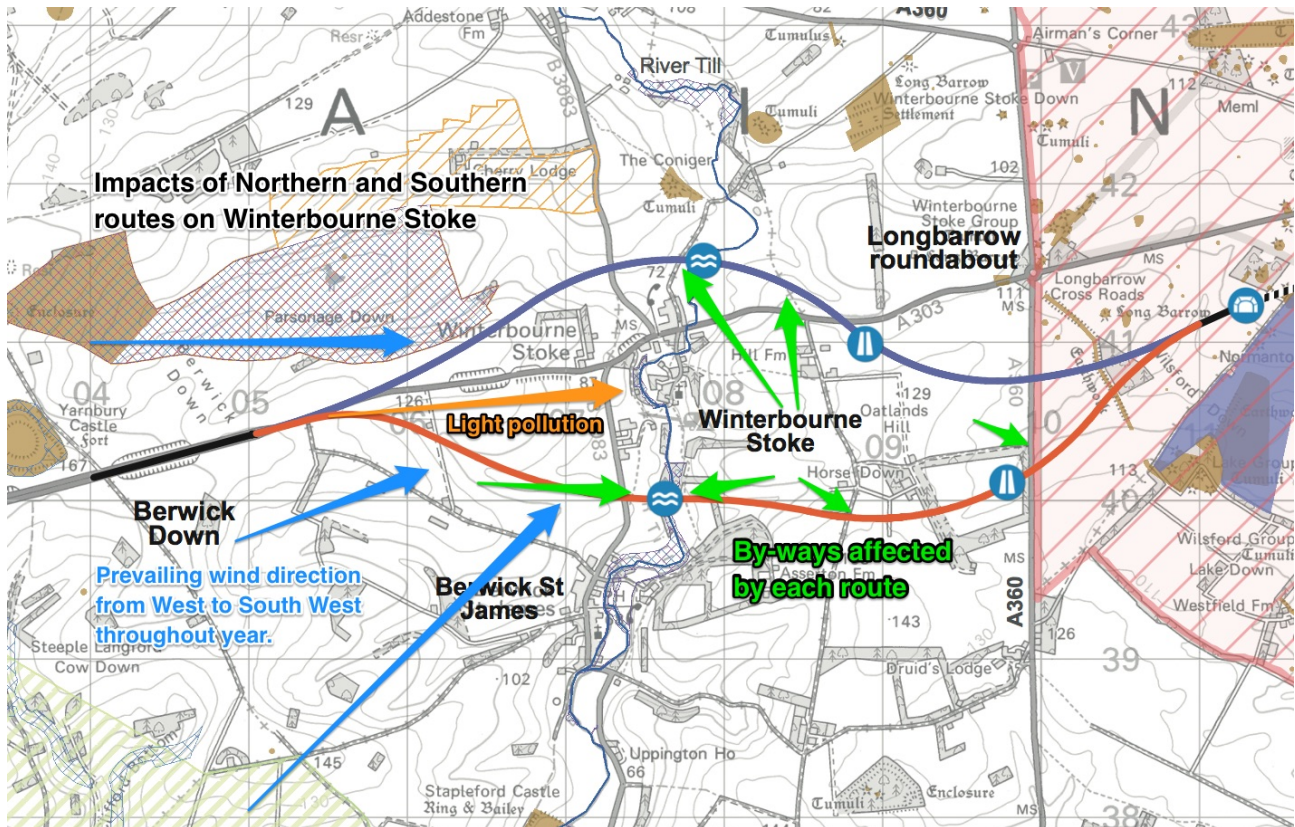


# Arguments Against A Southern Bypass, And For A Northern Bypass, Of Winterbourne Stoke

Submission to Highways England – Dr A Shuttleworth – January 2017



## Situational Appreciation

### Background

1. Winterbourne Stoke straddles the current route of the A303
2. The centre of population of the village lies to the south of the A303 and most of these dwellings lie towards the southern half of the village.
3. The prevailing winds, winter and summer, are from the west or south-west.
4. Most of the road-noise impact on the village comes from the stretch of the A303 between the eastern edge of Yarnbury Castle and Scotland Lodge to the west of the village, carried on westerly and south westerly winds.
5. Most of the atmospheric pollution arising from the A303 enters the village from the west carried on the wind.
6. The major extraneous source of light pollution in the village comes from eastbound traffic approaching the village from the west.

7. All but 2 of the village's public footpaths leave the village to the south and east.
8. Most villagers leaving the village for recreational purposes on foot, cycle and horseback do so to the south.
9. By and large, most villagers have a social and historical affinity with both Berwick St James and Shrewton.
10. Sightlines to both the west and north of the village core are very open and marked by gentle slopes and open fields with no hedge boundaries or significant tree cover.
11. Historically, the northern route was accepted by a Public Inquiry.

## So What?

- A. Because elements of the village lie on each side of the A303, some properties will benefit and some will lose regardless of whether the northern or the southern route are selected. However, the northern route will be further away from more properties at its closest point than will the southern route.
- B. The greatest population density in the village lies well to the south of the current A303, so more people will be adversely affected by the southern route than the northern route.
- C. The prevailing winds carry noise across fairly open fields from the route of the current A303. The southern route would increase the distance and thus transit times of vehicles passing through the wind footprint - increasing noise pollution particularly to the south of the village. The northern route, by running in the dry valley north of Scotland Lodge Farm, and then being several hundred metres north of the current route may result in lower sound levels than currently experienced for most of the village; provided the new section of dual carriageway is shielded from the village by cuttings and earth banks - especially across the Till flood plain.
- D. Atmospheric pollution is also likely to increase in the village if the southern route is chosen for the same reason - carriage of pollutants on the prevailing wind.
- E. The current outline southern route seem to show the road raised above the surrounding land as it sweeps to the south-east of the village in the southern plan. Light pollution would increase if no physical screening was put in place to prevent eastbound car headlights, in particular, from sweeping across the village as vehicles transit from an eastbound to a south-eastbound direction.
- F. The two footpaths/bridle paths to the north of the village lead only to Shrewton and do not join into major routes - they do not for instance - link the village to the World Heritage Site; their amenity value is limited. In contrast there are 4 routes to the south and east and links to the wider national network of footpaths and bridleways, including to Byway 12 leading back to Stonehenge. Consequently, the amenity value of the southern byways is greater than those to the north. Whilst there is no suggestion that a southern route would close these byways, it would make them less attractive, noisier and more polluted to use.
- G. There are very few routes out of the village on foot, cycle or on horseback. As in F above, the routes out of the village to the south are most attractive to users on horseback, on cycle or on foot.

- H. Villagers frequently travel to Shrewton and Berwick St James for a variety of reasons (social, medical, etc). Neither route has a significant advantage over the other.
- I. The sightline mean that a southern route will be visible from most parts of the village, from the point it leaves the current path of the A303 until it crosses the River Till. The northern route would only be visible from the north of the village and then only for the crossing of the Till flood plain. In both cases, screening and planted embankments would be needed to minimise noise pollution.
- J. The historic popularity of the northern route should not be underestimated now.
- K. The northernmost of the two proposed interchanges with the A360 may also bring additional noise to the village. The location suggested for the interchange in the southern plan, to the east of Horse Down, would be preferable for the northern route also

## **Conclusion**

On the basis of the Situational Appreciation above, there are significant disadvantages for the village of Winterbourne Stoke if the southern route is adopted. On the basis of this, my preference would be for the northern route.

Furthermore, the best location for the A360 interchange would be to the east of Horse Down.