



Andrew C J Rhind-Tutt

Friday 3rd May 2019

Mr Richard Price
Case Officer A303 Stonehenge - Planning Inspectorate
Via email to richard.price@pins.gsi.gov.uk and A303Stonehenge@pins.gsi.gov.uk

My registration number 20020846

Dear Sirs,

Objection to the application by Highways England for an Order Granting Development Consent for the A303 Amesbury to Berwick Down – TR010025

I am the founding chairman of the Amesbury Museum and Heritage Trust, president of Salisbury & District Chamber of Commerce and Industry, former councillor and Mayor of Amesbury and a direct descendant of a previous owner of Stonehenge. I am also a highway engineer, with senior level experience in road & lighting maintenance. I have served on many planning committees, dealing with large and complicated applications and as being a property developer I am a fully qualified, NHBC approved construction engineer.

This letter sets out my written representations of the objections I wish to raise at the enquiry in accordance with your rule 8 letter dated 11th April 2019. My observations are in direct response to the initial announcement of the proposal and the details within the subsequent application documents by Highways England, which include their case for the scheme.

My first observation to the planning proposal is to question the objective of the scheme.

If I may remind ourselves what the Prime Minister David Cameron (Conservative) said when he visited Stonehenge hours after an early morning visit by deputy Prime Minister Nick Clegg (Liberal Democrat) on 1st December 2014, promising £2 billion shortly before launching the 2015 general election campaign.

The Prime Minister claimed there was now an 'unstoppable momentum' behind the scheme.

He said: *'I think we are both delighted that it is going ahead because it's been the work of our Government to get the Government's finances under control' adding 'the more politicians that come here and say it's good that we are building the roads the country needs, frankly the happier I will be.'*

“This is different because the green light is on - I’ve put it on and the money could be spent you know today or tomorrow getting going on the plan that needs to be put in place. We have managed the Nation’s finances, the money is there in the budget and you will see that in the autumn statement on Wednesday. So this will go ahead. It’s great news for the southwest but actually it’s important for our whole country that the long-term economic plan succeeds in every part of the country .

I’ve just been talking to the National Trust - they’re in favour, Natural England - they’re in favour - everyone wants to see this happen!

It is a robust plan. It’s quite a long tunnel but I think that’s what makes it such a successful plan.”

Asked whether the project would go ahead even if there was a change of government in May, the Prime Minister said:

'It has unstoppable momentum now, because the plan for the tunnel is robust, the money in the national budget is there, the vital importance of infrastructure is now accepted by everybody. I think this is now unstoppable.'

It is clear from these comments that improving the road network was the key objective at this timely electioneering moment before the General Election of 2015.

In his speech Mr Cameron appeared to negate any statutory consultation, pledged money was available and that the project to build a tunnel was “unstoppable”.

It was not until 2016 that Highways England produced the case for the scheme and started a consultation, which gave no choice on whether there should be a tunnel or not.

My points I wish to discuss here are.

1. Initial objectives of the scheme

- a. It is clear from the statements made that a decision had already been taken that there was to be a tunnel in the Stonehenge landscape, thus negating any discussion or consultation with the public as to any alternatives or covenants that may relate to the landscape and which may have prevented such duelling schemes in the past.
- b. The Prime Minister also announced that there was funding available, before any ground testing had taken place and therefore before any lifetime costings could have been established.
- c. There has been no evidence made available throughout the process or in the public domain to date that can demonstrate how a proposed tunnel would provide any benefit to the road user, in terms of safety, congestion, running costs, green solutions or speed of journey any better than that of a surface dual carriageway.
- d. This points to a fundamental question of what is the demonstrable purpose of the tunnel? If the tunnel’s prime objective is no better than a surface option, why has a surface option not been given any visible public consideration?
- e. If however, the principle objective of the tunnel to remove the public view of Stonehenge, securing pay per view for all visitors, except those taking byways and alternative village routes to see the Stones for free, the objective of the scheme is confusing and questions whether this is a National Infrastructure Scheme or a vanity project to increase visitor numbers and revenue for English Heritage?

- f. The scheme proposed, is for a duelling of the A303 and the construction of an exorbitant temporary concrete tunnel, which will have a lifespan of 1/45th of the current age of Stonehenge (based on Highways England engineer's quote of a design for more than 100 years). The scheme has no proposals for the removal of the tunnel at the end of its serviceable life or how the landscape will be recovered to ensure the chalk land aquifers will still flow in the right direction to ensure the water table is maintained. This is a fundamental issue that must be addressed before development consent order is granted.
- g. I also question if there is written evidence that the lifetime costings and the removal of the tunnel at the end of its life will be committed to and funded? And if so how much is this predicted to cost and how will it be undertaken?
- h. The Prime Minister stated on 1st December 2014 before any consultation that there were robust plans for the tunnel. If there were, where are they and why have they not been made public for comment?
- i. In early 2015 I proposed a wider alternative surface solution (Southern bypass) to local member of parliament John Glen. The route provided a Southern loop to the A303, circling the historic city of Salisbury and providing relief for the traffic flow North and South, the A36 and all other principle roads in South Wiltshire. This option would provide choice for drivers as the existing A303 road could be left in situ and closed on special occasions. Salisbury is the only City in the UK that has a trunk road (A36) that passes through it. It is for this reason that the traffic bound for the West from the South East doesn't utilise the A36, but instead takes the A34 North from Southampton and then joins the A303 East of Stonehenge at Bullington Cross. The consequence of this is that this large quantity of freight traffic is adding pressure to the A303 at Stonehenge, unnecessarily. If the Southern bypass (at a fraction of the cost) was in place, a large volume of freight traffic could connect Southampton to the West Country without passing Stonehenge. John Glen MP sent my proposals to Highways England and asked them to look into it. In 2015 I had two extensive meetings with their project manager and project engineer and I was told the concept was sound and asked to send plans to them, which I did. BBC South News as well as the local newspapers covered the possibility of this alternative solution. However by the launch of the first consultation the route had been disregarded without any contact with myself or any valid reason given. At the same time both project manager and engineer were moved off the project.
- j. The Salisbury and District Chamber of Commerce and Industry carried out (at the request of Atkins/Arup) a survey of local businesses to establish what road issues impacted business productivity and at what cost. The results that were submitted, highlighted support for a Southern bypass option, this was backed by further work with Hampshire Chamber of Commerce and businesses that transport freight from Southampton Dock. You will note that this survey work was not referred to in the consultation documents.
- k. I presented the option outlined above (i) to the joint ICOMOS and UNESCO visits in 2017 and 2018 and this was referred to in their responses.
- l. It appears that the alternative surface option referred to above and supported by the chamber of commerce that would avoid any damage to the World Heritage Site of Stonehenge, yet provide a dual carriageway option around it was removed without valid reason.

In 2016 Highways England published their case for the scheme:

A303 Stonehenge Amesbury to Berwick Down - The case for the scheme

Their published objectives were:

Transport: A dual carriageway with high standards of safety would improve journey times and safety, especially in summer. The new South West Expressway's up to date technology would help manage traffic and provide information to drivers. Providing a bypass for Winterbourne Stoke and relieving Shrewton, Larkhill, Bulford and Durrington of rat-running traffic would improve safety for local residents, cyclists and pedestrians.

Economic growth: Roads are the backbone of the UK economy. Improving journey times would help make the South West more competitive with the rest of the country. Shorter journey times cut transport costs, and give businesses better access to markets, suppliers and skills. In turn this would help make the region more productive and boost tourism. It would also give the South West's growing population better access to more jobs and schools. Better connections will support the development of more homes.

Environment and community: The scheme will enhance biodiversity within the WHS and reduce the impact of congestion, noise and emissions on local communities. It will improve the quality of everyday life in local communities.

Cultural heritage: The World Heritage Site is cut in two by the A303 at the moment and is spoiled by the sounds and sights of traffic. Placing the A303 in a tunnel would enhance the WHS. As well as making Stonehenge easier to get to, the scheme would reconnect the stone circle with nearby ancient monuments and help people explore the wider WHS.

The points I wish to discuss here are:

2. Highways England – the case for the scheme

- a. **Transport.** Despite numerous requests for evidence, Highway England have failed to demonstrate how a tunnel, designed **not** to carry High Sided, Slow Moving or Abnormal loads, which are regular occurrences on the A303, will improve the safety for local residents, cyclist and pedestrians in surrounding villages. The proposed tunnel will be subject to regular closures for maintenance and breakdowns (as a comparison the Hindhead tunnel currently has around 250-300 closures per annum for a variety of reasons, 10% of which are full closures) The alternative routes as shown in the consultation documents will see all traffic, when not using a contra flow, taking a diversionary route directly through the same villages that are currently used as “rat runs” and through the areas of outstanding natural beauty in the Woodford valley. On regular occasions (possibly 250 times a year) when a contra flow is in place, the road will revert to the same standard as currently experienced however with the predicted additional use of the road through the proposed government objective of the scheme, the experience of rat running for villages will become far worse. It is agreed however that Winterbourne Stoke needs a bypass.

I have requested a site visit to see the diversionary routes proposed and how these will not be suitable for the volume or size of vehicles currently using or planning to use the A303.

- b. **Economic Growth.** Highways England have predicted that the average improvement in time over a 100 mile journey by 2030 could be 8 minutes (see HE document). This is just 4.8 seconds average per mile covered. However the predicted additional delays for local traffic and losses for businesses in South Wiltshire when the tunnel is closed is significant (see chamber survey).
- c. **Environment and community.** If the tunnel performance matches that of other tunnels in England (Hindhead) the local community will have a constant problem with diversionary traffic. Further, the routes through the villages are not designed for large freight traffic and damage will occur to flora and fauna as well as animals.
- d. **Cultural Heritage.** The existing A303 connects millions of tourists, locals and visitors to the World Heritage Site 24 hours a day, 365 days a year. A tunnel would completely disconnect the World Heritage Site from the public unless they pay money and visit at opening times. This would not make access to Stonehenge easier!

3. Negative / adverse visual impact. The huge portal entrances and masses of additional concrete and tarmac cutting through archaeology at both ends of the World Heritage Site will have a considerable negative visual impact.

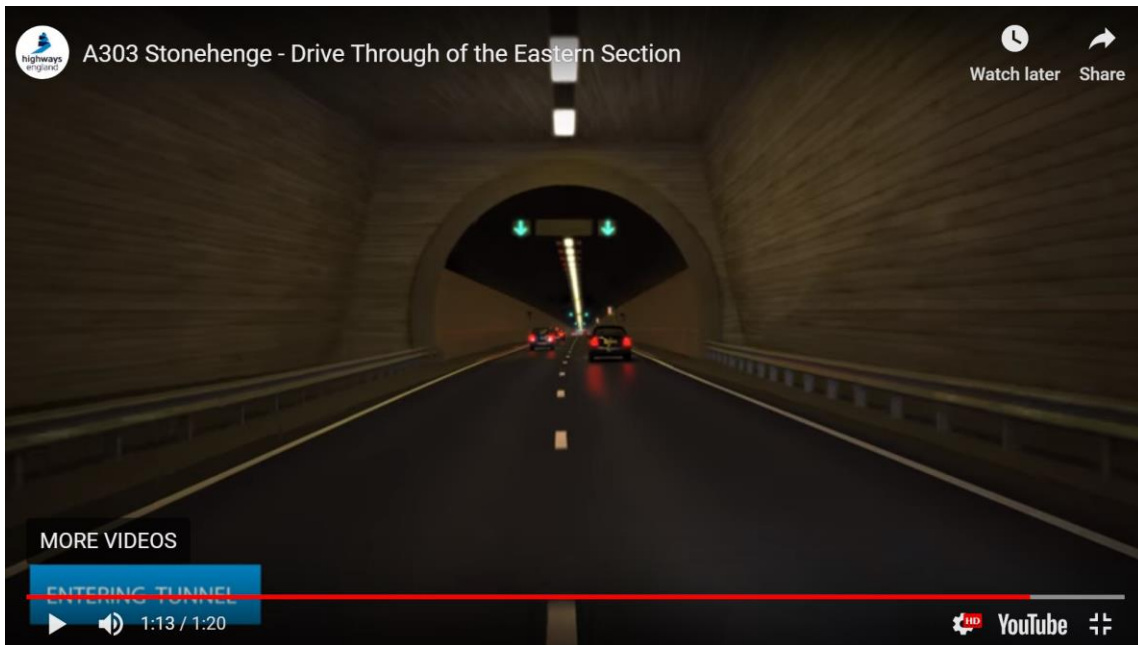
- a. The existing A303 provides a tarmacadam surface on top of existing historic bridleways for road users passing and accessing Stonehenge and its World Heritage Site.
- b. The proposal if permitted would see huge concrete sided cuttings and a widened graded dual carriageway through an ancient untouched landscape into deep portals. The Outstanding Universal Value of this World Heritage Site would be seriously impacted, the views of this incredible site would become a view of 21st century concrete.



Current view of Stonehenge when travelling west on the A303



Proposed view of Stonehenge WHS when tunnel is constructed



View from inside Stonehenge tunnel heading west.

c. A flyover is proposed for the Countess roundabout in Amesbury. This flyover will lift the existing A303 by approximately 8 meters alongside the grade 1 listed (English Heritage ID: 321312) Amesbury Abbey nursing home. This site is the final resting place of Queen Eleanor of Provence, the home of Blick Mead – cradle of Stonehenge and in recent years a private nursing home.

The road would be intrusive, noisy and visible along its Southern carriageway from both the Abbey, the neighbouring property Bowles Hatches and the gardens of Abbey Mews cottages. Grade 1 listed buildings are of exceptional interest and sometimes considered of international interest. Just 2.5% of listed buildings are grade 1.

The parkland gardens of Amesbury Abbey are grade II* listed.

d. **Effect of the development** on the setting of a **scheduled monument** at Stonehenge and a Grade 1 **listed building**

Details:

C18 and C19 garden and park, including early C18 work by Charles Bridgeman, around an early C19 house.

HISTORIC DEVELOPMENT

During the medieval period the Benedictine abbey of Amesbury formed part of the land of a priory manor that stood here. At the Dissolution, the latter held its own site, mills, meadows, pasture, agricultural land, parkland, and various properties in the town of Amesbury (VCH 1995). In 1541, the Crown granted the estate of the priory manor to Edward, Earl of Hertford, later Duke of Somerset. Between 1595 and 1601 the priory manor was replaced with a new house, built for Edward's son, the second Earl of Hertford. In 1600 a gatehouse known as Diana's House was built, and an ornamental tower, followed in 1607 by another gatehouse, Kent House. The precincts of the former priory, which were enclosed by the River Avon and a wall, were laid out as a park, and in 1635 the grounds included a bowling green (ibid). By the

early 1660s, a new house designed by John Webb (1611-72) had been built for the third Lord Hertford or his successor, William, Duke of Somerset (ibid). The house became known in the mid C18 as Amesbury Abbey.

In 1720 Amesbury was bought by Henry Boyle, Lord Carleton (d 1725). He passed it on to his nephew Charles Douglas, Duke of Queensberry, and the latter extended the house to designs attributed to Henry Flitcroft (ibid). In 1726 Flitcroft produced a survey of Amesbury, which shows the Abbey with enclosed formal gardens surrounded by a park with a large double avenue and geometrically patterned block plantations. Between 1720 and 1725, new entrance gates were erected near Kent House, and a formal ride, later called Lord's Walk, was planted to provide a new approach to the Abbey (ibid). In 1733 the enclosed formal gardens were removed and a ha-ha was made around the house. After 1735, the Duke of Queensberry acquired more land west of the River Avon and the park was further extended. In 1730, Henrietta Howard, mistress of George II, recommended Charles Bridgeman (d 1738) to the Duchess of Queensberry to work on the Amesbury landscape. In 1738, following a visit to Amesbury, Charles Bridgeman produced a plan which shows an extensive formal landscape with lawns, avenues, rides, a canal, and a formal kite-shaped garden. It also shows part of the Vespasian Camp (the Iron Age hillfort near the Abbey) as a prominent feature in the landscape design, laid out with formal rides, avenues, and plantations. It is unclear to what extent Bridgeman's plan was implemented, or to what extent it adopted any previously laid out landscape features (see Flitcroft survey, 1726). By the late C18 (Andrews and Drury, 1773) however at least part of Bridgeman's proposals seem to have been implemented, as the park and the Vespasian Camp had been laid out with formal rides and avenues, as indicated on his plan.

After 1760 the park was enlarged to the north and west (Andrews and Drury, 1773), where the so-called Nile Clumps were planted. Some land was disparked c 1778 when the house and dukedom passed to Charles' cousin once removed, William Douglas. In 1825 the Douglas family sold Amesbury to Sir Edmund Antrobus. By the early C19 a new entrance to the park had been created to its south. In 1834 Sir Edmund started to rebuild Arnesbury Abbey to designs by Thomas Hopper, reusing the existing foundations. This new house was extended in 1860, and in 1904 the architect Detmar Blow undertook further improvements. In 1915 the Antrobus family sold the Amesbury estate, including Stonehenge, in several lots (Sale particulars, 1915). By that date Lord's Walk had been opened to the public, and it is now owned and managed by Amesbury Town Council. The house was converted into flats and became a nursing home c 1960. In 1969 the A303 was constructed as a northern bypass to Amesbury town, cutting off the northern tip of the park.

The site remains (2002) in divided ownership.

DESCRIPTION

LOCATION, AREA, BOUNDARIES, LANDFORM, SETTING Amesbury Abbey, a site of c 56ha, is situated to the west of the town of Amesbury. The A303 and the River Avon form the north boundary of the site, the river entering the park at Grey Bridge immediately south of the Countess Roundabout. To the south-west the site is defined by Stonehenge Road, to the south-east by Church Street and the houses and other buildings along the north side of High Street, Fairfax Close, and London Road, and to the far north-east by Ratfyn Road. The setting of the site includes the town of Amesbury extending to its south-east and the River Avon and its banks to the north-east. To the north and west of the site lie the Nile Clumps, tree clumps planted here by the late C18 (Andrews and Drury, 1773), some of which have recently (2002) been replanted (Mott MacDonald 2002). The course of The Avenue, the archaeological remains of a prehistoric road that leads to Stonehenge, runs through the area of the Nile Clumps. Stonehenge is situated c 1.5km west from Amesbury Abbey and was owned by the Antrobus family until 1915. The area north and west of the site (not included in the area registered here) has been farmed since the early C19 and is divorced from the park by the A303, introduced in the late 1960s.

ENTRANCES AND APPROACHES Since the early C19 the main entrance to Arnesbury Abbey has lain to the south-east, off Church Street. Here mid or late C18 gates and gate piers with attached flanking walls

(listed grade II*), moved here from elsewhere in the grounds in the early C19, give access to a curved drive that leads in a northerly direction to the south front of Amesbury Abbey house. Immediately to the south-west of the entrance stands a C19 lodge. Some 50m to the north of the entrance stands St Mary's church with its surrounding graveyard (outside the area here registered).

The park can be approached from the north-east via Lord's Walk, a curved ride originating from the early C18 (VCH 1995), which runs for c 500m in south-westerly direction to a pair of mid C17 gate piers and gates (listed grade II*) on the west side of Countess Road. The gate is flanked to the south by Kent House (listed grade II*). Built in 1607 as a lodge to Amesbury Abbey, it was remodelled c 1733 to become the lodge for the late C17 house by John Webb. West of the gate piers, Lord's Walk continues as a footpath that leads into the park, running parallel to the south-eastern park boundary to the main entrance off Church Street (OS 1877). On Bridgeman's plan of 1738, and Andrews and Drury's map of 1773, a formal avenue or ride is shown in this area. Lord's Walk has been planted with hazel on either side since the late C20.

Some 100m north of Kent House, on the west side of Countess Road, stands Diana's House (listed grade II*), built c 1600 as the gatehouse to Amesbury Abbey.

PRINCIPAL BUILDING Amesbury Abbey (listed grade I) stands just east of the centre of the park. It was built for Sir Edmund Antrobus to designs by the architect Thomas Hopper between 1834 and 1840 and 1857-9. The three-storey high cubic house is built in Classical style, evoking the house of 1660 designed by John Webb that it replaced. The entrance front to the south has nine bays and a large central portico of six composite columns. The east and west elevations have five bays and are identical except for the late C20 conservatory attached to the west side. An irregular service block is attached to the rear on the north side.

GARDENS AND PLEASURE GROUNDS The pleasure grounds of c 8ha extend mainly to the north of the house but also include small areas to the south, east, and west. To the south, east, and west they are separated from the park by a ditch or ha-ha lined with parkland fencing. The pleasure grounds are laid to lawn and adorned with mature clumps of specimen trees dating from the C18 and C19.

In the pleasure grounds, some 30m to 50m north and north-east of the house, stand two groups of single-storey sheltered accommodation with associated garages, introduced in the late C20 as part of the nursing home. Further to the north-east, c 200m north-east of the house at Bowles' Hatches, is an C18 three-arched bridge (listed grade II) that spans the River Avon. During the early C18 the piece of land to the north-east of the bridge, north of the River Avon, formed part of the grounds of Amesbury Abbey (Bridgeman plan, 1738) but it has recently (2002) been built over (outside the area here registered).

From the north-west corner of the house a walk runs in a north-westerly direction to the Baluster Bridge (listed grade II*) that crosses the River Avon. This bridge, rebuilt by Sir William Chambers in 1775, is ornamented at its north end by two gate piers. Some 10m to the north-east of the Baluster Bridge, on the north bank of the River Avon, is the site of a former boathouse (OS 1877). The walk, in parts much overgrown, continues in a north-westerly direction to the A303. A small path runs west c 40m north-west of the bridge to the Chinese House or Chinese Temple (listed grade II*), situated along the River Avon c 270m to the west-north-west of the house. It was completed by 1748 (VCH 1995) and rebuilt or altered by Sir William Chambers in 1772. It is surrounded by a Chinese-style water garden laid out in 1986-7 when the Chinese House was restored. Some 90m further north of Baluster Bridge the walk leads to a second footpath, now (2002) only partly visible, which runs in a south-westerly direction to the Vespasian Camp, an Iron Age hillfort (scheduled ancient monument), which forms the western part of the site, linking up with a circular walk that leads around the Camp. From this perimeter walk, to the north, south-west, and east of the Camp respectively, three walks lead to the summit of the Camp where lies the site of a Bronze Age barrow (scheduled ancient monument). The latter was possibly excavated in 1770 or 1771. Another earthwork (scheduled ancient monument), a second barrow or possibly an ornamental landscape feature, is situated c 100m to the south-east. Set into the hillside of the east side of the Camp is Gay's Cave (listed

grade II*), an early to mid C18 grotto surrounded by a diamond-shaped clearing with a perimeter path and bisecting walk, now (2002) only partly visible (Bridgeman plan, 1738). The Cave is named after the poet John Gay, a close friend of the Duchess of Queensberry, who wrote at Amesbury Abbey. The Vespasian Camp is covered in dense, mature woodland containing beech, box, and yew. It was landscaped in the early C18 to designs by Charles Bridgeman, which, as partly indicated on his plan of 1738, included formal rides, plantations, and ornamental features. Archaeological excavations took place at the Vespasian Camp in 1964 and 1987.

PARK The park lies to the south, east, and west of Amesbury Abbey house, with the River Avon running through the western part of it. To the east the park is screened from Countess Road by an C18 park wall (listed grade II) which runs between Diana's House and Kent House. It is c 3m high and built of flint and stone with stone copings. The River Avon bounds the park to the west. The park has an informal layout and is planted with both single mature specimen trees and a scattering of mature tree clumps. During the early to mid C18, works were carried out in the park to proposals by Charles Bridgeman (plan, 1738), including formal rides and avenues. As indicated on Andrews and Drury's map of 1773, some of the landscape features indicated on Bridgeman's plan may never have been implemented or had disappeared by that time. By 1877 (OS), the park had an informal layout.

KITCHEN GARDEN There is now (2002) no longer a kitchen garden at Amesbury Abbey. On Bridgeman's plan of 1738 an unusual kite-shaped walled garden is shown to the west of the house. As recorded by James Crow in his Field Book belonging to a survey of 1771, there was a 'Kitchen Garden by the Cascade' but this is not shown on Andrews and Drury's map of 1773, or subsequent maps.

REFERENCES

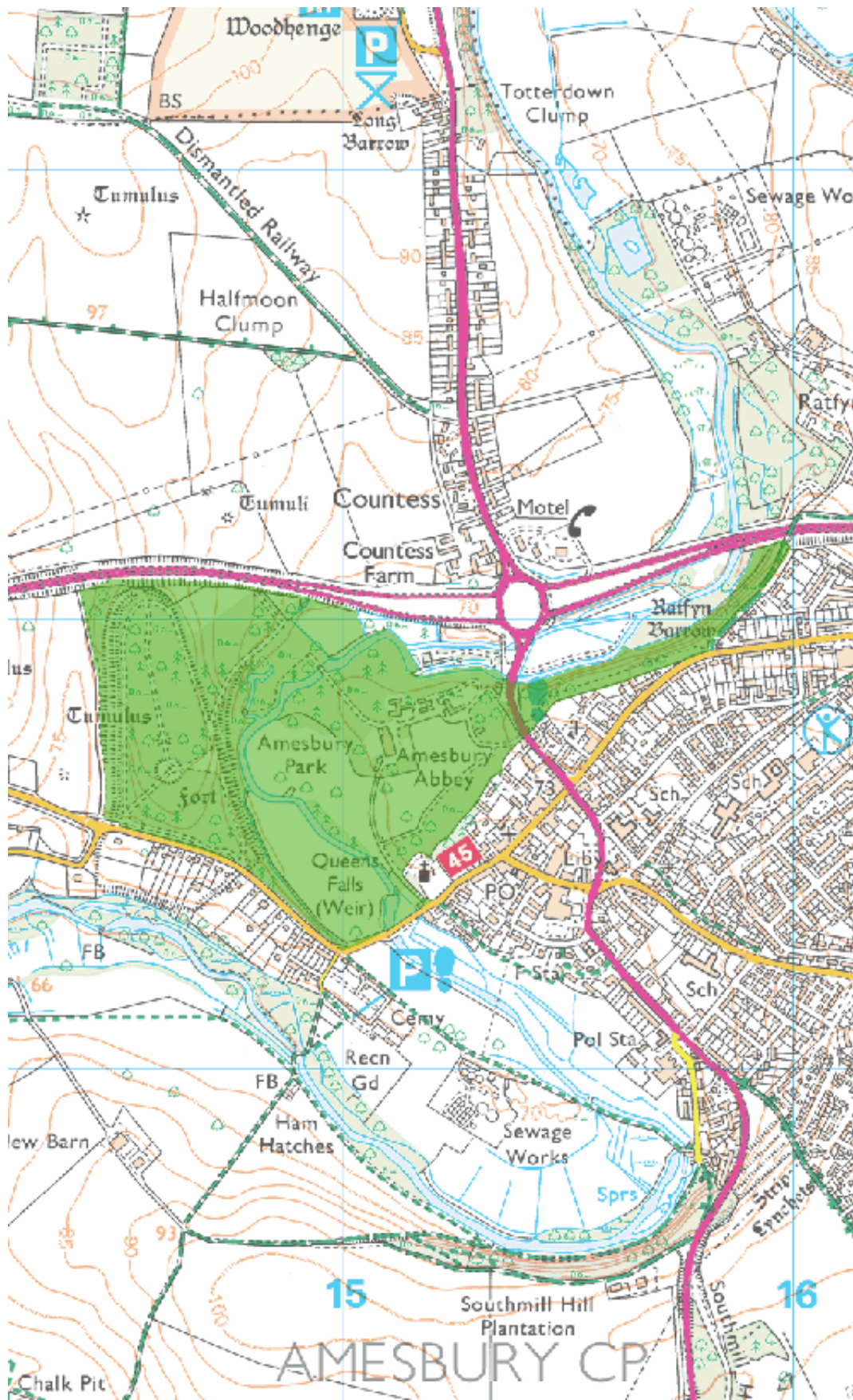
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Maps H Flitcroft, *Survey of Amesbury, 1726* (Wiltshire and Swindon Record Office) C Bridgeman, *A Plan of his Grace the Duke of Queensberry's Seat at Ambresbury in Wiltshire, 1" to 100 feet, 1738* (in Willis 1977) Andrews and Drury, *Map of Wiltshire, 1773* C Greenwood, *Map of Wiltshire, 1820*

OS Surveyor's Drawing, 1817 (British Library Maps) OS 6" to 1 mile: 1st edition published 1877 2nd edition published 1899 3rd edition published 1923 OS 25" to 1 mile: 1st edition published 1877

Archival items J Crow, *A Field Book belonging to a Plan of the Manors of Ambresbury Earls & Ambresbury Priory in the Parish of Ambresbury and County of Wilts belonging to his Grace the Duke of Queensberry & Dover, Survey'd in the Year 1771* (944/3), (Wiltshire and Swindon Record Office) Sales particulars, *Amesbury & Stonehenge, 1915* (776/6), (Wiltshire and Swindon Record Office) Aerial photographs, 9 January 2000 (NMR 18659/03; 18666/02 & 04), (NMR, Swindon)

Description written: August 2002 Amended: August 2002 Register Inspector: FDM Edited: November 2004. This garden or other land is registered under the Historic Buildings and Ancient Monuments Act 1953 within the Register of Historic Parks and Gardens by Historic England for its special historic interest.



Amesbury Abbey (Grade 1 listed) with existing A303 hidden in trees behind.



Amesbury Abbey (Grade 1 listed) with proposed flyover to its North.



4. Detrimental effect of the proposed development on the character of the local area

There will be negative effects on amenity (neighbours and community) due to:

Noise (at Winterbourne Stoke and Amesbury adjacent to the proposed flyover)

Disturbance to the wider community with heavy traffic flows through the Woodford valley and the villages North of the A303 due to the proposed diversionary routes each occasion the tunnel is closed (site visit requested).

Overlooking & loss of privacy over the Listed Amesbury Abbey nursing home, Abbey Mews and adjacent properties such as Bowles Hatches.



Nuisance – The scheme, by the nature of its design will further adversely impact the wider local and wildlife both during construction (significantly) and when complete, as high sided, slow moving and abnormal loads will not be permitted access through the tunnel and will be diverted through villages North and South of Stonehenge along with all diverted traffic during planned and unplanned closures. (I refer to proposed site visit to see the diversionary routes).

5. Design issues The proposed irreversible construction of a huge (100 year lifespan only) concrete tunnel through a chalk land aquifer will have a detrimental effect on the water table at Amesbury (Tony Brown – Southampton University) putting at risk the organic Ice Age archive currently preserved at Blick mead and affect the River Avon which provides the wet foundations of Salisbury Cathedral. **The design lacks detail showing how the water flow will be managed at the end of life of the tunnel.**

6. Highway safety – During 2018 there were six vehicle fires within 5 miles of Stonehenge, one of which severely damaged the tarmac road and the adjoining landscape and caused a debilitating road closure for emergency repairs and resurfacing.

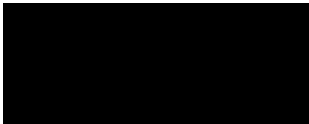
- a. The A303 is a very busy road for farmers and hauliers in the summer months and many thousands of journeys take place along the route carrying dry highly flammable straw and hay.

- b. The proposed scheme includes a grade separated junction at longbarrow, connecting A303 traffic to the A360 arterial road that serves the Stonehenge visitor centre, as well as providing a principle route from Devizes to Salisbury. This means that there will still be a junction at the western boundary the world heritage site.
- c. On busy days, when the visitor centre is open, it is most likely (as is witnessed on major infrastructure routes) that there will still be tailbacks at the long barrow junctions. The slip roads proposed within the scheme are relatively short in distance and therefore the tailbacks are likely to impact the duel carriageway of the A303. This will lead (at busy times) to tailbacks of freight lorries and hauliers as well as passers-by, tourists and coaches being stuck in traffic in the tunnel up to 50m underground.
- d. A 3km tunnel alongside one of the Countries most significant scheduled monuments, on a road which witnesses regular vehicle fires and with the added risk of terrorism makes this scheme a high risk safety concern.

Conclusion

It is for all of the reasons above and many more that will be covered by others at this hearing that I strongly object to the granting of a Development Consent Order to build a tunnel through the landscape of Stonehenge and Amesbury and urge that the Government and Highways England to think about the wider South Wiltshire community and how an alternative solution would support economic growth here and in the South West.

Yours sincerely

A solid black rectangular box used to redact the signature of Andrew Rhind-Tutt.

Andrew Rhind-Tutt

Appendix 1. Salisbury Chamber of Commerce survey of roads for Atkins Arup 2016



A303 Amesbury to Berwick Down STAKEHOLDER CONSULTATION May 2016

What follows is a brief headline summary of the responses from Salisbury and District Chamber of Commerce and Industry's survey on behalf of Atkins/Arup on how businesses are affected by the A303 and other major roads in South Wiltshire. The table of these results is set out in Appendix 1.

These results clearly demonstrate a broad depth of problems encountered by traffic frequenting and connecting with the A303 and the road network south of it. This highlights the inherent implications that are as (if not more) defining as those more familiarly voiced in respect of the fringes of the northern half of the World Heritage Site. More than anything, the early responses amidst a Bank Holiday weekend and half-term holiday, underlines that a wider-ranging solution (south of the A303) is something the large South Wiltshire and Hampshire business community has a detailed interest in. It is particularly interesting to note that whilst 52.6% of the responses consider the A303 to have an impact on their business, a significant 91.2% consider other 'A' roads south of Stonehenge do also.

A full report will follow this headline first cut summary after the end of our consultation process (end of June 2016).

1. Are businesses affected by the A303?

15.8% (9/57 businesses) with a combined turnover of <£3.3M state that their business is not affected by the A303

31.6% (18/57 businesses) with a combined turnover of >£30M state that their business is affected by the A303 but not significantly

52.6% (30/57 businesses) with a combined turnover of >£670M state that their business is affected by the A303

2. Are businesses affected by other 'A' roads in South Wiltshire?

8.8% (5/57 businesses) with a combined turnover of <£16M state that their businesses are not affected by other roads in South Wiltshire

91.2% (52/57 businesses) with a combined turnover of >£688M state that their businesses are affected by other 'A' roads in South Wiltshire



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3. Do businesses consider a proposed tunnel with dual carriageway would benefit them?

57.9% (33/57 businesses) with a combined turnover of >£643M consider that a tunnel and/or a dual carriageway in situ will not help their business

38.6% (22/57 businesses) with a combined turnover of >£60M consider that a proposed tunnel and dual carriageway at Stonehenge, if well-designed could help their business

3.5% (2/57) are undecided

4. Do businesses consider a wider solution south of Salisbury would benefit them?

15.8% (9/57 businesses) with a combined turnover of >£21M consider that a Southern Bypass that passes South of Salisbury would not help their business

84.2% (48/57 businesses) with a combined turnover of >£683M consider that a Southern Bypass that passes South of Salisbury would help their business

5. Do businesses consider a wider solution north of Stonehenge would benefit them?

45.6% (26/57 businesses) with a combined turnover of >£650M consider that a Northern Bypass of Stonehenge would not help their business

47.4% (27/57 businesses) with a combined turnover of >£43M consider that a Northern Bypass of Stonehenge would help their business

7% (4/57) are undecided

6. Which roads have a significant impact on businesses?

70% (40/57 businesses) with a combined turnover of >£59M consider their business is affected by the A36

33% (19/57 businesses) with a combined turnover of >£25M consider that their business is affected by the A30

38.5% (22/57 businesses) with a combined turnover of >£629M consider their business is affected by the A345

42% (24/57 businesses) with a combined turnover of >£39.2M consider their business is affected by the A338

22.8% (13/57 businesses) with a combined turnover of >£28M consider their business is affected by the A354



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