

**From:** [French, Chloe](#)  
**To:** [Jones, Karen](#); [Cowen, Nick](#)  
**Cc:** [Wentworth, Caitlin](#); [Michael Baker](#); [.@..](#)  
**Subject:** A303: Byway 12 Access  
**Date:** 09 December 2016 10:29:43

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Dear Karen and Nick,

Thank you for taking the time to meet with us on site yesterday. The local knowledge, and your experience of the byways Nick, is very useful in developing our understanding of the context of these works.

Following our meeting I have started the conversation with Adam (Structural Soils Limited) regarding anticipated vehicle movements and access options. We propose:

- Access for SA504 (trial pit) – we will access from the south along byway 12, where the byway is already in poor condition. We will carry out precondition surveys as standard and we will use farming equivalent equipment e.g. tractor mounted back hoe, light vehicles. This approach will remove the need to traffic the byway between the barrow pair/northern gate and the southern (mid-way) gate into M&R Hosier Ltd land.
- Access for boreholes in M&R Hosier Ltd land to the west of Byway 12 – we propose access will be from the A303, from the north. There are two aspects to this:
  - The first is the anticipated vehicle movements. By approaching SA504 (trial pit) from the south we reduce the vehicle movements, we are just working up those numbers and considering what restrictions can be made on vehicles accessing the section of byway.
  - We are looking into protective measures for the byway to cover the length of the grass and flint matrix that can be placed and lifted daily for the works. There are cost and programme impacts on extending this protection from the ~75m required to protect the scheduled monuments to the ~200m required to cover the grass and flint matrix track. Questions arising include how we staff the ground protection while it is in place, liability should the public interact with the ground protection and security as ground protection is a 'desirable' material.

**Nick** – you mentioned that Wiltshire Council could grant us permission to place ground protection for the duration of the works. Security matters aside, what protections do the Council have in place for public interaction with the byway? Our concern is with regard to a member of the public being injured or their vehicles damaged when using the byway where ground protection is placed. As a project we are working hard to minimise our public interaction as safety for all is paramount. If there is a viable protection measure we will need to bottom out these logistical aspects before we can proceed with the works in this area. Your help in this would be greatly appreciated.

We will follow up as soon as we have indicative numbers for vehicle movements and have completed our research into viable ground protection measures.

Best regards,  
Chloe

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