

Highways England Supplementary Consultation – A303 Stonehenge

Note: This consultation is restricted to the three questions below only and does not cover the rest of the proposed Scheme. For details of our response to the 2018 Full Statutory Consultation, please see http://www.wiltshiremuseum.org.uk/wp-content/uploads/2018/04/WANHS_A303_response_published-updated-20-April.pdf

Response by the Wiltshire Archaeological and Natural History Society

1. Please comment on the removal of the previously proposed link between Byways 11 and 12 in the Stonehenge World Heritage Site:

- Our response to the 2018 Full Statutory Consultation (April 2018) said that “we agree that the entire length within the WHS of Byways 11 and 12 should be downgraded for non-motorised use only, with the sole exception of farm and emergency vehicles. There should be no new byway created to link Byways 11 and 12.”
- We strongly support the removal of the proposed link between Byways 11 and 12 and agree with the Preliminary environmental impacts after change (p17).
- It is still our view that the entire length of Byways 11 and 12 within the WHS should be downgraded for non-motorised use.

2. Please comment on our proposal to widen the green bridge near the existing Longbarrow roundabout:

- Our response to the 2018 Full Statutory Consultation (April 2018) said that “we would prefer the tunnel to be extended beyond the western boundary of the WHS so that there would be no requirement for green bridges within the WHS.” This is still our view.
- We welcome the willingness to address the separation that would be caused by the dual carriageway between the Winterbourne Stoke barrow group and the Normanton Down, Diamond and Lake barrow groups. Whilst a wider bridge is a step in the right direction, it is not as good as extending the tunnel to give an uninterrupted landscape. Any green bridge should extend at least as far as the eastern edge of the Winterbourne Stoke Plantation.
- We do not agree with the statement on the Preliminary environmental effects after change (p17) – that ‘there will be an increase to the beneficial effects on the setting of monuments within the WHS’. We feel that a wider green bridge will simply reduce the significant impact of the greater physical barrier created by the dual-carriageway that would run between the Winterbourne Stoke barrow group and the Normanton Down, Diamond and Lake barrow groups.

3. Please comment on the proposed change to Rollestone crossroads:

- Our response to the 2018 Full Statutory Consultation (April 2018) said that “We welcome the proposed redesign of the Rollestone Crossroads that will lessen the impact of traffic on the setting of Listed Buildings in Shrewton.”
- Given that archaeological evaluation has shown that no buried remains will be affected, we feel that the reduced landtake mitigates the intrusion of the road into the WHS and that there will be minimal adverse impact on the Outstanding Universal Impact of the WHS.
- We therefore support the proposed change and agree with the Preliminary environmental impacts after change (p17).