

CST
Received

14 JAN 2019

Lieutenant Colonel (Retired) G.W. Parker. O.B.E
Vice President. The Western Front Association.
Member RSA.

Email [REDACTED]

To:
Admin Team Members,
The Planning Inspectorate.
Temple Quay House,
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Temple Quay,
BRISTOL B51 6PN.



Reference: Telecom : Graham Parker/Stella at Planning Inspec, 1405 hrs 8 January 2019.

Please find herewith for your information, three Papers related to the World Heritage Site Project at Stonehenge.

However, in order for you to know the background of the Presenter (Graham Parker) the following may be useful:

1951. After qualifying in Pharmacy, enlisted into the Royal Engineers and joined a small team of specialists going out to South Korea to reconstruct damaged roads behind the Allied Lines. Built by hand a short section of roadway next to Farnborough airfield

1962. Whilst working with MOD in London, joined a three year London University Course which specialized in Motorway and Dual Carriageway Road Design and Construction within the United Kingdom. A final 'Thesis' was Presented to the University for the removal of all 'Through Traffic' from the Main Street in Bromley, South London. The University sent the Plan to the Bromley Council and the recommended work was carried out immediately, thus producing a three lane long shopping street with 'Clean Air' and 'No Traffic'.

1964. Attended a one year Study course at the Civilian Staff College. During the year spent two months with the Swiss Government studying their Road, Rail, and Air Systems.

1970. Took over MOD Planning Control, for the movement of all Navy, Army and RAF UK units being prepared for deployment to the Continent during the 'Cold War Period'.

1980. Joined the NATO Staff in Belgium and took control of NATO Transport Costing Operations for all 16 NATO countries. Took control of NATO Transport Procurement and NATO Transport Operating Budgets.

On Retirement from the Army in 1995 returned to Salisbury and was invited by the Salisbury Association of Council Taxpayers, to lead their Planning Team in the work to improve Traffic Movement progress in South Wiltshire.

Enclosure of Three Papers on the WHS Stonehenge Project.

Paper A. "PROTECTION FOR THE WORLD HERITAGE SITE AND STONEHENGE"

This is a Plan for an A303 Bypass to the South of and well outside the WHS. It moves through arable Grade Two land and avoids touching any buildings. It is a dual carriage way and Engineers have said it could be constructed within eighteen months once started.

The line of the new A303 route is as follows:

Leave the current A303 East of Amesbury and move on open land on the east side of the Boscombe Down Reserve Runway. Go under the Reserve Runway (East to West) and move over WD open ground area, then move south of the nearby Golf Course, again in open ground. Then cross over the A345 and move down the western side of the A345, again in grade two agricultural ground, and pass north of the Old Sarum area. Then cross the Avon River and then move West to move North along the valley which contains the A360, and on to rejoin the A303 west of Winterbourne Stoke. This route is well clear of any buildings and will take only 3 to 4 minutes longer to drive than going through a tunnel on the WHS at Stonehenge.

It is important to make note of the Annual Maintenance cost of 7 Million pounds per year produced recently for a Tunnel route on the WHS.

On page 3 a reference is made to a Test Referendum carried out, and replied in writing by more than 2000 homes. The replies revealed that 97% of the people in these homes called for the Bypass and Not a tunnel at Stonehenge.

As it is halfway between London and the West Country the area just North of Old Sarum would be an ideal location to position a Site which contained

Electric Recharging Facilities for the refueling of 'Electric Engine Vehicles' for the forth-coming years.

This bypass will afford 'Full Protection' for the WHS at Stonehenge.

Paper B. "PROTECTION - STONEHENGE AND PEOPLE]"

This explains the wider opportunities for the Protection of Local People as a result of the new A303 bypass roadway.

Paper C. "SALISBURY TRAFFIC SOLUTION"

This Paper explains how the A303 Bypass could provide an opportunity to check out the possibility of eventually constructing an Eastern road Link in order to remove heavy traffic from the Salisbury City Area.

This is part of a Report produced in December 2003 by Balfour Beatty as a result of the initial "Parker Route", plan presented to the Highways Agency showing how the 'A303 Stonehenge Improvement' would enable an extension of the plan in order to offer a solution for the removal of traffic from the heavily congested traffic area of Salisbury and the Wylde Valley.

The Balfour Beatty Report was very detailed, but was only distributed to the Highways Agency and Graham Parker (designer of the A303 Improvement Plan).

However, it is brought to the notice of the Planning Inspectorate Admin Team Members as they may wish to know of the considerable advantages of the Southern Bypass option which could solve the very serious problem for the traffic congestion and high pollution levels in the Salisbury area. Furthermore, when at some future date the present traffic is replaced by Electric powered vehicles, the amount of traffic will remain and in particular with the ever growing congestion problem there will certainly be cost disadvantages for Company vehicles moving in such a heavily congested area if no action is taken to improve the movement of traffic along a bypass for the Salisbury area.

Other Documents Enclosed for Team Information.

"INFERNO RISK AT STONEHENGE"

Enclosed is a copy of the document produced by the Wiltshire Fire Service on

18 November 2003, which says that:

“ the planned tunnel is too similar to other tunnels around the world where hundreds have died in fires over the past 50 years”

Also enclosed for information, is a copy of the Highways England Letter sent by Richard Ormerod, which says that my document sent to Highways England 2 March 2017, for the updating of the “Parker Plan, was passed to the Infrastructure Projects Team.

Finally, I send a copy of the letter sent to me on 12/09/2017 by Highways England.

This is most interesting, as it says that the Transport Secretary Chris Grayling has already announced the preferred route which will be taken forward.

It is understood that the Planning Inspectorate Team has the task for the Final Study, following which they present it to the Transport Secretary Chris Grayling.

However, it now appears that the Transport Secretary has already made a decision prior to receiving anything from the Planning Infrastructure Team.

Signed

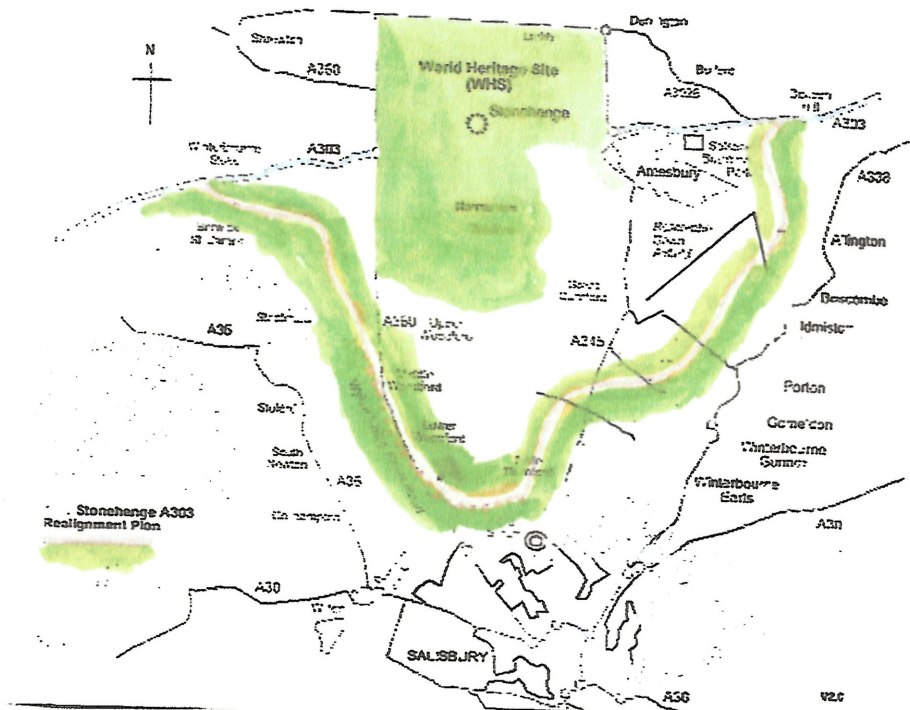


Graham Parker.

10 January 2019.

PROTECTION for The World Heritage Site and Stonehenge

The A303 Realignment Plan



Of all the many treasures on these islands, none is more internationally revered than Stonehenge.

We have recently started to realise that the standing stones are just a beginning, they sit at the heart of the world's most significant and best preserved Stone Age landscape and the Government plans to endanger this unique site with the construction of a tunnel. (Mr Dan Snow President of the Council of British Archaeology)

To construct a tunnel on the World Heritage Site would be the most brutal intrusion into the Stonehenge Age Landscape ever. Archaeologists have understood over the last 10 to 15 years that Stonehenge isn't a monument, Stonehenge is a landscape. (Tony Robinson)

The Stonehenge Alliance, which is supported by environmental and heritage organisations say the tunnel plans will cause 'severe and permanent damage' to the archaeological landscape of the World heritage Site, in direct conflict with International advice to the

Government. We are shocked at the Highways England indifference to UNESCO's advice.
(Kate Fielden)

The International Council on Monuments and Sites which advises United Nations Cultural Body UNESCO, has said it "firmly objects to the proposals for a tunnel at Stonehenge".
(ICOMOS UK)

There is serious concern with the proposal to construct a huge double tunnel under the World Heritage Site because of the potential danger of 'underground water diversion' which could interfere with the normal underground water flow towards the City of Salisbury. The City has a Cathedral which foundations sit in four feet of gravel and water and any major change to the water level in the foundations could force the building to be closed. Indeed, any lengthy presence of changing water levels to the foundations could inflict serious damage to the structure.

'International Advisers' have objected to plans to put a major road into a tunnel at Stonehenge because of 'negative and irreversible' impacts on the World Heritage Site.

Important criteria have not been met, by adequately considering options for constructing a bypass outside the ten square mile protected area. (ICOMOS)

The presentation of a suitable and cost effective bypass to the south of the World Heritage Site is now represented following its original presentation to the 2005 Stonehenge Inquiry held in Salisbury. In 2002 the Salisbury Association of Council Taxpayers (ACT) decided to examine the road structure across South Wiltshire in order to see the current line of the A303 from East to West and how it fits into the whole area. It was decided to make an aircraft flight over the whole area under examination to see if there would be the possibility of moving the A303 in a bypass north or south of the current line. It was soon evident that a southern bypass appeared to be the very best solution for the full protection of the World Heritage Site. The next stage was to drive and walk as much as possible of the area being considered. Having seen the 'tight areas' from the air it was important to look carefully at the ground and its suitability for a dual carriageway. The first area to be walked over was to the East of the Boscombe Down Reserve runway where it had appeared as if there was very little room to construct a road. On arrival and walking through the area it was soon apparent that there was considerable space and the area was quite suitable for the construction of a dual carriageway.

The next 'tight area' was the Old Sarum location. Roads already surround this location and providing a new road line was positioned to the West of the A345 there would be no interference with local traffic movement.

The Woodford Valley close to Old Sarum was examined next. As a place of 'outstanding beauty' great care would need to be taken in selecting a crossing point over the river Avon. Prior to any plans being made a visit by ACT and the Highways Agency (HA) teams along the projected road line was carried out. The HA team included the 'Ground Design Director' for the HA. She was an experienced road specialist who had recently been responsible for the A34 first class bypass design work for the Newbury bypass. She strongly recommended that the river Avon should be bridged right at the southern end of the Woodford Valley and there should be a low level crossing by the Church and well below and out of sight from the top area of Old Sarum ancient Site. In addition she designed a hidden cutting to go round the

base of Old Sarum. She also pointed out on behalf of the HA, the route they recommended followed the area of the A360 and was therefore environmentally acceptable by not being visible or even close by the Woodford Valley, except for the Crossing by the Church.

The detailed drawings of the road showing the work already carried out by the HA provided excellent descriptions and details of the bridges and together with the addition of the Boscombe Down Link illustrate most clearly how the A303 can be repositioned away from the World Heritage site area; these plans were presented to the Inspector at the 2004 Inquiry.

It was essential to obtain the support of the local community, so presentations were given to the Parishes of Wilton, Shrewton, Berwick St James, Winterbourne Stoke, Amesbury, Harnham, Porton, and finally to the community in the Salisbury City Hall and the Guildhall. The reception received was excellent and overall the population demonstrated full support. Indeed, shortly after this and using many local volunteers, the ex-mayor and ex-leader of Salisbury District Council conducted a 'Test Referendum' in four Salisbury Wards and the town of Wilton, calling for a decision on a 'Stonehenge Tunnel' or a 'Bypass for the A303 well South of the World heritage Site'.

It is recommended that the removal of the A303 through the World Heritage Site would provide a major step forward for the Site future development and the recently produced Management Plan would benefit considerably from having no disturbance to the ground. There would be no noise on Site from a major traffic flow and even more important would be the full protection of all archaeology in future years. The A303 southern bypass provides considerable benefit for the WHS with the Stonehenge Bowl remaining untouched. This must surely be exactly what English Heritage and the National Trust would wish to see for its World Heritage Site.

Discussion held with the senior Staff at Boscombe Down airfield resulted in their suggestion that the dual carriageway could pass under the Reserve runway and on the eastern side of the runway there could be an exit from the new A303 road which would provide a direct single road link into the Boscombe Site. An introduction to the Porton Site was made by the Boscombe Staff as it was well known that they were to have a large increase in Staff members and at Boscombe and Porton staff driving in private cars were contributing to a major increase in local air pollution levels and with a single road from the same position as the Boscombe link Porton staff using the new A303 would provide a reduction in air Pollution in local villages.

Construction costs are important and with the A303 Realignment Road being 15 miles in length and an average cost per mile being 30 million pounds, the total cost could be approximately 450 million pounds as against the sum of one point six billion pounds for the Tunnel cost.

Finally, regarding local traffic moving during the construction of the Realignment road, apart from the areas of bridge construction local traffic will not be too much affected. Once the A303 is complete, the only area which might be affected with more traffic is the route between Shrewton and Amesbury, although the traffic may not be heavy in numbers it may be necessary to study how to control the increase in the flow through the Larkhill area.

PROTECTION

STONEHENGE and PEOPLE

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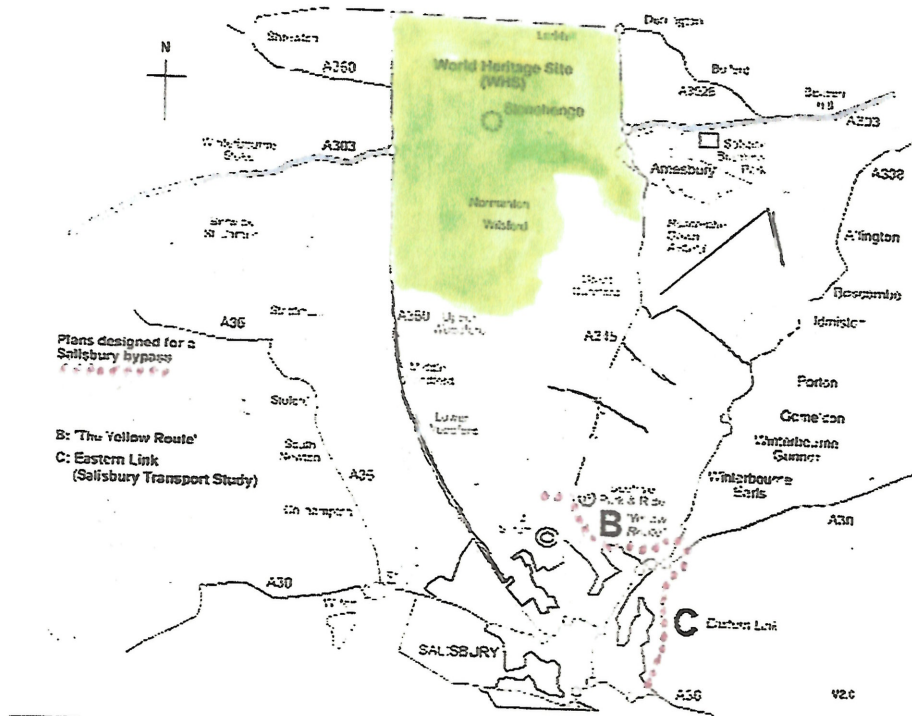
There is serious concern with the proposal to construct a huge double tunnel under the World Heritage Site because of the potential danger of 'underground water diversion' which could interfere with the normal underground water flow towards the City of Salisbury. The City has a Cathedral which foundations sit in four feet of gravel and water and any major change to the water level in the foundations could force the building to be closed. Indeed, any lengthy presence of changing water levels to the foundations could inflict serious damage to the structure.

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Important criteria has not been met, by adequately considering options for constructing a bypass outside the ten square mile protected area. (ICOMOS)

The presentation of a suitable and cost effective bypass to the south of the World Heritage Site is now represented following its original presentation to the 2005 Stonehenge Inquiry held in Salisbury. The presentation also explains how the bypass route would, in addition to removing all A303 traffic from the World Heritage Site, offer the additional introduction of a short road link which will remove a huge volume of heavy road traffic from the close area of Salisbury, and thus reduce the current unacceptable very high level of traffic pollution. This additional opportunity will protect the future health and the lives of many hundreds of local people.

Salisbury Traffic Solution



The red dotted link B and C on the above map, forms the Yellow Eastern (named by the HA in their plan for a Salisbury bypass) road link for the Salisbury bypass. It joins the A303 Realignment route just north of Old Sarum. It also joins the A36 road to Southampton at a point to the east of Salisbury and clear of the Salisbury built up area.

Below are relevant extracts from the HA Assessment Report with each being identified at the start by the Assessment paragraph number:

5.11.3.7. For drivers accessing the A303 from Salisbury and from the south-east, there would undoubtedly be benefits in terms of reduced frustration with the Eastern Link providing a direct connection to the A303, avoiding current congestion in Salisbury. Churchill Way traffic would experience a marked improvement in travel-time during periods of congestion. Frustration associated with slow journeys on the A36 would be alleviated. This would contribute to reducing stress over the current situation for these users.

5.14.3.3. The Realignment route would effectively provide a bypass to Salisbury for traffic on the A36, where none exists at present. This would provide benefits to the city and would support policy objectives to enhance the city's accessibility and attractiveness as a place in which to live, and shop, work and to visit. This would be consistent with the Transportation Strategy for Salisbury, the local plan and the Salisbury and Wilton Local Transport Plan and would support relevant Local Plan policies to encourage conservation of the built environment, encourage tourism and promote the viability of local communities.

5.14.3.23. The likely substantial benefits for the internationally important WHS, the positive benefits for businesses and communities in Salisbury and the removal of through traffic through Winterbourne Stoke and the settlements along the A36 would be in conformity with policies and plans to promote the vitality and viability of local communities.

End of HA Assessment Comments.

The overall effect of the A303 Realignment road for the WHS would be very considerable for Wiltshire and Salisbury area in particular. Notwithstanding the activity link associated between Stonehenge and Salisbury the location of the new A303 Road would be greatly beneficial to thousands of Salisbury Area residents. Because of its position, the A303 new road would enable it to be used as a feeder route for both the A30 and the A36, which pass through the area. The pick-up of traffic onto the new A303 route would greatly reduce the through traffic in many areas. It would also probably ensure that through traffic on the A30 and A36 did not have to transit through Salisbury.

The eastern link 'Yellow' road needs to be carefully surveyed because there has been house building in the area by Ford and this has reduced the size of the Green area earmarked as a divider between Ford and Hampton Park. It may be possible to accept a very short 'Cut and Cover Tunnel' for the traffic so that it is not seen by the public as it moves through this particular area.

Again there could be a problem as the road moves through the Laverstock area, so it is proposed to use the 'Eastern Route' as shown in the Salisbury 'Eastern Bypass' document produced by Wiltshire Council. This would take the road over Cocky Down and well clear of the Laverstock schools area and the School Playing fields used by the Children. Then in order to miss the Eastern built-up area of buildings the road crosses the Railway and joins the A36 closer down the road towards Southampton. Then at this point a major junction is designed which will allow traffic coming from the Southampton area to turn and move easily onto the Eastern bypass, thus avoid moving through Salisbury.

This section of the Eastern link will allow north-south through traffic to bypass Salisbury and by reducing traffic on Churchill Way it will allow the introduction of traffic management measures to improve the environment within the historic city centre.

The work involved in moving forward with this plan will require the support and assistance of the Salisbury Member of Parliament, who will be associated with the Local Authority (Wiltshire Council) which is responsible for the Funding and design work along with Heritage England.



CLICK HERE TO PRINT

CLOSE WINDOW

November 18, 2003

Fire service

Inferno risk at Stonehenge

PLANS to bury the road past Stonehenge in a 7½ mile (12 km) tunnel may restore the ancient monument to its calm setting, but it could set up one of the nation's worst blazes, cautions *Fire* (November).

It reports that Wiltshire Fire Brigade has submitted an objection to government plans to bury the A303, which links the M3 and the M5. The fire brigade says that the planned tunnel is too similar to other tunnels around the world where hundreds have died in fires over the past 50 years.

It says that a fire-dousing system must be built into the tunnel, but plans include only passages for air ventilation.

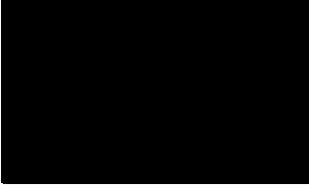
Eugene Johnson tells *Fire* that the usual pattern of a tunnel fire is that it develops extremely quickly and people cannot escape quickly enough.

He is worried, too, that the tunnel will be a route for petrol tankers, which have been the cause of devastating tunnel fires in the past. He argues that the installation of a sprinkler system would add only £3 million to the bill, but complains that tunnel design is dominated by ventilation engineers, who believe that smoke vents are enough.

Because of the risks, the brigade believes it could be open to prosecution under health and safety laws if it asks its firefighters to tackle any incidents in the tunnel.



Our ref:
Your ref:



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Direct Line: 0300 470 4219
8 March 2017

Dear

A303: AMESBURY TO BERWICK DOWN

Thank you for your letter and enclosure of 2 March 2017. This project is now being progressed by our Complex Infrastructure Projects team, and my involvement is now occasional and peripheral. I have therefore passed your representation on to that team, who have been conducting public consultations in recent weeks.

~~My team, however, handles consultations with local planning authorities over~~ development projects affecting the strategic road network. We were engaged with Wilts Council over the recent planning application on Porton Down. The permission is subject to mitigation measures on the A36 through Salisbury, to install MOVA signals at the Castle roundabout. We have seen media reports about future development at Boscombe Down, but have not been consulted by the Council or the MoD or the development team at this stage.

Yours sincerely



Richard Ormerod
Operations South West Growth & Improvement
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Highways England
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12/09/2017

Dear Col G W Parker

A303 Stonehenge

Thank you for your response to our public consultation earlier this year. We have now analysed all of the over 9,000 responses we received and we would like to let you know that the Transport Secretary, Chris Grayling, has announced the preferred route which will be taken forward.

This marks a major step forward in the plan to improve this section of road which has suffered congestion for so long.

The consultation responses, along with further studies and assessments, have influenced the route announced today. The route includes a twin-bored tunnel at least 1.8 miles long through the World Heritage Site and improved junctions with the A360 and the A345. It also includes a northern route for the long-awaited Winterbourne Stoke bypass.

We will now continue to develop the scheme in more detail and there will be a further public consultation early next year before the detailed plans are submitted for development consent.

You can read much more information on our website www.highways.gov.uk/a303stonehengepra where you will find our *Moving forward: the preferred route* booklet, the full Report on Public Consultation and the Scheme Assessment Report.

If you have any questions you can phone us on 0300123 5000 or email us at A303stonehenge@highwaysengland.co.uk

Yours faithfully



Derek Parody, Project Director