



Application for an Order granting Development Consent for the A303 Amesbury to Berwick Down

**Written Representation on behalf of Mr Robin Parsons
to comply with Deadline 2 imposed by the Examination Authority**

I own a 82 acre field west of Winterbourne Stoke (ID1140) and as a result of the proposals put forward by the Applicant my field will be decimated and will halve in size.

I have lived in the Wylve Valley all my life and do acknowledge the need for improvements to the road infrastructure and have lived with the daily congestion for over 30 years. I am overjoyed that finally some improvements are going to be made to the road infrastructure in our area. There will be huge benefits to our daily lives.

This is a once in a lifetime opportunity to design and build a road scheme that will not only help those travelling through or to the area but also avoid leaving a bad legacy created by poor design with which the local community will then have to live with.

OBJECTIONS TO PROPOSAL

I have attended meetings over the last three years with the Highways England Design team and they have made it clear that they do not wish to build an additional bridge at the western end of the project for an existing restricted Byway and agricultural crossing of the new A303. This has resulted in a design mess around GREEN BRIDGE ONE and Highways England should be examined on their decision making process in connection with this Green Bridge.

The proposed design leaves my remaining land surrounded by public access where there was none before. The massive increase in public access restricted or not will mean policing and monitoring nightmares for decades to come for all surrounding land owners and residents. This area will be under severe pressure during the Solstice's because the area immediately around Stonehenge will be shut down forcing even more pressure onto these new proposed Byways.

As the naïve design currently stands allowing the old A303 immediately west of the road to Berwick St James, to become a Byway which would be open to all traffic, a restricted byway, and private means of access, it would mean this quickly becomes an area permanently fighting fly-tipping, travelling encampments and many other undesirable activities. This will have a considerably detrimental effect for local residents and a negative effect on land and property values in the immediate area, and both Winterbourne Stoke and Berwick St James.

The use of GREEN BRIDGE ONE in conjunction with a restricted Byway and agricultural access is a contradiction and reduces the effectiveness of its purpose. The proposed

positioning of this green bridge is wrong and can be seen by the need for new hedge line plantings to and away from it. The green bridge should be on the same line as the existing fence line or land boundary.

ALTERNATIVE PROPOSAL

If an additional bridge crossing were to be built on or opposite Route 35 at the western end of the project;

The old A303, west of the road junction to Berwick St James, could then be restricted to only agricultural access, Scotland Lodge access and a footpath. Therefore, giving more achievable control of the old A303, and a far less cost to the local community and future policing. This would also provide more options to beautify the old A303.

ROUTE 07 (Restricted byway and private means of access road) to GREEN BRIDGE ONE will no longer be necessary. As will ROUTE 02 not be required which would be a cost saving. More chance of GREEN BRIDGE ONE achieving its objectives in its correct location.

Footpath users and restricted by way users will have less distance added to their journey and agricultural access would be more direct.

CONCLUSION TO ALTERNATIVE

I acknowledge that there are increased costs in building the additional bridge but that the cost savings are also there to be had by not having to build ROUTE 02 and 07 and by reducing the amount of land needing to be purchased. There is also then the ability to reduce the size of the structure of GREEN BRIDGE ONE if it is 'only' a Green Bridge. I am sure with these savings the additional bridge could be cost neutral and would lead to a better future proof design. Highways England should be examined to ascertain if any alternatives to GREEN BRIDGE ONE have been considered.

CONCLUSION OVERALL

At no time over the past three years during the 'consultation period' with myself as a land owner have any alternative designs ever been presented. The design team have simply presented their design piece-meal as a 'fait accompli' as we have gone along. At my last meeting with Highways England I was presented with their latest updates of plans and was horrified to see the old A303 west of the Berwick St James road junction is to be left open to all traffic.

It is of some considerable concern to me that so much time and money is being concentrated on the centre of this project around the Stones and the tunnels, but not enough time and consideration is being spent on the details of the outlying areas of the scheme. Camping on the byways around Stonehenge has been an issue for many years and with English Heritage's desire to make the Stones even more commercial they will be keen to reduce the visual impact of these campers.

If the plan for the old disused part of the A303 west of Winterbourne Stoke is not thoroughly thought through, we will have successfully recreated the problem unnecessarily just further down the road.

For decades Winterbourne Stoke has been blighted by the A303, the bypass will come as a great relief but these bad proposals in the detail will leave it with a 'bad taste in its mouth' for decades to come.

Signed 
Howard Smith MRICS Chartered Surveyor
RICS Valuer

Dated 

