

COMMUNITY MATTERS

19 SEPTEMBER 2017

A303 STONEHENGE – AMESBURY TO BERWICK DOWN

THE PREFERRED ROUTE

THANK YOU: Following the Government's announcement last Tuesday outlining the preferred route - details of which we have circulated and can be found on www.highways.gov.uk/a303stonehengepra - CPSTV wishes to thank you for your invaluable contribution. Not only in terms of raising the necessary funds to enable us to commission four professional associations to provide detailed reports, but also for taking the time to complete your responses following the consultation by Highways England (HE). Many of you also contributed significantly with your in-depth knowledge of the area and habitat as well as research in many key areas.

We believe that the combined efforts and support from residents in the Southern Till Valley, members of CPSTV together with other local communities and concerned groups, played a pivotal role in the outcome.

THE WAY FORWARD

NEXT PUBLIC CONSULTATION: Although we are relieved that the chosen bypass will run north of Winterbourne Stoke our job is far from over.

There will be another opportunity to give your views on HE proposals before they are submitted for development consent. This next consultation will be

statutory. It will focus on details of the preferred route, as published last week, giving the public the opportunity to give feedback and highlight where more changes need to be made before HE can make their application for a Development Consent Order (DCO). The DCO application to the Planning Inspectorate is scheduled for late 2018. If the application is accepted, there will be detailed examination of the proposed road scheme in which the public can participate. The whole DCO process will run through until 2020 when the Secretary of State for Transport will make the final recommendation and decision. Work on site is scheduled to start 2021.

CPSTV COMMITMENT: Once full details of the route are made public, our group's next step will be to look at areas where further mitigation might be appropriate particularly with regard to the northern bypass. For example, review hydrology concerns arising from the Till viaduct crossing which could impact the southern Till valley; ensure good access to Shrewton and the A303/A360 junction but deter rat running; promote maximum landscaping along the path of the crossing and review height of the bridge etc. We will, of course, keep you fully informed.
