

From: [REDACTED]
To: [A303 Stonehenge](#)
Subject: Widening of the A303 trunk road past the World Heritage Site at Stonehenge
Date: 04 April 2022 22:37:31
Attachments: [StonehengeARValternativeRouteV.pdf](#)
[Stonehenge_TheFirstFrontier2022_docx.docx](#)
[StonehengeSchemeV_2021Overview.odt](#)

04/04/2022

Dear Sirs

Please will you register and consider my proposals for the above project. I know the site intimately and have even walked the route of my proposed scheme. I have also considered site conditions, traffic usage and the nuisance factor to be endured by the local residents that will have to live and co-exist with this project.

I have tried to empathize with all those affected and believe they also should gain some small benefits for the disruption to their lives during this construction work, mainly by projecting the extent of the project curtilage through to Yarnbury Rings as part of this project and avoid the congestion encountered at the end of the dual carriageway Westbound. The reduction to single lane needs to be far more gradual (perhaps over a distance of 1 km) and commence at the crossing of the A36.

Many thanks
Tony Vallis

04 April 2022

Anthony R Vallis

The Planning Inspectorate

Dear Sirs

Stonehenge – The World Heritage Site and the widening of the A303 adjacent road.
An alternative proposal to that provided by the Secretary of State for Transport

Stonehenge is my passion and has ties far beyond my roots.

My childhood days were spent nearby in Stockton. The gravestones of my father's ancestors who were buried several hundred years ago, are near Stonehenge in the churchyard at [REDACTED]. My father lived in Shrewton and Wylve whilst my mother's family came from Stockton and Chitterne. I lived in Stockton and Wylve and played Rugby at Amesbury.

On numerous occasions I cycled to, or past, the WHS wonder of Stonehenge. Most of my recollections are of sunny days whilst running between 'the stones', though in more recent years I have frequently driven past the site in hours of darkness only to see the silhouette of the structure on a wet and windy horizon with a backlight provided by Larkhill Military Facility. Both give me much pleasure and it would be a real travesty to screen off such views by concealing them beyond the roof of a concrete tunnel so that virtually no one would ever again see the beauty of our Stonehenge. I believe that Public money should be spent to provide pleasure for the public to enjoy and not to present a 21st century Engineer or politician an award for a feat of engineering.

The essence of my proposal is not to bury the road and hide the WHS at a vast expense that could be diverted to upgrade the remaining single carriageway sections of the A303 road into dual carriageways, but to raise a section of the route to provide a GALLERY view of Stonehenge. The scheme involves purchasing new land but not for £bn's.

The scheme would extend from a new flyover intersection crossing the A345 Countess Road, Amesbury following the existing dual carriageways Westward up the hill but before reaching the summit, sweeping round to the South and to a point due South East of the 'Stones'. Here the gradient would end and a raised 'Gallery' section of road would arc around the south of the site at a radius of about 1.2 km from the WHS until it was due South of the site. Here the view becomes naturally cut off by low hillocks and the road would continue Westward to link into the end of the existing dual carriageway at Yarnbury Rings, thus also by-passing the village of Winterbourne Stoke.

For the benefit of both A303 travellers and local residents, the scheme incorporates a full motorway style intersection where the dual carriageways cross the A360 Salisbury to Shrewton road and a simple reduced intersection at the crossing of the B3083 just North of Berwick St. James. My best friend during my late teenage years lived at this location and would probably be horrified by my proposal for this route. But his pain could give untold benefit to millions of weary travellers who presently have to churn along the old A303 road held up by lorries labouring up this hilly route and through the village of Winterbourne Stoke. Giving 'through' traffic a less undulating dual carriageway to cruise past at a fairly constant speed will have less impact on the lives and health of nearby residents than the present arrangement. Electrification of motor vehicles will also remove even more of the traffic nuisance and contamination.

The main feature of the road scheme is to link this road to the WHS which can be achieved by providing a 'Gallery vehicle lay-by', on both sides of the dual carriageway. Here it would be safe for drivers to divert into the lay-by and find a suitable parking bay from which all the vehicle's occupants could view, from a distance of 1km, the splendor of the WHS. This distant view could only be totally satisfied through a closer investigation by way of a visit to the site proper via the Visitors Centre.

The 'galleries' could have an intriguing array of signage and observation information to lure the readers into visiting the site at a more convenient time. Street lighting, CCTV, (perhaps WiFi Hot Spot) and Toilet facilities might also be provided to convince the passer-by that a short visit to the gallery park is a desirable pause.

The length of the Gallery park would be about 400 metres and vehicles would safely enter and exit via suitable slip lanes beyond the ends of the viewing facilities.

The scheme will need to support and accommodate local activities of farmers and migrating wildlife and this may be adequately covered by constructing tunnels of varying sizes at numerous points along the new route from numerous small diameter pipes right through to a few larger diameter concrete circular section tunnels to accommodate tractors, herds of farm animals - even through to articulated lorries. The tunnels for smaller creatures should always have safe haven cages for access and egress to the 'new world'.

In conclusion

My proposal would be to ditch the tunnel with all its pomp and vast expense and divert the offending A303 trunk road away from the vicinity of the primary site but most of all to give those passing 'The Stones' a clear but distant view of this amazing structure and thereby, perhaps to encourage a desire to learn more about the site and to investigate its history by way of a pre-planned visit, even if only as part of their next journey past the wonderful site.

Please do not deprive ALL those who journey this route of such an awesome view.

Details of my scheme are enclosed to further describe my proposal and I should be pleased to provide more information and even to discuss the matter with you. I sat through 3days of court hearing and feel very passionate about this subject.

Yours Faithfully

Tony Vallis.

Anthony R Vallis

Proposed A303 By-pass to Stonehenge - Scheme 'V'

18/02/2021

Overview

Route

This scheme proposes laying a new road approximately 16Km long to link the A303 dual carriageways from a point about 300m East of the A345 Countess Road at Amesbury; to divert around the South of Stonehenge not less than 1Km away from the main prehistoric site; projecting Westward across the A360 (between Druid's Lodge and the existing A303 roundabout); across the B3083 (North of Berwick Saint James) and to rejoin the existing course of the A303 dual carriageways near Yarnbury Castle.

This route avoids the zones of greater historic interest between Stonehenge and Durrington Walls and thus helps to preserve their integrity.

Construction

The A303 dual carriageways would follow the designated course without any sections running through tunnels. The highway would be sunk slightly into the ground to provide sufficient surplus excavated material to form bunded verges at least 1m high after full compaction and planting that will help to screen the road and traffic from both the Prehistoric sites and the local residential zones with further suppression of unwanted traffic pollution.

On adoption of the completed dual carriageways demolish the existing A303 single carriageway between the A345 Countess Road and the roundabout intersection with the A360. The redundant section of the existing A303 between the entrance to Scotland Lodge Farm, Winterbourne Stoke and the existing dual carriageways near Yarnbury Castle should also be removed. Both sections should be returned to agricultural use with a possible requirement for rewilding the Eastern half of the Western zone.

Structures

The following structures would be required:

- 1) A motorway style intersection with the A345 Countess Road including 2 bridges to carry the A345 above and across the re-aligned A303 dual carriageways.
- 2) At the Stonehenge Road Amesbury - a regraded short underpass for farm vehicles /animals and for local traffic wishing to cross the A303 to reach Ames10.
- 3) At the intersection with the A360 between Druids Lodge and Druids Lodge roundabout - a motorway style intersection with the A360 including a bridge to carry the A360 above and across the A303 dual carriageways.
- 4) At the River Till both tributaries should be diverted through walk through culverts each about 300m long with the carriageways supported on bored concrete piles to the surrounding swampy environs.
- 5) At the B3083 - the by-pass should be bridged over the regraded minor road. Access and entrance onto the A303 from the B3083 should be provided only to the Eastern side.
- 6) Between the B3083 and the existing A303 dual carriageways one further 'farm' crossing tunnel should be provided.
- 7) An allowance should be made to construct a further 3 farm/animal underpasses to cross beneath the dual carriageways. Other smaller culvert crossings should be provided for smaller species to safely cross the A303.

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Costs

My estimated cost would be less than 250 million pounds.

