



Andrew C J Rhind-Tutt

Friday 31st May 2019

Mr Richard Price  
Case Officer A303 Stonehenge - Planning Inspectorate  
Via email to [richard.price@pins.gsi.gov.uk](mailto:richard.price@pins.gsi.gov.uk) and [A303Stonehenge@pins.gsi.gov.uk](mailto: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 – Further information as requested at open floor hearings in accordance with deadline 3 – Alternative routes.

I refer to my letter of Friday 3rd May 2019 and my presentation to the Planning Inspectorate at the 1st open floor hearing on Wednesday 22nd May 2019, where I discussed the issues and impact of the traffic on local roads each time the A303 is closed for scheduled or unscheduled maintenance. I mentioned specifically the HGV lorry movement west from Solstice park.

At the same time I talked briefly about an alternative solution, which utilised and upgraded existing highways and byways where possible and left the World Heritage Site intact and undisturbed.

This solution addresses the need for reduced traffic congestion at Stonehenge and the World Heritage Site, connects Grateley Railway Station, Porton and Boscombe Down, A30, A36, A345, A354, A360 including Salisbury Hospital, Churchfields industrial estate, Wilton Parkway and the existing Stonehenge Visitor Centre. It also provides the major tourist attraction of Salisbury with a complete ring road and would have a major boost to the local economy.

The road itself would replace a large amount of existing road and therefore would sit well within budget.

This solution was presented to Andrew Alcorn of Highways England and Simon Laurence of Atkins Arup JV in 2016. However in their departure from the project, no further contact or reason was given for it not being taken forward.

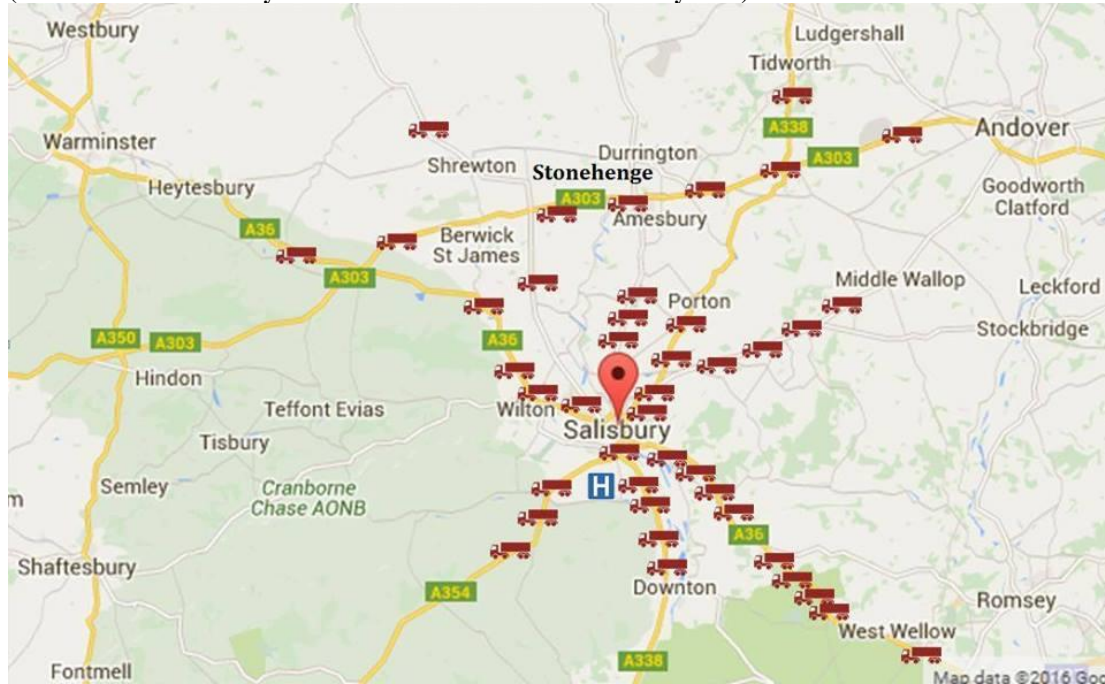
The drawings below show the impact the existing South Wiltshire trunk roads have on traffic movement and how a much wider Southern bypass, whilst retaining the existing A303 as a toll road would reduce pressure on all roads and provide choice for drivers.

I would like the opportunity to present this alternative solution to the planning inspectorate at an appropriate hearing.

Yours sincerely,

Andrew Rhind-Tutt

The red lorries represent the volume of turnover affected by the exiting road network (estimated from Salisbury Chamber of Commerce business survey 2016)



Moving the A303 south around Salisbury, converting the existing A303 to a toll road, would provide a return on investment and free up South Wiltshire's roads.

