

28 September 2022

Anthony R Vallis

The Rt. Hon. Anne-Marie Trevelyan MP  
via Planning Inspectorate  
<info@a303stonehenge.co.uk>

Dear Sirs/Madam

Proposals for the A303 Road Improvement Scheme from Amesbury to Berwick Downs. As per my earlier submissions to the Planning Inspectorate dated 18/02/2021, 04 April 2022, 04/08/2022 and 08/09/2022 (ref22363434)

UNESCO keeps reminding us that our stewardship of this unique treasure has more than one option, though not all may be appropriate to provide the safest and most OUV monetary solution. For instance, a tunnel will cost a fortune and completely hide the WHS from all who pass by the site. If only we could just lift the Stonehenge structure and its surrounding antiquities and move them bodily about a kilometre or even a mile away from the A303 our problems would almost disappear. Well, the good news is that, in a way, we can!

We agree that the existing A303 course for the road is not suitable, so why not make it more appropriate? We simply relocate the road to maintain its new distance from the WHS structure of not less than 1.2km.

The route:

First we fly over/past Countess Road, Amesbury and up the hill towards Vespasian's Camp where the road will sweep to the left until it is South East of the Stones and then give us a Gallery view of the world's largest and most beautiful stone circle. As the road arcs around this site to its Southern aspect it will provide a parking lane length of about a quarter of a mile and give us the opportunity to stop to view or drive swiftly past the site and rapidly onwards to the West. Should we decide to stop and view, our parking would be safe and unimpeded and we could be provided with information lecterns enticing us to plan a trip to the WHS via the visitors centre.

Our onward travel would fly us over the A360 and B3085 interchanges, through cuttings, avoiding Winterbourne Stoke and Berwick St. James, then beyond and definitely without having to trundle up a long steep hill behind a caravan of lorries. Some compromises will have to be made by local residents, but an appropriate level of compensation could be offered to the few affected by this scheme, together with full access of all the local roads to the A303. Several crossing tunnels should be provided for local farmers, archaeologists and wild life.

The overview of my proposals has been previously submitted and appears to be in line with the suggestions of UNESCO. Why is it not possible for ALL parties to exercise some degree of compromise to produce a consensus scheme that largely benefits ALL? To free the vicinity of Stonehenge from almost all passing traffic, noise and pollution, my proposals would re-align the A303 and push back the sight of traffic from the stone structure to a minimum distance of 1200m for a 45 degree arc of Gallery roadway.

Elsewhere the road will be artificially screened by forming spoil bunds and trees or by the prehistoric barrows.

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These measures enable us to preserve the most important and significant treasures within the curtilage of the WHS, whilst accommodating the passage of this essential section of the A303 trunk road. This non-tunnelled solution should then yield sufficient saving to extend the dual carriageways past Chilmark, Chicklade, Mere, etc. One and a half billion pounds could probably see us clear to Honiton. Let's put the scheme in perspective to complete the A303 dual carriageway for its entire length AND protect and present our WHS by a Stonehenge Gallery Road. A WIN/WIN situation.

Yours faithfully



Anthony R Vallis

