

From: [REDACTED]
To: [A303 Stonehenge](#)
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Subject: A303 Stonehenge PRow - Is a bridleway missing from the Draft DCO and associated access plans
Date: 27 August 2019 11:11:40

To the Planning Inspectorate, A303 Stonehenge

I would like to add my concern to that of Roger Upfold (Upfold 20018352 – see copy email below), on behalf of the British Horse Society (BHS), over the important section of apparently missing bridleway on the draft DCO.

I note that this issue was accepted as an Additional Submission to the Issue Specific Hearing on the draft DCO, 30th August 2019, and I would like to register my intent to attend this hearing.

Yours faithfully

Myra Bennett

BHS County Access Officer, Wiltshire and A303 Community Forum member

Mr Upfold's email as follows:

The draft DCO appears to be missing a Bridleway for the length of road labelled 'G' in the draft DCO, see page 66 of the draft DCO where it states:

"Reference G A length of new side road between Winterbourne Stoke and the new Longbarrow Junction, from a point 650 metres south west of the existing Longbarrow roundabout (its junction with the new southern roundabout at Longbarrow Junction) in a generally westerly direction to a point 275 metres east of its junction with the byway WST06B, 1.20 kilometres to the south west of the existing Longbarrow roundabout, a distance of 615 metres (as shown on sheets 4 and 5 of the rights of way and access plans)"

which is shown on sheet 5 of document TR010025-000161-2-6-RightsOfWayAndAccessPlans.pdf,

to join up with the new Bridleway 'Y' (which then links to the east towards Amesbury along the alignment of the A303, as well as north and south alongside the A360).

In Chapter 2 of the the Environmental Statement (document TR010025-000193-6-1) it says:

"Public Rights of Way

2.3.57 The Scheme would cut across a number of existing PRowS including Byways Open to All Traffic (BOATs), bridleways and public footpaths. Provision is made within the Scheme to maintain the existing function of the

PRoWs with suitably located overbridges. However, the Scheme also includes new PRoW routes to improve accessibility and connectivity for communities including Winterbourne Stoke and Amesbury. These are shown on Figure 2.5 and from west to east, are:

...

d) a new bridleway, east from Winterbourne Stoke to the new Longbarrow Junction, connecting with the new restricted byway through the WHS via the new green bridge to the east of the existing Longbarrow roundabout. The new bridleway and the new NMU route through the WHS would enable NMU journeys between Winterbourne Stoke and Amesbury;"

which is shown in green in Figure 13.3A of proposed NUM routes (document TR010025-000334-6-2_ES-Figure_13.3_ProposedNMUs.pdf).

From my recollection and notes of the NUM Workshop held by Highways England in Salisbury on 24 July 2018 which I attended, there was some discussion about the positioning of this new 'parallel off-road Bridleway from Winterbourne Stoke to the new Longbarrow Junction, either on the:

- north side of the road (such that a Pegasus/Cycle crossing would be needed for the westbound on-slip onto the newly dualled A303), or to the
- south of the new road 'G' to link with new Bridleway 'Y' via a Pegasus/Cycle Crossing.