



ENGLISH  
HERITAGE

23<sup>rd</sup> April 2018

**Re: A303 Stonehenge - Amesbury to Berwick Down**  
**Summary of English Heritage Trust response to public consultation on**  
**proposed route**

**Introduction**

English Heritage (EH) cares for over 400 historic buildings, monuments and sites across the country. In our role as an independent charity, our purpose is to conserve these sites to the highest standards possible, in keeping with their status as part of England's national heritage.

The prehistoric stone circle of Stonehenge is the best known site within our care and as part of the wider World Heritage Site (WHS), it is a powerful witness to the once great communities of both the Neolithic and Bronze Age.

English Heritage has already seen the benefits of removing the old visitor facilities adjacent to the Stones and the grassing over of the A344. We consider that the current proposed A303 road scheme has the potential to transform the Stonehenge part of the World Heritage Site landscape. As we have always stated, provided it is well designed and located sensitively, this scheme could greatly enhance the Outstanding Universal Value (OUV) of the World Heritage Site whilst simultaneously improving the setting of the Stones themselves, and people's experience of them, by the removal of the surface road.

English Heritage has been represented on the Heritage Monitoring and Advisory Group (HMAG) alongside Wiltshire Council Archaeological Service (WCAS), the National Trust (NT) and Historic England (HE) which has provided the opportunity to contribute to stakeholder discussions. Whilst EH does not have a statutory role, we have offered our expert advice as a major conservation body responsible for managing a significant aspect of the WHS. As a result of our engagement in the scheme, at this point English Heritage welcomes the changes to the preferred route for the scheme.

*Step into England's story*

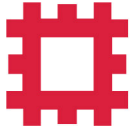


We have an access to information policy, so anything you send us may become public.

English Heritage is committed to achieving equality of opportunity as a service provider and an employer.

The English Heritage Trust is a charity, no. 1140351, and a company, no. 07447221, registered in England





ENGLISH  
HERITAGE

## **THE WESTERN SECTION:**

### **Winterbourne Stoke bypass to Longbarrow junction**

#### **A303/A360 Longbarrow junction**

Ease of access to the Stonehenge visitor centre is our key concern at the Winterbourne Stoke Longbarrow junction. The consultation booklet does not give any detail on what road signage will be installed to ensure it is clear and intuitive for drivers wanting to visit Stonehenge. It is important that you consider the implications for international tourists who may not be able to understand road signs written in English.

Clear signposting for visiting Stonehenge and the Stonehenge Visitor Centre (brown signage including the English Heritage logo) is needed at Countess East junction, portal entrances and on slip roads to the new Longbarrow junction.

#### **Western Portal**

EH welcomes the mitigation Highways England has included in the scheme at the western portal location to protect the OUV of the World Heritage Site and largely supports the current design although would seek more detail about the size and exact location of the land bridge to ensure it maintains visual and physical connectivity between barrow groups in the western part of the WHS.

English Heritage considers that this is the most appropriate solution to removing the sight and sound of moving traffic from the WHS is to locate the western approach to the tunnel entrance in a deep cutting. This will be mitigated by a partial canopy and a green bridge which will help to maintain connectivity between monument groups. These new elements are to be welcomed. However along with other heritage partners, English Heritage has asked Highways England to consider a further or wider green bridge in this area.

An independent outline assessment of the potential impacts on OUV, jointly commissioned by Historic England and National Trust suggests that the proposed green bridge will do little to mitigate the impacts of the scheme upon the WHS at this location. It identifies the need for a wider land-bridge at a position east of the



ENGLISH  
HERITAGE

proposed green-bridge to provide meaningful physical and visual landscape connectivity between the Winterbourne Stoke and Diamond monument groups.

## **THE CENTRAL SECTION:**

### **Within the World Heritage Site**

#### **Central Section**

Our main concern within the central section of the scheme is the proposal to link existing byways open to all traffic (BOATS) 11 and 12 with a new byway open to all traffic.

EH supports connecting rights of way so that people can explore the landscape on foot or by bike or horse. However, introducing a BOAT will have an adverse impact on the OUV of the WHS – introducing a new line of traffic across the landscape - it will negatively impact upon views from and towards the Stonehenge monument.

This proposal is also at odds with the ambition at the heart of this road scheme and the vision laid out within the Stonehenge, Avebury and Associated Sites World Heritage Site Management Plan which is to reduce the negative impact of traffic within the WHS particularly past Stonehenge itself.

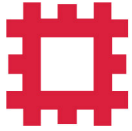
English Heritage is fully supportive of non-motorised access along this route but would strongly suggest that any such link should be a restricted byway only for walkers, cyclists and horse riders.

## **THE EASTERN SECTION:**

### **Countess junction to just beyond the Solstice Park junction**

#### **Eastern Portal**

English Heritage is pleased that the position of the eastern portal allows the line of the Avenue to be respected so that visitors can walk the full length of the route as a long term ambition from Stonehenge as far as the end of the Avenue in West Amesbury. It is however critical that the infrastructure at the portal location is designed and located sensitively if this improvement is to be properly realised and we are keen to learn more about Highways England's detailed design plans for this.



ENGLISH  
HERITAGE

We understand that the newly discovered Mesolithic site at Blick Mead site is being considered carefully by the scheme designers. We are pleased to learn that the proposed that the scheme will not impact the site as there is already dual carriageway in this area. However the hydrology needs to be carefully monitored as has been proposed.

### **General Summary**

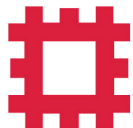
English Heritage has seen the huge improvements made to the setting of the monument and people's ability to enjoy the wider landscape by the removal of the A344. Removing the scar of the A303 and the sight and sound of all that traffic would be an enormous achievement and complete the ambition of returning dignity to Stonehenge and its landscape as set out within the Stonehenge, Avebury and Associated Sites World Heritage Site Management Plan.

We welcome the work by Highways England to improve the design of the proposed Stonehenge/A303 tunnel scheme. We believe it has the potential to protect and enhance the World Heritage Site, but only if all the necessary design details are included. Visitors deserve to see Stonehenge in a tranquil setting not spoiled by the intrusion of constant sight and sound of passing traffic.

We welcome the improvements made in the current proposals, which include a tunnel of 3.2km in length, including a 200m grass-covered canopy. This will help hide the traffic within the landscape and reunite the majority of the north and south sides of the World Heritage Site that has been severed for generations.

We are very concerned about plans within the scheme to introduce a new route for vehicles between Byways 11 and 12. While we are wholly supportive of connecting rights of way so that people can explore the landscape on foot (or by bicycle or horse), we cannot support the creation of a new route for traffic, which would reintroduce motorised vehicles into the landscape and seriously undermine the benefits of the A303 tunnel scheme.

We want the proposed green bridge near the current Long Barrow Roundabout to be wide enough to form an effective physical and visual link between important monuments in the landscape.



ENGLISH  
HERITAGE

In summary we support the great efforts Highways England have made to mitigate the impact on this unique prehistoric landscape so far but look forward to addressing our concerns mentioned above before the design is finalised.

Yours sincerely,

**Kate Mavor**  
Chief Executive

Stonehenge Visitors Centre, Amesbury, Wiltshire SP4 7DE

 01980 636600  [english-heritage.org.uk](https://www.english-heritage.org.uk)