

Gibbons, Frances

From: Trethowan, Jessica
Sent: 06 December 2018 19:22
To: Logan, Kate; Sebire, Heather; Murray-Fennell, Michael
Subject: post meeting: Blick Mead statement from Highways

Sent from my iPhone

Begin forwarded message:

From: Andrew Weaver
Date: 6 December 2018 at 19:17:20 GMT
To: "Wharmby, Sue" "Hickman, Debbie"
"Trethowan, Jessica"
"Jones, Karen"
Cc: "Smith, Neville" "Walker, Sarah"
Daniels, Marcia"
Martin McCrink
>

Subject: Blick Mead statement

All

You will aware of the stories circulating in the media about Blick Mead. Please see Highways England's statement regarding the issue below this email.

Please do let us know if you have any queries.

Kind regards
Andy

A Highways England spokesperson said: "We do not have any evidence that our monitoring, the location of which we shared with Professor David Jacques, has caused any damage to the site and we have asked for further clarification of this.

"At Prof Jacques' request, we have been monitoring water conditions at Blick Mead to demonstrate that the scheme will have no impact on the site. We asked for input on the locations of water monitoring stations in early November.

"We have adhered to guidelines in carrying out the work, with an archaeologist on site, and with due care being exercised at all times.

"We met with Prof Jacques today and we have also been discussing areas for further testing at the Blick Mead site."

Background information

The water measuring equipment is a piezometer. The installation is a tube, 5cm in diameter. To protect this at surface, it is placed within 15cm casing, 60cm in depth, with approximately 20cm penetrating the ground. As standard practice, these are sealed at the surface with cement to prevent surface water finding its way into the piezometer.

Spoil from the water monitoring excavation was inspected by an archaeologist and did not contain any archaeological material. Excess material was placed back into the borehole around the piezometer tube, and the remainder retained as a record for hydrogeological purposes.

Further information

Proposals for the A303 Stonehenge scheme have now been accepted by the Planning Inspectorate for examination.

The A303 Stonehenge upgrade, which includes a tunnel at least 1.8 miles long, a free-flowing dual carriageway and a much-needed bypass north of Winterbourne Stoke, will deliver major benefits to the World Heritage Site by reuniting the landscape and restoring tranquillity to the setting of one of our most famous cultural icons. At the heart of many of Highways England's proposed refinements to the scheme is the protection of the WHS and its Outstanding Universal Value.

The scheme will also support a major boost to the South West economy, currently lagging 24% behind the national economy, by providing an effective transport link, and reducing the traffic blight on local communities.