

Dear Richard,

I would like to say a sincere thankyou for your very kind help and advice that you gave to me in the City Hall.

I am fully aware of the pressure on you and the Examination Board members in their search to be sure that they can make a sound decision for the future of the World Heritage Site. I conducted many Boards during my many years of Service in the British Army and with the NATO sixteen countries.

I enclose two Papers that I believe could be of help to the Examination Board members.

The first Paper contains the Notes that I used to make my presentation last Thursday.

The second Paper is a document that I produced for the 2005 Inquiry. Page number One is not included as it was the Distribution Information to all those officials attending the Inquiry. I apologise for the hand written amendment words you will see on some of the pages.

I feel sure that the Members of your Board will find some very interesting information within this Paper. In particular, may I mention the CONCLUSION. In sub paragraph 'b' I state that the A303 Realignment Route will 'Provide Substantial Savings', and whilst the figures I used at the time are very different to today's figures, there is no doubt whatsoever that the cost savings available by carrying out the 'Realignment Plan' could help fund the other areas on the A303 going West that need additional work to be carried out.

May I show my full support for the idea given by UNESCO that the World Heritage Site should be left untouched, and a suitable and effective bypass must be considered which will remove so many already identified problems as we have heard about at the City Hall. The A303 Tunnel road distance is 12 miles from east of Amesbury to the current A303 dual carriageway west of Winterbourne Stoke, and the full distance of the A303 Realignment is 15 miles. At the traffic speed of one mile per minute the extra distance for traffic on the Realignment road would take an extra three minutes as opposed to moving through a tunnel.

There is real concern within the public that if the Tunnel system was to be produced, then there is the real possibility that the Site may well have its 'World Heritage Site' name removed from the International List by UNESCO, it would be a real disaster for our future generations and the United Kingdom. I am today requesting our MP, John Glen, to look into the Government past documents to see if they discussed and withdrew their Signature from the 'June 1988 World Heritage Convention,' in order not to be restricted in their aim to produce a better flow of traffic for the East-West Road Route within the World Heritage Site area.

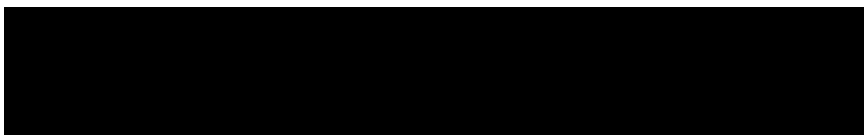
I look forward to seeing you again during the coming weeks.

My very best regards,

Graham.

Lieutenant Colonel (Retired) G.W.Parker. O.B.E.

Vice President 'The International Western Front Association.'



In June 1988 the United Kingdom signed the World Heritage Convention and the Stonehenge World Heritage Site, some 6000 acres, was designated.

Under Article 4 of the World Heritage Convention, each Signatory State pledges to do all it can and to the utmost of its resources to ensure the identification, protection, conservation, preservation and transmission to future generations of the cultural and natural heritage situated on the territory.

The region immediately round Stonehenge contains more Prehistoric barrow-burials than any other of the same size in Britain, and this concentration, like the grouping of graves round a church, must reflect the great sanctity of the district from Neolithic times onwards.

So, when I first saw the statement by the Government to construct a Tunnel on the World Heritage Site in order to hide the A303 Roadway, I just could not believe that the Government had used the correct AIM for the task.

My immediate thought was that the Government had come up with the wrong Aim of constructing a tunnel on this sacred area of ground.

My thought was that the Government Aim should have been “to protect the World Heritage Site in accordance with the World Heritage Convention which they had signed, by removing the A303 roadway from the Site.”

Furthermore, having started my work with road construction in 1951, when I joined a Royal Engineer team to rebuild the many destroyed roads in Korea, then later whilst serving in the Army to be posted to London for three years and given the opportunity to attend London University and the LSE to Study Motorways, Dual Carriageways and A Roads in the UK, I felt that there must be a much better way of dealing with the problem of the A303 road at Stonehenge.

After my London time, I moved to Wilton near Salisbury and was employed by the MOD as the road Planner for the production of the Plans to move the many Regular and Territorial Army Units from the UK over to Germany should the Cold War at that time make it necessary.

I commanded an excellent Team in Wilton headquarters and I was particularly pleased that during my work at London University I was lucky to attend lectures given by members of the Highways Agency. These highly professional men were going to be so vital for the work and movement I was organising for the thousands of soldiers and Vehicles that I was about to prepare plans for their movement across the UK roads to the ports of Dover and Harwich.

Back to the Stonehenge problem, where I was now looking at the local road system to try to see the best and probably only way to protect the World Heritage Site and yet keep the A303 road operating from London to the West Country.

So knowing the local area well, I decided to take a light aircraft flight and fly at low and high level over the whole area in question. There was no doubt that at the high level it was plain to see all the roads moving from east to west.

It was soon obvious to me that the A303 could be removed from the Stonehenge site and

repositioned just outside and to the south of the protected area.

Then when back on the ground, a walking and driving RECCE of the area was carried out and a line for a Realignment of the A303 was seen to be a sound and sensible way to maintain the Heritage Site and ensure that A303 Traffic could continue,

It was then apparent that this realignment could probably form part of the long-awaited Salisbury Bypass.

Salisbury bypass had been long outstanding for a number of years and having got hold of the detail I was very impressed with the work and design carried out by the Highways Agency. They had produced an outstanding Plan for solving the many road problems just south of the World Heritage Site.

It was soon obvious that the road line for the A303 Realignment could easily be linked to the Western Section of the excellent Highways Agency road Plan for the Salisbury bypass.

I then talked with the President of the Salisbury Association of Council Taxpayers which had 450 members and the aim was to talk with the local public and help and offer advise to Salisbury Council.

The President agreed with my statements on Stonehenge and said I would be supported by the Association if I prepared a Plan to move the A303 and Protect the World Heritage Site. This I did and made contact with ^{the} ~~e~~ Highways Agency in Bristol. We then had three Meetings and at the third in a hotel in Amesbury I handed over for their comment my plans to move the A303 just to the south of the World Heritage Site.

They then sent my plans to Mott MacDonald in Winchester asking them to examine and produce a final plan. /this was then carried out by Balfour Beatty and I received two Volumes from them.

Volume One is a very detailed examination of the Plan and in particular it explains the main findings of the plan for the A303 Realignment.

READ OUT THE PARAGRAPHS.



The detail of the Plan is contained in the document I gave to you named as

Protection for The World Heritage Site and Stonehenge.

As you have already read the plans have been presented to the Parish Councils in the Wylde Valley and to the Local citizens here in the Civic Hall and also in the Guildhall.

Furthermore the Ex-Mayor of Salisbury produced a Referendum in Salisbury and Wilton asking do you support the Stonehenge Tunnel Plan or the A303 Realignment Plan. He received a 97.6% support for the Realignment Plan. *Over 2000 HOMES*

There has been considerable discussion in the Salisbury area about the Realignment Plan and many people have commented that when you look at it, it is just an ongoing extension of the A303 anyway, as it moves down from London and also from the West.

Whilst there are many archaeology sites south of the World Heritage site area only one is affected by the A303 Realignment. This is the entry point off the existing A303 east of Amesbury and I wish

to discuss with Highways England and call on their special expertise as to how we can avoid this problem.

Considering the A303 realignment where vehicles moving along the new route will have no difficulty and as it is about halfway between London and the West Country there is a very good safety factor in that it crosses the Avon Valley and river it is suggested that an Electric Point for refuelling Petrol Vehicles could be located in future at this site. Moreover, because drivers coming from the East or West will have been on the road for at least two hours, the site is also very close to the Salsisbury Park and Ride location and this is where drivers could take a break from driving if needed.

The new road will take drivers about 3 minutes longer than a drive through a tunnel but taking account of all the problems with a Tunnel such as two days each month when the tunnels have to be examined for safety reasons and also the problem in a Tunnel should there be an accident thereby slowing down or even stopping traffic, the Realignment road like the rest of the A303 roadway can receive easier support and First aid should there be a problem.



OUTLINE STATEMENT

This Outline Statement relates to an Objection to the Highways Agency A303 Improvement Plan and its associated draft Orders published under the Highways Act 1980, the Acquisition of Land Act 1981 and the Road Traffic Regulation Act 1984 (as amended by the New Roads and Street Works Act 1991). With the Objection an alternative plan known as the A303 Re-alignment Plan for Stonehenge is presented.

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INTRODUCTION

1. Following the Highways Agency proposal to introduce improvements to the Stonehenge World Heritage Site (WHS), by offering the construction of a 2.1km bored tunnel with a Cut and Cover centre section, the South Wiltshire Association of Council Taxpayers will present a full alternative scheme that will fully meet the objective of English Heritage which is **'to secure and fully preserve the World Heritage Site of Stonehenge'**. The reunification of Stonehenge which restores its dignity and its sense of isolation set amongst 450 Scheduled Ancient Monuments in an ancient landscape of chalk downland and the protection of the archaeology forever, **is the ultimate and most important environmental objective of the Stonehenge Master Plan.**

2. To meet this objective numerous alternative plans were produced for a Stonehenge bypass, but all were unacceptable because of damage to the environment or archaeology. It was therefore concluded that the only method of removing the A303 roadway from Stonehenge was to place it in a tunnel. The tunnel envisaged at this time was a Cut and Cover, now replaced by a short full bore tunnel, however even this option still requires a **'Cut and Cover' section across Stonehenge Bottom** due to water problems. The Halcro Report further stated that, **"five scheduled monuments and another eleven sites fall partly or fully within the assessment area and could be affected by the tunnel"**. Moreover, whilst damage to or destruction of these sites fails to meet the English Heritage objective, even the latest plans for a short bore tunnel will certainly have a serious damaging effect at the entrances because they will require the removal of a considerable amount of soil. Moreover, the **Cut and Cover** section in Stonehenge Bottom **could destroy important archaeological remains.**

3. A Report on Stonehenge by the Council for British Archaeology highlights the problems of 20th century construction at the WHS. For example, it records that:

" While the present cut and cover proposal indicates tunnel entrances beyond the rim of the 'Stonehenge bowl', it would still leave traffic within the WHS. The possibility that this could detract from the potential gain of a large archaeological park, with both cultural and leisure implications, needs to be addressed".

4. The A303 Re-alignment Plan offers a new option that will **'secure and fully preserve the World Heritage Site of Stonehenge'** thus handing on to future generations a WHS without archaeological damage and disturbance by traffic. Furthermore, should the plan be accepted as the 'Government Preferred Route' for protection of the WHS, the plan offers the solving of other serious traffic problems in the surrounding area of the Stones located in South Wiltshire at a price well below the £193 million already earmarked for the 2.1 km Tunnel.

BACKGROUND

5. In seeking a solution for the protection of the WHS from the problem of roads, careful consideration was taken to examine the wider area to ensure that a solution would provide the 'best and economic positive value' for Stonehenge and the surrounding road infrastructure of the area within the District of Salisbury where the WHS is located.

The District System

6. For many years efforts have been made to provide a bypass for the protection of the buildings fabric of the ancient city of Salisbury from excessive traffic. A North and a South bypass of the city was examined with a southern route being chosen, however, this became unacceptable due to environmental and flooding difficulties, leaving a northern bypass as the only real option available for the future.

7. The other two main areas of heavy traffic concern are the Wylde and Bourne valleys. Both suffer from high traffic accidents and again for many years efforts have been made to provide bypasses. At the present time Wiltshire County Council is drawing up plans for a Wylde valley bypass and are still seeking a budget of £32 million for its construction.

8. As regards the Bourne valley, through which runs the A338, some improvements have been implemented to the north of the District but no solution is forthcoming for the southern section within the District.

9. The overall situation is that whilst the WHS remains as the ^{focus} focal point for the Improvement Scheme, the surrounding major road system forms an essential part of the need to ensure that in the long term the District is provided with a cost effective road layout that meets the full requirements of the area with the WHS at its centre.

Traffic Density and Flows

10. There is no doubt whatsoever, that the traffic density and flows throughout the District of Salisbury is overburdening the capacity of the road system. This problem is not new and steps have been taken over many years to ^{seek} provide a solution. However, as mentioned earlier plans such as a Salisbury bypass, have not come to fruition and the problems remain. No more so is this more apparent, than the A303 crossing the WHS.

11. The document that provides the basic information for use in understanding the traffic density and flows on the A303 and surrounding roads is to be found in the A303 Stonehenge Report of Traffic Surveys, October 2000, produced by Count On Us Ltd for Mott MacDonald (MM). This document contains valuable and essential data that assists an understanding of the real problem of traffic across the WHS.

12. The data produced in the MM document is real ~~live~~ information from which a current density and flow can be established. It is also a document that can be used to provide forecasts.

estimates

13. Traffic information was gathered on Tuesday 27 June, Thursday 17 August and Saturday 19 August 2000. The document shows an average of 20726 moving on the A303, (this figure includes a peak of 24434 on the 19 August).

14. At the A344/A303 junction an average ^{day} ^{on} ^{of the} of the same 3 days ^{survey} shows 23846 vehicles.

15. However, only some 36 months later the averages shown by the Highways Agency for the same areas shows traffic flows between 22000 and 33000 vehicles. If the Highways Agency figures are now correct, at Longbarrow Cross roads the traffic has increased by 59% and at the A344/A303 junction by 38%. For such a short period these figures would appear to be excessive. An explanation will be called for at the Public Inquiry in order to reflect an accurate picture of the true traffic flows. It may be that a new survey has now been completed or they have evidence of unexpected high increase in traffic that ^{gives} giving rise to these high levels of traffic flow.

16. To summarise, whilst the traffic density is high, the flow is made much worse at the points where the data was recorded because the traffic on this stretch moves from a dual carriageway to a single roadway. The Public Inquiry will establish whether or not the Highways Agency traffic data now being shown has been exaggerated above actual flows. Nevertheless, the flow rates certainly justify the replacement of the single roadway with a dual carriageway. The area in question is prone to a high accident rate and for that reason alone needs to be improved.

THE PUBLISHED SCHEME (2.1 KM TUNNEL)

17. The 2.1 Tunnel option fails to meet the English Heritage objectives in five main areas as follows:

- a. While the 2.1 tunnel proposal indicates tunnel entrances beyond the rim of the 'Stonehenge bowl', it would still leave traffic at the surface within the WHS. This would detract from the potential gain of a large archaeological park, with both cultural and leisure implications,
- b. There would be serious and permanent damage to the archaeology within the WHS.
- c. A dual carriageway within the WHS fails to meet the English Heritage objective and for a large area on the western side of the site it would divide that area into two separate sites.
- d. There would still be noise and pollution from the traffic moving to and from the tunnel entrances.
- e. The indications are that there would be a permanent scar on the ground at Stonehenge Bottom that would be highly visible during winter periods.

THE ALTERNATIVE A303 Re-alignment OPTION

18. The A303 Re-alignment plan is a straightforward plan that maximises use of the already examined and initially evaluated Salisbury northern bypass. This bypass is linked to the A303 east of Amesbury with a road of some six miles in length across arable land. **This link effectively provides a full bypass for the WHS and would mean that the English Heritage objectives would be met in full.**

19. The implementation would at the same time allow the completion of an eastern road link for Salisbury, thus ensuring that the new A303 road line ^{for} serves to complete the Salisbury A36 bypass. It would offer considerable cost saving to the Government road budget. This also applies to the western end of the new A303. Here it would provide the long awaited Wylye valley relief road and again produce a cost saving of some £32 million which is at present being sought from the Government roads budget by WCC.

20. The position of the new A303 running north/south to the west of the A338 would provide a bypass so badly needed for a heavily used road where serious accidents are prevalent.

21. In all, the A303 Re-alignment would enable to completion of five major road schemes ^{at a cost well below that of} well below the present cost of the 2.1 km tunnel option. Whilst the focus remains on solving the traffic problems at the WHS, the implementation of this plan also solves important problems such as completion of the Bristol – Bath – Warminster A36 highway to Southampton, through Salisbury, ^{at the same time.}

22. The major part of the road construction for the A303 Re-alignment and the Salisbury eastern bypass could be constructed without the need to touch existing roads within the District and this would mean that for most of the period of construction there would be minimum disturbance to existing roads. This would be of particular importance to the current A303 passing across the WHS that would not be closed until the scheme is complete. Whereas, building the 2.1 km tunnel would almost certainly involve a long period of traffic disruption.

23. There are major advantages with the A303 Re-alignment plan for the District regarding the improvements to Air Quality. At the present time there are major problems along the A36 as it passes through the western side of Salisbury into the town of Wilton. In order to meet the requirements of the Environment Act 1995 Part IV section 84(1), the only way to improve air quality in this area would be to reduce the very heavy flow of vehicles using the A36. The Stonehenge A303 re-alignment plan would do just this. Moreover, there are already serious concerns with the area of Countess Roundabout in Amesbury where the growing flow of vehicles moving on the A303 towards a possible tunnel and the considerable number of vehicles expected to use the roundabout to enter and leave the new Visitor Centre may well produce high levels of pollution above that acceptable under the Environment Act 1995.

SUMMARY

24. The A303 Re-alignment is an 'exceptional environmental scheme' which will ensure that the WHS is fully preserved with untouched archaeology for future generations. It would provide a National Park without any roads and meet all the requirements of English Heritage and its objectives. It provides the very best possible background for the implementation of the Management Plan.

25. Unlike the 2.1km tunnel it would provide a quiet and tranquil setting for our Nations archaeological jewel. Whilst the tunnel option may remove visible traffic from the Stones location it will not remove visible traffic from the WHS: the A303 RE-alignment will do just this.

26. Winterbourne Stoke will still have its bypass that will be located south of the village thereby avoiding archaeological damage which will occur if it is located on the north side as part of the tunnel plan.

27. The disadvantages of the A303 Re-alignment are mainly concerned with drivers of vehicles who would travel an extra distance round the new line of the A303. However, the new A303 would be a fast dual carriageway with a 'Western Fast Link' from ~~_____~~ ^{estimated} Airman's Corner to a new entry point on the A303. It is planned that traffic approaching Airman's Corner and going on to Beacon Hill should complete the distance in about 12 minutes. Any driver attempting to 'rat run' the Packway would almost certainly take between 15 and 20 minutes at peak times, and be slowed by the new traffic safety measures that will be introduced to protect pedestrians in an area of increased local traffic. Ex-A344 eastbound through traffic will have a fast road run on a dual carriageway linking back onto the original A303 at Beacon Hill. The longer distance but fast transit is considered to be a small price to pay for the very considerable advantages that accrue overall from the scheme.

28. There will be an increase of local traffic on the northern side of the WHS along the road known as the Packway. This increase is inevitable due to the closure of the A344 that was used by local people who drive to Amesbury. However, the Packway is a good road and with the implementation of certain recommended safety features in the area where the military camps are located there should be no difficulty in this roadway accepting the increase in local traffic.

CONCLUSION

29. Whilst the 2.1 km Tunnel scheme is said to be a unique 'exceptional environmental scheme', the A303 Re-alignment scheme is also 'a unique exceptional environmental scheme of much higher value'. Amongst its many advantages the Stonehenge A303 Re-alignment Plan will:

- a. Focus on and solve the environmental problems at the WHS, furthermore, it will fully meet the English Heritage objectives and leave the archaeology untouched for future generations.
- b. Provide substantial cost savings within the scheme and identify possible cost savings for other future local road projects.