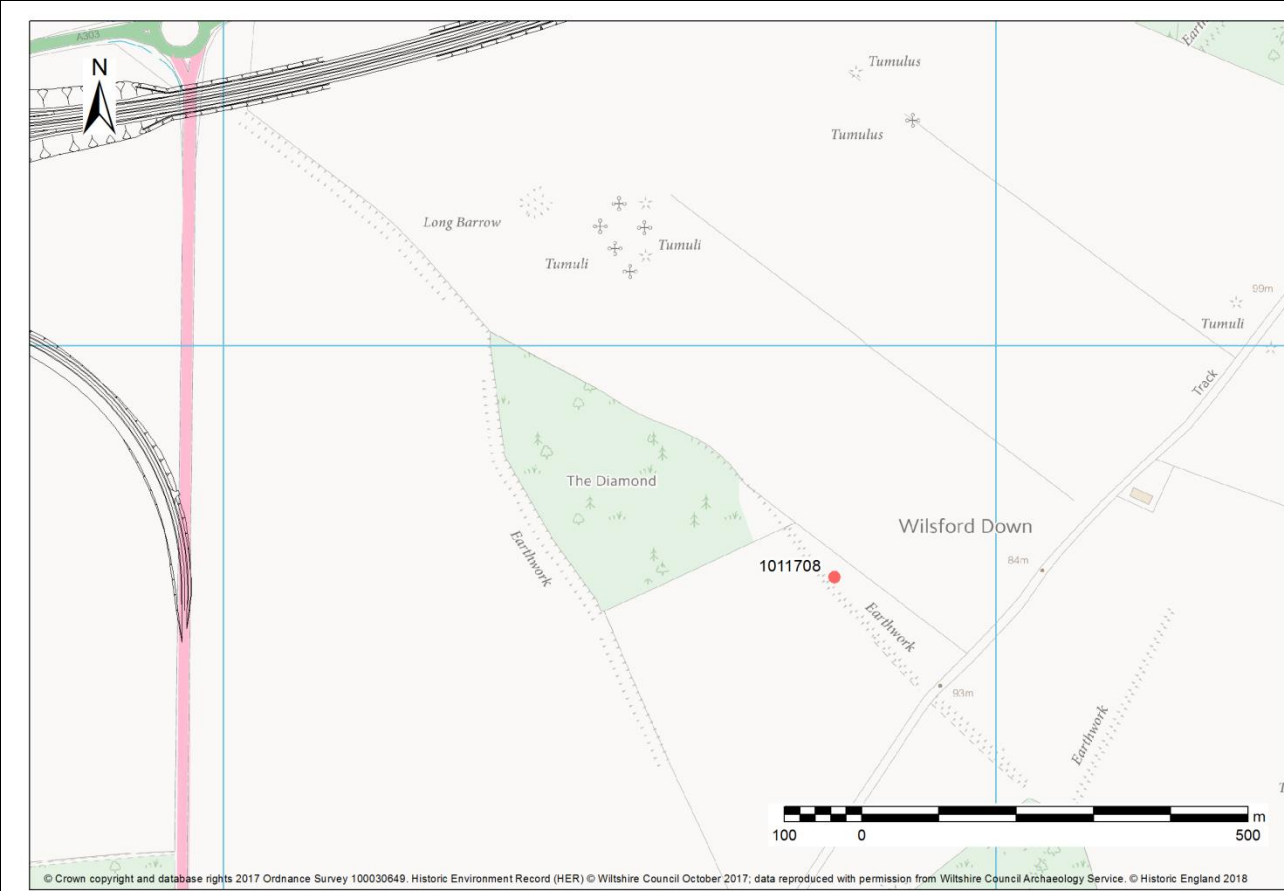
Effect of the Scheme: construction phase – permanent

The Scheme would have no physical impact on archaeological remains, and would move the A303 to the south of the asset, reconnecting the southern and northern parts of the scheduled monument. The proposed cutting would be situated immediately south of the asset, creating new severance, but reconnection with the Winterbourne Stoke Crossroads Barrows to the east and the removal of the existing A303 that bisects the Asset Group and Longbarrow roundabout would improve the immediate setting of the monument. Inter-visibility with the Diamond Group to the south-east would continue to exist, across the top of the new cutting. However, given the low contribution of setting, such visual changes do not greatly improve the value of the asset. The effect of the Scheme would be **Slight beneficial** (derived from a Minor negative and a Major positive on a Very High Value asset).

Effect of the Scheme: operational phase

The Scheme would be in cutting, removing the sight of traffic from the immediate setting. Light spill from head- and tail-lights is avoided and the Scheme is unlit in this section. There would remain potential for some traffic noise and fumes. The effect of the Scheme would be **Slight beneficial** (derived from a Negligible impact on a Very High Value asset).

Bowl barrow 100m south east of the southern edge of The Diamond south of the A303



Constituent elements

NHLE 1011708

Description

The monument includes a levelled bowl barrow located 100m south-east of the southern edge of the Diamond plantation and 400m west of the North Kite earthwork, situated on a gentle south-east facing slope on Wilsford Down. The barrow mound is now difficult to identify on the ground but is surrounded by a ditch from which material was quarried during its construction. This has become infilled over the years but survives as a buried feature visible on aerial photographs from which the overall diameter is calculated to be 10m. A linear boundary is located close to the south west side of the bowl barrow.

Setting

Setting makes a moderate contribution to the significance of the asset. The monument lacks surface expression but its location is inter-visible with Normanton Down Barrows and the Diamond Group.

Effect of the present A303

The existing A303 lies c.890m to the north. Views of the highway and associated infrastructure, and the sight and sound of traffic have only a minor impact on the setting of the asset.

Effect of the Scheme: construction phase – permanent

The Scheme would be in cutting c.810m to the north. The Scheme would be closer to the asset but would be in cutting and views are mitigated by the design of the cutting. As such, the current views of the A303 would be removed, improving the northward sightlines from the location of this monument. Both the Normanton Down Barrows and the Diamond Group would be seen without the current backdrop of the road.

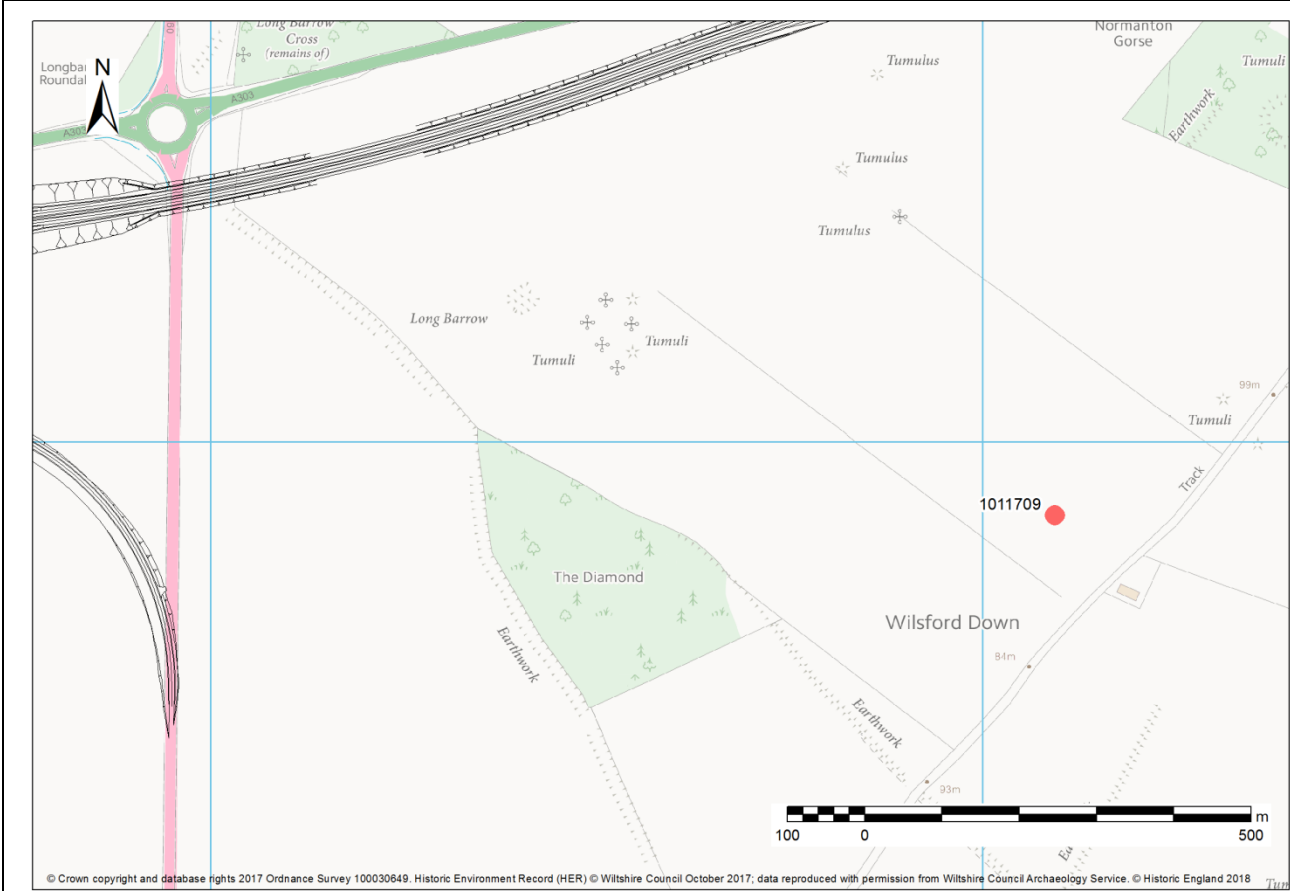
The effect of the Scheme would be **Moderate beneficial** (derived from Minor change to a Very High Value asset).

Effect of the Scheme: operational phase

Traffic would be removed from the barrow's setting. Light spill is avoided as traffic head- and tail-lights would be concealed within cutting and the Scheme is unlit within the WHS. This would bring improvements to the northward sightlines from the location of this monument, in the same way as for the removal of the existing A303. Its location would also be slightly quieter.

The effect of the Scheme would be **Moderate beneficial** (derived from Minor change to a Very High value asset).

Bowl barrow 450m east of the Diamond south of the A303



Constituent elements

NHLE 1011709

Description

The monument includes a levelled bowl barrow located 450m east of the Diamond plantation situated on a gentle slope on Wilsford Down with views north-east towards Normanton Down and south-east towards the North Kite earthwork. The barrow mound is now difficult to identify on the ground but is surrounded by a ditch from which material was quarried during its construction. This has become infilled over the years but survives as a buried feature visible on aerial photographs from which the overall diameter is calculated to be 20m.

Setting

Setting makes a moderate contribution to the significance of the asset. The monument lacks surface expression but its location is inter-visible with Normanton Down Barrows and the Diamond Group.

Effect of the present A303

The existing A303 lies c.750m to the north. Views of the highway and associated infrastructure, and the sight and sound of traffic, have a minor impact on the setting of the asset.

Effect of the Scheme: construction phase – permanent

The Scheme would be in cutting to the north. The western portal canopy starts c.680m to the north-west and the approach road starts c.710m to the north-west. The Scheme would therefore be closer to the asset but in cutting and views are mitigated by the design of the cutting and the use of chalk grassland mitigation. As such, the current views of the A303 would be removed, improving the northward sightlines from the location of this monument. Both the Normanton Down Barrows and the Diamond Group would be seen without the current backdrop of the road.

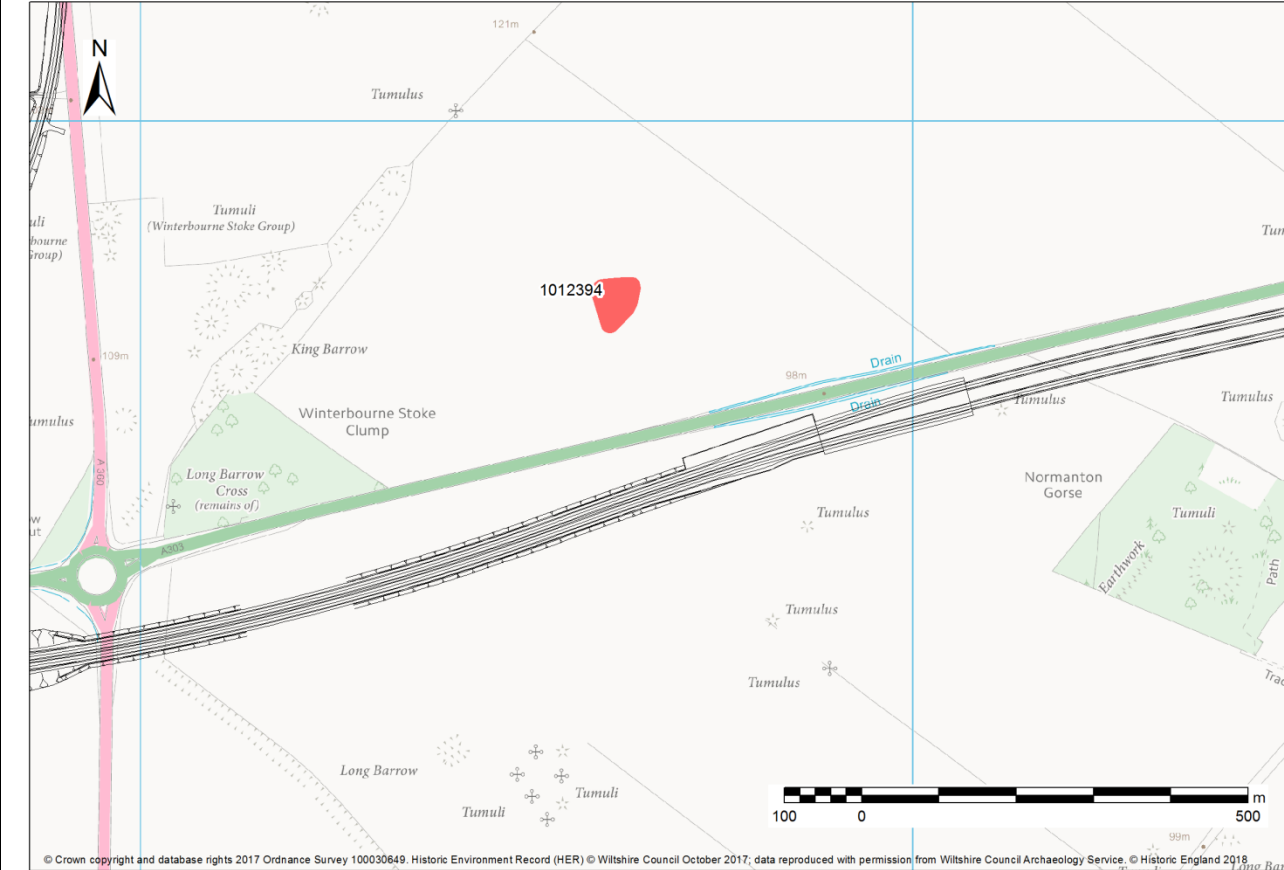
The effect of the Scheme would be **Moderate beneficial** (derived from Minor change to a Very High Value asset).

Effect of the Scheme: operational phase

Traffic would be removed from the barrow's setting. Light spill is avoided as traffic head- and tail-lights would be concealed within cutting and the Scheme is unlit within the WHS. This would bring improvements to the northward sightlines from the location of this monument, in the same way as for the removal of the existing A303. Its location would also be slightly quieter.

The effect of the Scheme would be **Moderate beneficial** (derived from Minor change to a Very High value asset).

Four bowl barrows 140m north of the A303 on Stonehenge Down



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Constituent elements

NHLE 1012394

Description

Four levelled bowl barrows (Amesbury 11a-11d) to the east of the Winterbourne Stoke Crossroads round barrow cemetery, which may be outliers to this cemetery group. The barrows are recorded on a 19th century plan from which the diameter of the mounds is calculated to range from 15m to 20m and the overall diameters including the surrounding ditches from 19m to 40m. One of the barrows was partially excavated in the 19th century by Richard Colt Hoare who recovered a primary cremation, ashes, a bronze bangle of twisted wire and a ‘rude urn’.

Setting

Setting makes a moderate contribution to the significance of the assets. The monuments lack surface expression and have no intrinsic visual interest, but the four barrows have a clear group setting, as well as a wider archaeological and visual relationship with the Winterbourne Stoke Crossroads Barrows and, to the south of the A303, with monuments including the Diamond and Normanton Down Asset Groups and other discrete assets.

Effect of the present A303

The setting of these barrows is currently impacted by visual and aural intrusion from the existing A303, c.130m to the south.

Effect of the Scheme: construction phase – permanent

The Scheme would bring the road into cutting and would be slightly further away than the present A303: the western end of the proposed canopy would be located c.185m to south. The barrows’ key relationship with the Winterbourne Stoke Barrows would remain uninterrupted, and would be improved by the greatly reduced road infrastructure that would be visible. Southward views towards the Diamond Group and Normanton Down (and the reverse views from these groups) would also be improved. As a whole, these changes would create a situation in which the barrows can be appreciated in a more seamless visual setting. The western portal approach cutting would divide the barrows from the Diamond Group and the western part of the Normanton Down Barrows, and isolated barrows to the south, but connectivity would be maintained by the proposed landbridge and the canopy.

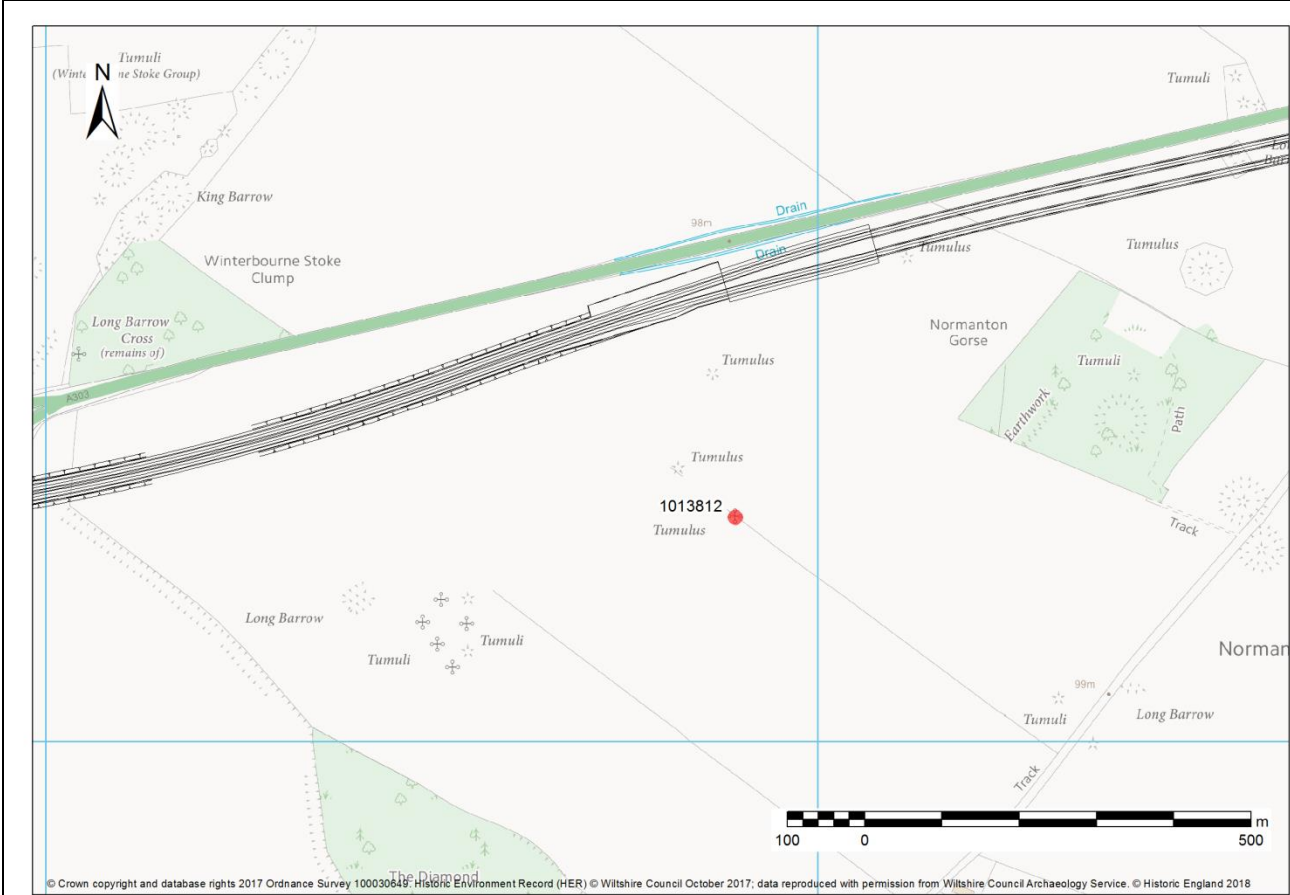
The effect of Scheme would be **Moderate Beneficial** (derived from Minor change to a Very High Value asset).

Effect of the Scheme: operational phase

Traffic would be removed from the barrow’s setting. Light spill is avoided as traffic head- and tail-lights would be concealed within cutting and the Scheme is unlit within the WHS. As above, this would improve the visual aspect of the monuments’ setting. Traffic noise would also be reduced.

The effect of the Scheme would be **Moderate beneficial** (derived from Minor change to a Very High value asset).

Bowl barrow 350m south west of Normanton Gorse



Constituent elements

NHLE 1013812

Description

Levelled bowl barrow south-west of Normanton Gorse (Wilsford 33b). The barrow mound is now difficult to identify on the ground, but is known from aerial photographs and a mid-20th century report to be 11m in diameter, with the surrounding ditch giving an overall diameter of 13m. A possible external ditch of 33m diameter has been identified from aerial photographs.

Setting

Setting makes a moderate contribution to the significance of the asset. The barrow has no surface expression, but its location is inter-visible with Normanton Down (west), Winterbourne Stoke Crossroads and the Diamond Asset Groups, as well as surrounding discrete barrows.

Effect of the present A303

The setting is currently impacted by the proximity of the existing A303, which is on embankment and situated c. 335m to the north-west.

Effect of the Scheme: construction phase – permanent

The Scheme would have no physical impact on archaeological remains, but would bring the course of the route slightly closer: the western end of the canopy is located c. 260m to the north-west. The cutting would physically divide this barrow from the Winterbourne Stoke Crossroads Barrows, but physical connectivity would be partially maintained with this Asset Group by the new long landbridge (Green Bridge Four) situated to the north-west. Views to Winterbourne Stoke Crossroads Barrows and the Diamond Group would be unbroken by the cutting, while the chalk grassland mitigation to the north and south of the cutting would ensure that the new infrastructure integrates into the landscape. As a whole, these changes would considerably enhance the visual environment of this monument, creating a situation in which it can be appreciated in a more seamless setting, and in which its key sightlines are of better quality and more readily understood.

The effect of the Scheme would be **Neutral**. This is derived from a Moderate negative impact (physical severance of the western portal approach cutting), set against the Major beneficial impact derived from the improvements to sightlines and the general visual environment.

Effect of the Scheme: operational phase

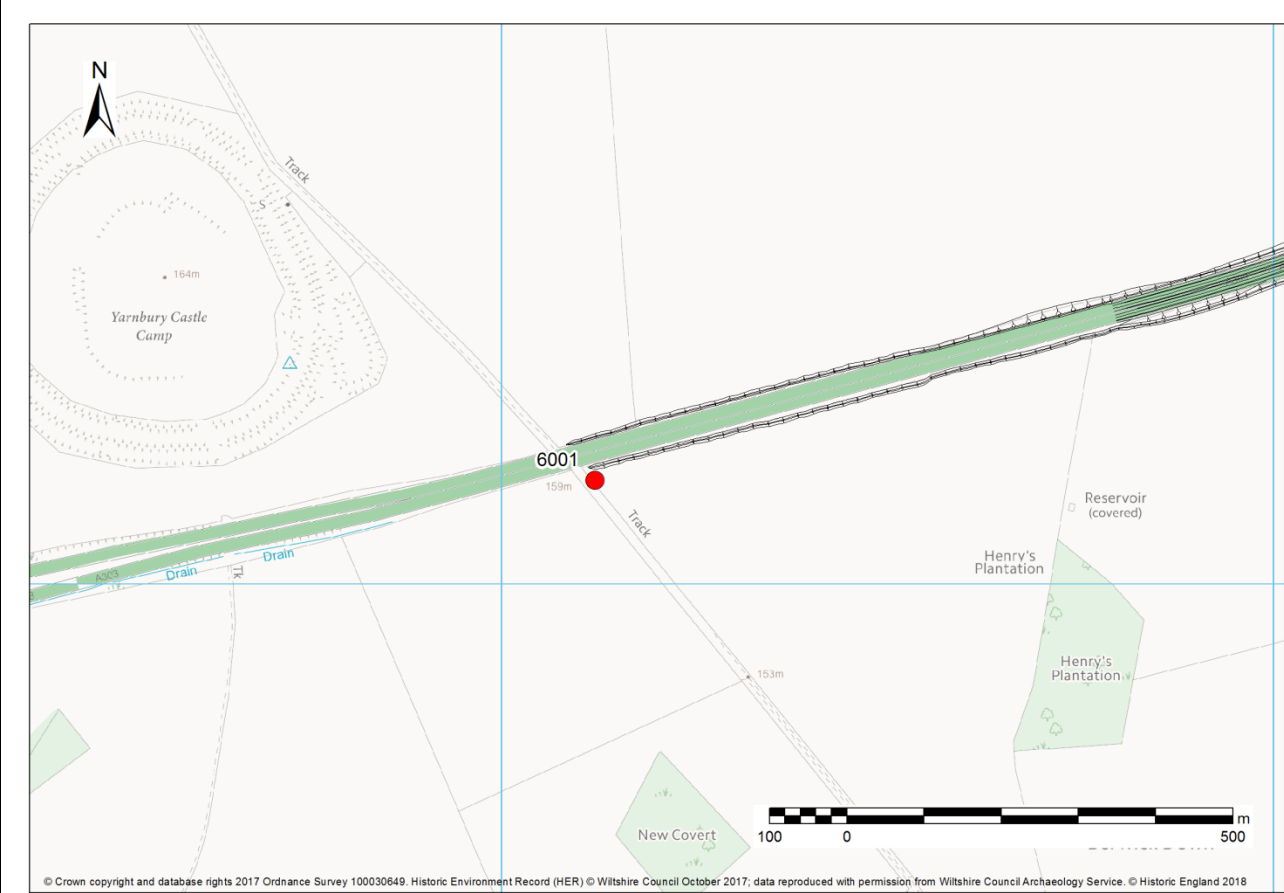
Traffic would be removed from the isolated barrow's setting. Light spill is avoided as traffic head- and tail-lights are in cutting and the Scheme is unlit within the WHS. Traffic noise would be reduced.

The effect of the Scheme would be **Moderate beneficial** (derived from a Minor impact on a Very High value asset).

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The effect of the Scheme would be **Neutral** (derived from No Change to a Very High value asset).

6001 – Milestone SE of Yarnbury Castle – scheduled monument



NHLE Ref.

1005621

Description and location

The milestone dates to 1750 and is in the form of a pillar 1m tall, 0.4m wide and 0.3m thick and bearing the inscription '*IX Miles to SARUM XXVII Miles to BATH.*' The asset is located c. 23m south of the A303 on the east side of a green lane that was formerly the Stapleford Road.

Setting

The asset's setting is the green lane. The route was originally an important thoroughfare from Salisbury through Stapleford to the west of the county. Although the road itself has been downgraded to a green lane, the milestone survives as important evidence of its role as a main thoroughfare. The location, and thus the setting, of the milestone is, therefore, a key aspect of its significance.

Effect of the present A303

The current A303 has changed greatly since the mid-18th century. Visual and aural impacts from the increased traffic since trunking have altered what was once a quiet, rural setting.

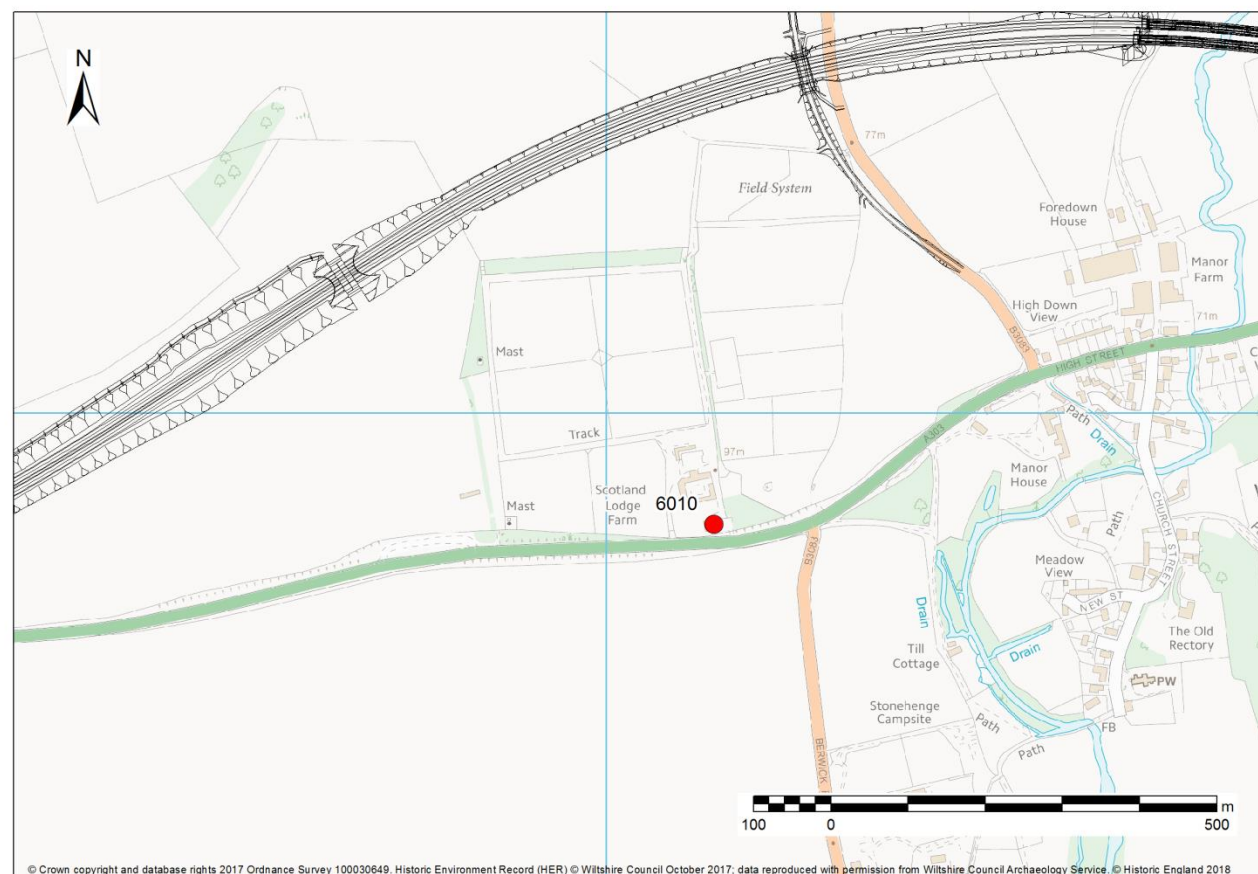
Effect of the Scheme: construction phase – permanent

The changes arising from the Scheme are too distant to have a significant impact on the asset. The effect of the Scheme would be **Neutral** (derived from No Change to a High value asset).

Effect of the Scheme: operational phase

The Scheme's western Scheme origin (chainage 0) is located c. 720m to the east of the asset. Traffic noise would not change significantly as a result of the Scheme and there would be no change in the ability to understand the significance of the asset. The effect of the Scheme would be **Neutral** (derived from a No change impact upon a High value asset).

6010 – Scotland Lodge - non-designated



NHLE Ref.

N/a

Description and location

Scotland Lodge is situated immediately to the north of the present A303 approximately 550m west of Winterbourne Stoke. The two storey building is of late 18th century origin and has a flint and chalk chequered east front overlain with full-height canted red brick bay windows either side of a full-height, central square porch. The roof is of slate with gable stacks and the windows are timber sashes.

Setting

The building's setting is its agricultural context which includes a complex of farm buildings to the north and farm land on the other three sides. The presence of the farm buildings to the north and survival of the agricultural setting contribute to the asset's significance.

Effect of the present A303

Scotland Farm has been associated with the roadway since at least 1773 but the current A303 has changed greatly since the late-18th century. Visual and aural impacts from the increased traffic since trunking have altered the formerly quiet, rural setting.

Effect of the Scheme: construction phase – permanent

The proposed Winterbourne Stoke bypass would run on an embankment c. 530m to the north of the asset. The dense, mature vegetation surrounding the asset, the buildings of Scotland Farm to the north of the asset, the mature vegetation to the north of the field north of Scotland Farm and the natural land form which forms a ridge to the north of the asset would all ensure that the Scheme is not visible from the asset. However, the presence of the Scheme would change the setting.

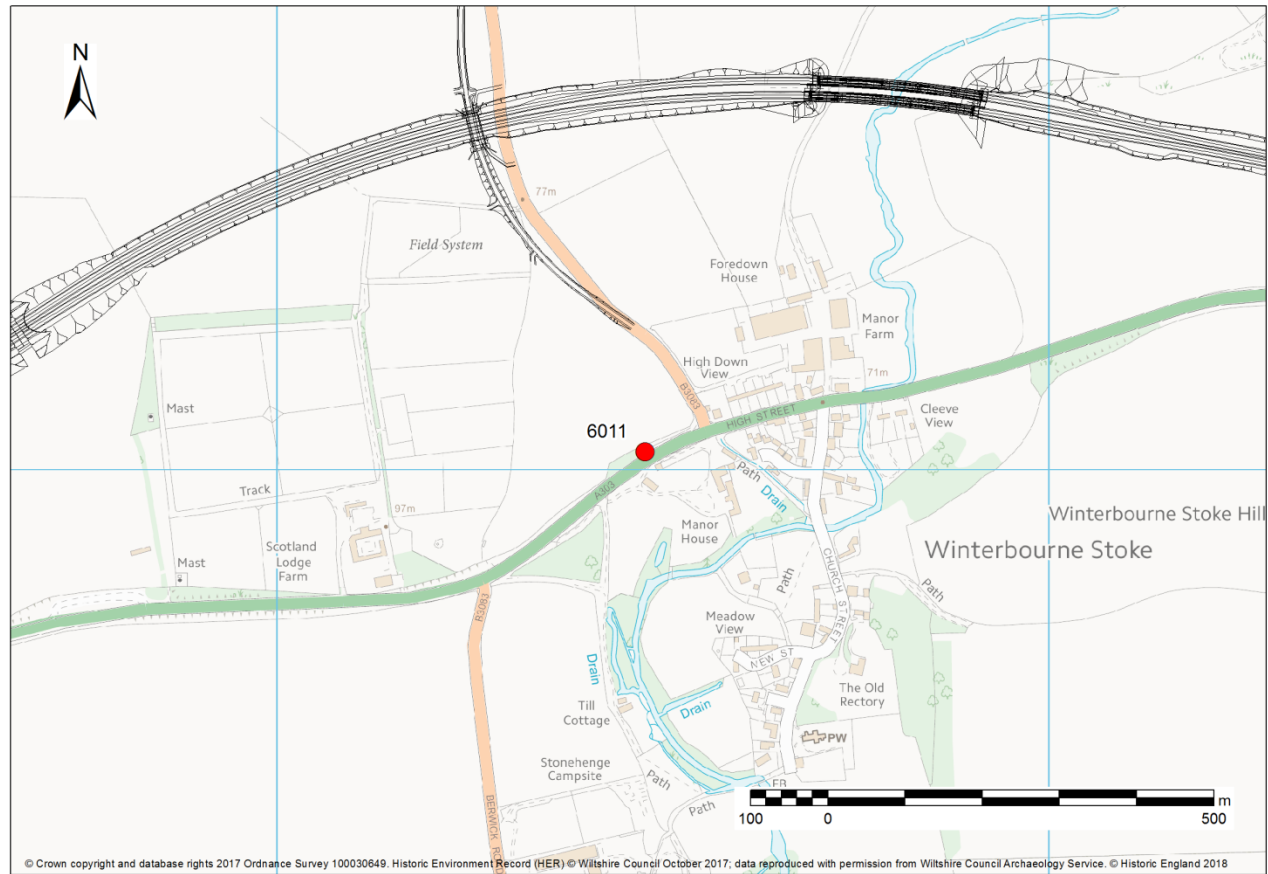
The effect of the Scheme would be **Neutral** (derived from a Minor impact to a Low value asset).

Effect of the Scheme: operational phase

At a distance of more than 500m from the Scheme, this asset is further from the Scheme than the current A303. In addition the section of the A303 to the south of the asset becomes access only with the Scheme in place. This results in a significant reduction in traffic noise. The opening of the Winterbourne Stoke bypass would remove through traffic from the present A303 and consequently much of the visual and aural impact the asset currently experiences.

The effect of the Scheme would be **Slight beneficial** (derived from a Minor impact upon a Low value asset).

6011 – Milestone west of B3083 Junction – grade II



NHLE Ref.

1131010

Description and location

The milestone was erected by the Amesbury Turnpike Trust in the 1760s and consists of a rectangular limestone pillar with a rounded top. A painted inscription reads: 'LXXXIII/Miles from / LONDON / V / from / Amesbury.'

Setting

The milestone's setting is the A303. The milestone survives as important evidence of the road's role as a former turnpike. The asset stands in its original location beside the road and as a result the setting adds to its significance. The location, and thus the setting, of the milestone is, therefore, a key aspect of its significance.

Effect of the present A303

The A303 passes directly in front of the milestone which is subject to traffic movement, noise and vehicle lights at night. The asset is set well back from the road making the probability of a vehicle strike unlikely.

Effect of the Scheme: construction phase – permanent

The Winterbourne Stoke Bypass would run on an embankment slightly higher than the existing ground level c. 430m to the north of the asset. The asset would be screened from the Scheme by the stand of mature trees immediately to the north and by the intervening landform, which is slightly higher than both the Scheme and the asset. The B3083, which turns north off the existing A303 c. 75m east of the asset would be realigned slightly to the west of its existing route at the point where it meets the new road which it would run under in an underbridge (B3083 underbridge). This work would have no impact on the asset's setting. The existing road would continue to run through the village thereby preserving the asset's significance.

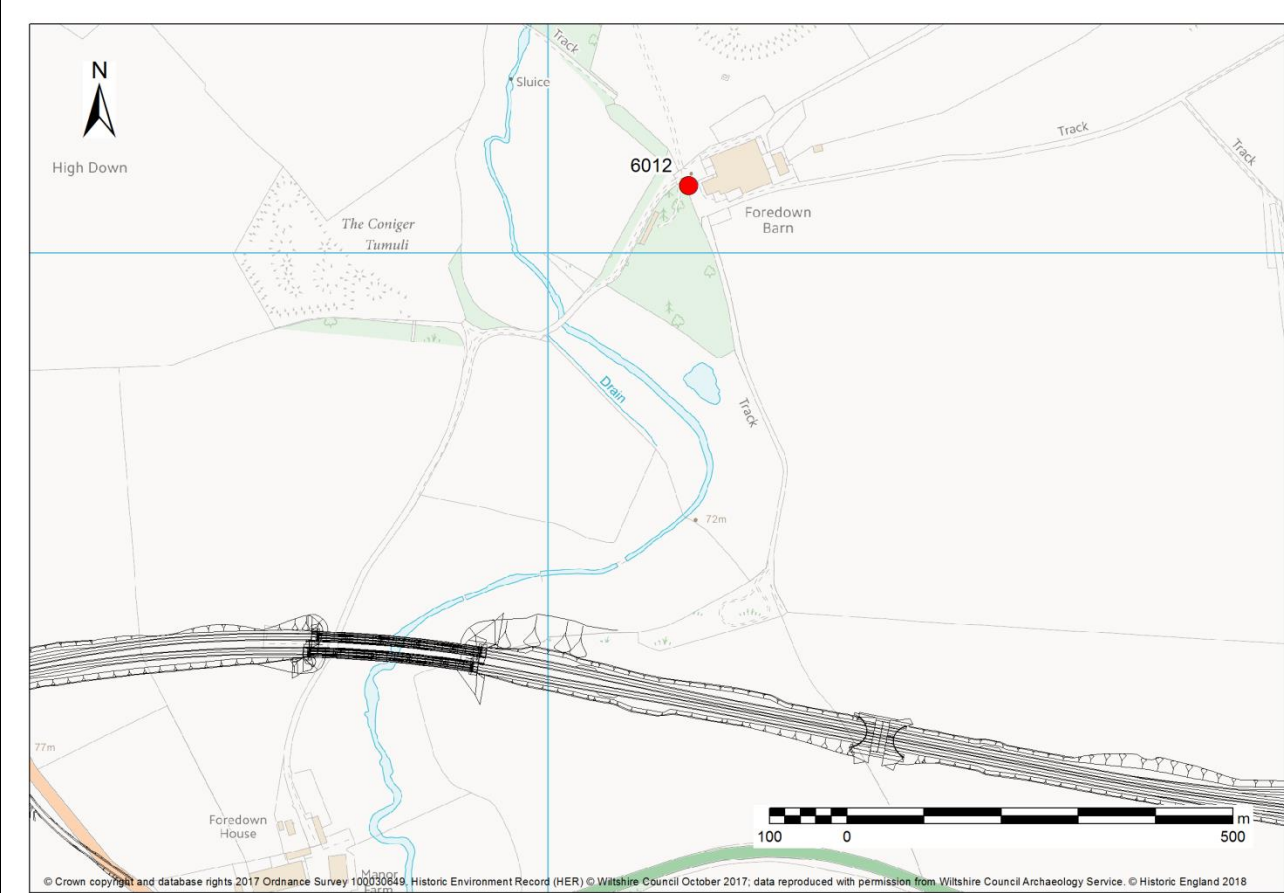
The effect of the Scheme would be **Neutral** (derived from No Change to a Medium value asset).

Effect of the Scheme: operational phase

The removal of through traffic on the existing A303 as a result of the Winterbourne Stoke Bypass would have a calming effect on the asset's setting, reducing visual and aural impact considerably. The route would continue to be used by local village traffic thereby preserving the asset's significance.

The effect of the Scheme would be **Slight beneficial** (derived from a Minor impact upon a Medium value asset).

6012 – Foredown Barn – non designated



NHLE Ref.

N/a

Description and location

Foredown Barn is located north-east of Winterbourne Stoke c. 850m north of the present A303. The asset is a timber framed barn with an open front and catslide roof to the rear. Walls are of timber boards above a rendered masonry base and the roof is of corrugated metal. The barn is shown on the first edition OS map of 1879 but not on the tithe map for Winterbourne Stoke parish of 1839.

Setting

The barn's setting is its agricultural context, surrounded by farm land on all sides with agricultural buildings to the east. Historic maps show the barn facing two courtyards bordered by farm buildings with the same footprint as the modern buildings. Although the buildings opposite have changed, the barn's continued relationship with a farm complex contributes to its significance.

Effect of the present A303

The A303 is located c. 850m to the south at its nearest point and is largely obscured from view by the planting around the asset. The road itself is largely screened from the land to the north by a hedge along its length but high sided vehicles and vehicle lights (during the hours of darkness) are apparent when the road is viewed from the south of the asset. The hedging is absent on the approach to Winterbourne Stoke but here the woods to the west of the asset screen the road from view.

Effect of the Scheme: construction phase – permanent

The Winterbourne Stoke Bypass would run on an embankment c. 640m to the south of the asset, approximately 200m closer than the present A303. The Scheme is screened from the asset in this direction by the triangular plantation of trees to the south of the asset which would also screen the River Till viaduct from it. The Scheme would be visible from the asset in the form of Green Bridge Two which would take the form of a green mound against the landscape as it rises up towards the present A303 to the south.

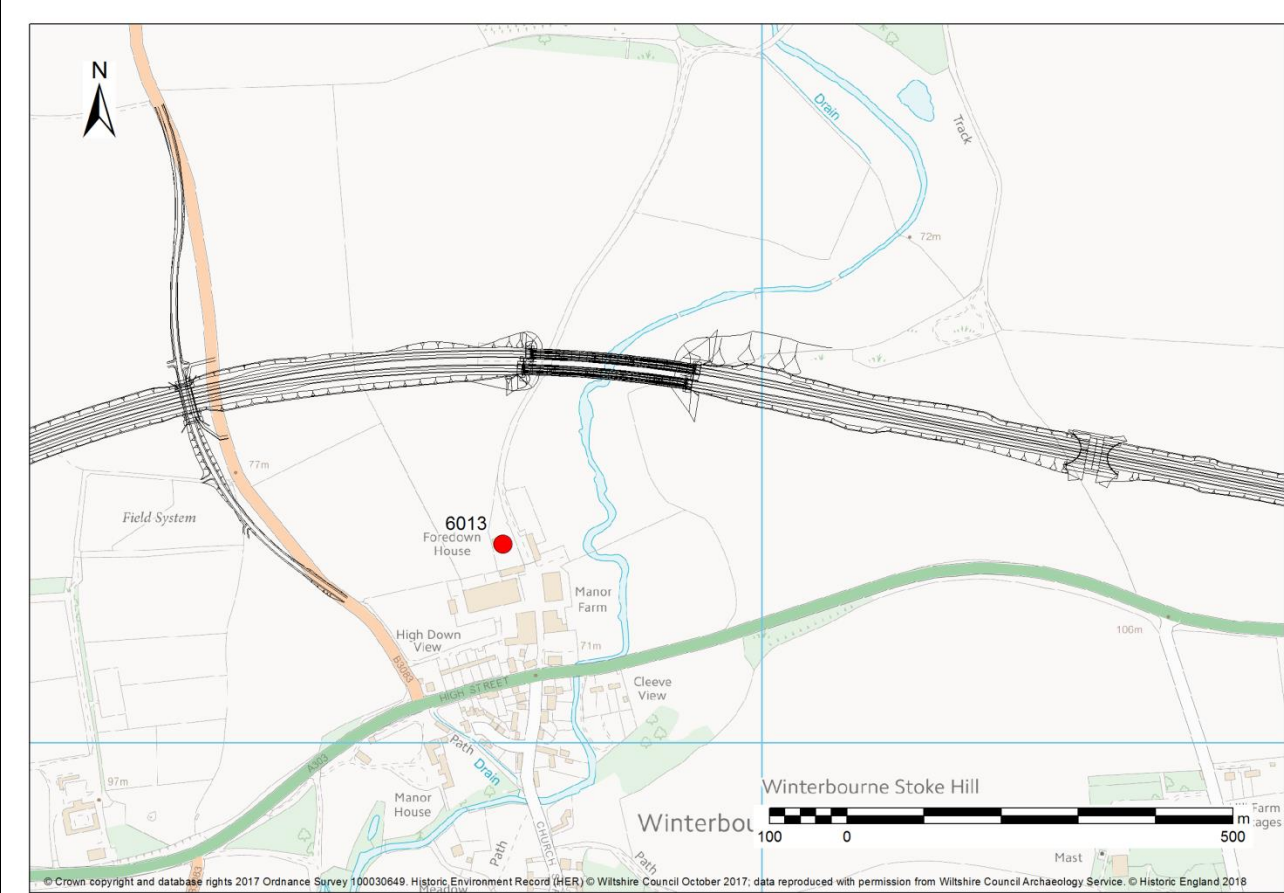
The effect of the Scheme would be **Neutral** (derived from a Negligible impact upon a Low value asset).

Effect of the Scheme: operational phase

Traffic noise is not expected to change significantly from the existing baseline and moving traffic including vehicle lights and high-sided vehicles would not be visible. This is beneficial though not to the extent of creating an effect.

The effect of the Scheme would be **Neutral** (derived from a No change impact upon a Low value asset).

6013 – Foredown House – non designated



NHLE Ref.

N/a

Description and location

Foredown House is situated to the north of Manor Farm approximately 160m north of the A303 where it passes through Winterbourne Stoke. The asset is a two-storey house with a central gable projection, rendered with a tiled roof and brick stacks. There is Tudor style detailing above the windows, all of which have been replaced. A large, modern entrance has been introduced to the right hand side of the projecting gable.

Setting

The asset's setting is the agricultural context with which it has always been associated. This includes open agricultural land that surrounds it to the north, east and west, and the complex of farm buildings to the south. The setting is extensive, with rising ground either side of the River Till from some distance to the east and west.

Effect of the present A303

The A303 is experienced from parts of the asset's setting in the Till valley where traffic is evident both visually and aurally. Traffic can be slow or even stationary at busy times in this location.

Effect of the Scheme: construction phase – permanent

The proposed Winterbourne Stoke bypass would run approximately 220m to the north of the asset on an embankment (River Till viaduct embankment west) just to the east of the proposed River Till Viaduct. The viaduct and its east and west embankments would be a presence in the asset's setting, being visible from the asset and from a number of locations within its setting.

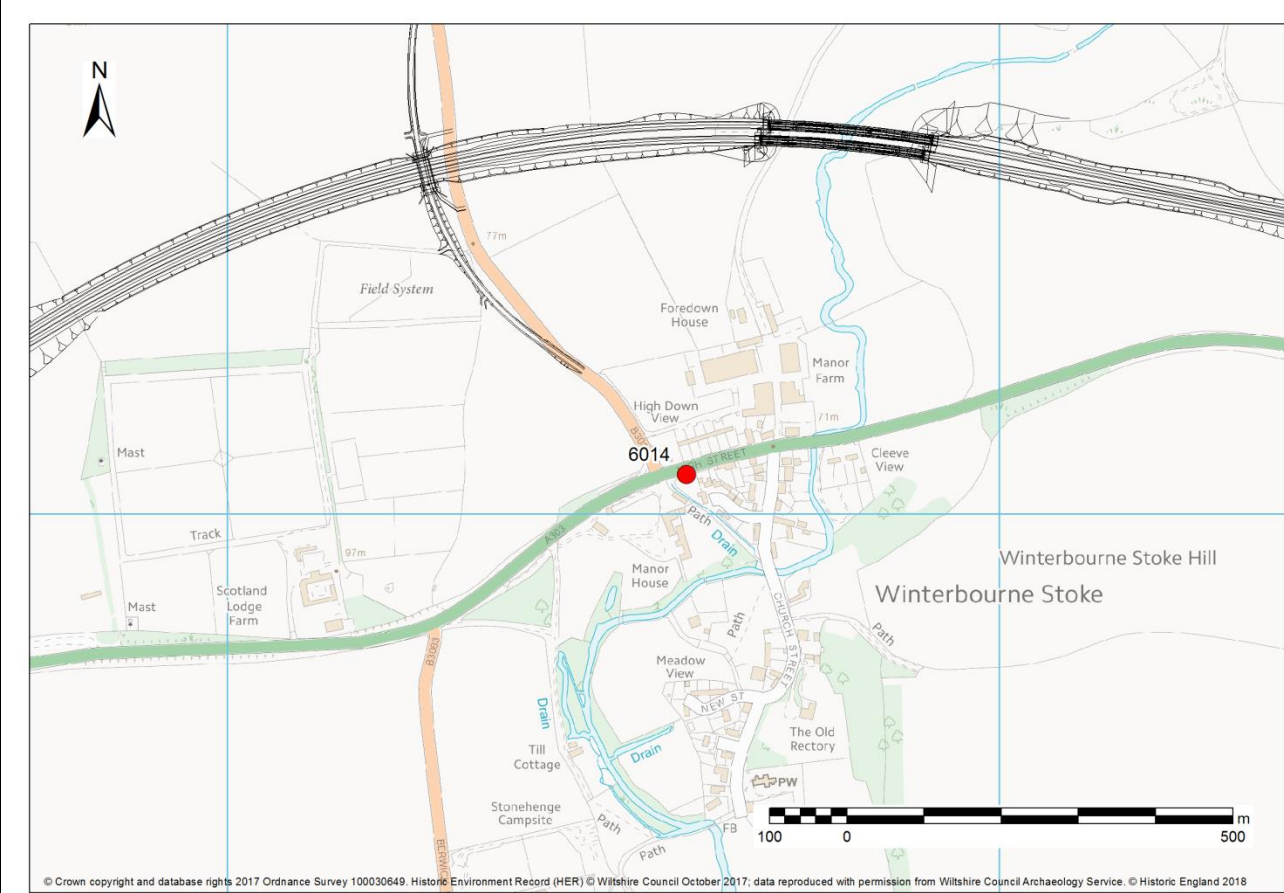
The effect of the Scheme would be **Slight adverse** (derived from a Minor impact upon a Low value asset).

Effect of the Scheme: operational phase

The operation of the Winterbourne Stoke bypass relocates the traffic noise from the south of the property to the north of the property, resulting in a significant increase on the north elevation and a significant decrease on the south elevation. The impact has been minimised through the use of a false cutting on the bypass (maximum 3m depth). A solid parapet on the River Till viaduct would screen standard motor cars from view but the tops of lorries, busses and other high-sided vehicles would be visible.

The effect of the Scheme would be **Slight adverse** (derived from a Minor impact upon a Low value asset).

6014 – K6 telephone kiosk at Winterbourne Stoke – non designated



NHLE Ref.

N/a

Description and location

The K6 telephone kiosk is located on the south side of the A303 c. 40m east of the junction with the B3083 in Winterbourne Stoke.

Setting

The asset's setting is the A303 on the northern fringe of the village. The kiosk's location on the main road, close to the entrance to the village, indicates that it was placed to serve through traffic as well as the village.

Effect of the present A303

The A303 runs directly to the north of the asset. Traffic movement, noise and lights (during the hours of darkness) are very apparent when traffic is flowing as is traffic congestion during busy periods.

Effect of the Scheme: construction phase – permanent

The Winterbourne Stoke Bypass would run c. 420m to the north of the asset. The kiosk's relationship with both the village and the present A303 would be maintained and its setting would be unchanged.

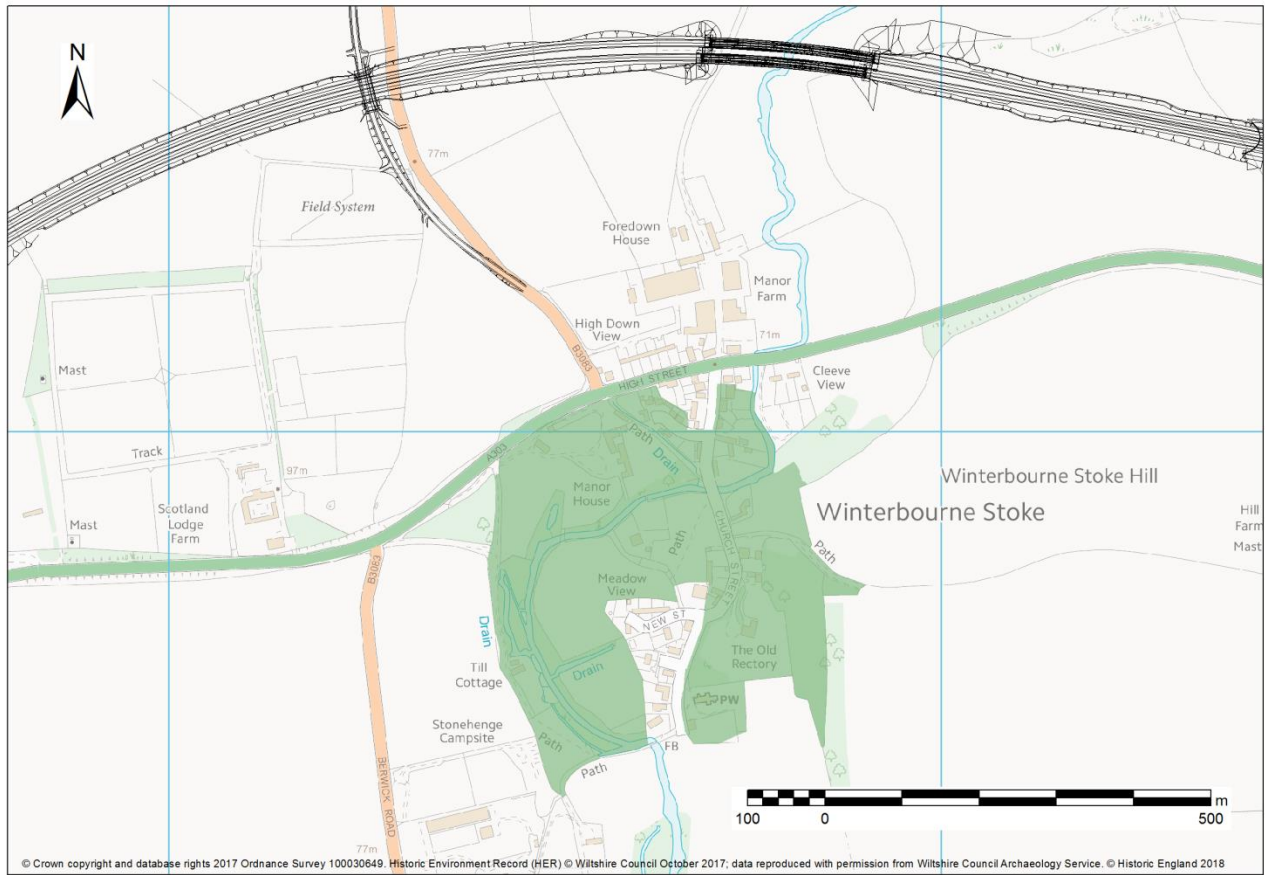
The effect of the Scheme would be **Neutral** (derived from No Change to a Low value asset).

Effect of the Scheme: operational phase

Traffic noise would be apparent within the asset's setting albeit at significantly lower levels than at present thanks to the greater distance of the new road from the asset. Removal of through traffic on the present A303 would return a village feel to the asset's setting.

The effect of the Scheme would be **Slight beneficial** (derived from a Minor impact upon a Low value asset).

6015 – Winterbourne Stoke Conservation Area



Refer to Viewpoint CH01 (Figure 2)

NHLE Ref.

N/a

Description and location

The Winterbourne Stoke Conservation Area covers the majority of the village of Winterbourne Stoke. It is bounded on its north side by the A303 save for a triangular area between Brook Close and Church Street and a small stretch of the A303 between Church Street and the River Till. To the west, the area is bounded by the River Till and boundaries to the rear of properties fronting onto Church Street. To the south the area follows the boundaries of Upper Close (The Old Rectory) [6021] and the Church of St Peter [6022]. It then continues west along the southern edge of the woods on the western side of the river and follows the boundary of the wood north to meet the A303.

The River Till flows through the conservation area from north to south, mainly with mature trees on either side. Church Street is aligned north-south through the conservation area, starting at the A303, crossing the river at the grade II listed Bridge over River Till [6018] and terminating at the grade II* listed Church of St Peter. Eight of the nine listed buildings within the conservation area are grouped either side of Church Street. There are fewer buildings in the bottom of the valley due to the river's tendency to flood and these areas are characterised by pasture. The remaining listed building, the Manor House [6016] takes up the north-western quadrant of the conservation area in grounds characterised by broad lawns.

The conservation area is a remnant of a medieval village that has stayed remarkably stable in size since the turn of the 18th century. Its value stems from the surviving built heritage assets within it including the church, rectory and Manor House and the remaining 17th and 18th century cottages and farmhouses including Church Cottage [6024], Old Glebe Farmhouse [6020], Riverside Cottage [6019], and Bridge Cottage [6017], all listed grade II.

Setting

The setting of the conservation area, while mainly confined to the valley in which it is located, extends to the high ground to the north of the A303 and to the east on Winterbourne Stoke Hill. Views from the A303 do not give a full impression of the conservation area, despite glimpses of the Manor House, as the south side of the road is bounded mainly by inter-war and post-war houses which are not part of the conservation area.

The conservation area is best appreciated from within, primarily from Church Street itself on which most of the area's built heritage assets stand. North of the river these are mainly on the eastern side of the street apart from No. 4. The street narrows at the bridge over the river, on the other side of which are views across the pasture to the west and further historic building assets on the eastern side of the street.

The conservation area's setting in the bottom of the valley adds to its value as it highlights the topographical choice in its location; however, that value is marred by the presence of inter-war and post-war development along the A303 outside the conservation area.

Effect of the present A303

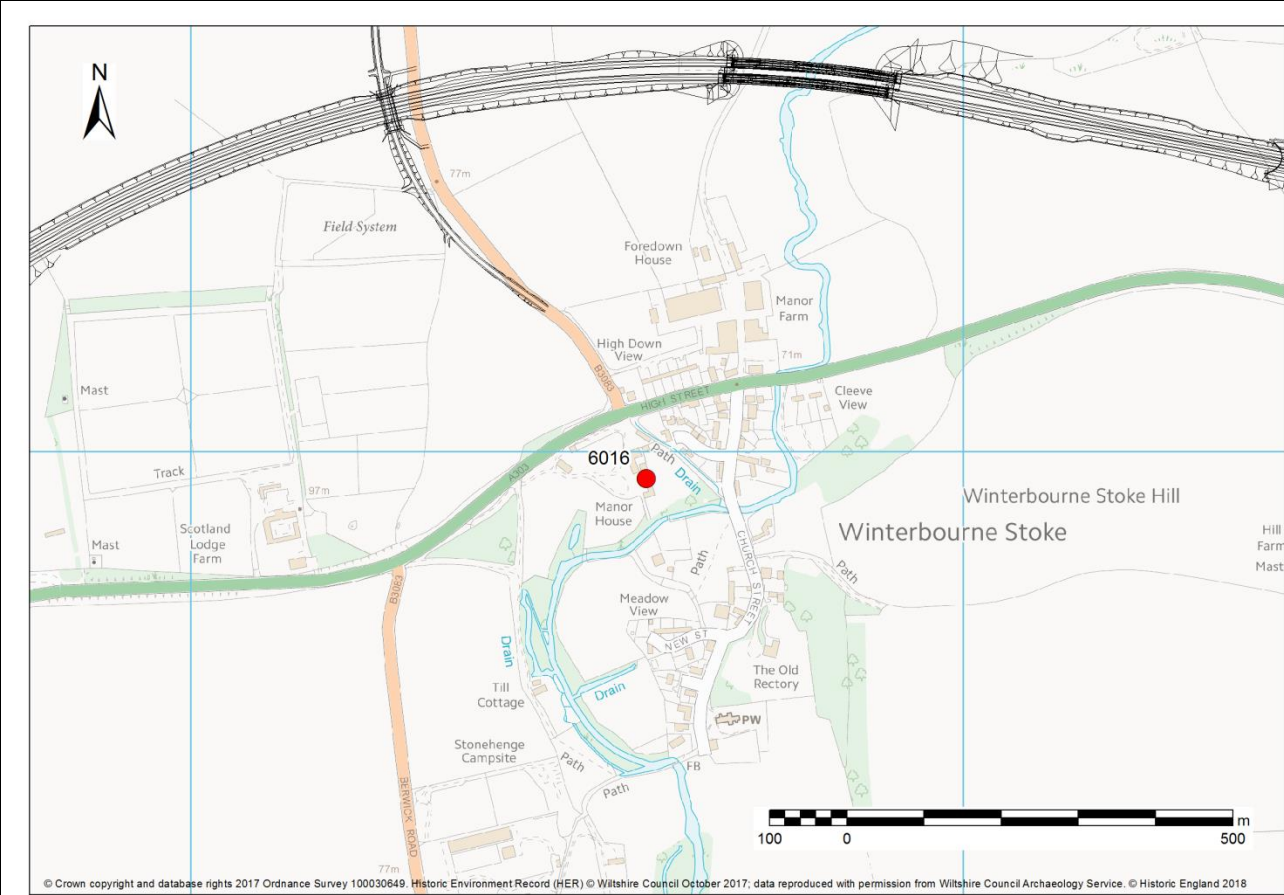
The A303 runs to the north of the northern edge of the conservation area. Traffic movement and noise are very apparent when traffic is flowing as is traffic congestion during busy periods. Traffic noise is heard in most parts of the north of the area and traffic movement is visible, catching the eye especially looking north along Church Street towards the road and detracting from the character of the village. The A303 is also experienced from locations outside the conservation area but within its setting, principally the high ground on either side of the river valley.

Effect of the Scheme: construction phase – permanent

The Winterbourne Stoke Bypass would run in cutting (River Till cutting west), on embankments (River Till viaduct embankments east and west) and across a viaduct (River Till Viaduct) c. 415m north of the conservation area at its closest point. The conservation area is screened from the Scheme by mature trees and the natural landform north of The Manor, and by buildings outside the conservation area on the north and south sides of the A303 to the east of the Manor House. There would therefore be no impact on views out of the conservation area towards the Scheme apart from the point where the River Till flows under the current A303. Here, the conservation area's boundary stops short c. 35m south of the road and there are views from the boundary to the proposed River Till Viaduct c. 415m to the north. The Scheme would also be visible from locations outside the conservation area but within its setting. On a stretch of the B3083 to the north of the A303 the land forms a ridge and from this location the Scheme would be visible to the north, crossing the landscape in cutting, on embankments and on the River Till Viaduct. The village of Winterbourne Stoke is visible to the south, in which view the roofs of the settlement are discernible and there are glimpses of the Manor House, especially during the winter months when the vegetation is sparse. There are two locations on Winterbourne Stoke Hill to the east of the village where the Scheme and conservation area would be seen in the same view. From a point c. 285m east of the junction of Church Street and High Street the northern part of the conservation area can be seen to the west and the proposed River Till Viaduct and its associated embankments to the north, north-east. Further south from this point c. 300m east of the bridge over the River Till there is a view of the central section of the conservation area with the River Till Viaduct and its associated embankments to the north north-east. These changes would however be slight when

6015 – Winterbourne Stoke Conservation Area	
	<p>taking the entire conservation area into account.</p> <p>The effect of the Scheme would be Neutral (derived from a Negligible impact upon a Medium value asset).</p> <p>Effect of the Scheme: operational phase</p> <p>The main effect of the creation of the Winterbourne Stoke Bypass as part of the Scheme would be to remove through traffic from the village, lowering traffic noise throughout the conservation area and removing the visual effect of traffic passing the north end of Church Street in the view along it from inside the conservation area. Traffic noise from the bypass is minimised through the use of false cuttings.</p> <p>The effect of the Scheme would be Slight beneficial (derived from a Minor impact upon a Medium value asset).</p>

6016 – Manor House – grade II*



NHLE Ref.

1130971

Description and location

Manor House was built in the early and late 17th century and extended c. 1920 to allow for larger kitchens and more servants' rooms. Construction is of flint and limestone chequerwork with a slate roof. The projecting bays in both the original range and the addition have coped gables.

The building is of two storeys plus attics, the original range comprises five bays with cross wings extending west at each end. The northern extension added a further three bays with a central bay extension on the east side. The extension was constructed using the same materials and design as the original range. The building is architecturally enhanced with stone dressings and ovolo mouldings. The main entrance to the house is in the west elevation. From here a drive runs west to a gate giving access to the present A303.

Setting

The asset is set in lawned grounds to the west of the village and to the south of the A303. The setting extends to the higher ground to the north of the A303 where the house, if not the grounds, can be clearly seen at all times of year. This area includes a stretch of the B3083. The asset is best appreciated from a point opposite the main entrance half way up the hill to the west of the village. Here there is a good, unimpeded view to the east.

The manor was once at the centre of a considerable estate which extended to 1,850 acres in 1945. Although the village has encroached slightly and the road has become increasingly busy the asset enjoys a very similar setting to that of a hundred years ago and the setting continues to contribute to the asset's significance.

Effect of the present A303

The asset's setting has been changed by the increased traffic on the A303; in other respects it has remained unchanged for some time.

Effect of the Scheme: construction phase – permanent

The Winterbourne Stoke Bypass would run c. 450m to the north of the Manor. The B3083 would be realigned slightly to the west of its existing route at the point where it meets the new road under which it would run in an underbridge (B3083 underbridge). Trees to the north-west of the asset and buildings to the north and north-east would effectively screen the Scheme from the asset which would not be affected.

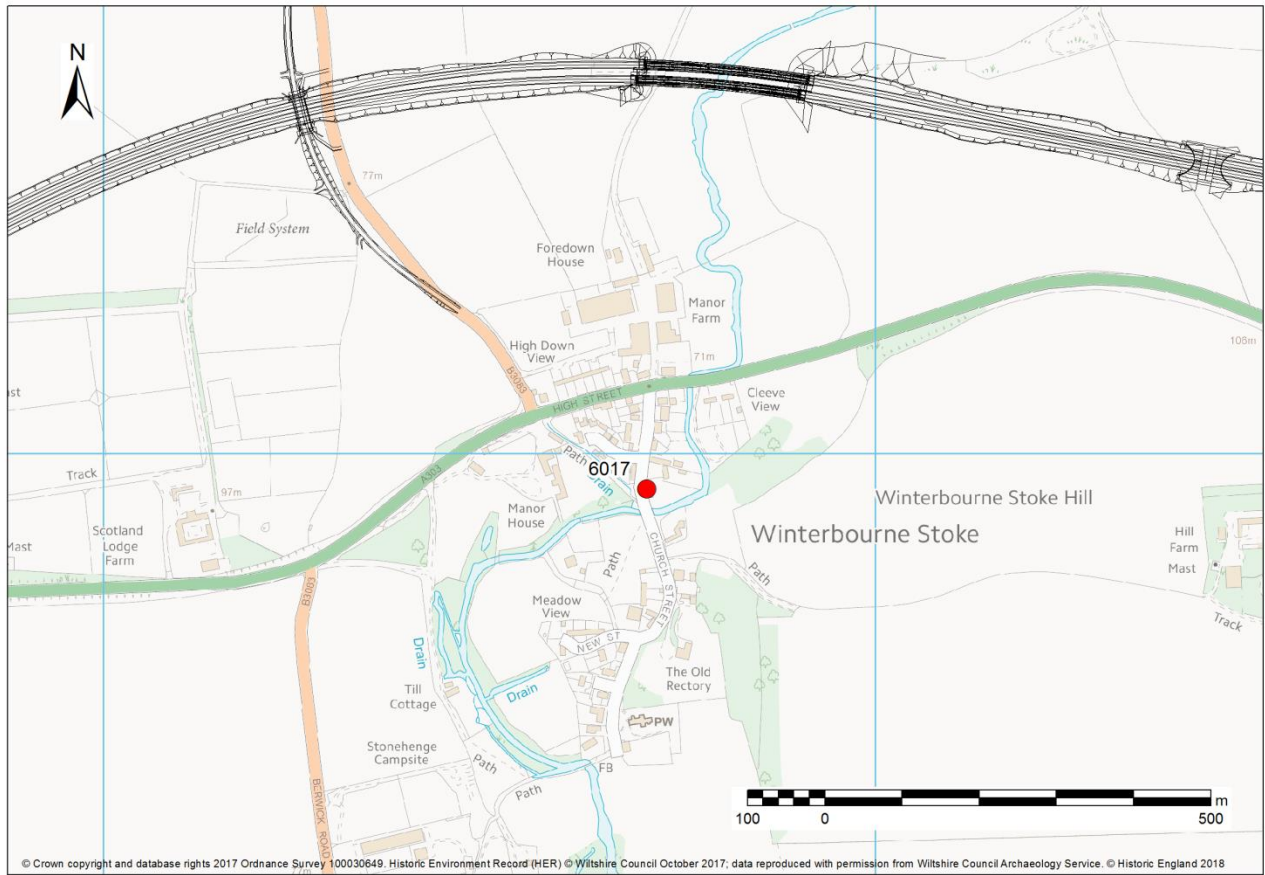
The effect of the Scheme would be **Neutral** (derived from No Change to a High value asset).

Effect of the Scheme: operational phase

The removal of through traffic on the existing A303 would have a calming effect on the asset's setting, reducing visual and aural impact considerably. Traffic noise from the bypass is minimised through the use of false cuttings.

The effect of the Scheme would be **Slight beneficial** (derived from a Minor impact upon a High value asset).

6017 – Bridge Cottage – grade II



NHLE Ref.

1318524

Description and location

Bridge Cottage is a 17th and 18th century farmhouse in the village of Wintebourne Stoke. Construction is of brick and flint chequerwork with rendering to the front and a tiled roof. The building is of two storeys and three bays, with a narrower modern bay at the south end. There are six-paned sashes in bays one and three, a half-glazed door and a six-paned sash in bay two, and a pitched tiled canopy supported on brackets above the front door. There are brick chimney stacks at each gable end of the original building and some timber beams are visible internally.

Setting

The asset's setting is the centre of the village, with the River Till and its bridge to the south. The asset's setting at the centre of the village and its association with the bridge contributes to its significance, this has not been eroded by the modern addition to No. 6 Church Street across the street to the north-west and the development on Brook Close further to the north-west, both of which have been sensitively designed in vernacular materials.

Effect of the present A303

The present A303 is c.120m north of the asset. Some impact is experienced from the movement of traffic passing across the gap at the northern end of Church Street and from traffic noise from the road in general.

Effect of the Scheme: construction phase – permanent

The Winterbourne Stoke Bypass would run across the proposed Till Valley Viaduct and its associated embankments c. 510m to the north of the asset. Neither the asset nor any location within its setting would experience a visual impact from the Scheme. The relationship with the village and the bridge would remain unaffected.

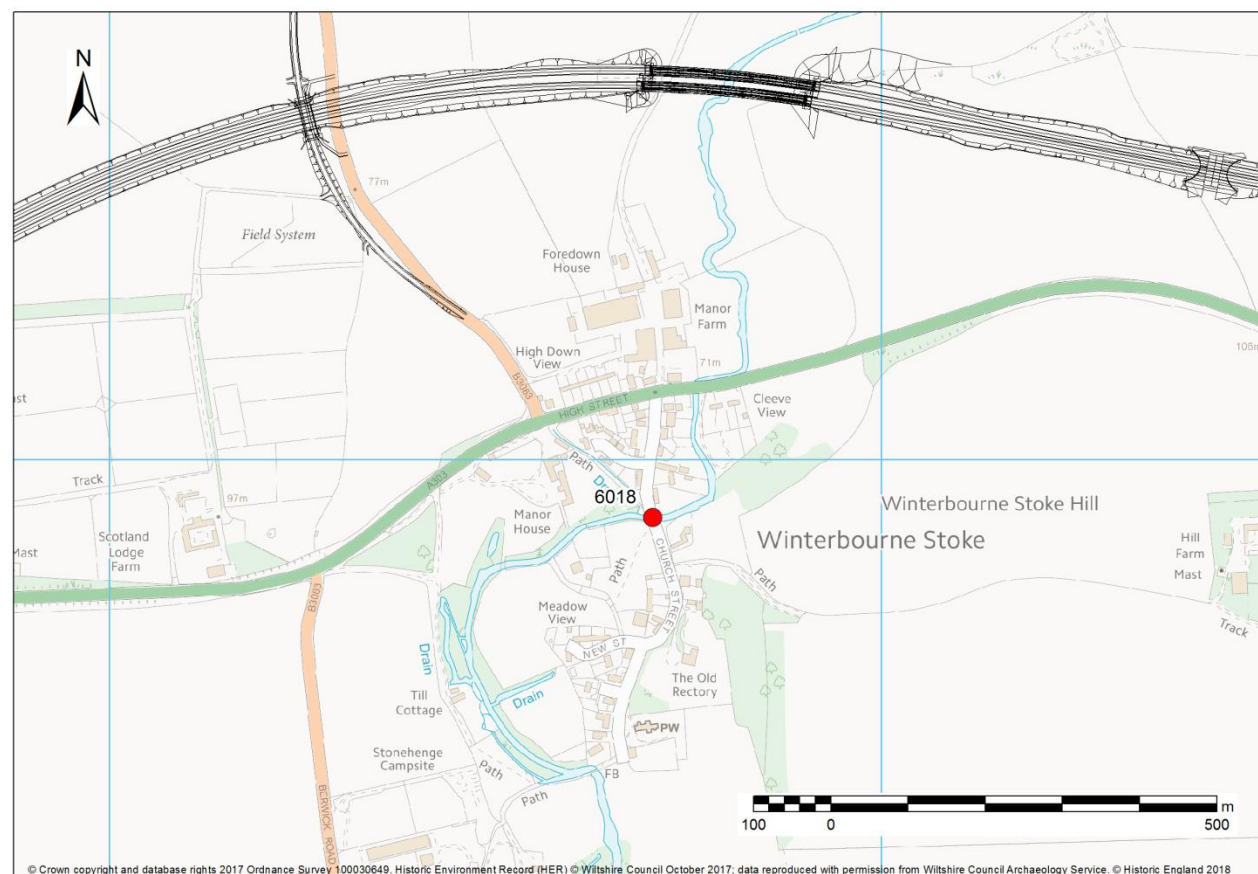
The effect of the Scheme would be **Neutral** (derived from No Change to a Medium value asset).

Effect of the Scheme: operational phase

The reduction of traffic on the present A303 and consequent reduction in visual and aural impact would have a beneficial effect on the asset's setting. Traffic noise would be at lower levels than at present thanks to the greater distance of the new road from the asset and mitigation in the form of false cuttings.

The effect of the Scheme would be **Slight beneficial** (derived from a Negligible impact upon a Medium value asset).

6018 – Bridge Over River Till – grade II



NHLE Ref.

1130973

Description and location

Bridge Over River Till is an 18th century structure that carries Church Street, across the river which flows through the centre of the village at this point. Construction is of red brick with stone parapets, slightly splayed at the ends and terminating in brick piers. The bridge has two segmental arched spans formed of three rings of headers and standing on a central brick cutwater.

Setting

The bridge's setting is the River Till, the course of which is fringed by trees at this point, and Church Street, extending along it for some distance in each direction. To the north along Church Street is the north part of the settlement of Winterbourne Stoke while to the south of the bridge is an open landscape with more scattered development.

The setting in the centre of the village and the presence of the open ground to the south of the asset where houses were taken away due to flooding has an attractive, rural character which contributes to the asset's significance.

Effect of the present A303

The present A303 is c. 140m north of the asset and although the road cannot be seen there is some appreciation of the road as a result of movement of traffic passing across the gap at the northern end of Church Street and of traffic noise from the road in general. This does not affect the appreciation or understanding of the asset's significance.

Effect of the Scheme: construction phase – permanent

The Winterbourne Stoke Bypass would run across the proposed Till Valley Viaduct and its associated embankments c. 530m to the north of the asset. Neither the asset nor any location within its setting would experience a visual impact from the Scheme.

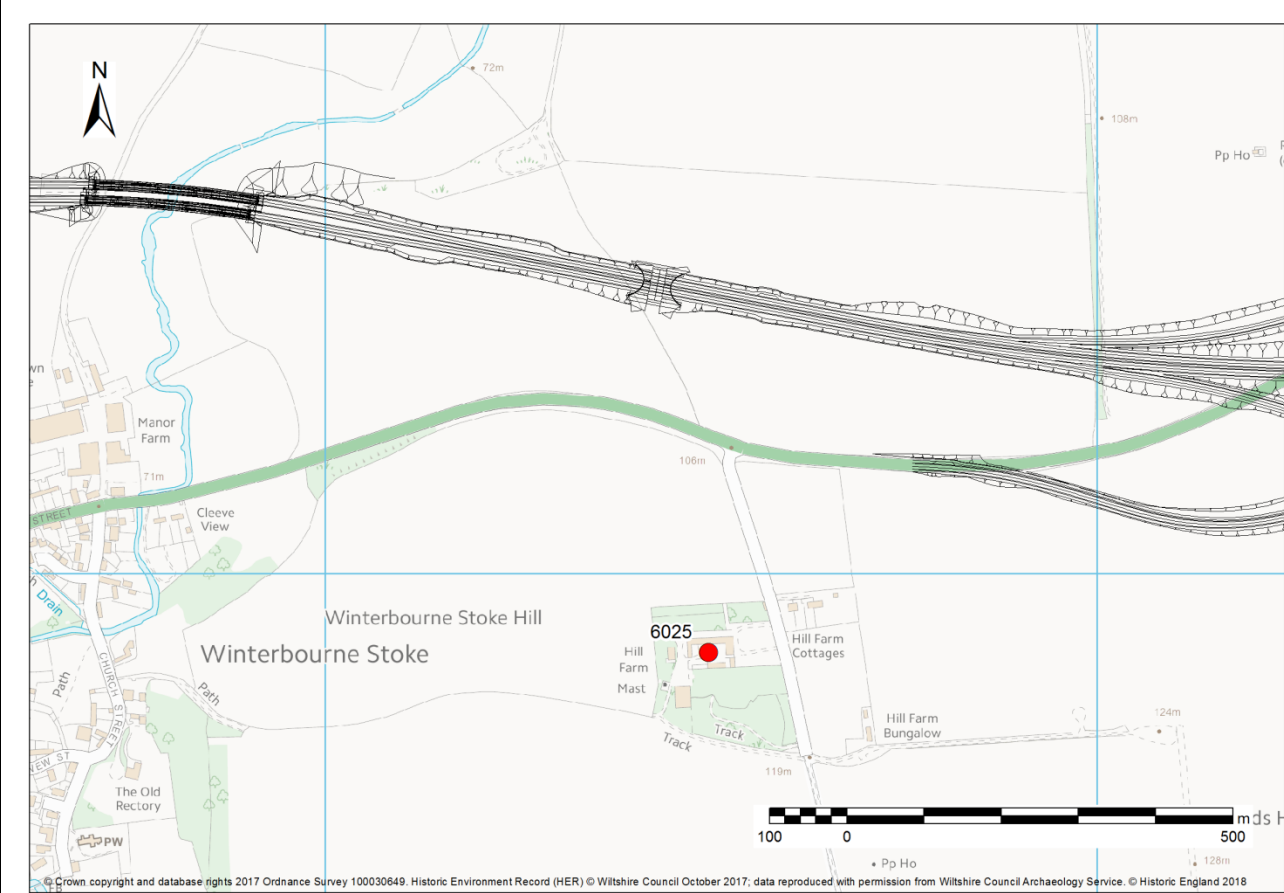
The effect of the Scheme would be **Neutral** (derived from No Change to a Medium value asset).

Effect of the Scheme: operational phase

Traffic noise would be at lower levels than at present thanks to the considerably greater distance of the new road from the asset and mitigation in the form of the solid noise barrier on the southern parapet of the River Till Viaduct. The reduction of traffic on the present A303 would have a beneficial effect on the asset's setting.

The effect of the Scheme would be **Slight beneficial** (derived from a Negligible impact upon a Medium value asset).

6025 – Hill Farm – non designated



NHLE Ref.

N/a

Description and location

Hill Farm is situated on the high ground of Winterbourne Stoke Hill approximately 250m south of the A303 and 800m east of Winterbourne Stoke. The 19th century farmhouse was demolished in 1990 but a number of the farm buildings remain together with the farmhouse's garden wall.

Setting

The asset's setting is the rural landscape of Winterbourne Stoke Hill with mature trees to the north and west and mature planting in the garden of Hill Farm, both dating to the 19th century. The asset can only be appreciated from a point on the byway to the east where there is no screening.

Effect of the present A303

Due to the screening afforded by the mature planting surrounding the asset, the present A303 is not experienced from within the asset's setting beyond the presence of background traffic noise.

Effect of the Scheme: construction phase – permanent

The proposed Winterbourne Stoke Bypass would run approximately 420m to the north of the asset. At this point the Scheme would be on an embankment just to the east of Green Bridge Two that would carry the new road over the track from the A303 to Foredown Barn. The point at which the proposed link to Winterbourne Stoke would deviate from the present A303 would be located approximately 320m north-east of the asset. The asset would be screened from the proposed Winterbourne Stoke Bypass by the mature vegetation surrounding it. This would hold true for that part of the setting which is not enclosed to the east of the asset where the tall hedges either side of the byway running from the A303 would provide screening. The proposed Longbarrow Junction is to be constructed below ground level and would not be visible from the east of the asset or cause changes to its setting.

The effect of the Scheme would be **Neutral** (derived from a Negligible impact upon a Low value asset).

Effect of the Scheme: operational phase

There would be a slight but not significant reduction in traffic noise as a result of the greater distance of the proposed new road from the asset than the current A303.

The effect of the Scheme would be **Neutral** (derived from No Change to a Low value asset).

6026 – Hill Farm Cottages – non designated



NHLE Ref.

N/a

Description and location

Hill Farm Cottages comprise two sets of semi-detached agricultural workers' cottages associated with Hill Farm. The cottages are situated approximately 100m north-east of Hill Farm and approximately 180m south of the present A303. Both two-storey pairs are rendered with slate roofs. The pair to the left comprises a rear range with projecting gables while the pair to the right comprises a single range with a hipped roof and a single storey and a modern addition to the front.

Setting

The cottages are surrounded by open agricultural land to three sides with the more enclosed setting of Hill Farm, surrounded by trees, to the west. Apart from increased traffic on the A303 and the erection of modern farm buildings at Foredown Barn the setting has remained unchanged for over 100 years. Built as agricultural worker's cottages the setting makes a major contribution to the asset's significance.

Effect of the present A303

The current A303 runs to the north of the cottages at the north end of the field which they face. The present Longbarrow roundabout is visible in views to the east due to the asset's elevated position. Most vehicles on the stretch of the A303 to the north of the cottages are screened from the asset by the bank and hedge to the south of the carriageway but traffic movement is more visible during the winter. High-sided vehicles are visible above the hedge and traffic noise is apparent.

Effect of the Scheme: construction phase – permanent

The Scheme would run on an embankment approximately 360m north of the asset. The natural landform, which dips between the present A303 and the Scheme to the north, together with a bund to the south of the Scheme would screen it from the asset. The natural landform also dips to the east where the proposed link to Winterbourne Stoke would deviate from the present A303 and there would be no change to setting in this direction. The proposed Longbarrow Junction is to be constructed below ground level and would not be visible from the east of the asset or cause changes to its setting.

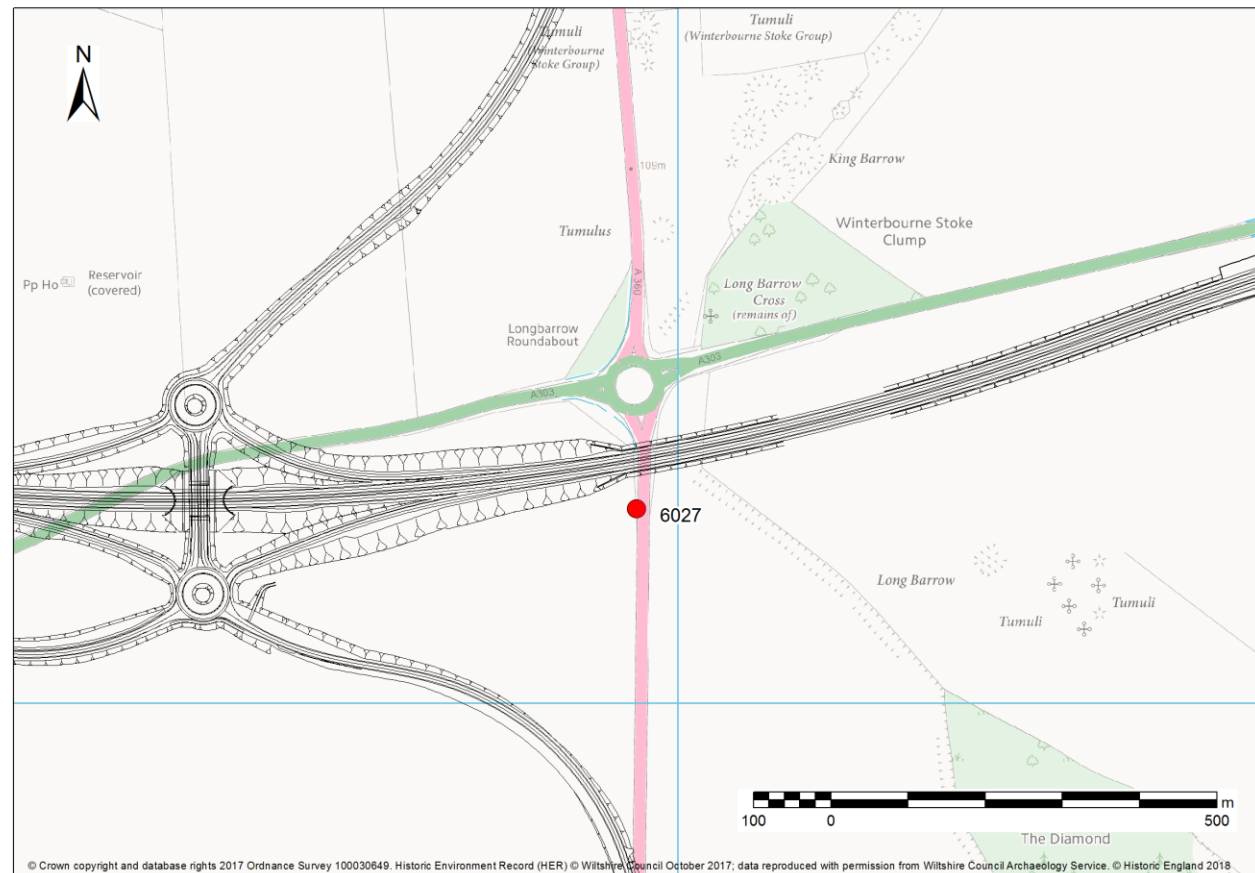
The effect of the Scheme would be **Neutral** (derived from a Negligible impact upon a Low value asset).

Effect of the Scheme: operational phase

Removal of through traffic from the present A303 would have a slight effect on the asset, the majority of high-sided vehicles visible from the asset on the present A303 (apart from those accessing Winterbourne Stoke) would cease to be visible. Traffic noise would decrease slightly but not significantly as a result of the greater separation of the new A303 mainline from the asset, although the existing A303 which is retained for local traffic, the realigned A360, and the new Longbarrow junction are closer to the asset to the north east.

The effect of the Scheme would be **Slight beneficial** (derived from a Negligible impact upon a Low value asset).

6027 – Milestone approximately 100m south of Long Barrow Roundabout at Junction with A303 – grade II



NHLE Ref.

1130972

Description and location

The milestone was erected by the Amesbury Turnpike Trust in the 1760s and consists of an oolitic limestone shaft with a broken top. The shaft is inscribed with the number 10 and two benchmarks, one on its side.

Setting

The milestone's setting is the A360. The asset stands in its original location beside the road and as a result the setting adds to its significance.

Effect of the present A303

Longbarrow Roundabout, an intersection between the A360 and A303 is located c. 100m to the north of the asset. The junction experiences high volumes of traffic and is experienced visually and aurally from the asset's location both in daytime and at night when it is lit.

Effect of the Scheme: construction phase – permanent

Traffic on the present A360 would be diverted from a point c. 600m to the south of the asset to the proposed new grade separated junction to the east of the present Longbarrow Roundabout. The present A360 to the immediate east of the asset would be converted to a restricted byway for non-motorised users which would cross the new A303 on an overbridge, Green Bridge Four.

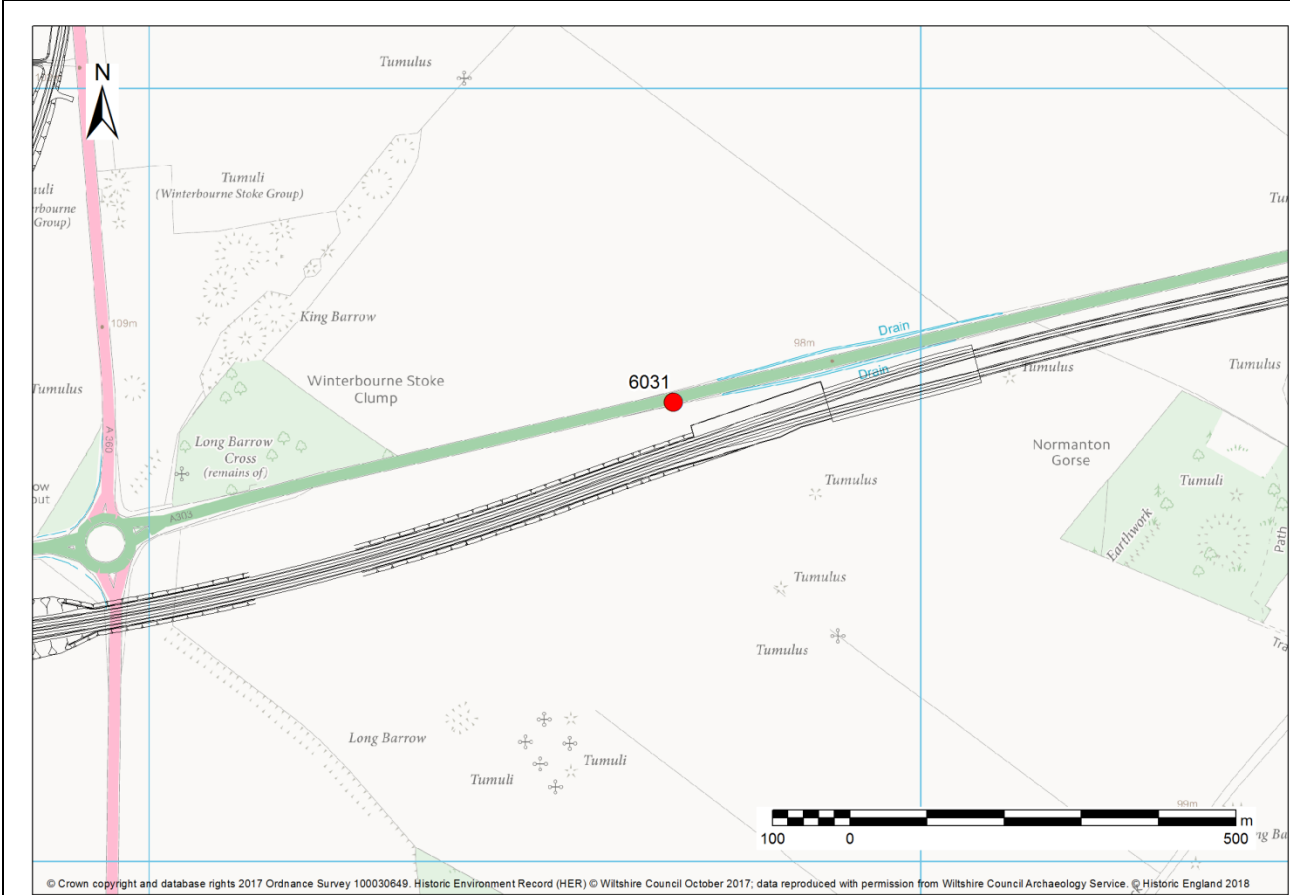
The effect of the Scheme would be **Neutral** (derived from a Negligible impact upon a Medium value asset)

Effect of the Scheme: operational phase

While motorised traffic would be removed from the present A360 in the location of the asset, the route would be preserved as a byway and the asset's significance would be unharmed. Traffic noise is expected to decrease significantly due to the proximity to the existing A360.

The effect of the Scheme would be **Neutral** (derived from a No change impact upon a Medium value asset).

6031 – Milestone approximately 850m east of Longbarrow roundabout – grade II



NHLE Ref.

1130999

Description and location

The asset is located on the south side of the present A303 c. 860m east of Longbarrow Roundabout. The milestone was erected by the Amesbury Turnpike Trust in the 1760s and takes the form of a rectangular limestone pillar with a gabled top. An incised inscription on the front and back reads 'LXXXI / Miles from / LONDON / III / from Amesbury'.

Setting

The asset's setting is the A303. Its setting beside the route it was designed to mark contributes to its significance.

Effect of the present A303

The A303 passes directly in front of the asset which is subject to heavy traffic.

Effect of the Scheme: construction phase – permanent

The present A303 would be transformed into a restricted byway for non-motorised users at this point, preserving the route the asset was designed to mark.

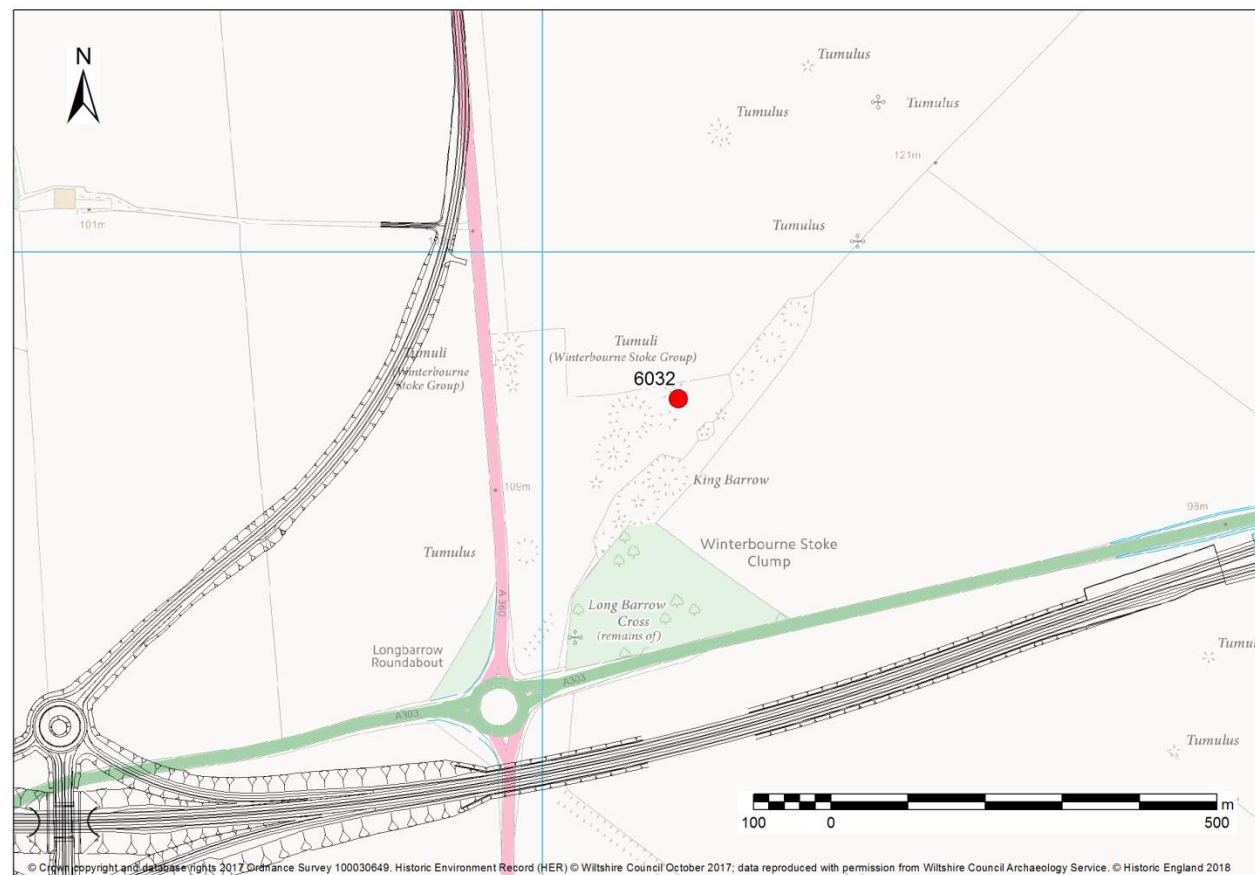
The effect of the Scheme would be **Neutral** (derived from a Negligible impact upon a Medium value asset).

Effect of the Scheme: operational phase

Motorised traffic would be removed from the present A303 in the location of the asset with a resulting decrease in visual and aural impact. The route would be preserved as a restricted byway for non-motorised use and the asset's significance would be unharmed.

The effect of the Scheme would be **Neutral** (derived from a No change impact upon a Medium value asset).

6032 – Marker AM2. Stonehenge Aerodrome boundary marker at Winterbourne Stoke Crossroads barrow group – non designated



NHLE Ref.

N/a

Description and location

One of six cast concrete markers remaining from those erected by the Air Ministry after the first world war to mark the boundary of Stonehenge Aerodrome. The marker is 0.45m square in section, 0.35m tall, chamfered at the top with the inscription 'A.M.' above a broad arrow denoting British Government property and 'No 2' below. The marker is located approximately in the centre of Barrow 12, a pond barrow in the Winterbourne Stoke Crossroads Barrow Group to the north-west of Longbarrow Roundabout.

Setting

The asset's setting is the agricultural land that formed the former Stonehenge Aerodrome. The fact that the asset is in its original position contributes to its significance but its lack of inter-visibility with other markers makes it hard to read as part of a group.

Effect of the present A303

The asset is located approximately 325m north of the present A303 and screened from it in that direction by Winterbourne Stoke Clump. There are views from the asset to the present A303 to the south-east (c. 400m) and to the present Longbarrow Roundabout to the south-west (c. 410m) and traffic can be seen and heard from both locations and for some distance along the A303, which formed part of the southern boundary of the aerodrome from a point approx. 600m to the east of Longbarrow Roundabout.

Effect of the Scheme: construction phase – permanent

The Scheme mainline would be c. 150m further south of the asset than the present A303, where it would run in a vertical retained cutting (the Western Portal approach road). The proposed new Longbarrow Junction would be located c. 575m west of the present Longbarrow Roundabout and the present A360 would be converted to a restricted byway for non-motorised users. While the changes would be of some benefit to the setting they are sufficiently distant to be of low magnitude.

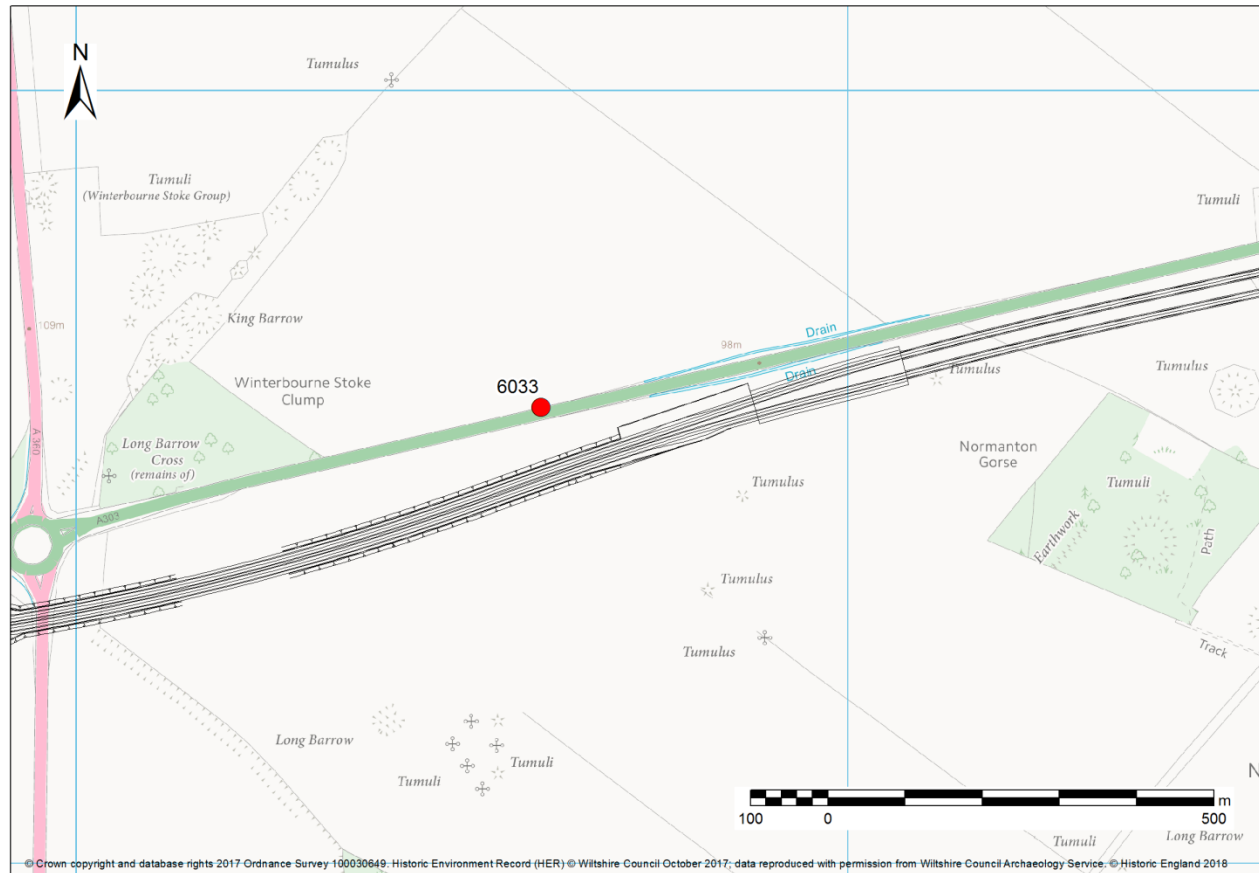
The effect of the Scheme would be **Neutral** (derived from a Negligible impact upon a Low value asset).

Effect of the Scheme: operational phase

The removal of traffic from the A303 and A360 would reduce visual and aural impact and would be of some benefit to the asset's setting.

The effect of the Scheme would be **Slight beneficial** (derived from a Negligible impact upon a Low value asset).

6033 – Marker AM1. Stonehenge Aerodrome boundary marker beside A303 – non designated



NHLE Ref.

N/a

Description and location

One of six cast concrete markers remaining from those erected by the Air Ministry after the first world war to mark the boundary of Stonehenge Aerodrome. The marker is 0.45m square in section, 0.35m tall, chamfered at the top with the inscription 'A.M.' above a broad arrow denoting British Government property and 'No 1' below. The marker is located on the north side of the A303 approx. 1km to the east of Long Barrow Roundabout.

Setting

The asset's setting is the agricultural land that formed the former Stonehenge Aerodrome. The asset marked one corner of the aerodrome's southern boundary. The presence of the post and wire fence dividing the A303 from land to the north adds to the asset's significance as a boundary marker but the lack of inter-visibility with other markers makes it hard to read as part of a group.

Effect of the present A303

The A303 runs directly to the south of the asset. Traffic movement and noise are very apparent when traffic is flowing as is traffic congestion during busy periods.

Effect of the Scheme: construction phase – permanent

The Scheme would run in a cutting and twin bored tunnel with canopy over the western portal entrance to the south of the asset. Access to the asset would be opened up for cyclists and pedestrians as the existing A303 would be converted to a restricted byway for non-motorised users, and the fencing to the north of the existing A303 would remain, retaining the significance of the asset by retaining a simulacrum of the boundary of the former aerodrome in this location.

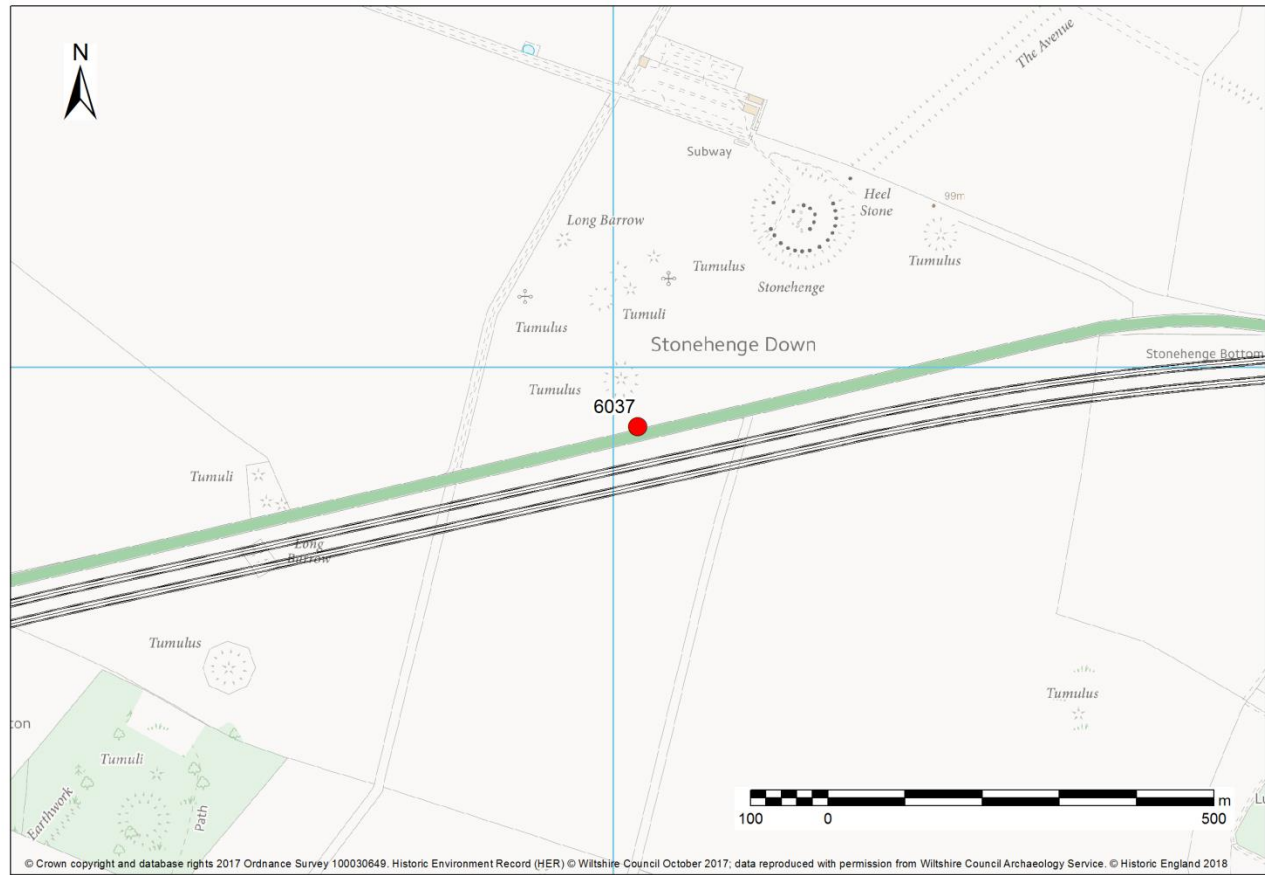
The effect of the Scheme would be **Slight beneficial** (derived from a Minor impact upon a Low value asset).

Effect of the Scheme: operational phase

The existing A303 would be converted to a restricted byway for non-motorised users, and the fencing to the north of the existing A303 would remain, retaining the significance of the asset by retaining a simulacrum of the boundary of the former aerodrome in this location. The asset would benefit from the removal of visual impact and reduction of aural impact from its setting.

The effect of the Scheme would be **Slight beneficial** (derived from a Minor impact upon a Low value asset).

6037 – Marker AM12. Stonehenge Aerodrome boundary marker beside A303, south-west of Stonehenge – non designated



NHLE Ref.

N/a

Description and location

One of six cast concrete markers remaining from those erected by the Air Ministry after the first world war to mark the boundary of Stonehenge Aerodrome. The marker is 0.45m square in section, 0.35m tall, chamfered at the top with the inscription 'A.M.' above a broad arrow denoting British Government property and 'No 12' below. The marker is located on the north side of the A303 south west of marker AM11 [BH35].

Setting

The asset's setting is the agricultural land that formed the former Stonehenge Aerodrome. The asset marked one corner of the aerodrome's southern boundary. The presence of the post and wire fence dividing the A303 from land to the north adds to the asset's significance as a boundary marker but the lack of inter-visibility with other markers makes it hard to read as part of a group.

Effect of the present A303

The A303 runs directly to the south of the asset. Traffic movement and noise are very apparent when traffic is flowing as is traffic congestion during busy periods.

Effect of the Scheme: construction phase – permanent

The Scheme would run in a twin bored tunnel to the south of the asset. Access to the asset would be opened up for cyclists and pedestrians as the existing A303 would be converted to a restricted byway for non-motorised users and the fencing to the north of the A303 would remain, preserving the significance of the asset by maintaining a simulacrum of the boundary of the former aerodrome in this location.

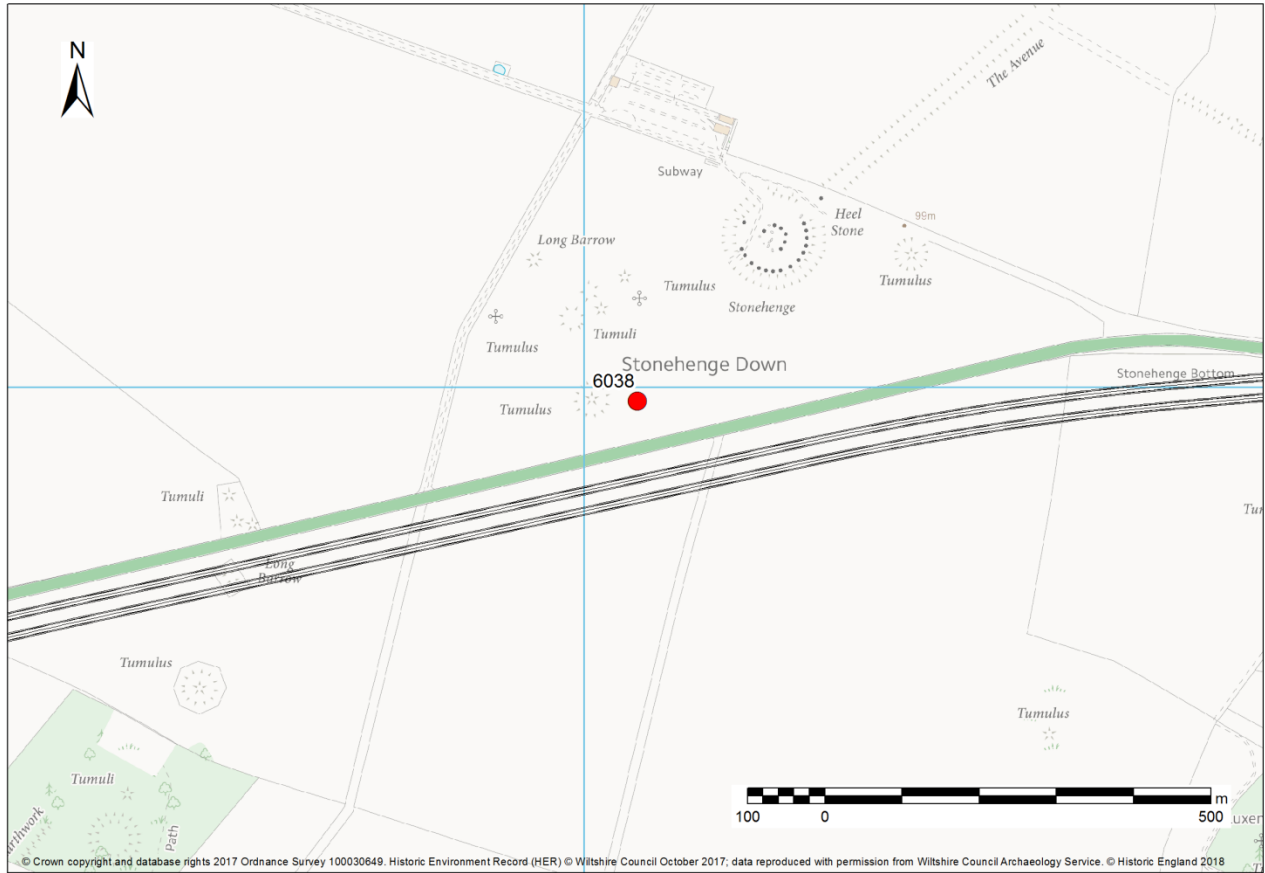
The effect of the Scheme would be **Slight beneficial** (derived from a Minor impact upon a Low value asset).

Effect of the Scheme: operational phase

The existing A303 would be converted to a restricted byway for non-motorised users, and the fencing to the north of the existing A303 would remain, retaining the significance of the asset by retaining a simulacrum of the boundary of the former aerodrome in this location. The asset would benefit from the removal of visual impact and considerable reduction of aural impact from its setting.

The effect of the Scheme would be **Slight beneficial** (derived from a Minor impact upon a Low value asset).

6038 – Marker AM11. Stonehenge Aerodrome boundary marker north of A303, south-west of Stonehenge – non designated



NHLE Ref.

N/a

Description and location

One of six cast concrete markers remaining from those erected by the Air Ministry after the first world war to mark the boundary of Stonehenge Aerodrome. The marker is 0.45m square in section, 0.35m tall, chamfered at the top with the inscription 'A.M.' above a broad arrow denoting British Government property and No 11 below. The marker is located c. 60m north of the A303 to the south-west of Stonehenge.

Setting

The asset's setting is the open grassland that formed part of the former Stonehenge Aerodrome. The fact that the asset is in its original position contributes to its significance but its location on open ground and the lack of inter-visibility with other markers makes it hard to read as part of a group.

Effect of the present A303

The current A303 lies c. 55m to the south of the asset. Traffic movement and noise are apparent when traffic is flowing as is traffic congestion during busy periods.

Effect of the Scheme: construction phase – permanent

The Scheme would run in a twin bored tunnel to the south of the asset. The present A303 would be converted to a restricted byway for non-motorised users which would have some benefit to the asset's setting.

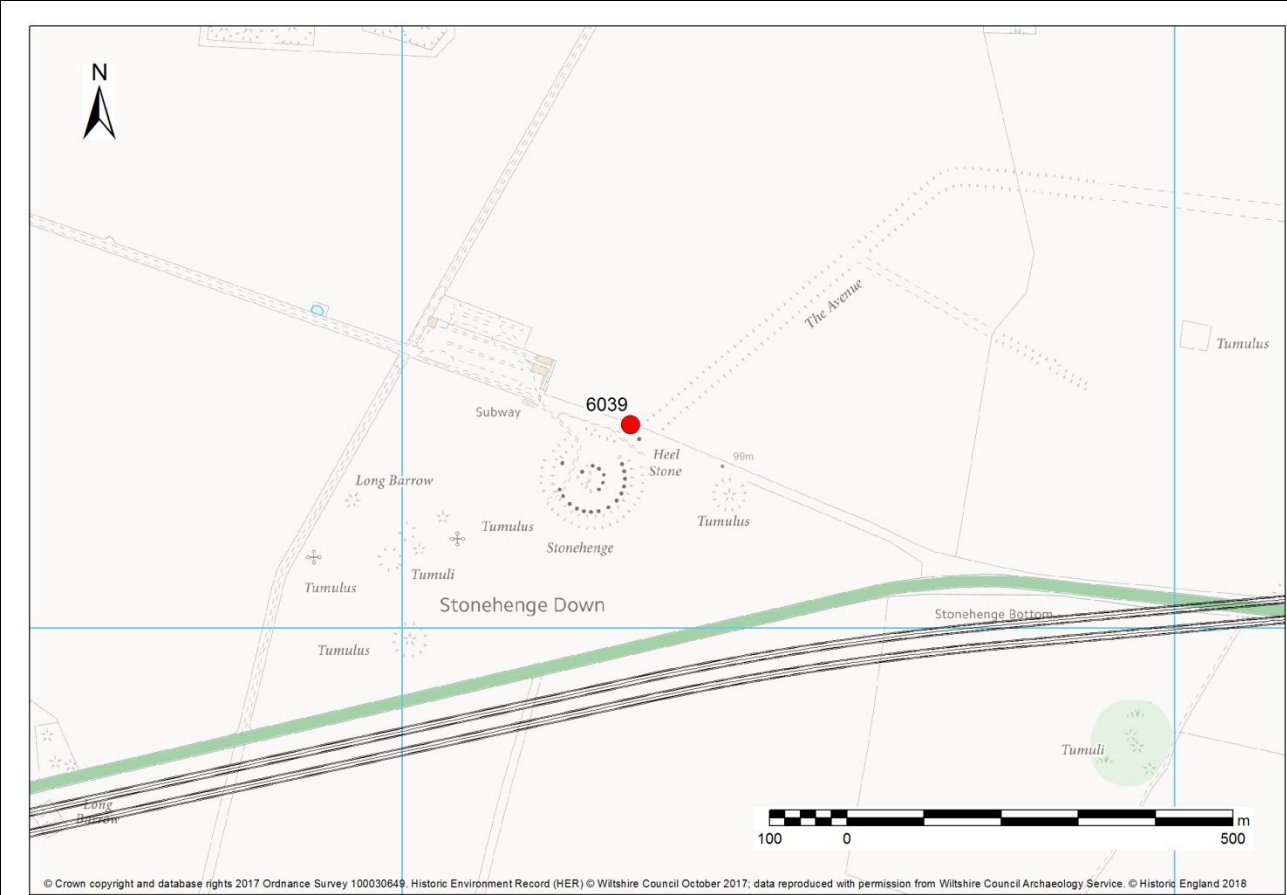
The effect of the Scheme would be **Slight beneficial** (derived from a Minor impact upon a Low value asset).

Effect of the Scheme: operational phase

Traffic would be removed completely from the asset's setting. The resulting absence of visual impact and considerable reduction in aural impact would be of benefit to the asset.

The effect of the Scheme would be **Slight beneficial** (derived from a Minor impact upon a Low value asset).

6039 – Milestone opposite Stonehenge – grade II



NHLE Ref.

1131086

Description and location

The asset has been re-located from its original location to the north side of the former A344 to the north north-west of Stonehenge and was originally erected by the Amesbury Turnpike Trust in the 1760s. The rectangular limestone shaft has a worn top and an inscription reading: 'LXXX / Miles from / LONDON / II from / Amesbury.' An earlier inscription now upside-down on bottom of front face reads 'AMESBURY.'

Setting

The asset's setting is the former A344 which is now a restricted byway at this point. The asset has been moved from its original location but its setting beside the former road continues to contribute to its significance.

Effect of the present A303

The A303 is located c. 320m to the south of the asset and can be seen to the east where it crosses King Barrow Ridge. Some low level traffic noise from the A303 is apparent.

Effect of the Scheme: construction phase – permanent

The Scheme would run in a twin bored tunnel south of the asset. Removal of the A303 as it runs east toward King Barrow Ridge would be apparent and of some benefit to the asset's setting.

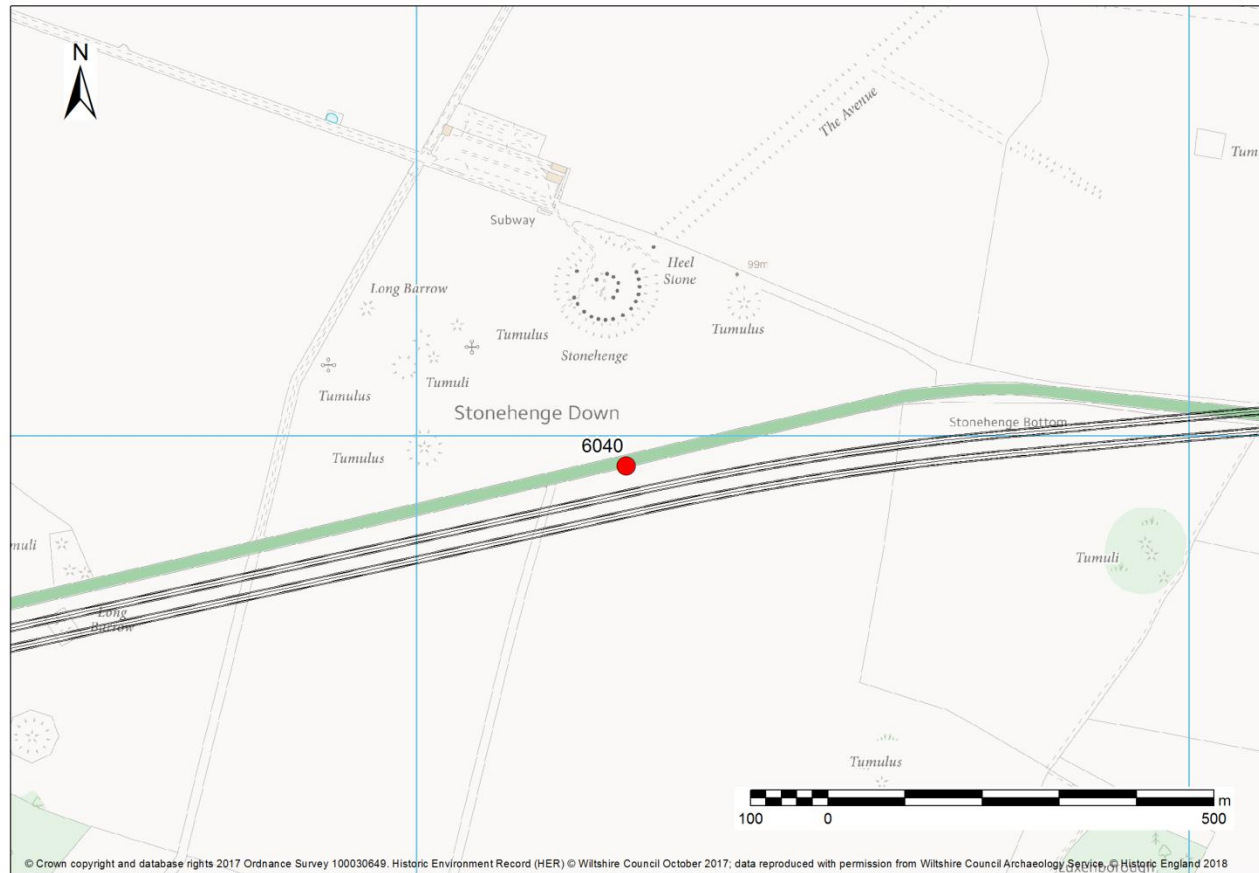
The effect of the Scheme would be **Slight beneficial** (derived from a Negligible impact upon a Medium value asset)

Effect of the Scheme: operational phase

Traffic would be removed completely from the asset's setting. The resulting absence of visual impact and considerable reduction in aural impact would be of benefit to the asset.

The effect of the Scheme would be **Slight beneficial** (derived from a Negligible impact upon a Medium value asset).

6040 – Milestone – grade II



NHLE Ref.

1131085

Description and location

The asset is located on the south side of the A303 almost directly south of Stonehenge. The milestone was erected by the Amesbury Turnpike Trust in the 1760s and the rectangular limestone shaft has a worn top and is partially buried. The inscription reads '80 / Miles from / London /'

Setting

The asset's setting is the present A303. The asset stands in its original location beside the road and as a result the setting adds to its significance.

Effect of the present A303

The A303 passes directly in front of the asset which is subject to traffic movement, noise and vehicle lights during the hours of darkness.

Effect of the Scheme: construction phase – permanent

The Scheme would run in a twin bored tunnels to the south of the asset. The existing A303 would be converted to a restricted byway for non-motorised users at this point, but the route the milestone was designed to mark would be preserved. The removal of the A303 removes both visual and aural impact on the asset's setting and would allow access to the asset by cyclists and pedestrians.

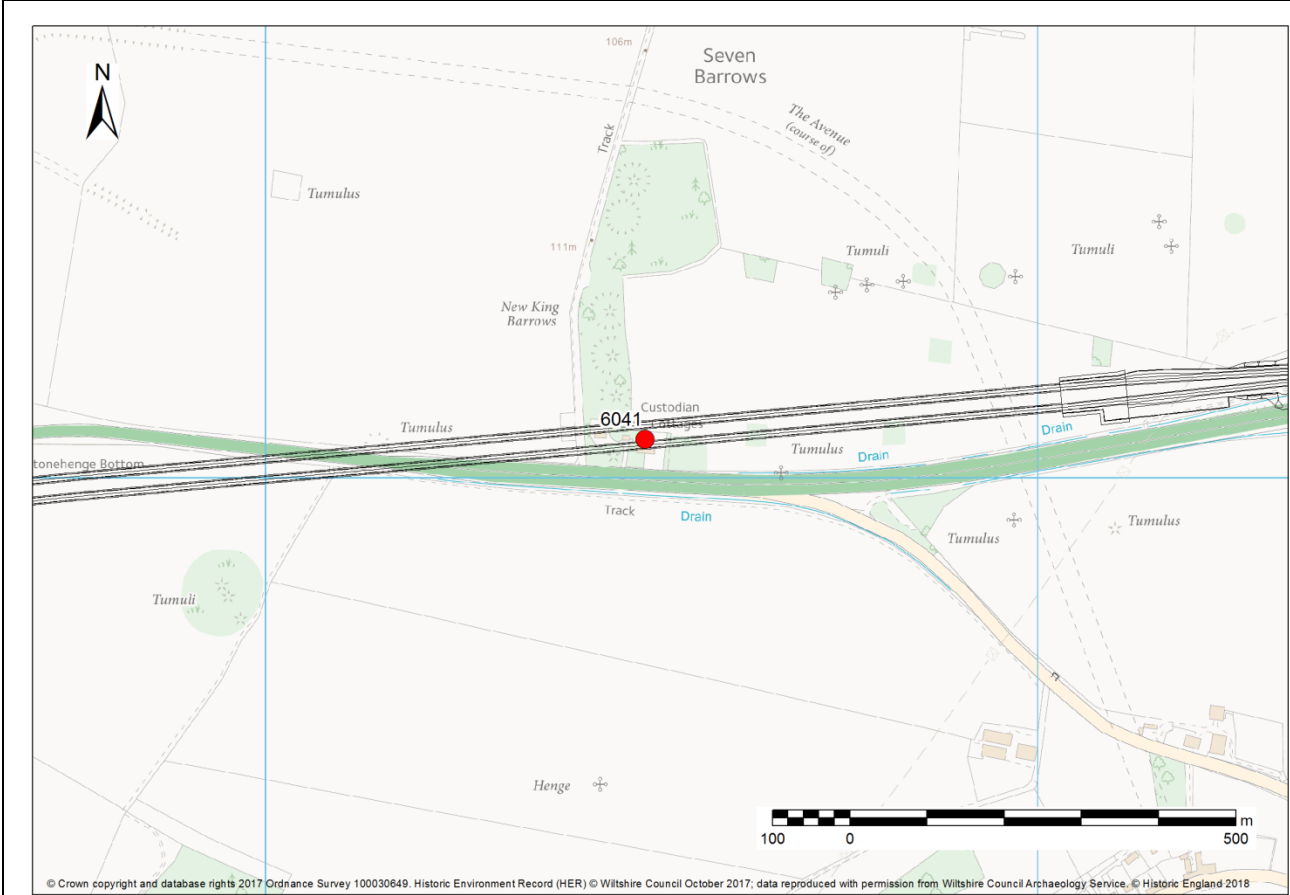
The effect of the Scheme would be **Slight beneficial** (derived from a Minor impact upon a Medium value asset).

Effect of the Scheme: operational phase

Traffic would be removed completely from the asset's setting. The resulting absence of visual impact and considerable reduction in aural impact would be of benefit to the asset. The combination of removal of motorised traffic on the present A303 and the fact that the route the asset was designed to mark would be preserved as a restricted byway would have a beneficial effect on the asset's setting.

The effect of the Scheme would be **Slight beneficial** (derived from a Minor impact upon a Medium value asset).

6041 – Custodians' Cottages at King Barrow Ridge – non designated



NHLE Ref.

N/a

Description and location

The Custodians Cottages (non-designated) are located on the north side of the A303 in a wooded area on King Barrow Ridge. The cottages were built in 1936 for the custodians of Stonehenge after Stonehenge Cottages, which were located at the point where the A303 and A345 diverged, were demolished in 1927. They represent a pair of semi-detached cottages, stucco with thatched hip roof and brick stack on ridge. Timber casement windows. Shared central gable in roof with two-light timber casements either side of the legend 1936.

Setting

The once remote setting with a scheduled bowl barrow approximately 25m to the west has suffered from the dualling of the A303 and consequent increase in traffic but has otherwise changed little since the cottages were built. The position on King Barrow Ridge and lack of development between the cottages and Stonehenge means that the asset's connection with the monument has been preserved.

Effect of the present A303

The A303 runs directly in front of the cottages approximately 25m to the south. Traffic movement and noise are very apparent when traffic is flowing as is traffic congestion on the west bound carriageway during busy periods. The presence of heavy traffic on the road detracts from the asset's relationship with Stonehenge to the west.

Effect of the Scheme: construction phase – permanent

The Scheme would run in twin bored tunnel underneath the asset. The Eastern portal would be located c. 585m to the west of the asset and screened from it by the intervening landform. Removal of the A303 would restore the rural nature of the setting while maintaining the asset's relationship with the current A303 which would be converted to a byway connected to Stonehenge Road to allow access from the cottages to the road network and by cyclists and pedestrians to the asset and the land beyond. The asset's relationship with Stonehenge would be preserved by the retention of the present A303 as a green lane.

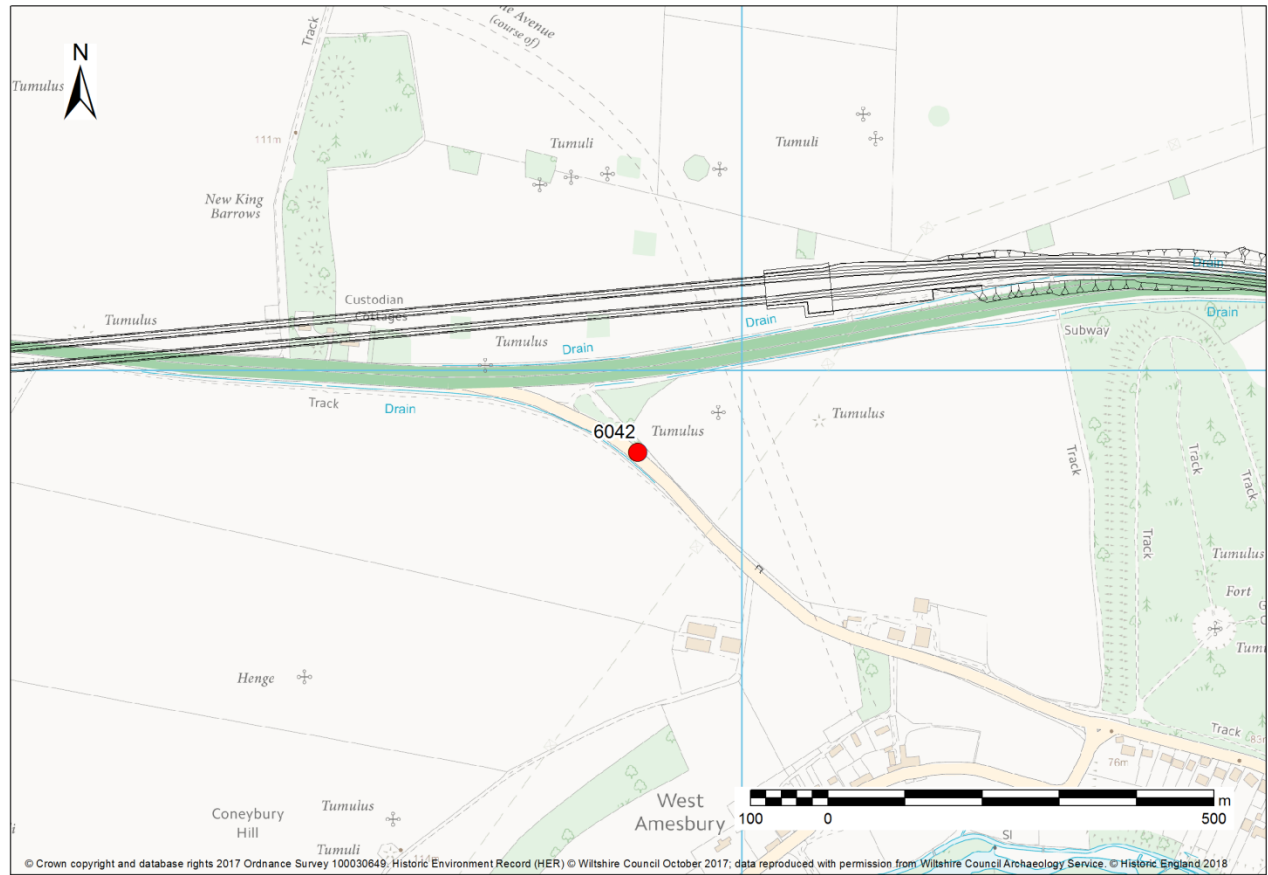
The effect of the Scheme would be **Slight beneficial** (derived from a Moderate impact upon a Low value asset).

Effect of the Scheme: operational phase

Visual impact from traffic on the present A303 would be removed and aural impact greatly reduced. These changes to the asset's setting would improve its relationship with Stonehenge with a consequent increase in its significance.

The effect of the Scheme would be **Slight beneficial** (derived from a Moderate impact upon a Low value asset).

6042 – Milestone near junction with A303(T) – grade II



NHLE Ref.

1131071

Description and location

The asset is located on the north side of Stonehenge Road approximately 90m south of the A303 and was erected by the Amesbury Turnpike Trust in the 1760s. The large limestone slab has a curved top, an incised inscription reading 'LXXIX / Miles from / LONDON / XIX / from / Andover / 1764' and a bench mark on the left side. Historic mapping indicates that the asset has been moved three times from its original location c. 430m to the south-east.

Setting

The asset's setting is Stonehenge Road, extending across the road and for a short distance along it in either direction. Although the asset has been moved from its original location, its roadside setting continues to contribute to its significance.

Effect of the present A303

The A303 is located c. 90m to the north at its nearest point but is screened from the asset by a copse of mature trees. Traffic can, however, be seen at the junction of the A303 and Stonehenge Road to the north-west and traffic noise is apparent.

Effect of the Scheme: construction phase – permanent

The Scheme would run in a twin bored tunnel to the north of the asset with the Eastern portal c. 275m to the north-east of it. Removal of the road would have some benefit to the asset's setting.

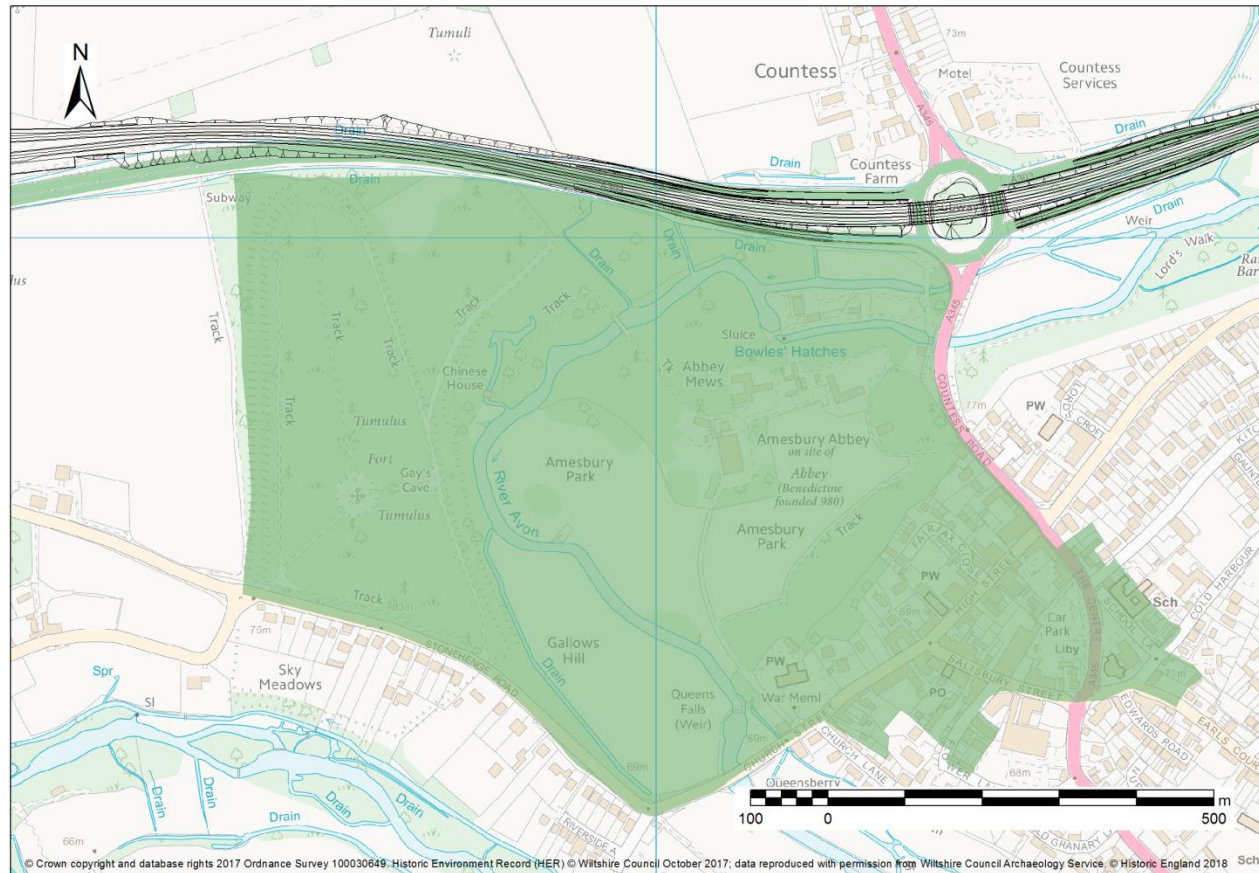
The effect of the Scheme would be **Slight beneficial** (derived from a Negligible impact upon a Medium value asset).

Effect of the Scheme: operational phase

Traffic would be removed from the present A303 to the north of the asset. While there would be no vehicular access from Stonehenge Road onto the former A303 the route would continue to be used by those needing to access Stonehenge Cottages and by occasional farm traffic. The asset's setting would be improved by the considerable reduction in visual and aural impact from traffic while the significance of the asset would be preserved as the route it marks would continue to operate.

The effect of the Scheme would be **Slight beneficial** (derived from a Negligible impact upon a Medium value asset).

6052 – Amesbury Conservation Area



NHLE Ref.

N/a

Description and location

The Amesbury Conservation Area was adopted by Salisbury District Council in February 1980. The area takes in the historic core of the town together with the majority of the Amesbury Abbey Registered Park and Garden (RPG), with the exception of Lord's Walk. It also takes in a small area of land between the RPG and the A303. The conservation area is bounded to the north by the A303 Amesbury bypass; to the east by Countess Road; to the south by the limits of the historic core of the town, Church Street and Stonehenge Road; and to the west by the western boundary of the RPG.

The conservation area contains a number of listed buildings including Amesbury Abbey and others within the RPG and those buildings relating to the towns historic core, which are mainly ranged along High Street and around the church. The majority of the conservation area is within the RPG which is assessed separately below. The remainder of the conservation area comprises the historic core of Amesbury town centre, an area defined by Church Street, High Street, Salisbury Street and 'The Centre'. Buildings on Church Street and High Street range in date from the 16th to the 19th century, are of high quality in terms of design and materials and are consistent in height, mainly two or three storeys, and massing. Materials include brick, painted or rendered brick, and flint and limestone with slate and tile roofs. The western part of the conservation area with the church and its boundary wall, the terraced houses opposite, the entrance to Amesbury Abbey and Queensberry Bridge is particularly attractive and gives a strong impression of the town's history.

Setting

The conservation area is set within a broad meander of the River Avon which enters from the north, flows west through the RPG before turning south and flowing in a south-easterly direction to the south-west of the town. The two distinct parts of the conservation area have different settings. The historic core can be approached from the north on Countess Road, from the east on London Road and Kitchener Road, from the south on Earl's Court Road and Salisbury Road and from the west on Church Street and has an enclosed setting with few views in or out. That part of the conservation area that covers the registered park and garden of Amesbury Abbey [6053] has a wider setting which extends to greater or lesser degrees in all directions as detailed separately below.

Neither the historic core of the town or the most significant central part of the RPG can be appreciated from the A303 but in each case the area's value can only be appreciated once one is within it or very close to it. The historic core is not appreciated at all from the A303, being screened from it by the high ground to the south of the road while the central part of the RPG is screened by dense vegetation along the northern boundary of the park.

Effect of the present A303

The A303 runs directly to the north of the conservation area at the northern boundary of Amesbury Abbey RPG where traffic movement and noise are very apparent when traffic is flowing as is traffic congestion during busy periods. Traffic noise and movement are also discernible on the eastern boundary of the area to the west side of Countess Road. The road is obscured from view from the majority of the conservation area and traffic noise does not seem to be present over most of the area even as background.

Effect of the Scheme: construction phase – permanent

The Scheme would run from west to east to the north of the northern boundary of the conservation area, taking much the same route as the current A303 apart from the approach to the eastern portal to the north of Vespasian's Camp in the north-west corner of the conservation area. Here, the new road would run in cutting (the Amesbury cutting), climbing gently to the east towards the proposed new grade separated Countess Junction in the location of the present Countess Roundabout. The junction would comprise a flyover (Countess Flyover) across the centre of the current roundabout with bridges over the carriageways of Countess Road and ramps (Countess eastern and western diverges) to the east and west. The flyover would be provided with acoustic fencing to both sides.

The majority of the conservation area would be screened from the Scheme by the natural landform and the dense vegetation along the northern boundary of the conservation area to the west of the proposed new junction. The flyover would be visible from locations along Countess Road within the setting of the conservation area but this view would be blocked by the high ground to the east of Countess Road before the viewer reaches Kent House. There would be no visual impact on the most significant part of the conservation area, the historic core of the town of Amesbury comprising High Street, Church Street and Salisbury Street.

The effect of the Scheme would be **Slight adverse** (derived from a Minor impact upon a High value asset).

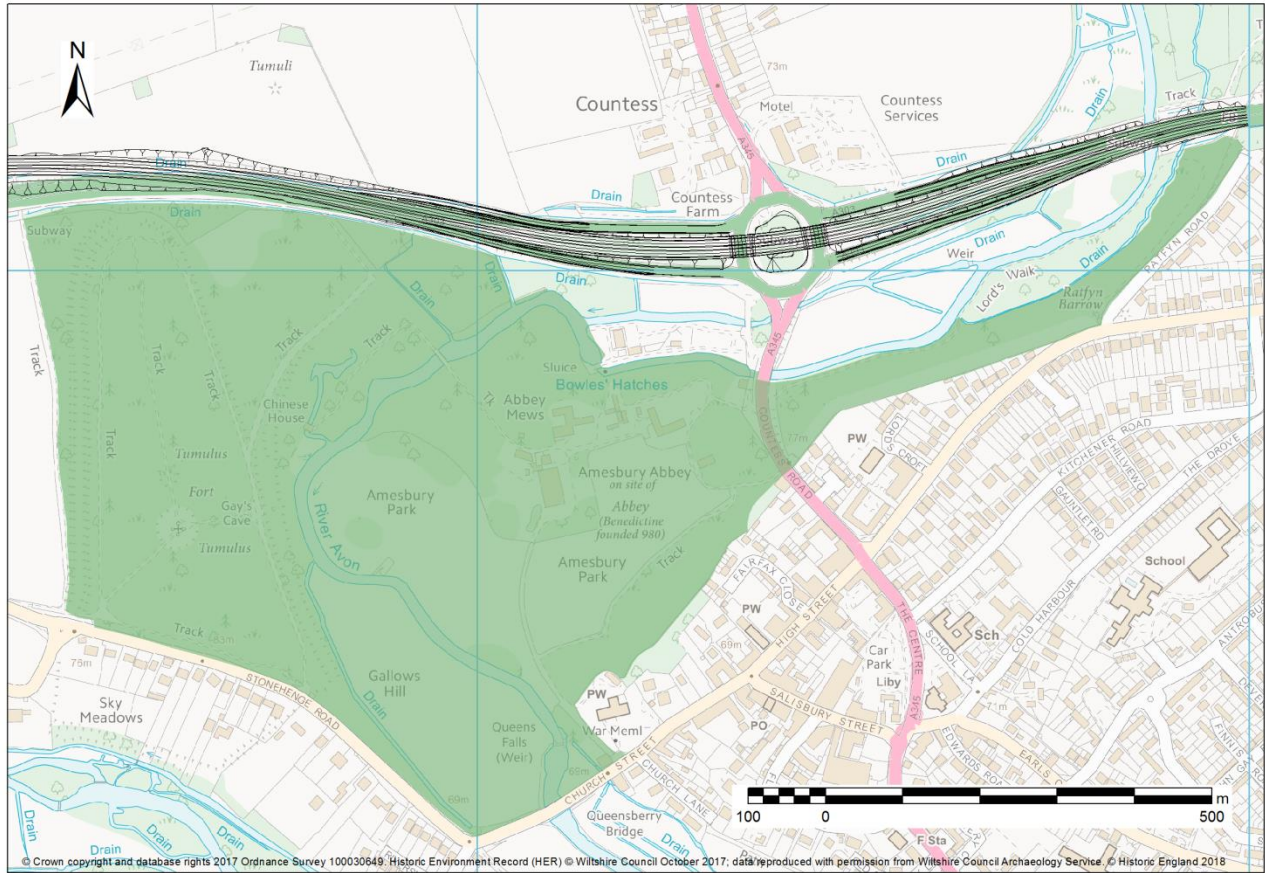
Effect of the Scheme: operational phase

Chapter 9: Noise and Vibration assesses that there would be a slight increase in traffic noise across the majority of the conservation area. Mitigation in the form of the provision of 1.8m high solid noise barriers between the sliproads minimises the effects of the operation of the new flyover. The change however is judged to be not significant. The northern boundary of the

6052 – Amesbury Conservation Area

conservation area immediately south of the proposed new road and its eastern boundary along the west side of Countess Road south of Countess Junction would experience a change in the character of traffic noise, from the braking and accelerating caused by the current signalling to a more steady effect of vehicles travelling at speed, though braking and accelerating would still occur at the approaches to the roundabout under the flyover. The solid noise barrier would screen regular sized vehicles from view from the conservation area but the tops of high-sided vehicles such as vans, lorries and busses would be visible. That part of the conservation area formed by the historic core of Amesbury is c. 390m south of the eastern flyover bridge and screened from it by the natural landform. The majority of this part of the conservation area would experience traffic noise in line with the existing situation. An exception would be parts of Church Street and the High Street, primarily the section of High Street between Salisbury Road and The Centre where buildings on both sides of the street would experience a moderate or major (significant) increase in traffic noise as a result of traffic originating from the west of Amesbury that would previously have used Stonehenge Road to access the A303 using Church Street and High Street and accessing the new road at Countess Junction. The effect of the Scheme would be **Slight adverse** (derived from a Negligible impact upon a High value asset).

6053 – Amesbury Abbey - grade II* registered park and garden



NHLE Ref.

1000469

Description and location

Amesbury Abbey is an 18th and 19th century Registered Park and Garden (RPG) located to the west of the town of Amesbury. The park is bounded to the north by the A303 and the River Avon; to the south-west by Stonehenge Road; to the south-east by London Road and to the north-east by Ratfyn Road.

The River Avon flows through the park from north to south, entering to the north of Diana's House [6062] on the west side of Countess Road, looping round to the west of the Amesbury Abbey [6054] and exiting to the west of the main entrance on Church Street where it flows under the road beneath Queensberry Bridge [6075], listed grade II and scheduled. Within the park the Avon is crossed by Baluster Bridge and Gate Piers [6057] (grade II*), rebuilt by Sir William Chambers in 1775. The bridge carries a path from the pleasure grounds to the more heavily wooded parts of the park to the north and west.

The walk continues past the Chinese Temple [6056] (grade II*) of 1748 and rebuilt or altered by Sir William Chambers in 1772 and continues to Vespasian's Camp, an Iron Age hillfort to the west of the park. On the eastern slope of the Camp is Gay's Cave and Diamond [6055] (grade II*), an early to mid-18th century grotto in a diamond shaped clearing. The cave is associated with the poet John Gay, whose patron was the Duchess of Queensberry.

To the south, east and west of the house the park is mainly laid to grass with trees planted in clumps and as standards. The layout is now informal but Bridgeman's design of 1738 shows a kite shaped garden between the house and the Avon, a double avenue running south from the house to Church Street and another parallel with Church Street and High Street. The two avenues are shown on Andrews' and Dury's map of 1773 but their depiction does not show the kite-shaped garden or Bridgeman's elaborate treatment of the Camp.

The house is screened from the backs of the houses on Church and High Streets by a broad band of trees. The park is screened from Countess Road by a 3m high wall built in the 18th century between Kent House [6065] and Diana's House.

Setting

The park is set in the valley of the River Avon with mature woodland on all sides, especially densely planted to the north, east, and south-east. The setting extends south-east to the high ground east of Salisbury Road, south to the former water meadows west of the town; west to the Stonehenge Road and the high ground towards King Barrow Ridge and north to the rising land north of the Amesbury bypass. The secluded setting on the outskirts of the town is consistent with that of other former Benedictine monasteries in England.

While not a part of the 18th century plan for the park the woodland planting has been in place since at least the mid-18th century and adds a sense of privacy to the setting at all points within the park apart from the south of Gallows Hill to the south of the park where the planting is thin and amounts to a hedge with standards. Apart from its western and southern boundaries where the lodges of Kent House and Diana's House and the walls and gate piers make it clear there is a park beyond, from the majority of locations outside the park it is not easily readable, revealing itself more as a wooded landscape.

Effect of the present A303

The A303 runs directly to the north of the northern boundary of Amesbury Abbey where traffic movement and noise are very apparent when traffic is flowing as is traffic congestion during busy periods. Traffic noise and movement are also discernible to a lesser degree on the eastern boundary of the park to the west side of Countess Road and on Lord's Walk, especially towards its east end. The road is obscured from view from the rest of the park and traffic noise does not appear to be present, even as background.

Effect of the Scheme: construction phase – permanent

The Scheme would run from west to east to the north of the northern boundary of the park, taking much the same route as the current A303 apart from the approach to the eastern tunnel portal to the north of Vespasian's Camp in the north-west corner of the park. Here, the new road would run in cutting (Amesbury cutting), climbing gently to the east towards the proposed new grade separated Countess Junction in the location of the present Countess Roundabout. The junction would comprise a flyover (Countess Flyover) across the centre of the current roundabout with bridges over the carriageways of Countess Road and ramps (Countess eastern and western diverges) to the east and west. The flyover would be provided with acoustic fencing to both sides.

The majority of the park would be screened from the Scheme by the natural landform and the dense vegetation along the northern boundary of the park to the west of the proposed new grade separated Countess Junction. The flyover would be visible from locations along Countess Road within the setting of the park but this view would be blocked by the high ground to the east of Countess Road before the viewer reaches Kent House. There would be no visual impact on the most significant parts of the park at its centre with the grade I listed Amesbury Abbey [6054] and grade II listed Ornamental Vase [6058], or to the centre west on and adjacent to the River Avon where there are three grade II* listed assets, Gay's Cave and Diamond [6055], the Chinese Temple [6056], and Baluster Bridge and Gate Piers [6057].

There would be visual impact from the eastern portal, cutting and grade separated junction on the northern boundary of the park

6053 – Amesbury Abbey - grade II* registered park and garden	
	<p>to the east of Countess Road. There would be visual impact from the grade separated junction on the northern boundary of the park to the west of Countess Road. That part of the park that covers Lord's Walk to the east of Countess Road would experience aural impacts to varying degrees dependant on the distance of the asset from the Scheme. There would also be visual impact from the grade separated junction on that part of the park either side of Countess Road to the south of Countess Roundabout. The effect of the Scheme would be Slight adverse (derived from a Minor impact upon a High value asset)</p> <p>Effect of the Scheme: operational phase</p> <p>The park was designed as the secluded surroundings of the Benedictine abbey of Amesbury and subsequently of the private house that replaced it and noise, or the absence of noise, is a significant feature of its setting. Chapter 9: Noise and Vibration assesses that there would be a slight increase in the traffic noise across the majority of the RPG. Mitigation in the form of the provision of 1.8m high solid noise barriers between the sliproads minimises the effects of the operation of the new flyover. The change however is judged to be not significant. The northern and eastern parts of the RPG would experience a change in the character of traffic noise, from the braking and accelerating caused by the current signalling to a more steady effect of vehicles travelling at speed, though braking and accelerating would still occur at the approaches to the roundabout under the flyover. The rest of the RPG would experience no significant change in traffic noise as a result of the new road. The 1.8m high solid sound barriers would screen standard sized vehicles from the majority of the northern and eastern part of the RPG but the tops of high-sided vehicles such as vans, lorries and busses would be visible.</p> <p>The effect of the Scheme would be Slight adverse (derived from a Minor impact upon a High value asset)</p>

NHLE Ref.

1131084

Description and location

Weir Bridge is an 18th century bridge and weir located in the north-east section of Amesbury Abbey's park c. 130m south of the A303. The bridge spans a millstream of the River Avon. The limestone bridge is formed of three semi-circular arches with low coped parapets and wing abutments. There are cutwaters in the upstream side and sluice gates in each arch on the downstream side operated from the top of the bridge.

Setting

The setting of the asset is the millstream which runs through a densely wooded, quiet part of the Amesbury Abbey RPG. To the north is Bowles Hatches, a modern house in the Wealden style, and its gardens, of which the bridge is now a feature.

Though modern, Bowles Hatches' style is in keeping with the antiquity of the bridge and the relatively secluded setting with the millstream running through it contributes to the asset's significance.

Effect of the present A303

The A303 is located c. 125m to the north of the asset and is experienced through traffic noise and glimpsed views. There are glimpsed views of the A303 and Countess Roundabout from some locations within the grounds of Bowles Hatches during the winter months.

Effect of the Scheme: construction phase – permanent

The western joining ramp of the proposed grade separated Countess Junction would be c. 125m north of the asset. The screening afforded by the dense planting around the bridge and Bowles Hatches would block the majority of any additional visual impact as a result of the Scheme.

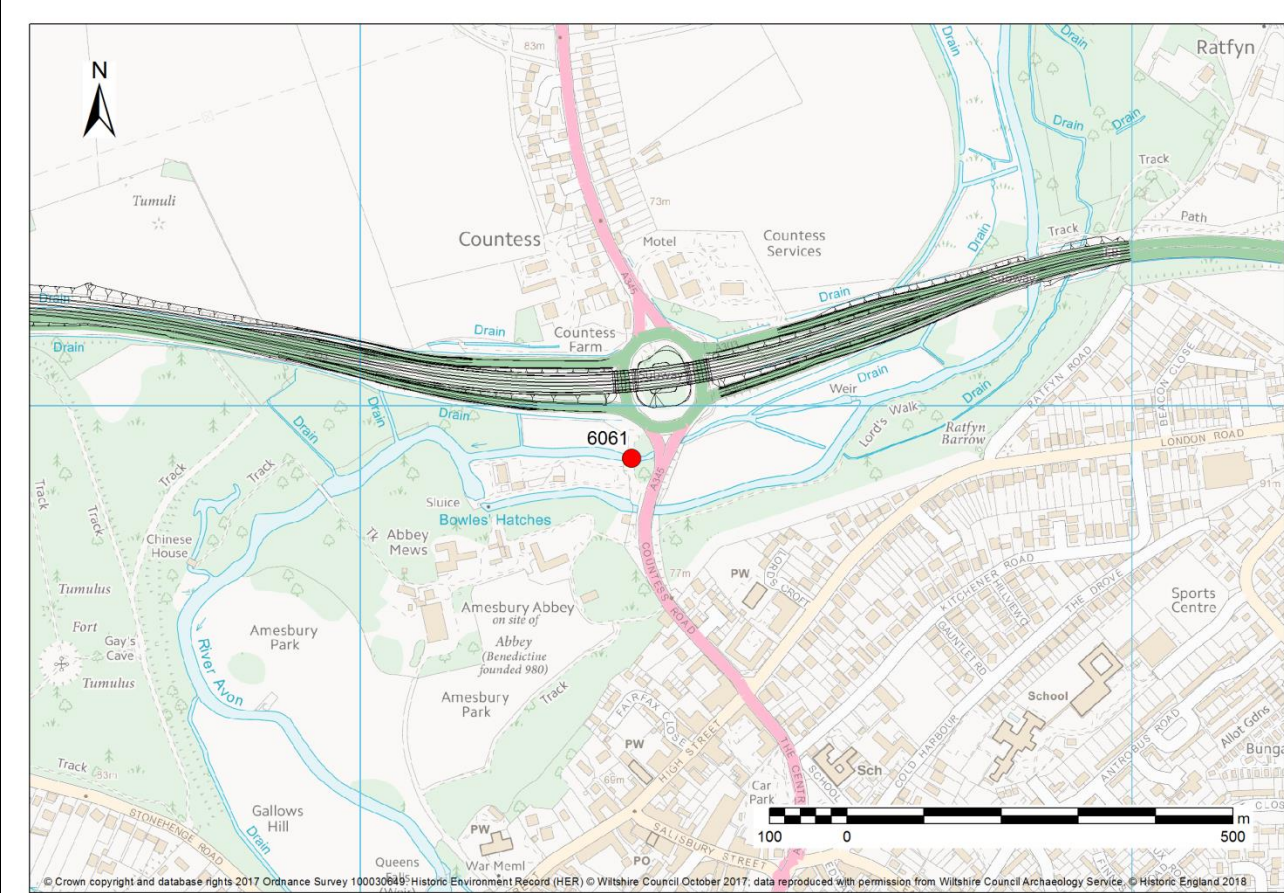
The effect of the Scheme would be **Neutral** (derived from a Negligible impact upon a Medium value asset).

Effect of the Scheme: operational phase

Chapter 9: Noise and Vibration assesses that there would no significant change in the traffic noise. There would be a change in the character of traffic noise, from, the braking and accelerating caused by the current signalling to a more steady effect of vehicles travelling at speed, though braking and accelerating would still occur at the approaches to the roundabout under the flyover.

The effect of the Scheme would be **Neutral** (derived from a Negligible impact upon a Medium value asset).

6061 – Grey Bridge – grade II



NHLE Ref.

1131054

Description and location

Grey Bridge is a road bridge over the River Avon to the north of Diana's House [6062] on Countess Road to the north of Amesbury. The bridge carried the road north from Amesbury and was built in the 18th century of limestone ashlar without embellishment. The bridge spans the river on two arches and incorporates a high stone parapet with flush stone copings. The parapets terminate in piers with rock-faced hipped capstones. Two stretches of the old road survive, one to the south of Diana's House, the other to the north and south of the bridge and terminating just south of the Countess Roundabout. It should be noted that this is not the Grey Bridge shown on historic Ordnance Survey maps, which was north-east of Diana's House and was demolished to make way for the new approach road to Countess Roundabout.

Setting

The bridge's setting is the River Avon as it flows towards Amesbury Abbey's park. The asset suffered a loss of significance when the new Countess Road was constructed and is effectively a bridge that carries a road that leads nowhere. The remains of the former road do however retain some character and the former purpose of the bridge is still readable. The proximity of Diana's House [6062] and the boundary wall of Amesbury Abbey [6063] add to the significance of the asset.

Effect of the present A303

The A303 is located c. 35m north of the northern end of the bridge. The impact is more aural than visual due to the bridge's low level and screening.

Effect of the Scheme: construction phase – permanent

While Grey Bridge is surrounded by dense vegetation on all sides apart from the south where the old Countess Road approaches it, there are views along the channel of the River Avon to the east in which the eastern end of the proposed grade separated Countess Junction may be visible.

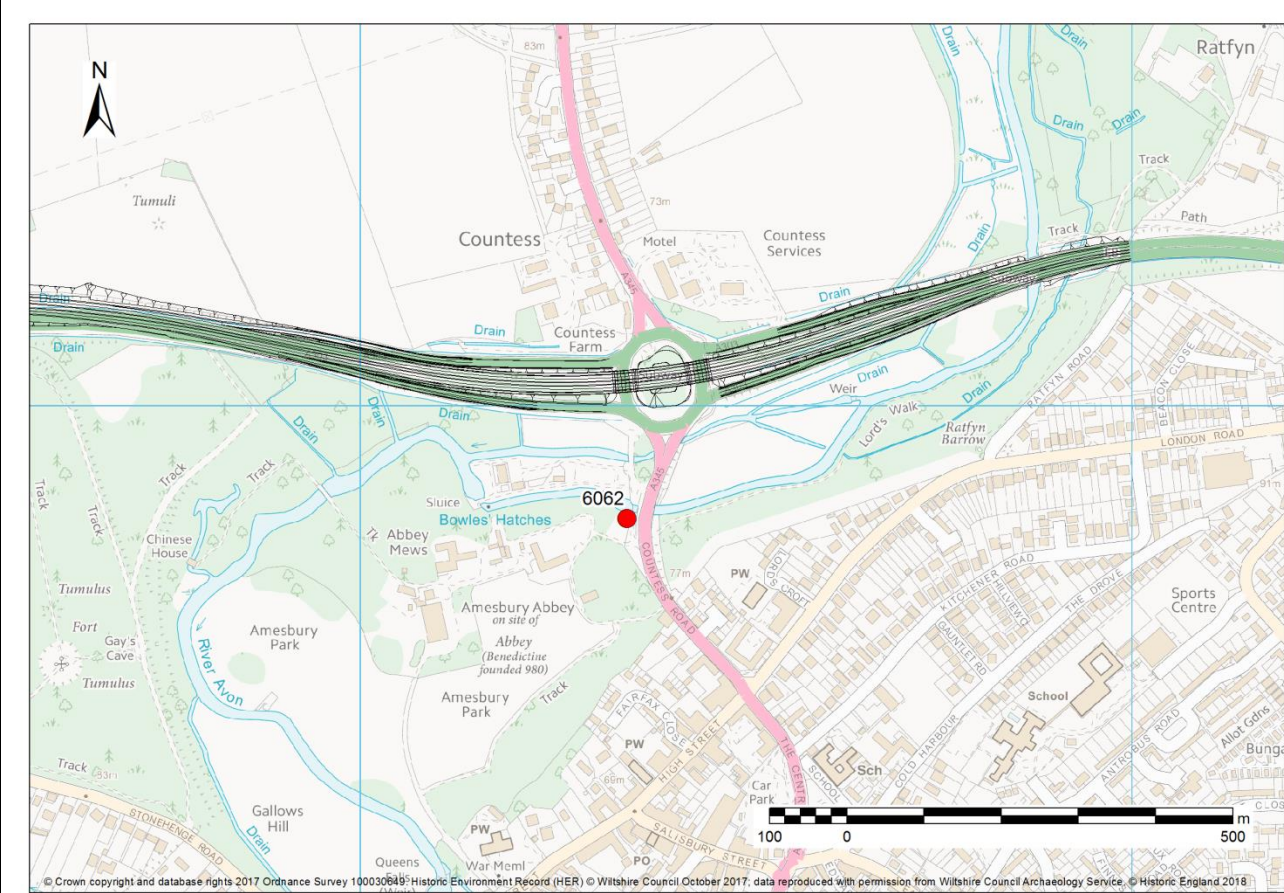
The effect of the Scheme would be **Slight adverse** (derived from a Negligible impact upon a Medium value asset).

Effect of the Scheme: operational phase

The westbound carriageway of the proposed new road would be approx. 20m further from the asset than the present A303. Chapter 9: Noise and Vibration assesses that the increase in distance and the provision of a 1.8m high solid noise barrier on the south parapet of Countess Viaduct would result in no significant change in traffic noise in this location. There would be a change in the character of the traffic noise from a varied note as vehicles brake and accelerate to a more constant effect of vehicles travelling at speed, though braking and accelerating would still occur at the approaches to the roundabout under the flyover. The barrier would screen the movement of standard sized cars but the tops of high-sided vehicles would be apparent. Although these changes would change the asset's setting slightly the impact would not be on a scale to cause loss of significance.

The effect of the Scheme would be **Slight adverse** (derived from a Negligible impact upon a Medium value asset).

6062 – Diana’s House – grade II*



Refer to Viewpoint CH23 (Figure 24)

NHLE Ref.

1131053

Description and location

Diana's House is a lodge to Amesbury Abbey built in 1601 by the Seymour family while their new mansion was being built at Amesbury Abbey. Construction is in flint, with stone quoins and dressings. The building is two storeys high and triangular in shape with an octagonal stair tower attached to the south side.

Setting

Diana's House is set back from Countess Road within the boundary wall of Amesbury Abbey. The setting is not extensive, comprising mainly of the stub of the old Countess Road remaining from before the approach to Countess Roundabout was built. The extensive planting around the asset's garden within Amesbury Abbey's park and along the western edge of Countess Road has given the asset an enclosed setting, screening it from the roundabout and from much of the wider area although it can be appreciated from other points along the road to the south as far as Kent House.

The asset retains its relationship with Amesbury Abbey's park [6053], the Estate Boundary Wall [6063] and, through shared materials, design and contemporaneity, with Kent House [6065] although the relationship with the wall connecting the two, Gate Piers to Lord's Walk, to Amesbury Abbey, with flanking Estate Boundary Walls [6064] is less obvious due to the dense vegetation that covers the wall for most of the year. The asset's role as a lodge to Amesbury Abbey is less easy to read than it once was as the entrance to the park is only visible if the viewer proceeds along the former road. The rural character of the setting has diminished with the construction of the approach road to the A303 Amesbury Bypass but the presence of other assets associated with Amesbury Abbey contributes greatly to the building's significance.

Effect of the present A303

The A303 in the form of Countess roundabout lies approximately 130m north of the asset and traffic can be both seen on and heard from it from within the setting of the asset. The asset is not appreciated as a lodge to Amesbury Abbey from the present A303.

Effect of the Scheme: construction phase – permanent

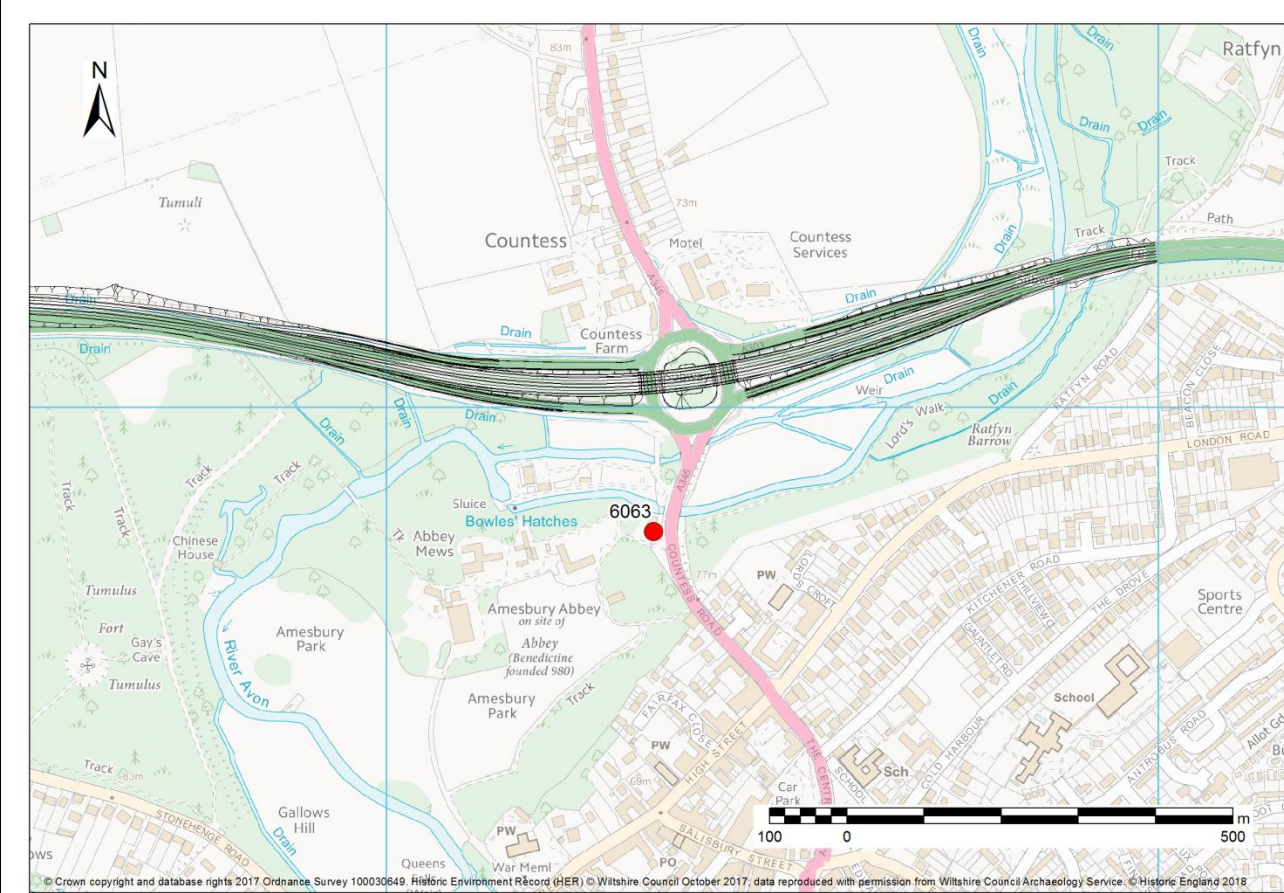
The Scheme would be screened from the asset for a large proportion of the year by the vegetation at the north end of the truncated Countess Road to the north of the asset and on the western side of Countess Road to the east of the asset. The flyover would however be visible throughout the winter months and would be fully visible year round within the setting of the asset from points on Countess Road to the south-east of the asset and from the broad grass verge to the south south-east. From these locations the Countess flyover would be seen in the view to the north behind the frame formed by the trees either side of Countess Road to the south of the roundabout.

The effect of the Scheme would be **Slight adverse** (derived from a Minor impact upon a High value asset).

Effect of the Scheme: operational phase

The westbound carriageway of the proposed new road would be slightly further from the asset than the present A303. Chapter 9: Noise and Vibration assesses that the increase in distance and the provision of a 1.8m high solid noise barrier on the south parapet of Countess Viaduct would ensure that there is no significant change in the traffic noise in this location. There would however be a change in the character of the traffic noise from a varied note as vehicles brake and accelerate to a more constant effect of vehicles travelling at speed, though braking and accelerating would still occur at the approaches to the roundabout under the flyover. The barrier would screen the movement of standard sized cars but the tops of high-sided vehicles would be apparent. Although these changes would change the asset's setting slightly the impact would not be on a scale to cause loss of significance. The effect of the Scheme would be **Slight adverse** (derived from a Minor impact upon a High value asset).

6063 – Estate Boundary Wall – grade II



Refer to Viewpoint CH23 (Figure 24)

NHLE Ref.

1318486

Description and location

The Estate Boundary Wall forms part of the eastern boundary of Amesbury Abbey park between Diana's House [6062] and the boundary wall running south from Kent House [6063]. The wall was constructed from flint with stone and stone copings in the 18th century. The wall is approximately 3m high and 50m in length and terminates with 20th century piers and railings over the River Avon. There is a pedestrian entrance to Diana's House with decorative strapwork in stone above the coping. The wall incorporates four blocked slit windows along its length. The entrance to Amesbury Abbey house to the southern end of the wall is modern. While the section of wall between this entrance and Diana's House is clear, the run of wall to the south is obscured by vegetation for much of the year.

Setting

The Estate Boundary Wall's setting is Amesbury Abbey's park. The wall forms a boundary to the registered park and garden and provides a physical marker for the extent of the original grounds. The relationship of the wall to the park defines its historic setting, alongside the more public areas immediately outside the area which it seeks to delineate. The wall has a physical and visual relationship with Diana's House which adds to its significance despite the loss of rural character brought about by the construction of the approach road to Countess Roundabout.

Effect of the present A303

The A303 in the form of Countess Roundabout lies c. 130m north of the asset but the enclosed nature of the asset's setting when adjacent to it means that while traffic is both visible and audible it does not detract to any great degree from one's appreciation of the asset.

Effect of the Scheme: construction phase – permanent

The Scheme would be screened from the asset for a large proportion of the year by the vegetation around the truncated Countess Road to the north of the asset. The Countess Flyover would be visible from Countess Road to the south-east of the asset and from the broad grass verge to the south south-east in the view to the north, behind the frame formed by the trees either side of Countess Road (south of the current roundabout).

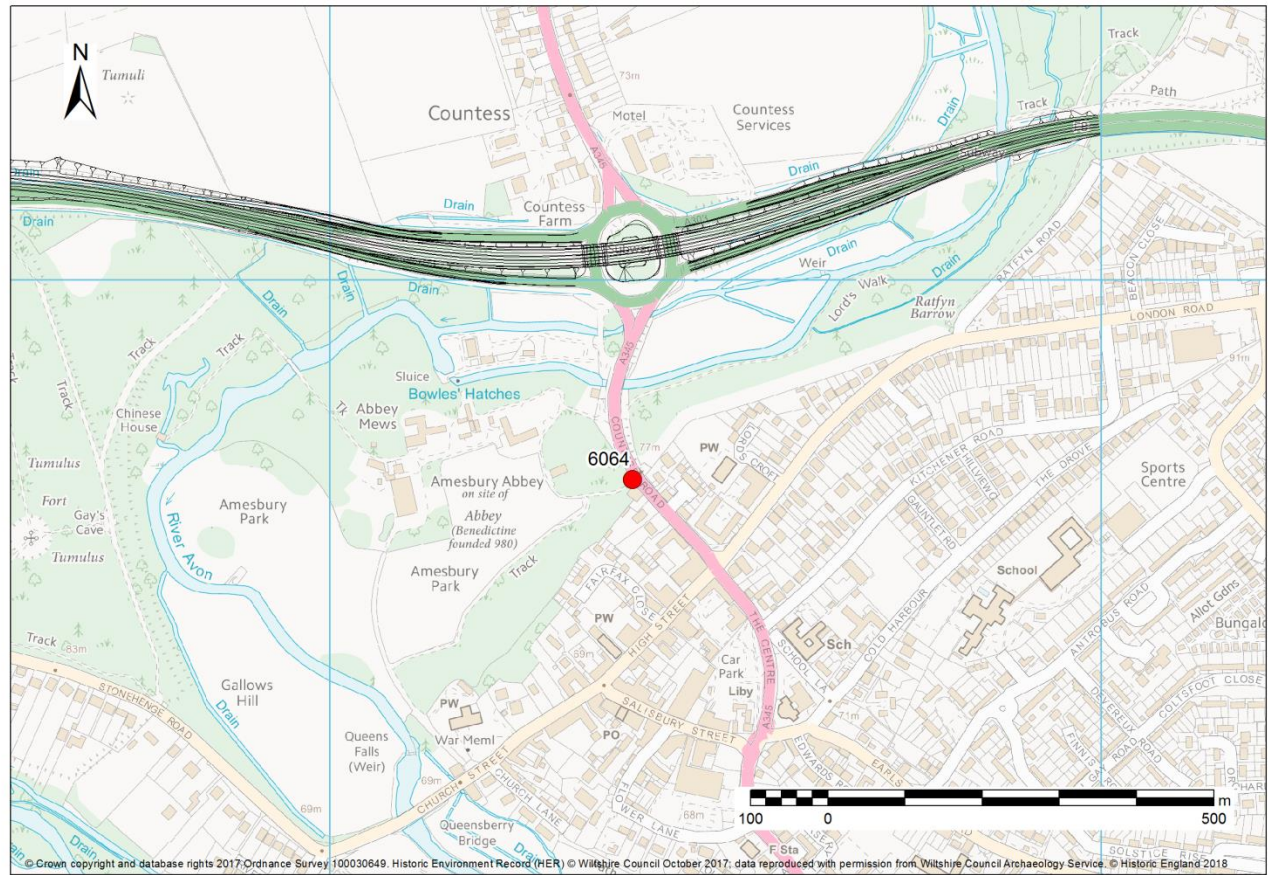
The effect of the Scheme would be **Slight adverse** (derived from a Minor impact upon a Medium value asset).

Effect of the Scheme: operational phase

The westbound carriageway of the proposed new road would be slightly further from the asset than the present A303. Chapter 9: Noise and Vibration assesses that the increase in distance and the provision of a 1.8m high solid noise barrier on the south parapet of Countess Viaduct would ensure that there is no significant change in the traffic noise in this location. There would however be a change in the character of the traffic noise from a varied note as vehicles brake and accelerate to a more constant effect of vehicles travelling at speed, though braking and accelerating would still occur at the approaches to the roundabout under the flyover. The barrier would screen the movement of standard sized cars but the tops of high-sided vehicles would be apparent. Although these changes would change the asset's setting slightly the impact would not be on a scale to cause loss of significance.

The effect of the Scheme would be **Slight adverse** (derived from a Minor impact upon a Medium value asset).

6064 – Gate Piers to Lord's Walk, to Amesbury Abbey, with flanking Estate Boundary Walls – grade II*



NHLE Ref.

1182498

Description and location

The gate piers and gates date to the mid-17th century. The tall limestone piers are square in section with narrow pilasters on the inner and outer faces. Courses alternate between plain and vermiculated rustication. The piers are topped with corniced caps carrying ball finials. The iron gates are formed of slender pickets with a spiked centre rail. On the left hand side a flint wall c. 3m high with stone quoins and weathered limestone copings runs for approximately 8m south to meet Kent House with a pedestrian gate at the meeting point. On the right hand side a coursed flint wall c. 2m high with some limestone blocks and limestone weathered coping runs for 92m to the north. While the section of wall to the south of the gateway is clear, the run of wall to the north is obscured by vegetation for much of the year.

Setting

The asset's setting is Amesbury Abbey's park; the entrance to Lord's Walk, from which the park was entered; and Countess Road, which was divided from the park by the walls. The asset is associated with a number of other assets within its setting which contribute to its significance including Amesbury Abbey RPG [6053] which includes Lord's Walk, once the formal approach to Kent House, on the opposite side of Countess Road, Kent House [6065], Diana's House [6062] and the Estate Boundary Wall [6063].

Effect of the present A303

The A303 at Countess roundabout is located c. 130m north of the asset at its northernmost point. The roundabout cannot be seen from the location of the gate piers but traffic noise is experienced. From the northernmost point of the asset the roundabout can be seen framed between the mature trees to either side of Countess Road.

Effect of the Scheme: construction phase – permanent

From a point on Countess Road immediately opposite the gate piers the proposed grade separated junction is screened from the asset by the intervening high ground of Lord's Walk. However, further north on Countess Road the proposed junction would be visible from within the asset's setting and towards the northern end of the 92m run of wall to the north of the gate piers the proposed junction would be fully visible, framed between the mature trees to the east and west of Countess Road.

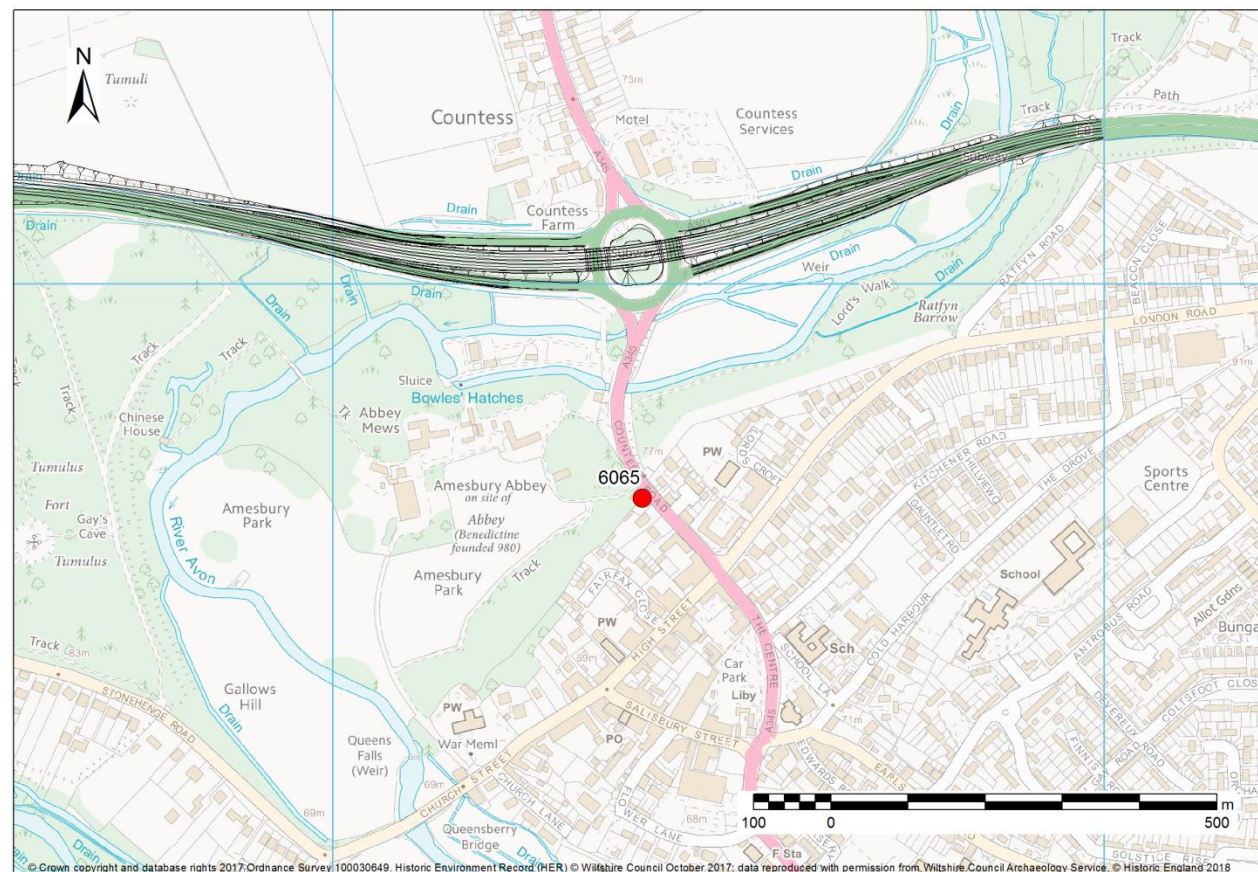
The effect of the Scheme would be **Slight adverse** (derived from a Negligible impact upon a High value asset).

Effect of the Scheme: operational phase

The westbound carriageway of the proposed new road would be slightly further from the asset than the present A303. Chapter 9: Noise and Vibration assesses that the increase in distance and the provision of a 1.8m high solid noise barrier on the south parapet of Countess Viaduct would ensure that there is no significant change in traffic noise in this location. The barrier would screen the movement of standard sized cars but the tops of high-sided vehicles would be apparent. Although these changes would change the asset's setting slightly the impact would not be on a scale to cause loss of significance.

The effect of the Scheme would be **Slight adverse** (derived from a Negligible impact upon a High value asset).

6065 – Kent House – grade II*



NHLE Ref.

1131093

Description and location

Kent House is located on Countess Road in Amesbury to the south of Countess Roundabout. It functioned as a gatehouse to Amesbury Abbey and was later a farmhouse for Park Farm. The house was built at roughly the same time as the new mansion house and Diana's House and was added to in c. 1733. Construction is in flint with stone dressings and stone slate roofs. Like Diana's House the building is an irregular triangle in plan with an octagonal stair turret on the north-east side. In the early 18th century a rectangular block in knapped flintwork and stone was added on the south side. To the rear, a single storey block in matching squared knapped flintwork was added in the 1960s.

Setting

The asset's setting is Amesbury Abbey's park upon which it functioned as a gatehouse to the abbey. The asset is associated with a number of others within its setting which contribute to its significance including the Gate Piers to Lord's Walk, to Amesbury Abbey, with flanking Estate Boundary Walls to the north of the asset [6064], Diana's House [6062] and Amesbury Abbey RPG [6053] which includes Lord's Walk, once the formal approach to Kent House, on the opposite side of Countess Road.

Effect of the present A303

The A303 at Countess Roundabout lies c. 230m due north of the asset. The roundabout cannot be seen from the asset as Countess Road curves to the west between the two but traffic noise is experienced and both the asset and the A303 can be seen from a point on Countess Road to the south-east of Diana's House within the asset's setting.

Effect of the Scheme: construction phase – permanent

The Scheme would introduce a grade separated junction, Countess Junction, which would replace the existing Countess Roundabout. The Countess Flyover at the centre of the junction would be c. 290m due north of the asset and screened from it by the high ground of Lord's Walk to the immediate north of the asset. From a point to the south of Diana's House but within the setting of Kent House the Countess Flyover would be visible in the view to the north, framed by the mature trees either side of Countess Road to the south of the roundabout.

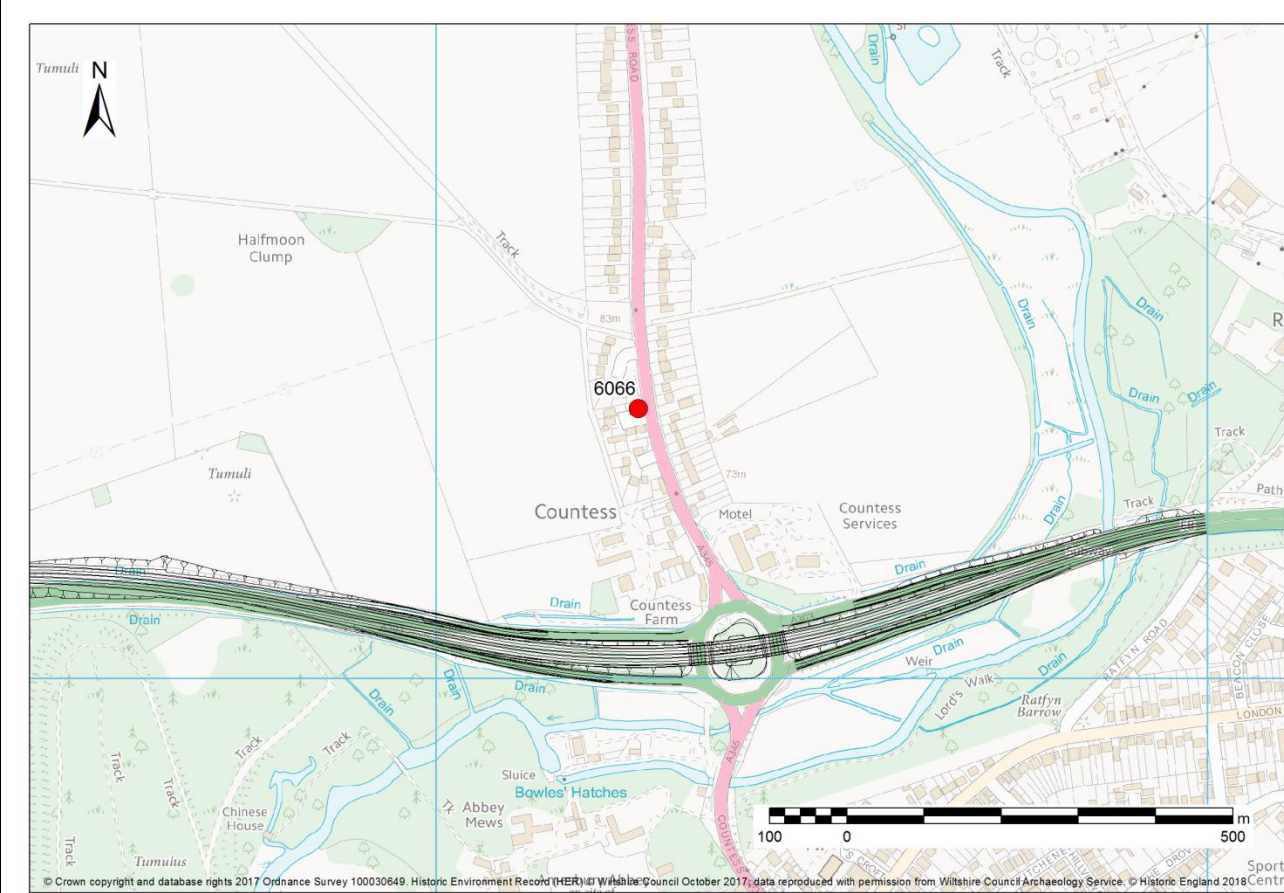
The effect of the Scheme would be **Slight adverse** (derived from a Negligible impact upon a High value asset).

Effect of the Scheme: operational phase

The westbound carriageway of the proposed new road would be slightly further from the asset than the present A303. Chapter 9: Noise and Vibration assesses that the increase in distance and the provision of a 1.8m high solid noise barrier on the south parapet of Countess Viaduct would ensure that there is no increase in the traffic noise in this location. The barrier would screen the movement of standard sized cars but the tops of high-sided vehicles would be apparent. Although these changes would change the asset's setting slightly the impact would not be on a scale to cause loss of significance.

The effect of the Scheme would be **Slight adverse** (derived from a Negligible impact upon a High value asset).

6066 – Toll Cottage – grade II



NHLE Ref.

1318489

Description and location

Toll Cottage was built in 1762 for the Amesbury Turnpike Trust. The two storey cottage is in brick with a tiled, pyramidal roof and has a square plan with added lean-tos to the rear and north sides. The entrance is in the centre of the east elevation facing the road.

Setting

The asset's setting is Countess Road on which it used to act as a toll house. Once isolated, the cottage is now surrounded by modern development but its continued relationship with the road it was built to serve contributes to its significance.

Effect of the present A303

The A303 is located c. 300m south of the asset where traffic movement on Countess Roundabout can be seen and heard.

Effect of the Scheme: construction phase – permanent

The eastern diverge of the proposed grade separated Countess Junction would be c. 300m south of the asset. The Countess Flyover section of the proposed new junction would be visible but would largely recede into the background of trees to the north on Lord's Walk.

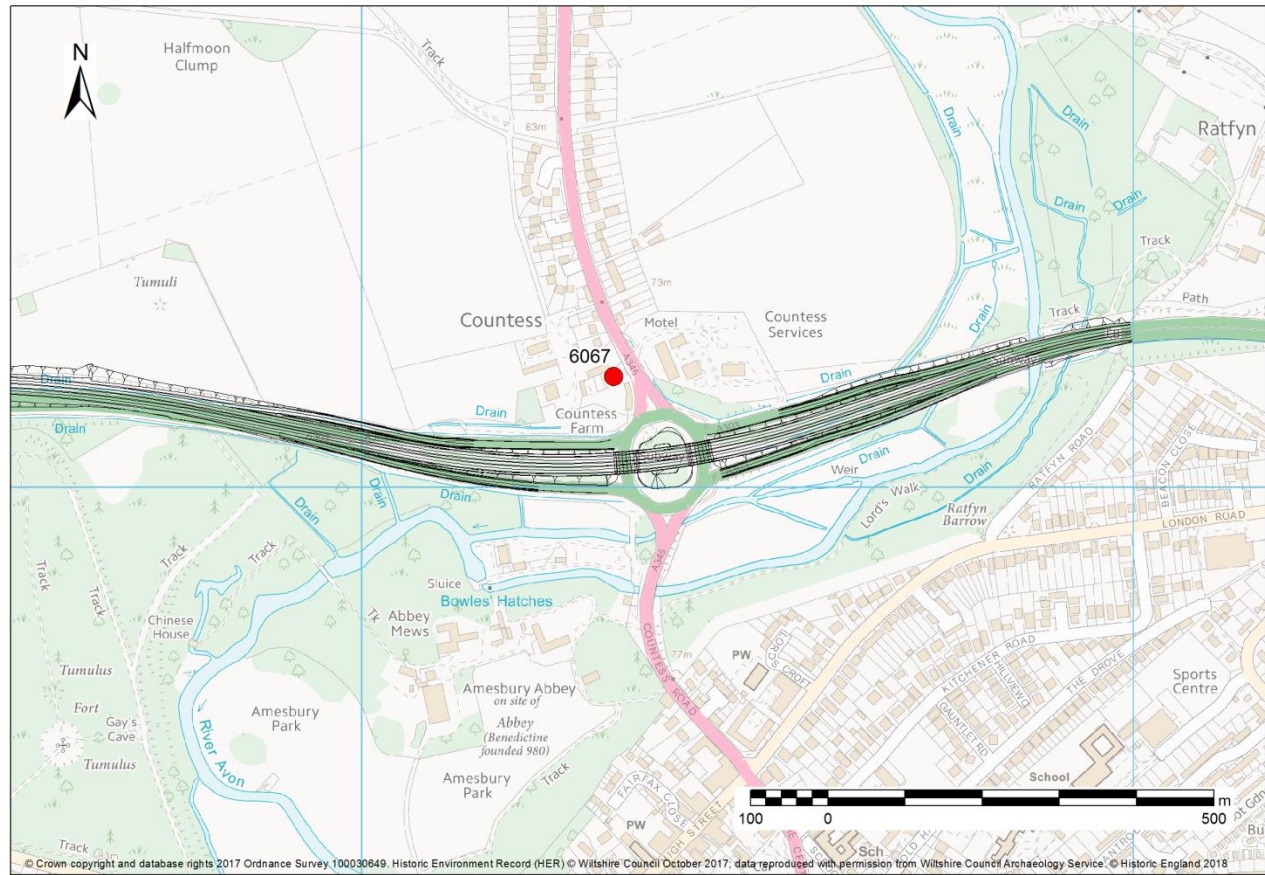
The effect of the Scheme would be **Neutral** (derived from a Negligible impact upon a Medium value asset).

Effect of the Scheme: operational phase

The asset's setting would change very slightly. Chapter 9: Noise and Vibration assesses that the solid noise barrier proposed for the northern parapet of the Countess Flyover would ensure there would be no significant increase in the traffic noise. The noise barrier would screen vehicles of standard height from view but the movement of the tops of high-sided vehicles across the flyover would be apparent.

The effect of the Scheme would be **Neutral** (derived from a Negligible impact upon a Medium value asset).

6067 – Countess Farmhouse and front garden walls – grade II



Refer to Viewpoint CH22 (Figure 23)

NHLE Ref.

1318487

Description and location

Countess Farmhouse is located on the west side of the A345 Countess Road, just to the north of the Countess Roundabout. The house was built in the early to mid-17th century and extended in the late 18th. Construction is of brick in English bond with tiled roofs. The building comprises two parallel blocks, the rear block being earlier and partly refaced, the front block dating to c. 1800. The front elevation has curved cob walls approximately 2.8m high and with tiled coping, which extend to enclose the front garden. The south wall meets the stable/barn block at a pedestrian gate. The earlier rear block has irregular fenestration and large gable stacks. A dairy with a hipped roof was added to the south end of the rear block in the 19th century.

Setting

The setting of the farmhouse is Countess Road and the farm buildings to the rear which comprise five listed buildings and a number of modern farm buildings. Historic mapping shows that the farm buildings in the late 19th century were ranged around a courtyard behind the farmhouse, with further timber buildings, now removed, closing the courtyard to the south and west. The farmhouse is now under separate ownership and is separated from the farm by a boundary formed of mature trees to the rear of the building which has made the group less readable as a whole. The asset has been associated with Countess Road since it was built and the setting used to extend to the agricultural land to the east but this part of the setting was lost when Countess Services and the screening to the west of it were built in 1990. Despite the presence of the A303, the asset's continued relationship with Countess Road and, though compromised, with the other listed farm buildings in the group, its setting adds to its value.

Effect of the present A303

The A303 is located c. 50m south-east of the southern end of the house's southern wing wall and Countess Roundabout is a major presence when viewing the house from Countess Road. The house itself is largely screened from the roundabout by the trees and barn to the immediate south east.

Effect of the Scheme: construction phase – permanent

The Scheme would introduce a grade separated junction, Countess Junction, which would replace the existing Countess Roundabout. The Countess Flyover at the centre of the junction would be c. 87m south of the asset at its closest point and would span the space at the end of Countess Road as viewed from the road at the front of the asset. This would block the current view across the roundabout of the trees on Lord's Walk to the south south-east. The view would be replaced by the planted embankment of the concrete flyover with three-span bridges over the A360 to the east and west. Views from the rear of Countess Farmhouse towards the Countess reinforced embankment west would be opened up by the felling of the mature trees to the south of Countess Farm for the construction of new drainage. The screening currently afforded by the belt of trees to the south of the asset would eventually be replaced by replanting. The replanting Scheme currently being considered comprises two terraces of ornamental planting within the Scheme boundary and (subject to National Trust agreement) a belt of trees within the boundary of the Countess Farm land.

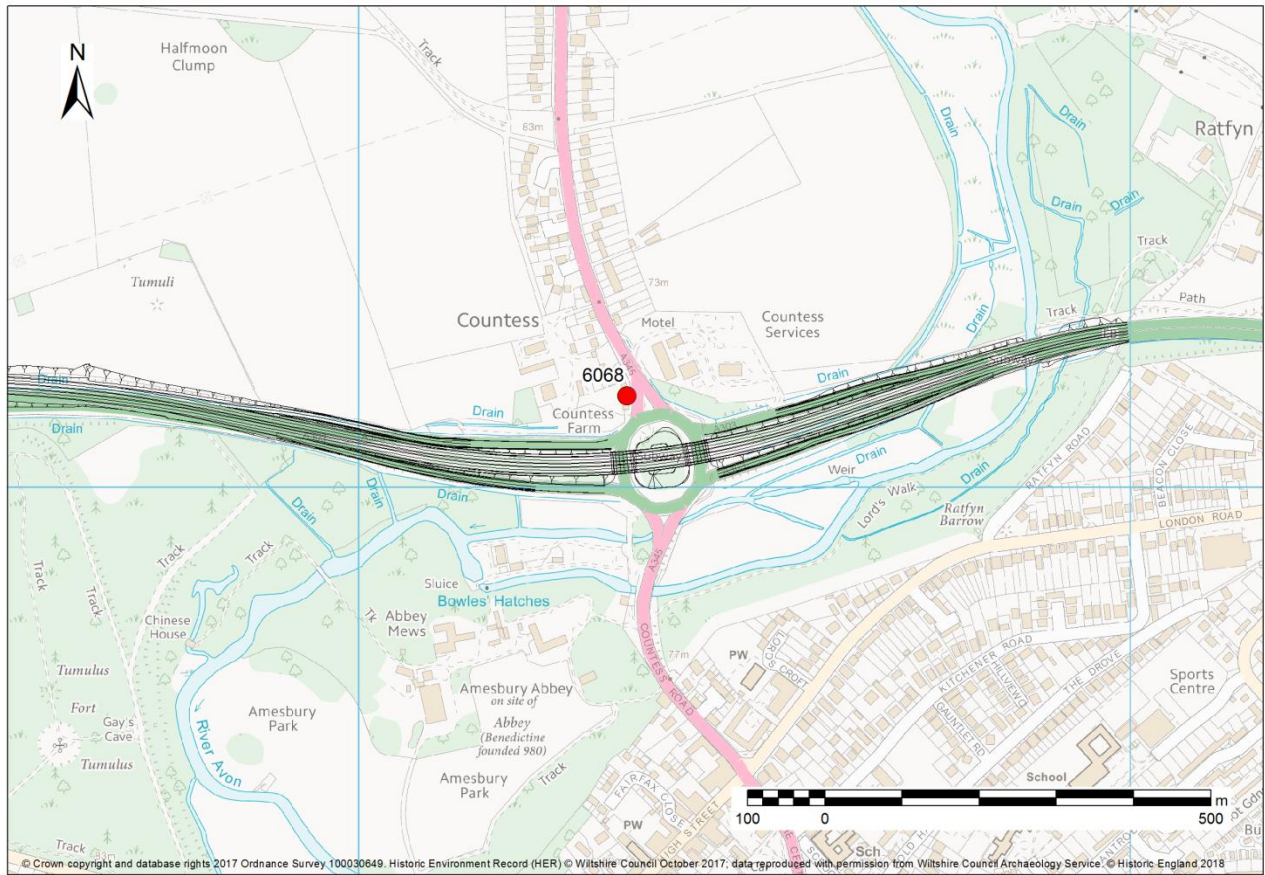
The effect of the Scheme would be **Slight adverse** (derived from a Minor impact upon a Medium value asset).

Effect of the Scheme: operational phase

Chapter 9: Noise and Vibration assesses that there would be no significant change in the traffic noise as a result of mitigation in the form of the solid noise barrier proposed for the northern parapet of the Countess Flyover. The noise barrier would also screen the movement of standard sized cars but that of the tops of high-sided vehicles would be apparent. A change in the character of traffic noise from a varied note as vehicles brake and accelerate to a more constant effect of vehicles travelling at speed would also be apparent, though braking and accelerating would still occur at the approaches to the roundabout under the flyover.

The effect of the Scheme would be **Slight adverse** (derived from a Minor impact upon a Medium value asset).

6068 – Stables and Barn at Countess Farm – grade II



Refer to Viewpoint CH22 (Figure 23)

NHLE Ref.

1131055

Description and location

The stables and barn are located to the south of the farmhouse and were built in 1772. The stables are of brick with a thatched roof while the barn is a timber framed construction on brick sills, weatherboarded with a thatched roof. The stables are of four bays, the bay nearest the house being a cart shed with adjacent tackroom. The adjacent stables are further south with a loft over. The interior has been altered.

Current Setting

The asset's setting is Countess Farm which comprises five listed buildings and a number of modern farm buildings. In common with the farmhouse, the asset's setting used to extend to the agricultural land to the east but this part of the setting was lost when the Countess Services and associated screening were built in 1990. The setting is enhanced by the presence of the farmhouse to the north of the asset. To the rear the asset retains part of its historic setting, facing the remaining farm buildings across what was the farmyard. Its relationship with the other remaining farm buildings ensures that its setting contributes to its significance.

Effect of the present A303

The A303 is located c. 20m south of the asset where the east bound carriageway forms the north side of Countess Roundabout. The road is a major presence both visually and in terms of traffic noise when viewing the asset from Countess Road or the roundabout.

Effect of the Scheme: construction phase – permanent

The asset is the closest of the Countess Farm buildings to the proposed new Countess Junction and although the eastbound carriageway on the proposed flyover would be c. 50m south of the asset as opposed to the current 20m the asset would experience the greatest effects of the group. In common with the view from Countess Farmhouse, the view from the asset to the south across the current roundabout would be blocked by the flyover and its bridges. From a point opposite the asset on the eastern side of Countess Road within the setting of the asset the flyover, bridges and reinforced embankments would be very apparent. The view towards the Countess reinforced embankment west would be opened up by the felling of the mature trees to the south of Countess Farm for the construction of new drainage. The once rural feel of the setting, already diminished by the presence of the current junction would be further diminished and the asset would be further divorced from Amesbury Abbey's park, the estate of which it was once a part. The screening currently afforded by the belt of trees to the south of the asset would eventually be replaced by replanting. The replanting Scheme currently being considered comprises two terraces of ornamental planting within the Scheme boundary and (subject to National Trust agreement) a belt of trees within the boundary of the Countess Farm land.

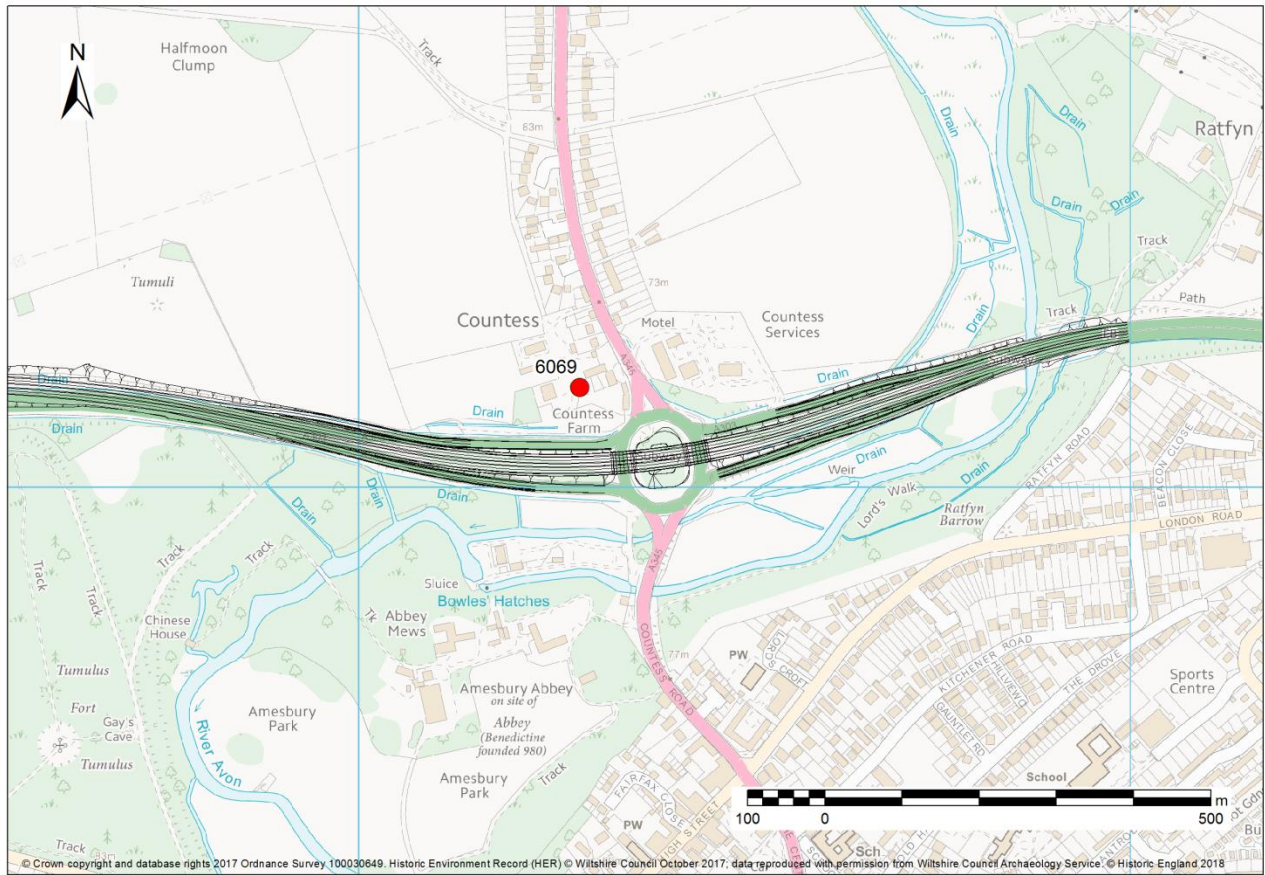
The effect of the Scheme would be **Moderate adverse** (derived from a Moderate impact upon a Medium value asset).

Effect of the Scheme: operational phase

Chapter 9: Noise and Vibration assesses that there would be no significant change in the traffic noise as a result of mitigation in the form of the solid noise barrier proposed for the northern parapet of the Countess Flyover. The noise barrier would also screen the movement of standard sized cars but that of the tops of high-sided vehicles would be apparent. A change in the character of traffic noise from a varied note as vehicles brake and accelerate to a more constant effect of vehicles travelling at speed would also be apparent, though braking and accelerating would still occur at the approaches to the roundabout under the flyover.

The effect of the Scheme would be **Slight adverse** (derived from a Minor impact upon a Medium value asset).

6069 – Large Granary at Countess Farm – grade II



Refer to Viewpoint CH22 (Figure 23)

NHLE Ref.

1318488

Description and location

The Large Granary was built in 1772 as evidenced by the main post which is inscribed '10/1772.' The building is timber framed and weatherboarded with a half hipped, thatched roof. The building stands on nine rows of four staddles reinforced with modern brick piers.

Setting

The asset's setting is Countess Farm which comprises five listed buildings and a number of modern farm buildings. To the east is the farmhouse and the remaining 18th century farm buildings ranged around what was once the farmyard and in this direction the setting adds to the value of the asset. The asset's location at the centre of a working farm contributes to its significance. The mature trees visible in all directions at the periphery of the group of buildings maintain the rural character from which the presence of the A303 does not detract significantly.

Effect of the present A303

The A303 is located c. 80m south-east of the asset at its closest point. The asset is provided with some screening by trees to the south-east although the roundabout is visible through a gap in the screening when standing at the east side of the building. There is therefore traffic noise and some visual impact.

Effect of the Scheme: construction phase – permanent

After the Countess Farmhouse and Stables and Barn the Large Granary is the closest asset in the group to the Scheme. The western ramp of the proposed grade separated Countess Junction would run c. 80m south of the asset at its closest point. The building is afforded some screening by buildings including the Farmhouse and the Stables and Barn to the east and a modern farm building to the west. The mature trees to the south and south-west of the asset would be removed as part of the Scheme to facilitate drainage resulting in a visual impact from the proposed Countess Flyover and from the proposed Countess reinforced embankment west. The screening currently afforded by the belt of trees to the south of the asset would eventually be replaced by replanting. The replanting Scheme currently being considered comprises two terraces of ornamental planting within the Scheme boundary and (subject to National Trust agreement) a belt of trees within the boundary of the Countess Farm land.

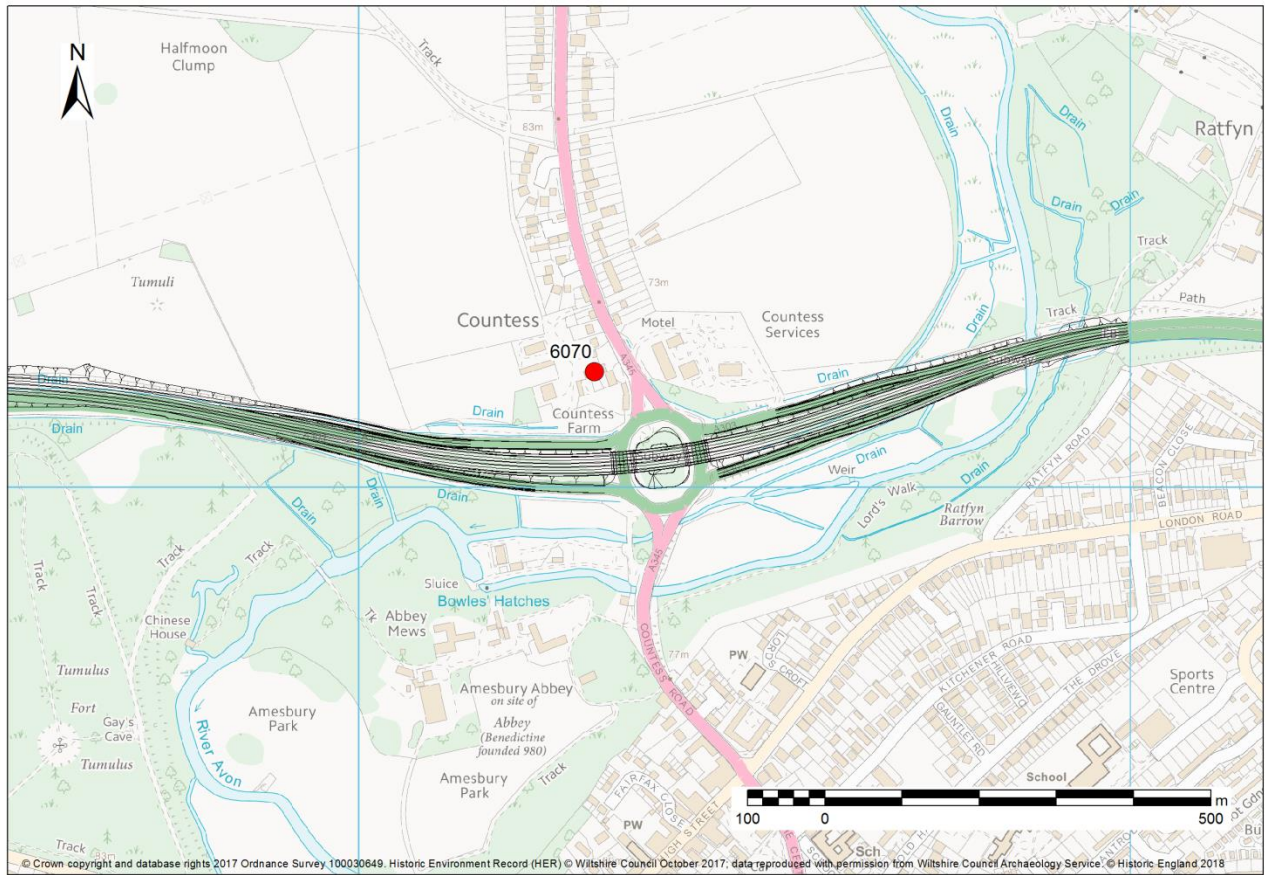
The effect of the Scheme would be **Slight adverse** (derived from a Minor impact upon a Medium value asset).

Effect of the Scheme: operational phase

Chapter 9: Noise and Vibration assesses that there would be no significant change in the traffic noise as a result of mitigation in the form of the solid noise barrier proposed for the northern parapet of the Countess Flyover. The noise barrier would also screen the movement of standard sized cars but that of the tops of high-sided vehicles would be apparent. A change in the character of traffic noise from a varied note as vehicles brake and accelerate to a more constant effect of vehicles travelling at speed would also be apparent, though braking and accelerating would still occur at the approaches to the roundabout under the flyover.

The effect of the Scheme would be **Slight adverse** (derived from a Minor impact upon a Medium value asset).

6070 – Large Barn at Countess Farm – grade II



Refer to Viewpoint CH22 (Figure 23)

NHLE Ref.

1131056

Description and location

A substantial late 18th century barn, timber framed on brick sills, weatherboarded with a half hipped, plain tiled roof.

Setting

The asset's setting is Countess Farm which comprises five listed buildings and a number of modern farm buildings. The mature trees visible in all directions at the periphery of the group of buildings maintain the rural character from which the presence of the A303 does not detract significantly. The asset's setting is closely bound up with the other historic buildings to the north and south which enhance its value.

Effect of the present A303

The A303 lies c. 80m south south-east of the asset at its closest point. The asset is provided with screening by farm buildings and trees to the south-east although the roundabout is visible through a gap in the screening when the viewer stands at the west end of the building. There is therefore traffic noise and some visual intrusion.

Effect of the Scheme: construction phase – permanent

The west reinforced embankment of the proposed grade separated Countess Junction would run c. 90m south of the asset at its closest point. The asset would be largely screened from the Scheme by planting to the south behind Countess Farmhouse, Countess Farmhouse itself and the Stable and Barn. The planting along the north verge of the present A303 as it approaches Countess Roundabout from the west would be removed for the construction of new drainage and would not afford screening. As a result there would be visual impact from the proposed Countess Flyover and from the proposed Countess west reinforced embankment. The screening currently afforded by the belt of trees to the south of the asset would eventually be replaced by replanting. The replanting Scheme currently being considered comprises two terraces of ornamental planting within the Scheme boundary and (subject to National Trust agreement) a belt of trees within the boundary of the Countess Farm land.

The effect of the Scheme would be **Slight adverse** (derived from a Minor impact upon a Medium value asset).

Effect of the Scheme: operational phase

Chapter 9: Noise and Vibration assesses that there would be no significant change in the traffic noise as a result of mitigation in the form of the solid noise barrier proposed for the northern parapet of the Countess Flyover. The noise barrier would also screen the movement of standard sized cars but that of the tops of high-sided vehicles would be apparent. A change in the character of traffic noise from a varied note as vehicles brake and accelerate to a more constant effect of vehicles travelling at speed would also be apparent, though braking and accelerating would still occur at the approaches to the roundabout under the flyover.

The effect of the Scheme would be **Slight adverse** (derived from a Minor impact upon a Medium value asset).

The map shows the Countess 6071 site, marked with a red dot, located near the River Avon and the railway tracks. The site is situated between Countess Farm and Countess Services. The map includes various landmarks such as Halfmoon Clump, Tumuli, Amesbury Park, Amesbury Abbey, and Countess Farm. A scale bar at the bottom indicates distances up to 500 meters.

NHLE Ref.

Description and location

Setting

Effect of the present A303

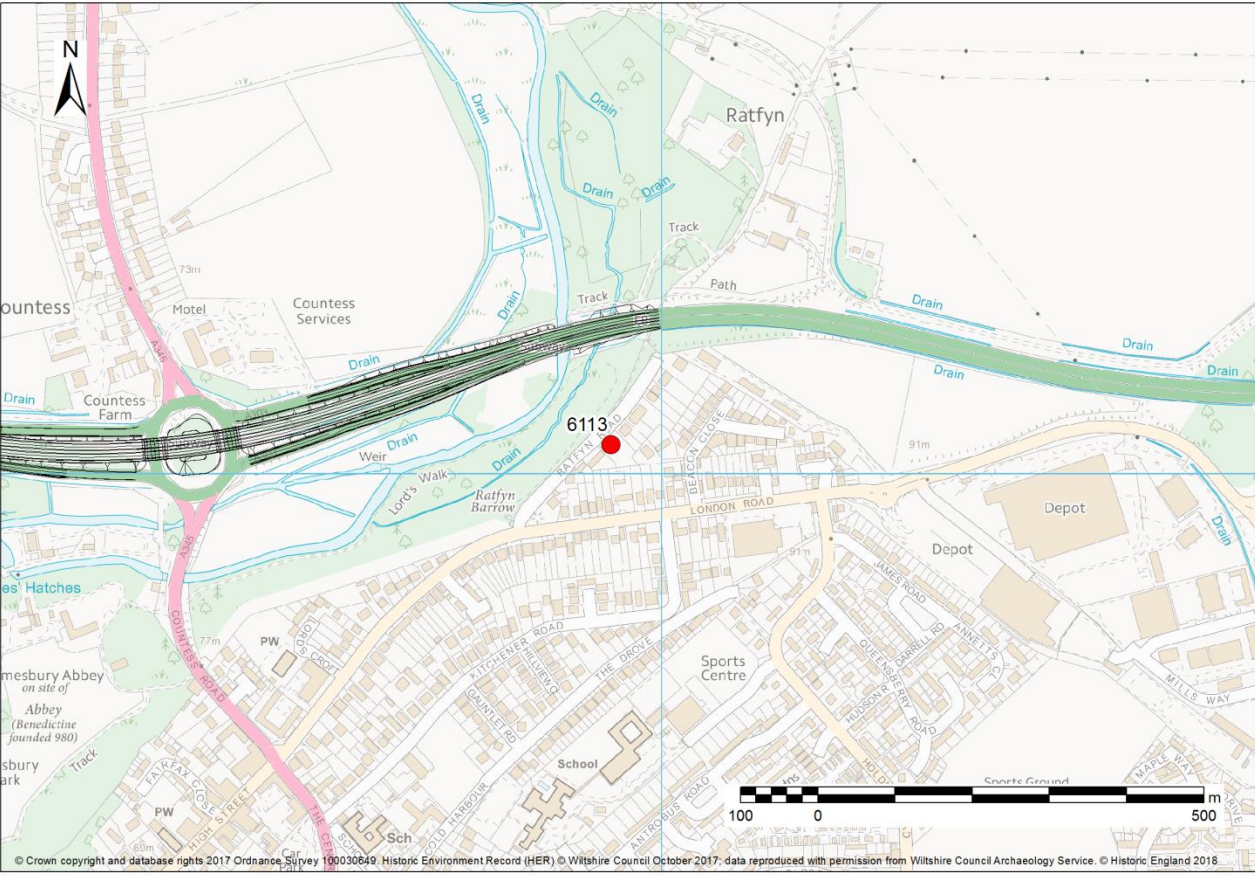
Effect of the Scheme: construction phase – permanent

The effect of the Scheme would be **Neutral** (derived from a negligible impact upon a Medium value asset).

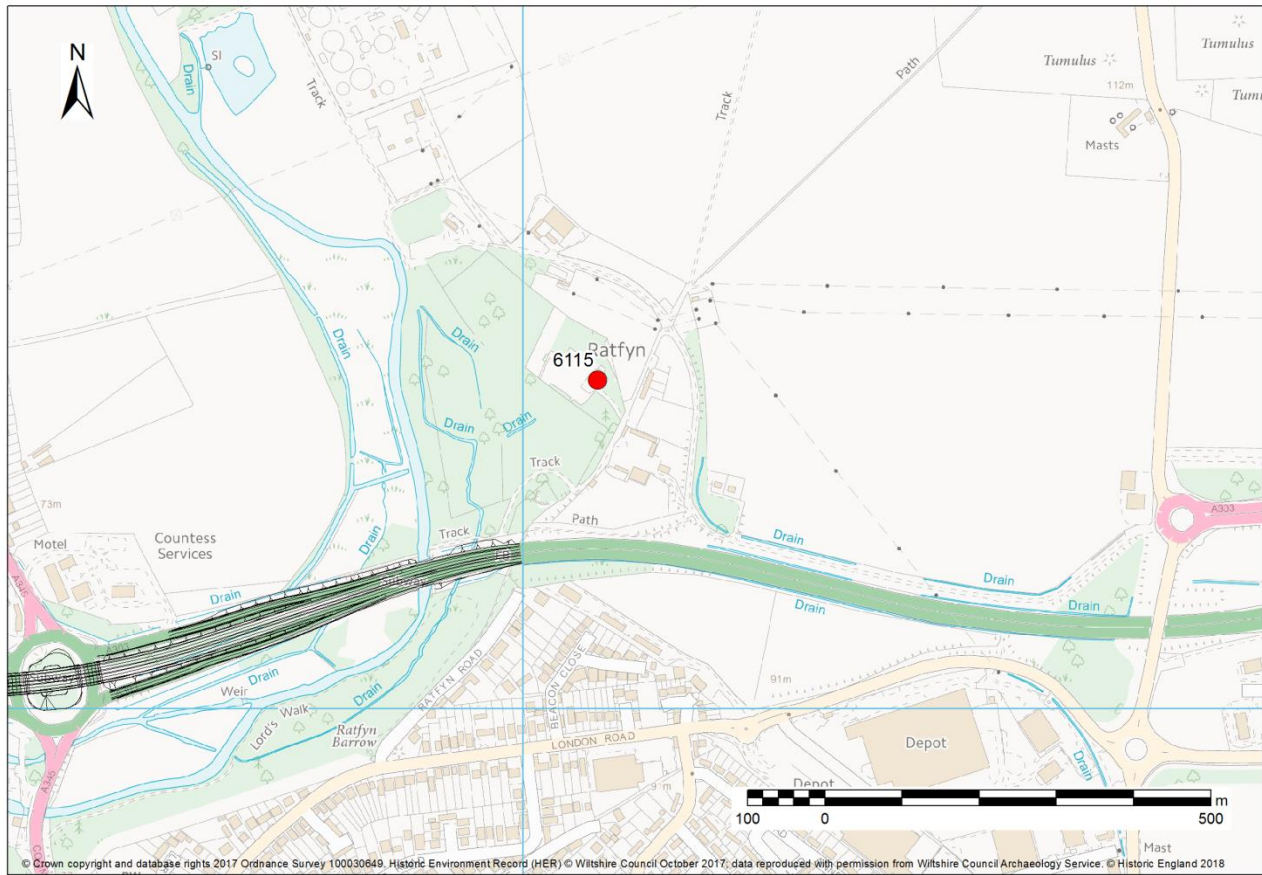
Effect of the Scheme: operational phase

Chapter 9: Noise and Vibration assesses that there would no significant change in the traffic noise as a result of mitigation in the form of the solid noise barrier proposed for the northern parapet of the Countess Flyover. A change in the character of traffic noise from a varied note as vehicles brake and accelerate to a more constant effect of vehicles travelling at speed would also be apparent, though braking and accelerating would still occur at the approaches to the roundabout under the flyover.

The effect of the Scheme would be **Neutral** (derived from a negligible impact upon a Medium value asset).

6113 – Millmead – grade II	
	<p>NHLE Ref. 1318492</p> <p>Description and location Millmead is an experimental smallholder's house built in 1919-20 by the Department of Scientific and Industrial Research for the Board of Agriculture and Fisheries to the design of their architect W.R. Jaggard. The building is of two storeys on a square plan of two bays to each elevation. The walls are constructed of puddled chalk and earth slurry with cement roughcast rendering and a slate roof. The entrance is on the north gable end and has a projecting stone and flint porch. The building is one of a number of dwellings built in 1919/20 on the eastern side of the town to research the economies to be made from building houses using local materials. Other listed examples can be found on Holders Road.</p> <p>Setting The house's setting is the quiet, suburban Ratfyn Road, a single track lane once the approach to Ratfyn Farm but a dead end since the construction of the Amesbury Bypass. The south side of the lane is developed with mainly detached houses and bungalows while to the north side it is lined with mature trees. To the rear of the house are gardens mainly laid to lawn. In common with the other experimental houses in Amesbury Millmead was provided with an allotment surrounding it which it appears to have retained and even extended as the grounds now measure 0.3 acres (0.1ha). The house had only one neighbour when it was built with open country to the east and south. Since that time the building of modern houses further along Ratfyn Road and on London Road has given the setting a more suburban character. The setting contributes to the asset's significance through the retention of its garden plot.</p> <p>Effect of the present A303 The A303 is located c. 135m north of the asset. Screening from the deciduous trees at the eastern end of Lord's Walk is effective in blocking traffic movement and muffling traffic noise during the summer months when Countess Roundabout and the A303 are not visible. During the winter months views are filtered through the leafless trees when traffic, especially if large, light coloured or fast moving can be seen.</p> <p>Effect of the Scheme: construction phase – permanent The eastern end of the Countess reinforced embankment east would rise westwards to the proposed new grade separated Countess Junction and would be c. 130m north of the asset. The Scheme would be glimpsed through the trees on the northern slope of Lord's Walk in the winter months but effectively screened from the asset's setting in the months when the trees are in leaf.</p> <p>The effect of the Scheme would be Slight adverse (derived from a Negligible impact upon a Medium value asset).</p> <p>Effect of the Scheme: operational phase Chapter 9: Noise and Vibration assesses that there would be no significant change in the traffic noise in this location. The effect of the Scheme would be Slight adverse (derived from a Negligible impact upon a Medium value asset).</p>

6115 – Ratfyn Farmhouse – grade II



NHLE Ref.

1182605

Description and location

Ratfyn Farmhouse was built between 1750 and 1800 on the site of an earlier building. Construction is in brick in Flemish bond, with gables of flint and chalk chequerwork and hipped, tiled roofs. The building is of two storeys plus attic and cellar. The building was extended behind the principal façade by two bays in the 19th century and by a further two bays in the 20th.

Setting

Ratfyn Farmhouse is set in lawns constrained by mature trees to the east, south, south-west, north-west and north and by rising ground to the north-east. The setting is more open to the west where it extends to the River Avon some 240m away. Historic maps suggest that the setting in the 19th century was more contained, the building standing in lawns amongst more dense tree planting and with a closer relationship with the farm buildings which were located on the west side of the farm track as opposed to the east side and screened as they are today.

The asset's setting retains its rural character which, together with the presence of working farm buildings contributes to its significance.

Effect of the present A303

The A303 is located c. 200m south of the asset with Countess Roundabout c. 750m to the south-west. The road is obscured from view by dense planting to the south and south-west and no traffic movement is visible. The planting is also effective at muffling traffic noise which is experienced at background levels.

Effect of the Scheme: construction phase – permanent

The Countess reinforced embankment east rising to the proposed grade separated Countess Junction would be c. 225m south south-west of the asset. While the existing screening to the south and south-west of the asset would continue to be effective in shielding the asset from the proposed new grade separated junction, the flyover would be visible above the trees from locations within the asset's setting, particularly on the flat ground to the west of the pond in front of the house.

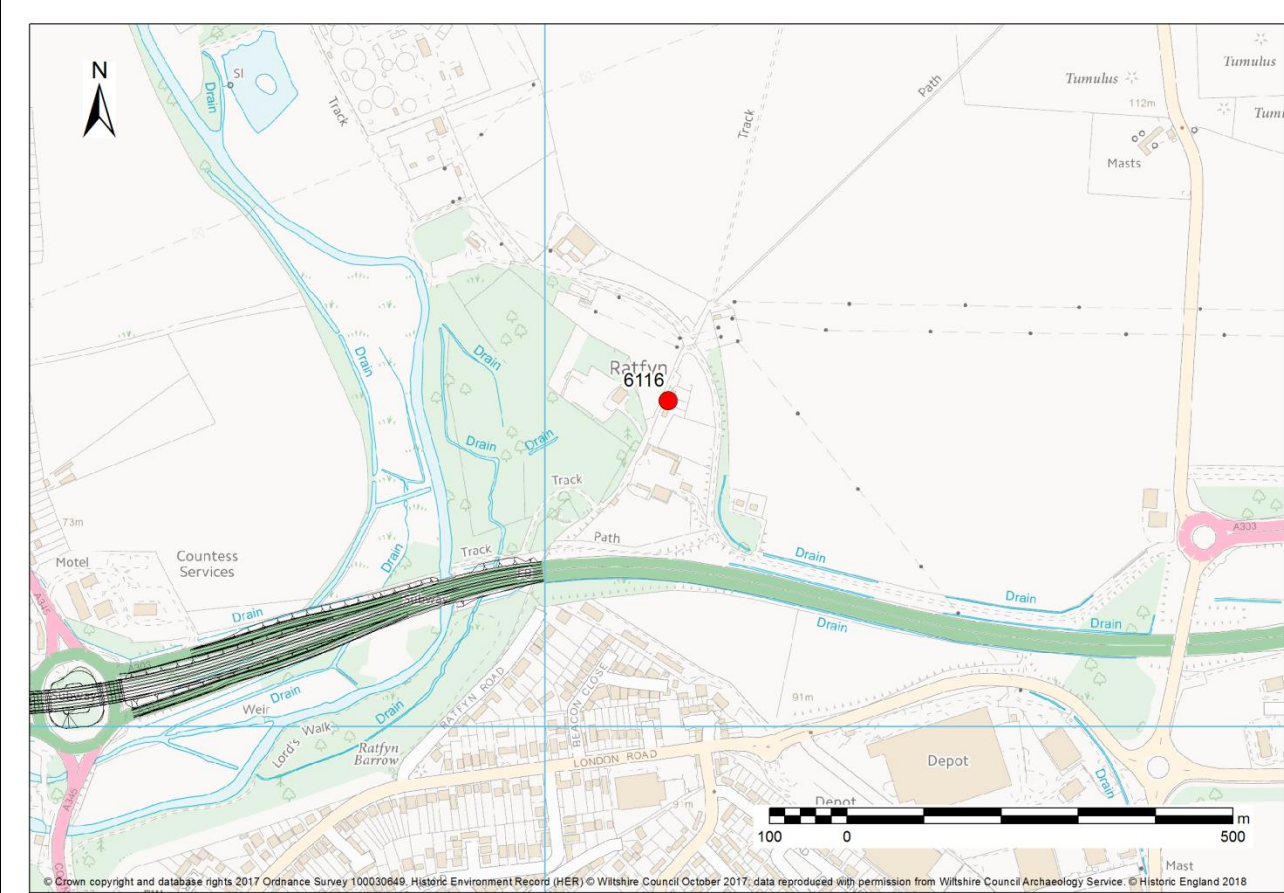
The effect of the Scheme would be **Neutral** (derived from a Negligible impact upon a Medium value asset).

Effect of the Scheme: operational phase

Traffic moving over the flyover would be visible above the trees from locations within the asset's setting particularly on the flat ground to the west of the pond in front of the house. Chapter 9: Noise and Vibration assesses that there would not be a significant change in the traffic noise.

The effect of the Scheme would be **Neutral** (derived from a Negligible impact upon a Medium value asset).

6116 – Cottages at Ratfyn Farm – non designated



NHLE Ref.

N/a

Description and location

A row of four cottages (now three dwellings) located on the eastern side of Ratfyn Road north of the present A303. The cottages are shown on the 1879 OS map and are likely to date to the early or mid-19th century. Construction is of painted brick, the northern two units have slate roofs while the southern two are tiled. All have brick stacks.

Setting

The assets have a rural setting on the old Ratfyn Road extending to the grounds of Ratfyn Farmhouse to the west and south-west and to the fields to the north.

The cottages have retained their relationship with Ratfyn Farmhouse which is just 50m to the west and the approach from the north is extremely rural in character, with just the cottages and farmhouse visible in some views with a backdrop of the trees on Lord's Walk. The rural nature of the setting is tempered to a degree by the modern farm buildings to the south and the electricity substation to the north north-east of the asset but overall the setting contributes considerably to the asset's significance.

Effect of the present A303

The A303 is located c. 180m south of the asset with Countess Roundabout c. 780m to the south-west. The road is obscured from view by dense planting to the south and south-west and no traffic movement is visible. The planting is also effective at muffling traffic noise which is experienced at background levels.

Effect of the Scheme: construction phase – permanent

The Countess reinforced embankment east, rising to the proposed grade separated Countess Junction at Countess Roundabout, would be c. 225m south south-west of the asset. The existing screening to the south and south-west of the asset would continue to be effective in shielding the asset from the proposed new grade separated junction.

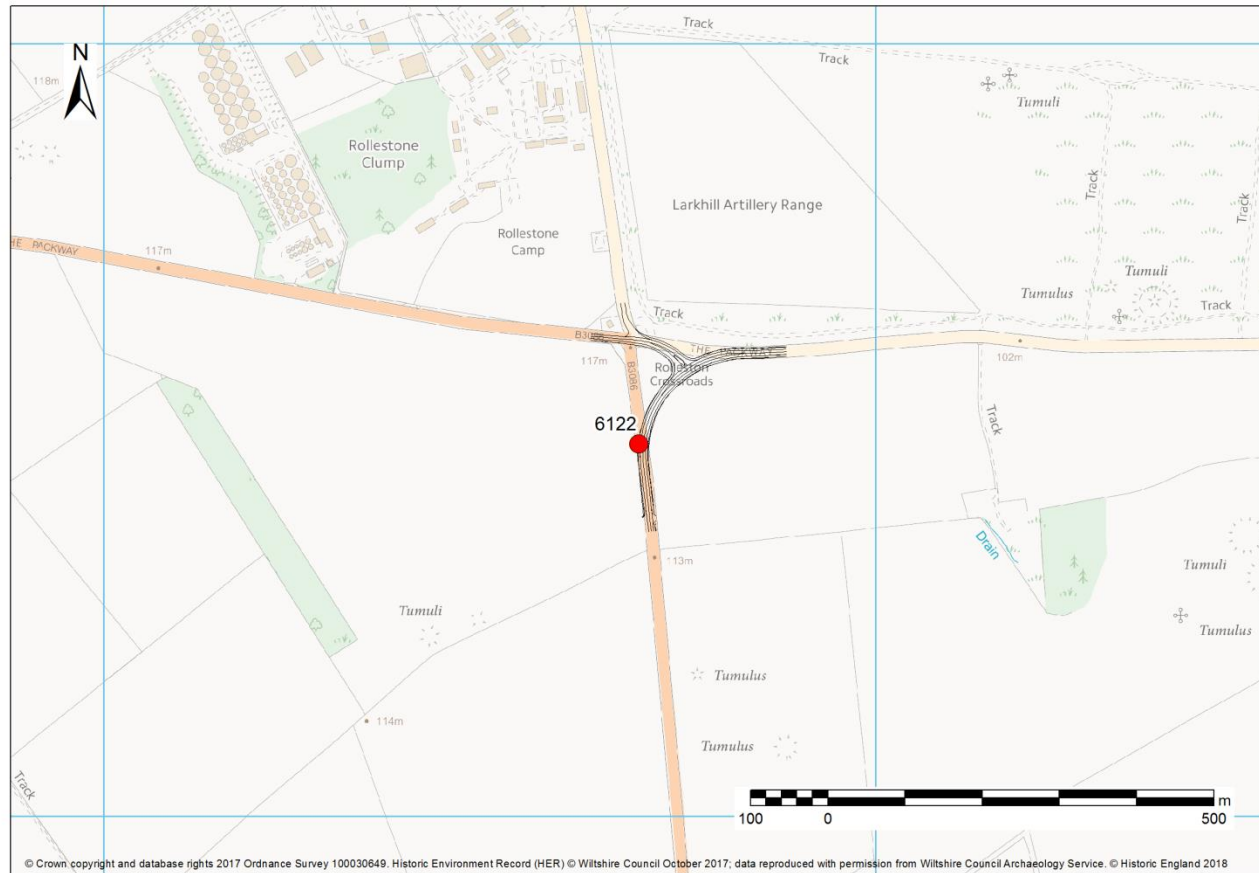
The effect of the Scheme would be **Neutral** (derived from No Change to a Low value asset).

Effect of the Scheme: operational phase

Chapter 9: Noise and Vibration assesses that there would not be a significant change in the traffic noise.

The effect of the Scheme would be **Neutral** (derived from a Negligible impact upon a Low value asset).

6122 – Milestone approximately 120m south of junction with Bustard Road, B3086 – grade II



NHLE Ref.

1284782

Description and location

The milestone is situated on the western verge of the B3086 approximately 120m south of the junction with The Packway. The milestone dates from the early 19th century and takes the form of a limestone pillar with a rounded top. The side facing the road carries a cast-iron plate with the raised legend SALISBURY / 10/ DEVIZES / 13. The milestone was a marker for the Salisbury to Devizes turnpike of 1775.

Setting

The asset has a roadside setting, its value being site specific.

Effect of the present A303

The present A303 is located c. 3.0km south of the asset and has no effect on the asset other than when it experiences particularly high levels of traffic and the B3086 is used as an alternative route.

Effect of the Scheme: construction phase – permanent

The junction improvements at Rollestone Corner would result in minimal visual change to the asset's setting. The changes brought by the Scheme to the A303 itself are too far distant for them to have any impact.

The effect of the Scheme would be **Neutral** (derived from a Negligible change to a Medium value asset).

Effect of the Scheme: operational phase

Traffic flow and traffic noise is predicted to decrease due to the transfer of traffic off the B3086 onto the A303.

The effect of the Scheme would be **Neutral** (derived from a Negligible change to a Medium value asset).

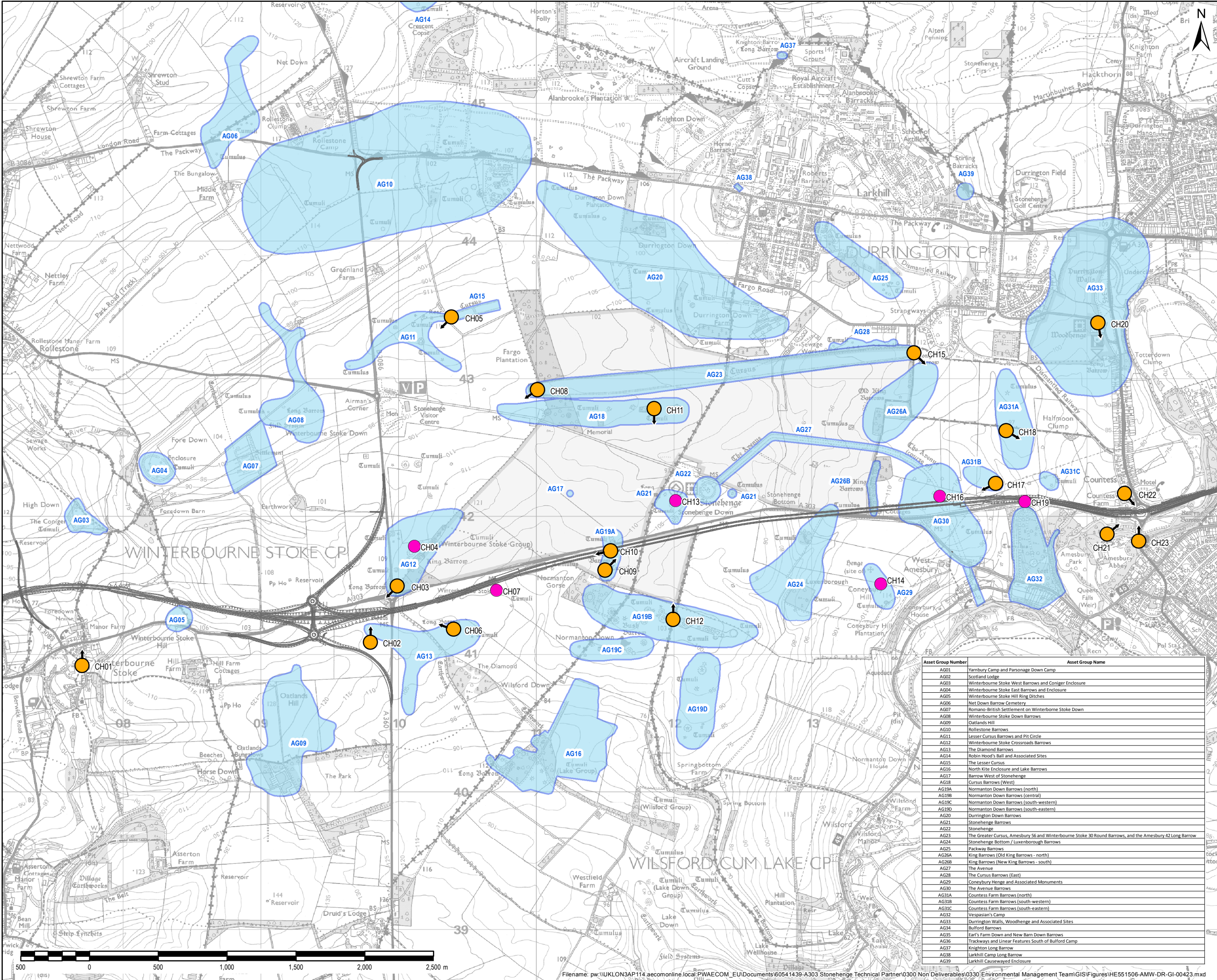
5 Abbreviations List

NHLE	National Heritage List for England
NMU	Non-Motorised User
NPPF	National Planning Policy Framework
OUV	Outstanding Universal Value
PMA	Private Means of Access
WHS	World Heritage Site
WSHER	Wiltshire and Swindon Historic Environment Record
ZTV	Zone of Theoretical Visibility

6 References

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- Simmonds, S. and Thomas, B., 2015. *Stonehenge, Avebury and Associated Sites World Heritage Site Management Plan 2015*. Chippenham: World Heritage Site Coordination Unit on behalf of the Stonehenge and Avebury World Heritage Site Steering Committees.

Figures



NOTES / LEGEND

- Proposed route alignment
- Asset Groups
- CGI 360
- Photomontage

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Revision Details	By	Check	Date	Suffix						
Purpose of issue	FINAL									
Client	Highways England									
Working on behalf of										
Project Title	A303 AMESBURY TO BERWICK DOWN									
Drawing Title	APPENDIX 6.9 FIGURE 1 CULTURAL HERITAGE VIEWPOINTS									
Designed	HS	Drawn	GM	Checked	CC	Approved	WB	Date	17/09/18	
Internal Project No.	60541200				Scale @ A3	1:25,000		Zone	SW	
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Drawing Number	HE551506		Originator	AMW		Volume	GEN		Rev	01
SCHEME WIDE			DR		GI		00423		Location	
Type Role Number										

Asset Group Number	Asset Group Name
AG01	Yarnbury Camp and Parsonage Down Camp
AG02	Scotland Lodge
AG03	Winterbourne Stoke West Barrows and Coniger Enclosure
AG04	Winterbourne Stoke East Barrows and Enclosure
AG05	Winterbourne Stoke Hill Ring Ditches
AG06	Net Down Barrow Cemetery
AG07	Romano-British Settlement on Winterbourne Stoke Down
AG08	Winterbourne Stoke Down Barrows
AG09	Oatlands Hill
AG10	Rollestone Barrows
AG11	Lesser Cursus Barrows and Pit Circle
AG12	Winterbourne Stoke Crossroads Barrows
AG13	The Diamond Barrows
AG14	Robin Hood's Ball and Associated Sites
AG15	The Lesser Cursus
AG16	North Kite Enclosure and Lake Barrows
AG17	Barrow West of Stonehenge
AG18	Cursus Barrows (West)
AG19A	Normanton Down Barrows (north)
AG19B	Normanton Down Barrows (central)
AG19C	Normanton Down Barrows (south-western)
AG19D	Normanton Down Barrows (south-eastern)
AG20	Durrington Down Barrows
AG21	Stonehenge Barrows
AG22	Stonehenge
AG23	The Greater Cursus, Amesbury 56 and Winterbourne Stoke 30 Round Barrows, and the Amesbury 42 Long Barrow
AG24	Stonehenge Bottom / Luxborough Barrows
AG25	Packway Barrows
AG26A	King Barrows (Old King Barrows - north)
AG26B	King Barrows (New King Barrows - south)
AG27	The Avenue
AG28	The Cursus Barrows (East)
AG29	Coneybury Henge and Associated Monuments
AG30	The Avenue Barrows
AG31A	Countess Farm Barrows (north)
AG31B	Countess Farm Barrows (south-western)
AG31C	Countess Farm Barrows (south-eastern)
AG32	Vespasian's Camp
AG33	Durrington Walls, Woodhenge and Associated Sites
AG34	Bulford Barrows
AG35	Earl's Farm Down and New Barn Down Barrows
AG36	Trackways and Linear Features South of Bulford Camp
AG37	Knighiton Long Barrow
AG38	Larkhill Camp Long Barrow
AG39	Larkhill Causeway Enclosure

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TO BERWICK DOWN

Drawing Title
APPENDIX 6.9
FIGURE 2
VIEWPOINT CH01
PHOTOMONTAGE

Designed JB	Drawn KD	Checked CC	Approved JB	Date 04/10/18
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Location		Type	Role
		Number	

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Drawing Title

APPENDIX 6.9
FIGURE 3
VIEWPOINT CH02
PHOTOMONTAGE

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APPENDIX 6.9
FIGURE 4
VIEWPOINT CH03
PHOTOMONTAGE


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Location		Type	Role
		Number	

CH04A
View South West





CH04B
View South East



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Drawing Title					
APPENDIX 6.9 FIGURE 5 VIEWPOINT CH04A AND CH04B CGI					
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60547200					
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Drawing Title
APPENDIX 6.9
FIGURE 6
VIEWPOINT CH05
PHOTOMONTAGE


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Drawing Title					
APPENDIX 6.9 FIGURE 7 VIEWPOINT CH06 PHOTOMONTAGE					
Designed	Drawn	Checked	Approved	Date	
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SCHEME WIDE		DR	GI	00432	
Location		Type	Role	Number	

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View West



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APPENDIX 6.9
FIGURE 8
VIEWPOINT CH07
CGI


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APPENDIX 6.9
FIGURE 9
VIEWPOINT CH08
PHOTOMONTAGE

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Location	Type DR	Role GI	Number 00434

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APPENDIX 6.9 FIGURE 10 VIEWPOINT CH09 PHOTOMONTAGE				
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APPENDIX 6.9
FIGURE 11
VIEWPOINT CH10
PHOTOMONTAGE

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APPENDIX 6.9 FIGURE 12 VIEWPOINT CH11 PHOTOMONTAGE					
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APPENDIX 6.9
FIGURE 13
VIEWPOINT CH12
PHOTOMONTAGE

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APPENDIX 6.9
FIGURE 14
VIEWPOINT CH13
CGI

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APPENDIX 6.9
FIGURE 15
VIEWPOINT CH14
CGI


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APPENDIX 6.9
FIGURE 16
VIEWPOINT CH15
PHOTOMONTAGE

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APPENDIX 6.9
FIGURE 17
VIEWPOINT CH16
CGI


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APPENDIX 6.9
FIGURE 18
VIEWPOINT CH17
PHOTOMONTAGE

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APPENDIX 6.9
FIGURE 19
VIEWPOINT CH18
PHOTOMONTAGE

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APPENDIX 6.9
FIGURE 20
VIEWPOINT CH19
CGI

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APPENDIX 6.9
FIGURE 21
VIEWPOINT CH20
PHOTOMONTAGE


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APPENDIX 6.9 FIGURE 22 VIEWPOINT CH21 PHOTOMONTAGE					
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APPENDIX 6.9
FIGURE 23
VIEWPOINT CH22
PHOTOMONTAGE

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FIGURE 24
VIEWPOINT CH23
PHOTOMONTAGE

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