A303 Amesbury to Berwick Down

TR010025

5.1 Consultation Report Appendix

Appendix B: Consultation and engagement overview

Volume 5

APFP Regulation 5(2)(q)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

October 2018

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Appendix B Consultation and engagement overview

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B1 Public Consultation Booklet – January 2017

https://highwaysengland.citizenspace.com/cip/a303-stone-henge/supporting_documents/s160536%20A303%20STONE-HENGE%20CONSULTATION%20DOCUMENTS.pdf

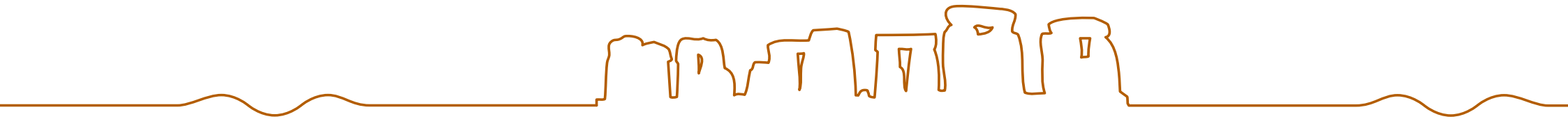
highways england

A303 Stonehenge

Amesbury to Berwick Down

Public Consultation Booklet – January 2017

Contents



1 Foreword

Local life, regional growth, national heritage: it's in all our interests

Thank you for taking an interest in our plans to improve the A303 past Stonehenge. It's the first link in a chain of eight road schemes to create an Expressway to the South West. That's our way of saying we're proposing to upgrade the road to dual carriageway standard all the way from London and the South East to the South West.

There's little doubt that improving the quality and safety of journeys to and from the South West will be great news for the local and regional economy. The South West's reputation of being a hard place to get to is hampering its enormous business and tourism potential.

But this project is about more than that. Like all the roads we invest in, the A303 plays a vital role in people's daily life, whether it is on their way to work, school, visiting friends, in an emergency or just having fun. Ask anyone. When nose-to-tail traffic turns a ten minute journey into an hour, it's no fun.

Then there's the knock-on problem of frustrated motorists rat-running through quiet country roads and villages, pollution from idling engines and the increased risk of traffic accidents. As things stand, the single carriageway sections of the A303 are harming communities and the environment in one of the most attractive parts of the UK.

The other big benefit of upgrading this particular bit of road is what can be done for Stonehenge, one of our most treasured and historic landmarks (not to mention a national and international icon right up there with the Pyramids in Egypt). The A303 passes close by and is fully visible from Stonehenge, degrading its setting. We've got a once in a generation chance to change that.

We believe the best way to improve the A303 at Stonehenge is to build a tunnel past the stones, together with a bypass for Winterbourne Stoke. Crucially, and after thorough investigations, we have a scheme which we are confident we can deliver, overcoming the challenges which beset previous tunnel proposals, and which represents value for taxpayers.

This is your time to influence the scheme so please take it. There are still important choices to be made before we submit our plans to the Secretary of State for Transport who will decide the preferred route to be taken forward for further development. This booklet explains how we have arrived at our proposal, where you can find more detail and how you can let us know what you think using our questionnaire.

Chris Taylor,
Director for Complex Infrastructure, Highways England

2 About Highways England

What we do

Highways England operates, maintains and improves England's motorways and major A-roads, the strategic road network. Our network totals around 4,300 miles. While this represents only 2% of all roads in England by length, these roads carry a third of all traffic by mileage and two-thirds of all heavy goods traffic.

England's strategic road network forms the economic backbone of the country, is open 24 hours a day, seven days a week, and is relied on by communities and businesses to get from A to B.

Our ambition is to ensure all our major roads are more dependable, durable and, most importantly, safe. In pursuit of that aim, we are delivering £15 billion of investment on our network as described in the Government's Road Investment Strategy (RIS).

The A303 Stonehenge scheme is part of the programme of investment set out in the RIS.

3 Introduction to the scheme

The A303 is part of the most direct main route between the South East and the South West. Tens of thousands of people use the road every day, including tourists on their way to some of the nation's favourite holiday destinations.

But for now the road is not great at getting people from A to B. It is regularly congested and is frustrating for motorists who try to avoid tailbacks by diverting onto local roads. This makes life hard for local communities too.

The aim is to transform the route into an Expressway, a new type of strategic road which is as safe and reliable as a motorway and where mile-a-minute journeys are the norm.

In its Road Investment Strategy (RIS), the Government has identified eight separate sections of road along the A303 and A358 to Taunton where upgrades are needed, and has made funding available for the first three to get under way. This booklet is about our first public consultation on one of these schemes, the A303 Stonehenge scheme between Amesbury and Berwick Down, which currently runs through the Stonehenge, Avebury and Associated Sites World Heritage Site, past Stonehenge and through the village of Winterbourne Stoke.

The information we get from this public consultation will help us develop more detailed proposals which we will consult upon again later this year. Our final plans will then be scrutinised in public by the Planning Inspectorate, with the Secretary of State for Transport having the final say, which is expected by late 2019. Construction is anticipated to start on site in March 2020.

This is your opportunity to give us your views on our early proposals. In this booklet you will find a summary of our proposals, how we chose them and how to make your views known.

More information

For more information about the A303/A358 Corridor and this scheme's place within it please refer to our documents *Creating an Expressway to the South West: The case for the A303/A358 Corridor.* and the *A303 Stonehenge: Amesbury to Berwick Down, The case for the scheme*. They can be viewed at www.highways.gov.uk/a303stonehenge/consultation

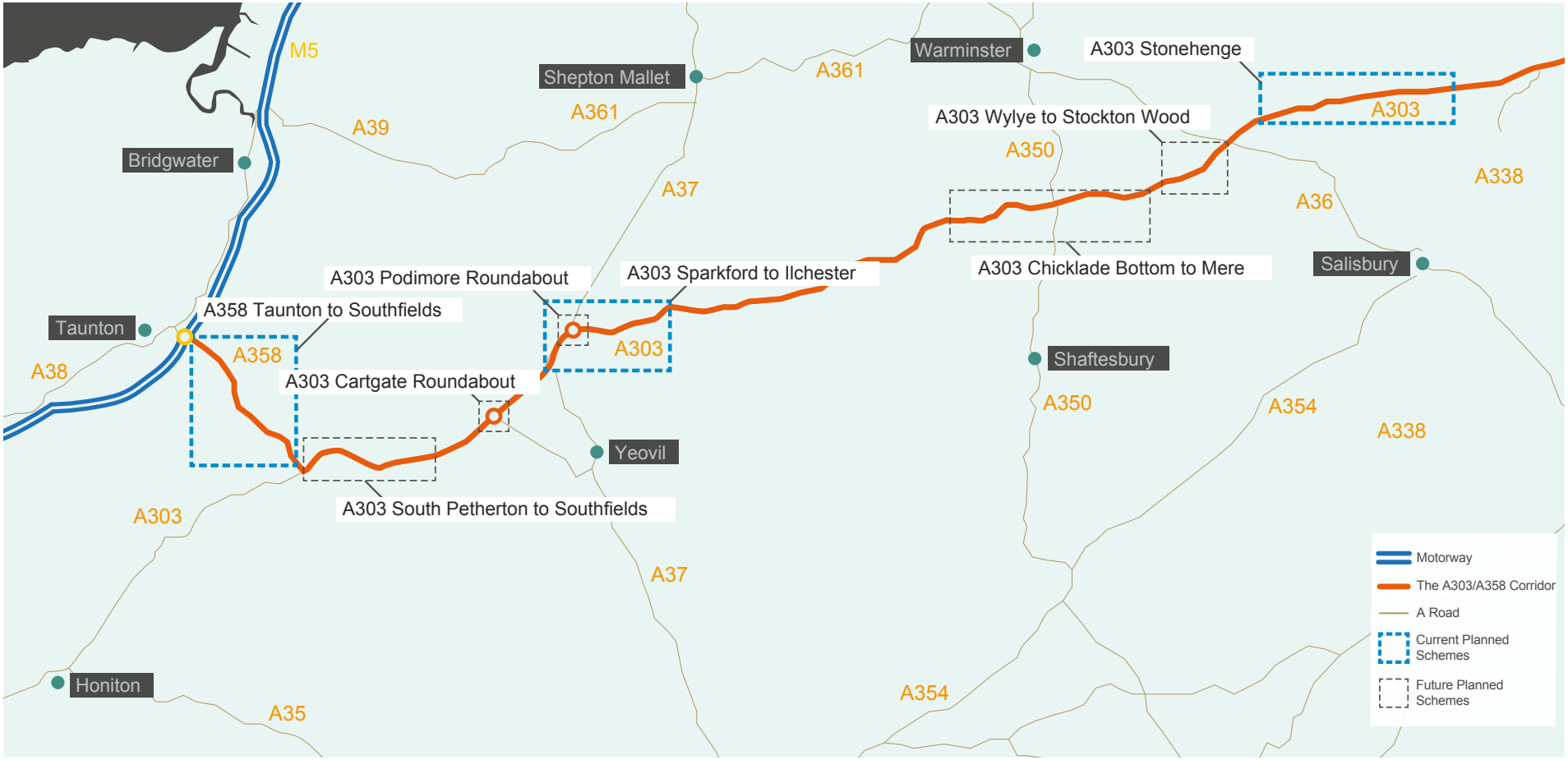


Figure 1: A303/A358 Corridor schemes

4 What we are proposing

Between Amesbury and Berwick Down, we need a free-flowing dual carriageway to replace the current single carriageway section which runs past Stonehenge and through the village of Winterbourne Stoke.

Our proposed solution is to build a 1.8 mile (2.9 kilometre) tunnel under the World Heritage Site (WHS), a bypass for Winterbourne Stoke and improve the existing junctions between the A303 and the intersecting A345 and A360. We would now like to know what you think about our initial proposals.

As well as easing congestion, improving life for local communities and reducing the risk of accidents, we believe our proposals will improve the setting of Stonehenge and other important monuments within the WHS.

As we develop our proposals, we need to address some complex and difficult issues which have been stumbling blocks in the past. The good news is that previous attempts to build a road tunnel at Stonehenge have given us lots of information from which we can give ourselves the best possible chance of success this time around.

More information

Find out more about the main elements of our proposals go to chapter 7

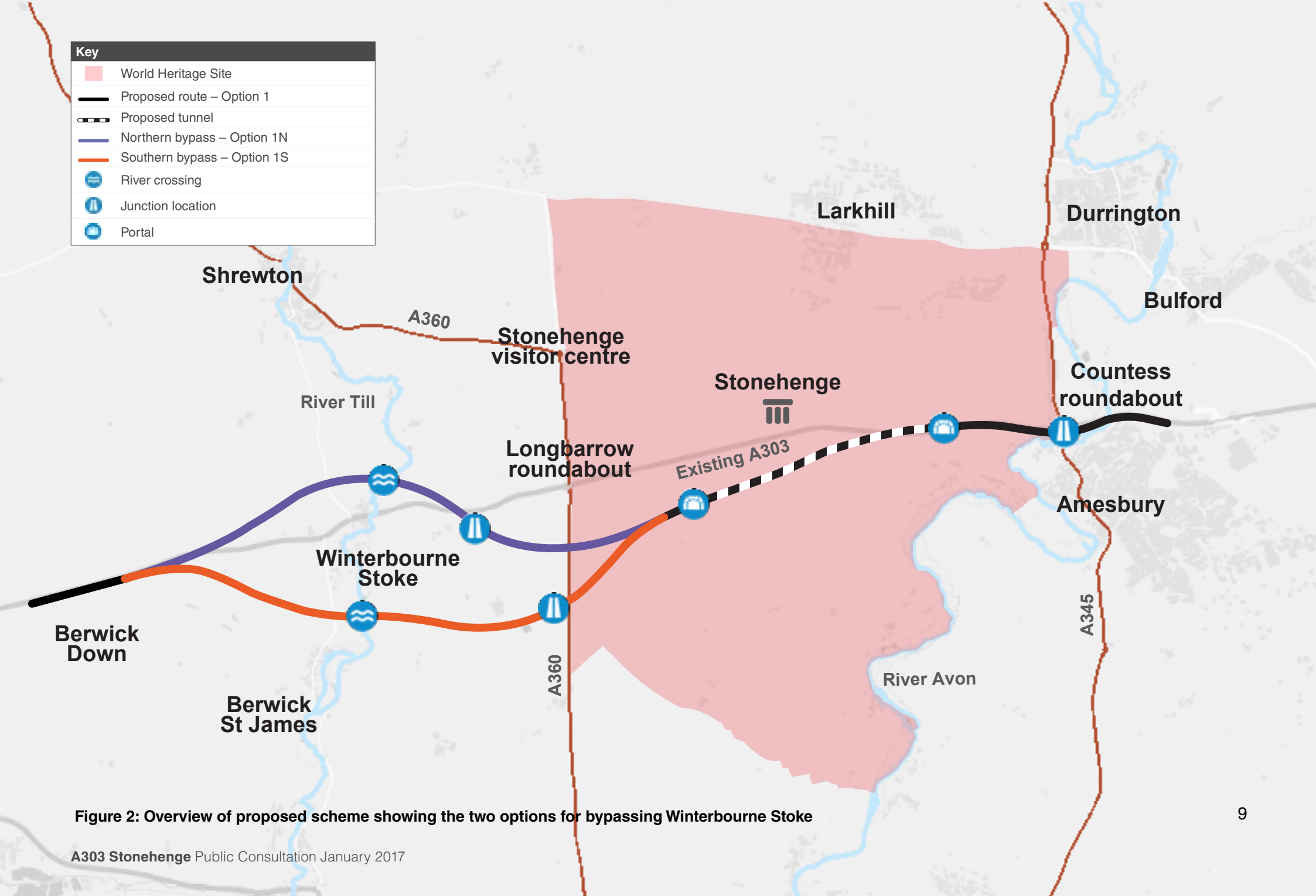


Figure 2: Overview of proposed scheme showing the two options for bypassing Winterbourne Stoke

5 The need and benefits

Transport

The A303 between Amesbury and Berwick Down regularly carries nearly twice as much traffic as it was designed for, and even more in the summer tourist period. The result is severe congestion and delays that affect local communities as well as long distance travellers. Although the Corridor's overall accident rate is not that different to other similar major roads, there is a marked difference when it comes to the single carriageway sections. In these sections accident rates are above the national average for trunk roads.

A modern, dual carriageway, with improved junctions and up-to-date traffic information for drivers would:

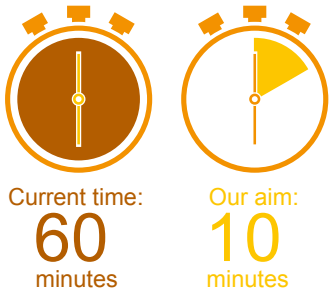
Improve journey times: At the height of the tourist season, congestion between Amesbury and Berwick Down means a journey which should take 10 minutes lasts over an hour. Without action, this will get worse. A dual carriageway would reduce average journey times substantially.

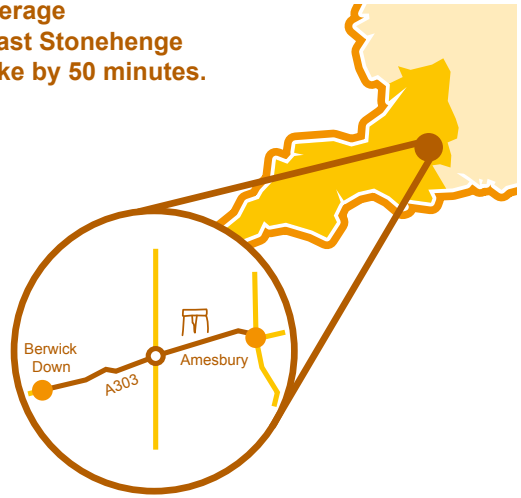
Enhance safety: In the five years up to 2014, four people died and 11 other accidents resulted in serious injuries. Better traffic flows, with fewer stop-starts will make journeys quicker and drivers much less likely to divert onto local roads. This will reduce driver stress and improve safety on both the A303 and roads through local communities.

Be more reliable and resilient: Many businesses report that the current unreliability of journey times on the A303/A358 Corridor is harming business. The section between Amesbury and Berwick Down is one of the worst. More predictable journey times will reduce the inconvenience and cost of unexpected delays. A dual carriageway will also make it easier to manage traffic when incidents do occur.

Mile-a-minute journeys

During the height of the tourist season, our upgrades aim to reduce average journey times on the section past Stonehenge and through Winterbourne Stoke by 50 minutes.





Economic growth

Traffic congestion and long journeys make the South West feel like a hard place to get to, and that is putting businesses and visitors off. Traffic delays are particularly bad news for a region which relies heavily on tourism and which is struggling to perform as well as the rest of the UK: economic productivity and wages here are lagging behind. By comparison, business productivity along much of the other main route to the South West, the M4/M5 Corridor, is notably better.

As part of an Expressway, improvements to this section of the A303 will help boost the region's productivity and economic performance by:

Improving competitiveness and opportunity: productivity across the South West region is 24% below the national average. More reliable journey times and better connections with other regions will reduce costs and help improve productivity, putting the South West on an equal footing with its neighbours. This means more economic opportunities for local people.

Boosting access for tourists: at £4.5 billion, the South West attracts the highest domestic tourism expenditure of any UK region with around 18 million UK visitors a year. Some 29% come by car from London and the South East. Surveys show that most visitors think twice about using roads again if they've had a bad journey in the past. Making it easier for people to get to the South West makes it more likely they will come back, and stay longer when they do.

Supporting growth: councils and local enterprise partnerships across the South West predict 120,000 new jobs and 100,000 new homes by 2021, with even more growth after that. Safer and more reliable transport links will meet the needs of a growing residential and working population.

Helping local businesses: as already mentioned, many businesses report that the current unreliability of the A303/A358 Corridor is affecting them. The section between Amesbury and Berwick Down is one of the worst for predicting journey times, particularly during peak times. Cutting commuting times will give local businesses better access to their customers and staff and would allow them to grow.

Holiday makers at popular South West attraction the Eden Project

Cultural heritage

Stonehenge is a national and international icon and stands in a landscape without parallel in the world. Its unique and dense concentration of prehistoric monuments and sites form part of the Stonehenge, Avebury and Associated Sites World Heritage Site (WHS). Around 1.3 million people visited Stonehenge in 2014, making it the most visited paid-for attraction in the South West.

Upgrading the A303 between Amesbury and Berwick Down is a once in a generation chance to improve this unique historic environment by:

Protecting and enhancing the WHS: at its closest point, the A303 is just 165 metres from the stone circle and runs through the WHS, cutting it in half. Removing the road – and the sight and noise of traffic – provides the opportunity to reconnect Stonehenge with its surrounding ancient monuments, restore the natural setting and enhance the tranquillity of the monument. This would help achieve the Government's aim to 'protect, conserve and transmit to future generations' the Outstanding Universal Value of the WHS.

Better access: the A303 is a difficult road to cross on foot. Surveys show that many visitors do not venture into the southern half of the WHS at the moment. Removing the road would make it much easier for people to explore more of the WHS and discover other important monuments by being able to roam freely and safely between different parts of this unique landscape.

"If it's done in the right way it could be truly transformational. It would reunite the two parts of the World Heritage Site. It would mean people could explore the World Heritage Site as a whole, and understand what it is really all about, joining the monuments up".

Dr Nick Snashall,
National Trust

"Our main hope is that Stonehenge is restored to its complete setting within the World Heritage Site so we can protect its Outstanding Universal Value".

Heather Sebire,
English Heritage

"A well designed solution would remove much of the existing barrier to the Stonehenge landscape that is caused by the A303 and allow visitors to explore the whole of the World Heritage Site".

Andrew Vines,
Historic England

More information

Find out more about the problems we are trying to address please see our document *A303 Stonehenge: Amesbury to Berwick Down, The case for the scheme* at www.highways.gov.uk/a303stonehenge/consultation

Environment and community

The A303 between Amesbury and Berwick Down has a big impact on the nearby built and natural environment. Constant traffic noise and the sight of traffic are out of place in an attractive rural landscape of gentle rolling chalk downland that provides the setting for a historic landscape without parallel.

Immediately to the west, the village of Winterbourne Stoke sits either side of the A303 and has been waiting decades for its bypass. Traffic diverting to avoid congestion on the A303 also leads to significant rat-running problems through nearby villages. Improving the A303 gives us a chance to enhance the environment and leave a positive legacy for communities near the road by:

Easing local congestion: at weekends during the tourist season, traffic volumes through nearby villages leap by nearly 50% in Larkhill, over 60% in Shrewton and some 20% in Bulford, as motorists try and find ways of avoiding the congestion on A303. A free-flowing road will reduce the likelihood of rat-running on unsuitable roads. It will shorten journey times and free up the roads for local people and important local and emergency services.

Improving community life: high levels of traffic on local roads gives rise to a noisy and polluted environment. Providing Winterbourne Stoke with a bypass will greatly improve the quality of everyday life in the village. Reducing rat-running will do the same in the local communities of Larkhill, Durrington, Bulford and Shrewton. Removing the A303 from part of the World Heritage Site (WHS) would allow permissive footpaths to be opened up, so that residents and visitors can explore more of the WHS than they can at the moment.

Better road safety: footpaths can be non-existent on some local roads. In some places for example in Shrewton, pedestrians have no pavements to reach the school or other local facilities. Heavy traffic increases the danger of walking in the road. Improving the A303 will reduce traffic flows through local communities and make it safer for pedestrians, cyclists and other non-motorised road users.

Enhancing habitats: as well as the WHS, there are many wildlife habitats in the area between Amesbury and Berwick Down. Removing part of the road from the WHS, gives us the chance to enhance biodiversity and habitats, removing a physical barrier to the spread of flora and fauna.

Traffic problems in local villages including Shrewton, Winterbourne Stoke, Durrington, and Larkhill.

6 Identifying our proposed option

The A303's importance as a strategic link to the South West has long been recognised. Despite being upgraded along much of its length, there are places where this is yet to happen.

One of these sections is between Amesbury and Berwick Down, where attempts to improve the road have been going on for more than 25 years.

In December 2014, the Government announced funding to start upgrading sections of the A303/A358 Corridor as part of a long term aim to create an Expressway to the South West. This included funding for a 1.8 mile (2.9 kilometre) tunnel near Stonehenge.

Even though money for a tunnel was included in the Government's 2015 Road Investment Strategy, Highways England has examined all the possible routes before deciding on an initial proposed option on which to consult the public.

More information

The A303 Stonehenge scheme is part of a wider programme to upgrade the A303/A358 Corridor to dual carriageway.
You can find out more by reading our document *Creating an Expressway to the South West: The case for the A303/A358 Corridor*
www.highways.gov.uk/a303stonehenge/consultation

Objectives for the scheme

As part of an Expressway, the scheme between Amesbury and Berwick Down needs to help unlock economic growth in the South West by transforming journey reliability, increasing safety and improving connectivity with neighbouring regions, while protecting or enhancing the environment.

We have set four objectives for the scheme:

Transport

To create a high quality reliable route between the South East and the South West that meets the future needs of traffic.

Economic growth

To enable growth in jobs and housing by providing a free-flowing and reliable connection between the South East and the South West.

Cultural heritage

To help conserve and enhance the World Heritage Site and to make it easier to reach and explore.

Environment and community

To improve biodiversity and provide a positive legacy for nearby communities.

How we identified our proposed option

The section of A303 needing improvement between Amesbury and Berwick Down is 7.5 miles (12 kilometres) long, starting from a point east of Countess roundabout at Amesbury and ending where the road becomes dual carriageway again to the west of Winterbourne Stoke.

Upgrading this section of road is complex and sensitive and lots of people have an interest in seeing it delivered well. To make sure we get to the best solution we first identified all the options and then gradually narrowed them down using four broad steps:

Step 1

Identifying route corridors

Step 2

Assessing route corridors

Step 3

Developing route options

Step 4

Assessing route options

More information

To find out more about our options identification process please see our *Technical Appraisal Report* at www.highways.gov.uk/a303stonehenge/consultation

Step 1: Identifying route corridors

Over the past 25 years more than 60 potential routes have been identified and a number of possible routes have been examined at a Planning Conference in 1995 and a Public Inquiry in 2004. Notwithstanding these previous examinations we have undertaken a fresh review of all this previous work as part of a rigorous search for the best route.

To assess the different routes, we first of all grouped them together into seven broad Corridors (A to G) within three categories:

- surface routes partially within the World Heritage Site (WHS)
- routes including a tunnel within the WHS
- surface routes wholly outside the WHS

See Figure 4 on page 20 for a plan of all the route corridors

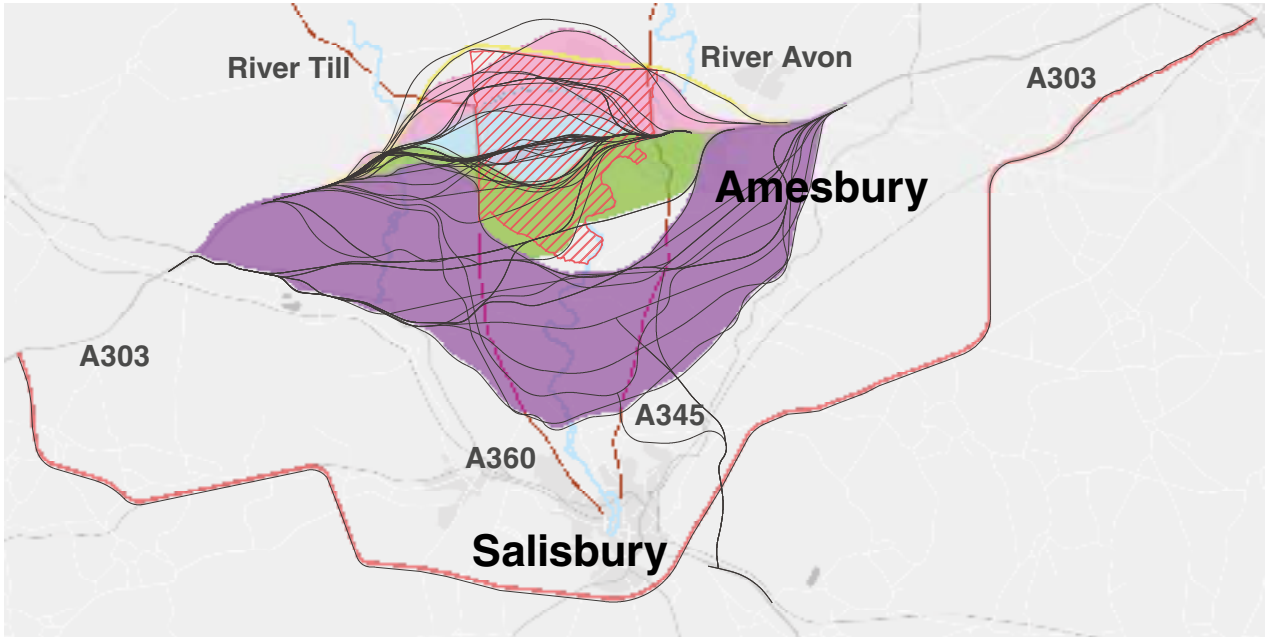


Figure 3: Illustrative map of historic routes with corridors

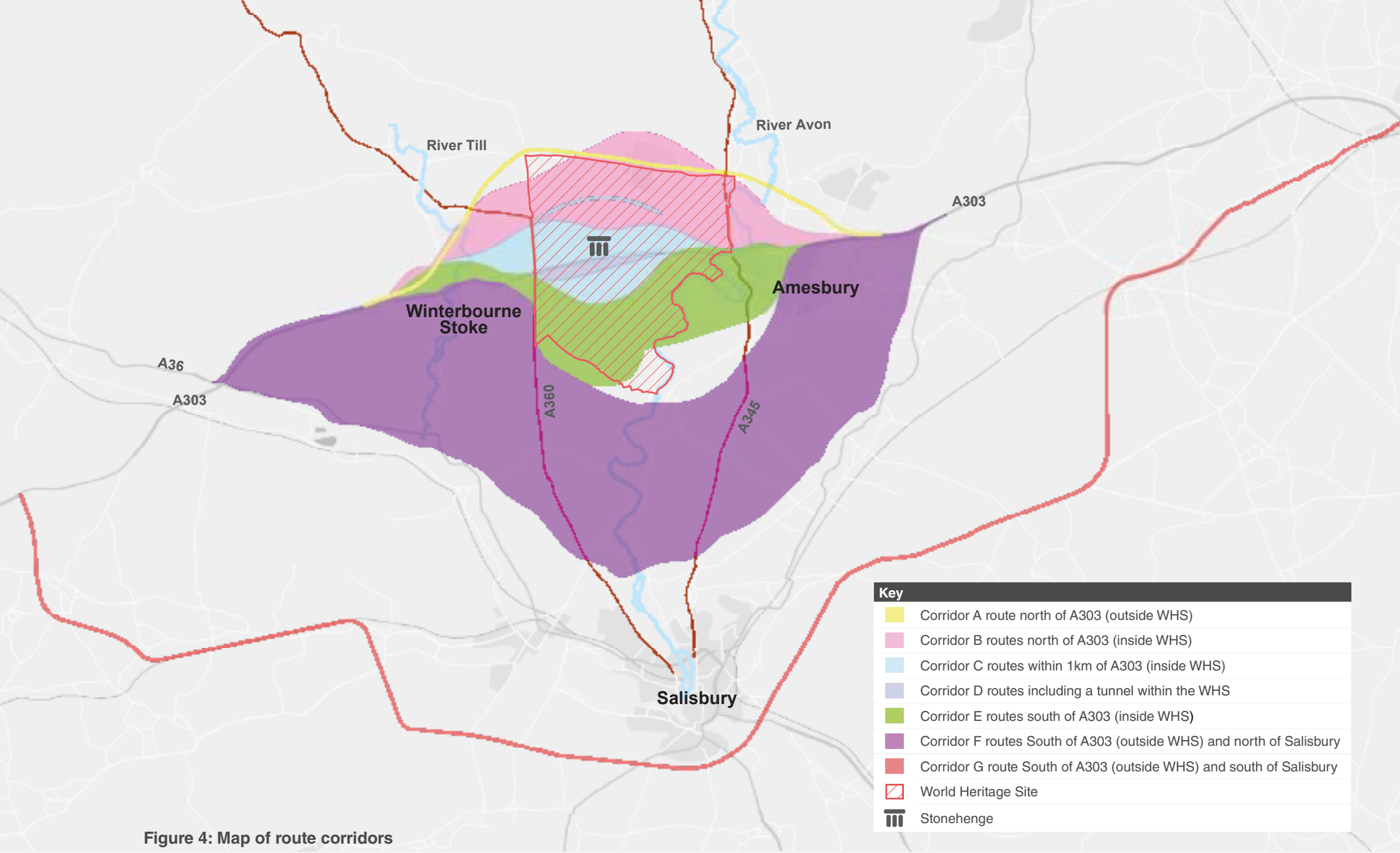


Figure 4: Map of route corridors

Step 2: Assessing route corridors

The next step was to assess the route corridors themselves to identify which ones best met the scheme's objectives.

The assessments of all the route corridors and our conclusions about them are summarised in Table 1 on the following pages.

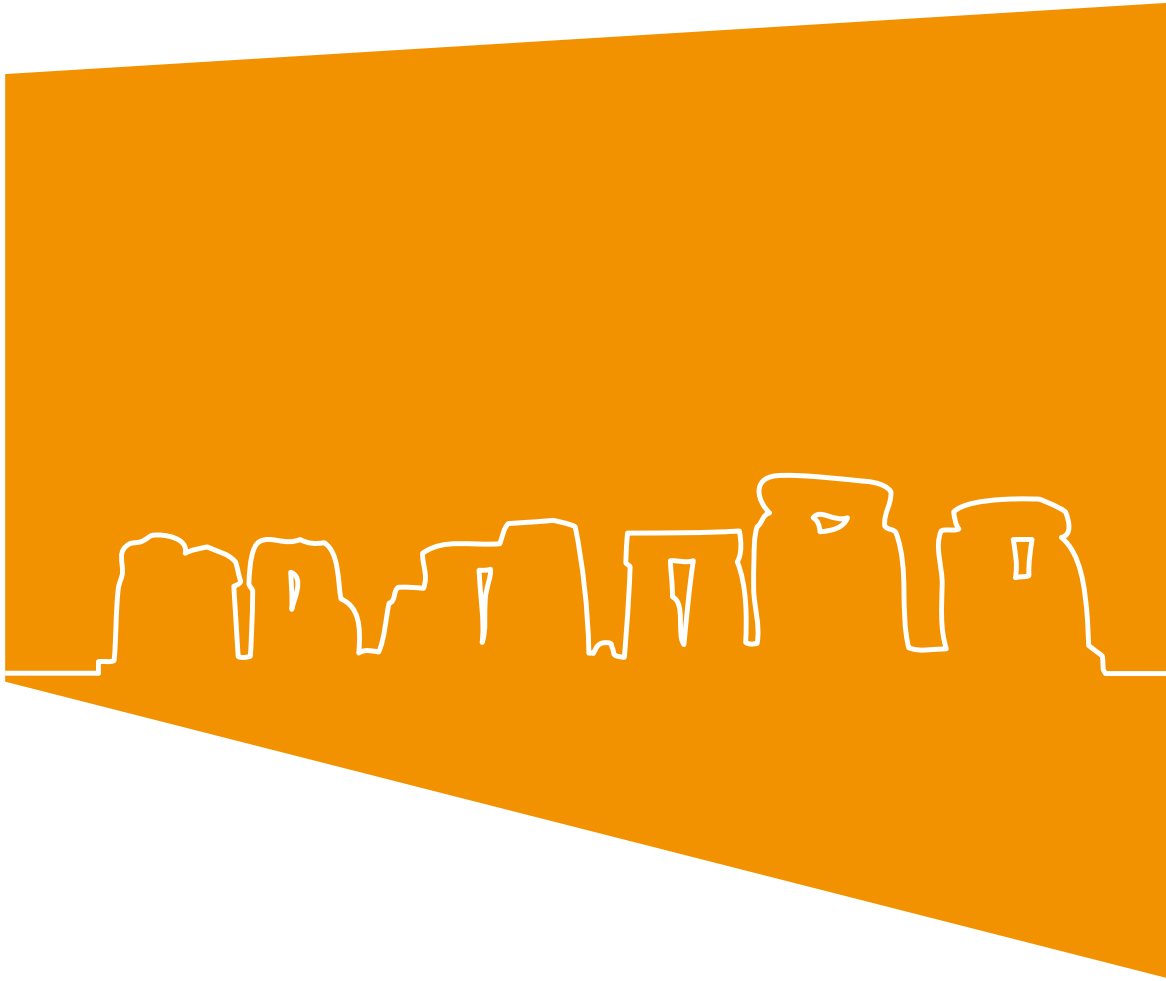
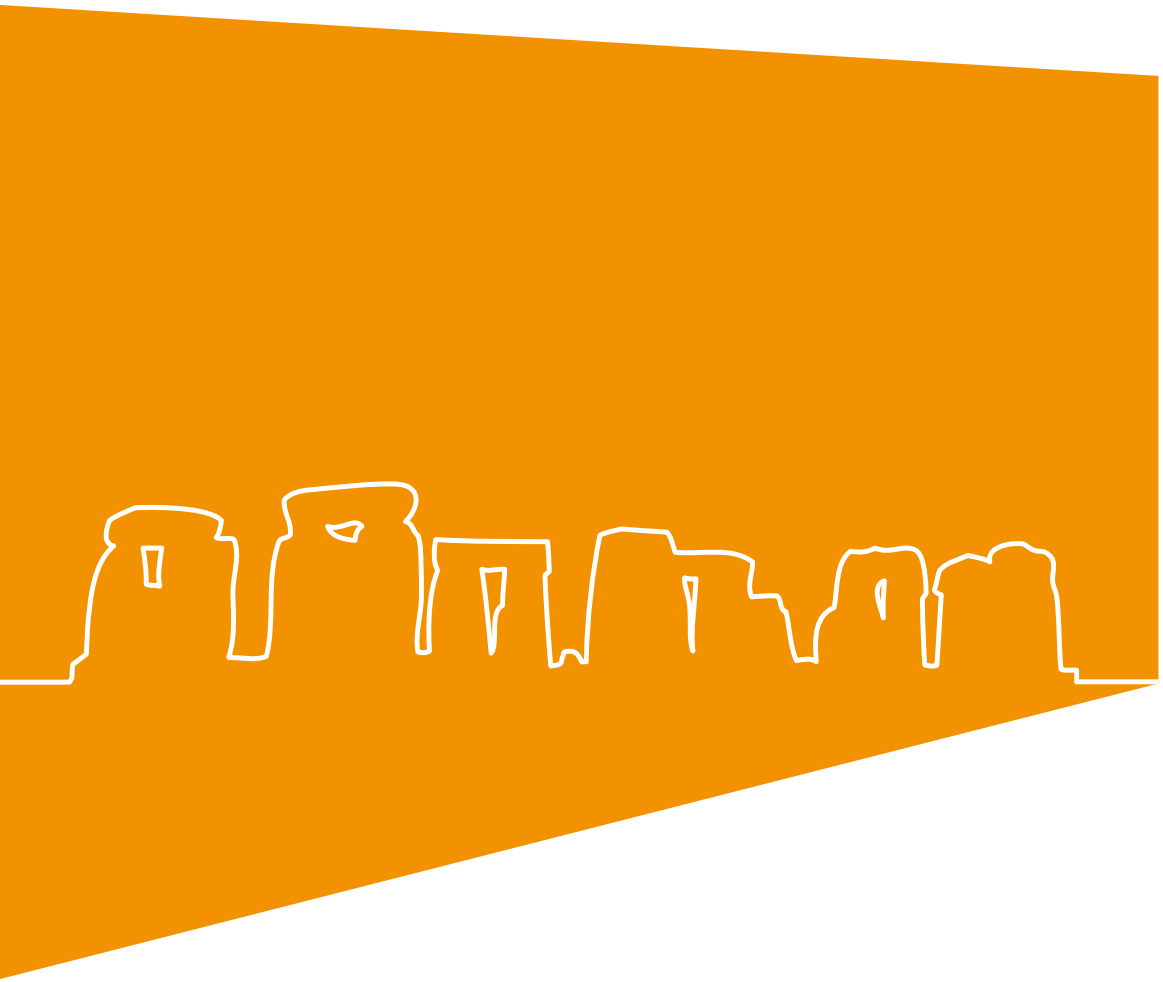


Table 1: Conclusions from route corridor assessment

Route corridor	Assessment	Conclusion
Surface routes within the World Heritage Site (WHS) **(Route corridors B, C and E)**	Surface routes within the WHS could offer transport and economic benefits at a lower cost than building a tunnel. However, the A303 would still split the WHS in two and be visible and intrusive within the WHS. These route corridors would therefore fundamentally fail to secure the heritage and environmental objectives.	Surface routes through the WHS (route corridors B, C and E) would not meet the objective for enhancing the WHS, including to "protect, conserve and transmit to future generations" and the Outstanding Universal Value of the WHS. For this reason surface routes within the WHS were not taken forward to step 3.
A tunnel within the WHS **(Route corridor D)**	A tunnel would reconnect the two halves of the WHS currently divided by the A303 and reduce the impact of traffic, thereby improving the historic landscape and the setting of key ancient monuments including Stonehenge itself. Although the tunnel portals and dual carriageway approaches would fall within the WHS there would be overall heritage benefits. The impact of the portals and approaches can be mitigated with appropriate design. A tunnel would also help enhance biodiversity by bolstering and creating habitats that would increase the range and number of flora and fauna species. Although more expensive, a tunnel would be a more direct route meaning it is best for delivering transport and economic benefits.	Tunnel routes through the WHS (route corridor D) meet the objectives of the scheme and were taken forward to step 3.

Route corridor	Assessment	Conclusion
Surface routes outside the WHS **(route corridors A, F and G)**	**Route corridor A:** There is limited scope for surface routes north of the WHS because of the proximity of Larkhill and Durrington. This northern route corridor would also cause substantial harm to important heritage features such as Durrington Walls and the Outstanding Universal Value of the WHS, and so would not deliver overall heritage benefits. There would also be significant adverse impacts on the environment and local communities.	**Route corridor A:** Surface routes to the north of the WHS would not meet heritage objectives and would perform badly against the environment and community objective. For these reasons route corridor A was not taken forward to step 3.
	Route corridor F: Routes south of the WHS would completely remove the A303 from the WHS, bringing substantial heritage benefits by reconnecting the two halves of the WHS in their entirety and improving the setting of key monuments. These benefits need to be balanced against impacts on the environment, as the new road would have an extensive, lengthy footprint within a high quality, unspoilt landscape. Any route within corridor F would involve a new high level crossing of the Woodford Valley and the River Avon. This valley has a number of attractive villages which straddle the banks of the River Avon and has a number of conservation areas and many listed buildings. The Avon also has protected status as a Special Area of Conservation (SAC) and is a Site of Special Scientific Interest (SSSI). Options in route corridor F would offer a less direct route for through traffic and would therefore deliver reduced transport and economic benefits. They would also interact less well with local roads and would actually increase rat-running through local villages.	**Route corridor F:** Surface routes south of the WHS perform less well against transport and economic objectives the further south they go, and would have increasing adverse effects on the environment and communities. However, they would have substantial benefits for the WHS. For this reason route corridor F was taken forward to step 3.
	Route corridor G: Any route to the south of Salisbury would be a long diversion for A303 traffic, resulting in extensive adverse impacts on both the environment and communities. Although it would offer improved access to Salisbury, the option would fail to reduce journey times for users of the A303 and would not deliver the economic and transport objectives sought for the scheme.	**Route corridor G:** A lengthy route to the south of Salisbury would be a very poor environmental fit and would also not deliver the scheme's economic and transport objectives. This route corridor was therefore not taken forward to step 3.



Conclusions at end of step 2

Only two route corridors were selected to go forward to step 3 of the route identification process:

- Route corridor D — routes including a tunnel within the WHS
- Route corridor F — surface routes south of A303, wholly outside the WHS

All other route corridors did not meet the key scheme objectives and were not taken forward for further assessment.

Figure 5 shows the two route corridors taken forward to step 3.

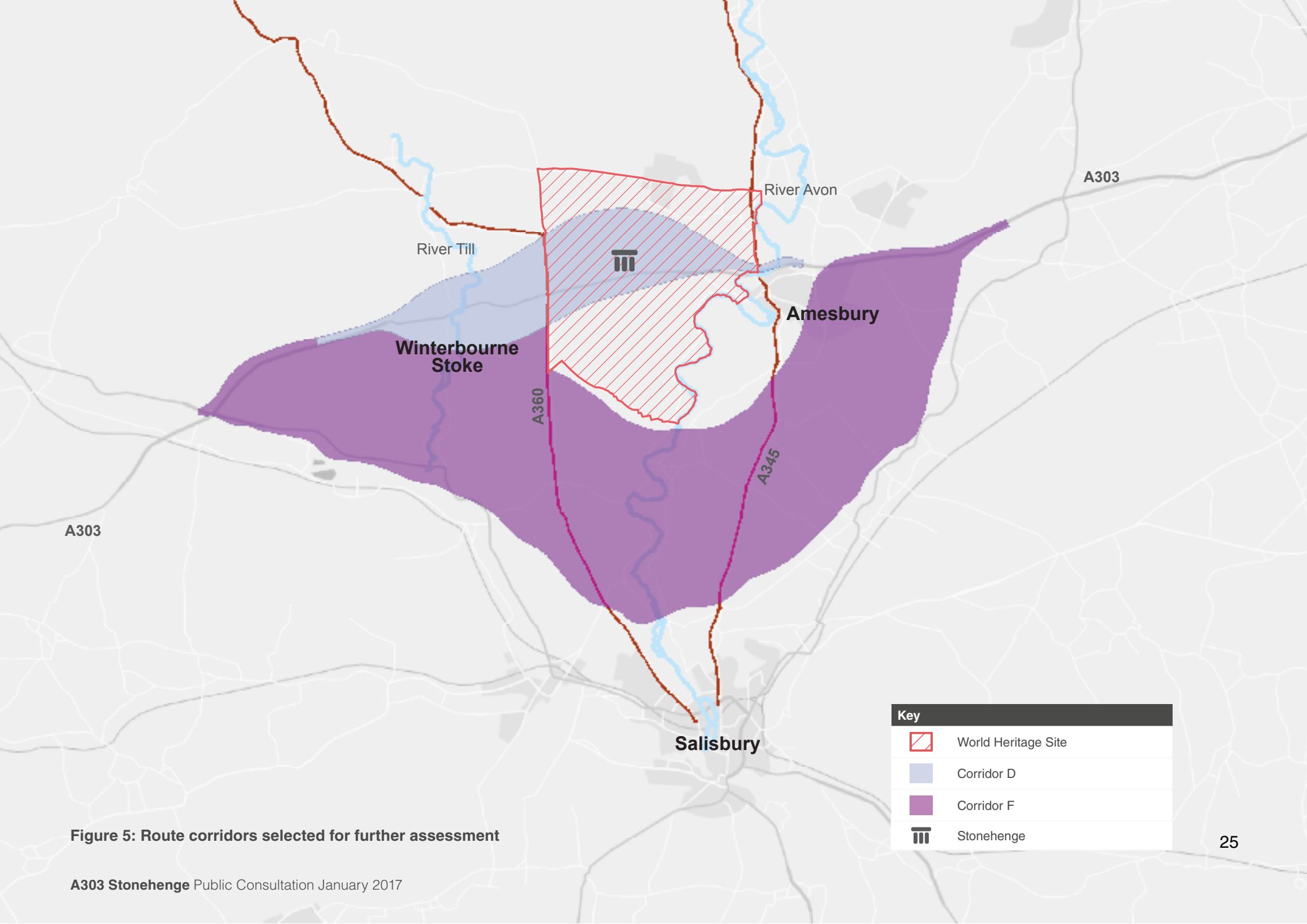


Figure 5: Route corridors selected for further assessment

Step 3: Identifying route options

Step 3 identified the best route alignments within the two remaining route corridors. We applied a number of best practice design principles to find the alignments which would perform best at:

- Minimising effects on nearby people and property
- Being absorbed within the landform and minimising their effect on the landscape
- Avoiding direct impacts on designated features like Sites of Special Scientific Interest or scheduled monuments, and the most sensitive and valued assets within the World Heritage Site (WHS).

In addition to these principles, these pages give a summary of other key features and considerations for route alignments.

Route options in route corridor D

Route corridor D included all the routes which incorporated a tunnel at least partly inside the WHS. The key considerations for this route corridor were the tunnel length, the location of the entry and exit points (portals), and the best way to bypass Winterbourne Stoke.

The tunnel:

Building a tunnel under the WHS would help us take the most direct route between Amesbury and Berwick Down, remove the existing A303 from a substantial part of the WHS and reconnect its two halves.

Although the Government has committed funding for a tunnel of 1.8 miles (2.9 kilometres), we also considered shorter and longer options.

A shorter 1.5 mile (2.5 kilometre) tunnel was found to improve the setting of Stonehenge but the location of the portals would cause substantial harm to other important monuments and features in the WHS which contribute to its Outstanding Universal Value. Therefore this length of tunnel was not considered to deliver overall heritage benefits.

Longer tunnels of up to 2.8 miles (4.5 kilometres) would provide more benefits for the WHS but would be unaffordable. In addition, tunnels of more than 1.9 miles (3 kilometres) would also need ventilation shafts within the WHS which would have significant adverse visual impact.

Tunnels of approximately 1.8 miles (2.9 kilometres) were considered a good balance, delivering overall benefits to the WHS within the budget set by Government. Crucially, a tunnel this long gives us the option of avoiding the Normanton Down Barrows at the western end of the tunnel, as well as reconnecting The Avenue in the east (see Chapter 7).

Winterbourne Stoke bypass:
We need to remove heavy through traffic from the centre of Winterbourne Stoke by building a new bypass. We identified routes to both the north and south of the village for further consideration in step 4.

Route options in route corridor F

Key considerations in this area are the impact on local villages and the high quality landscape and environmental designated sites within the route corridor.

The route:
Building a new road south of the WHS would help us remove the A303 from the WHS completely and reconnect it fully.

In general terms, the more southerly the routes are within route corridor F the longer they are. This makes them more expensive and reduces their potential transport and economic benefits. Also, the further south we take the A303, the greater its environmental impact and the less effective it is at interacting with local roads. That means it won't be as good at reducing traffic in local villages.

Winterbourne Stoke bypass:
Just as in route corridor D, we need to remove through traffic from Winterbourne Stoke by building a new bypass. All options within route corridor F would mean bypassing the village to the south.

Conclusions at end of step 3

Having assessed the route options within both corridors, one optimum route emerged within route Corridor D as being suitable for progressing into step 4, with either a northern or southern bypass of Winterbourne Stoke, together with one optimum route within route corridor F. You can see them in Figure 6, shown as Options 1 and 2.

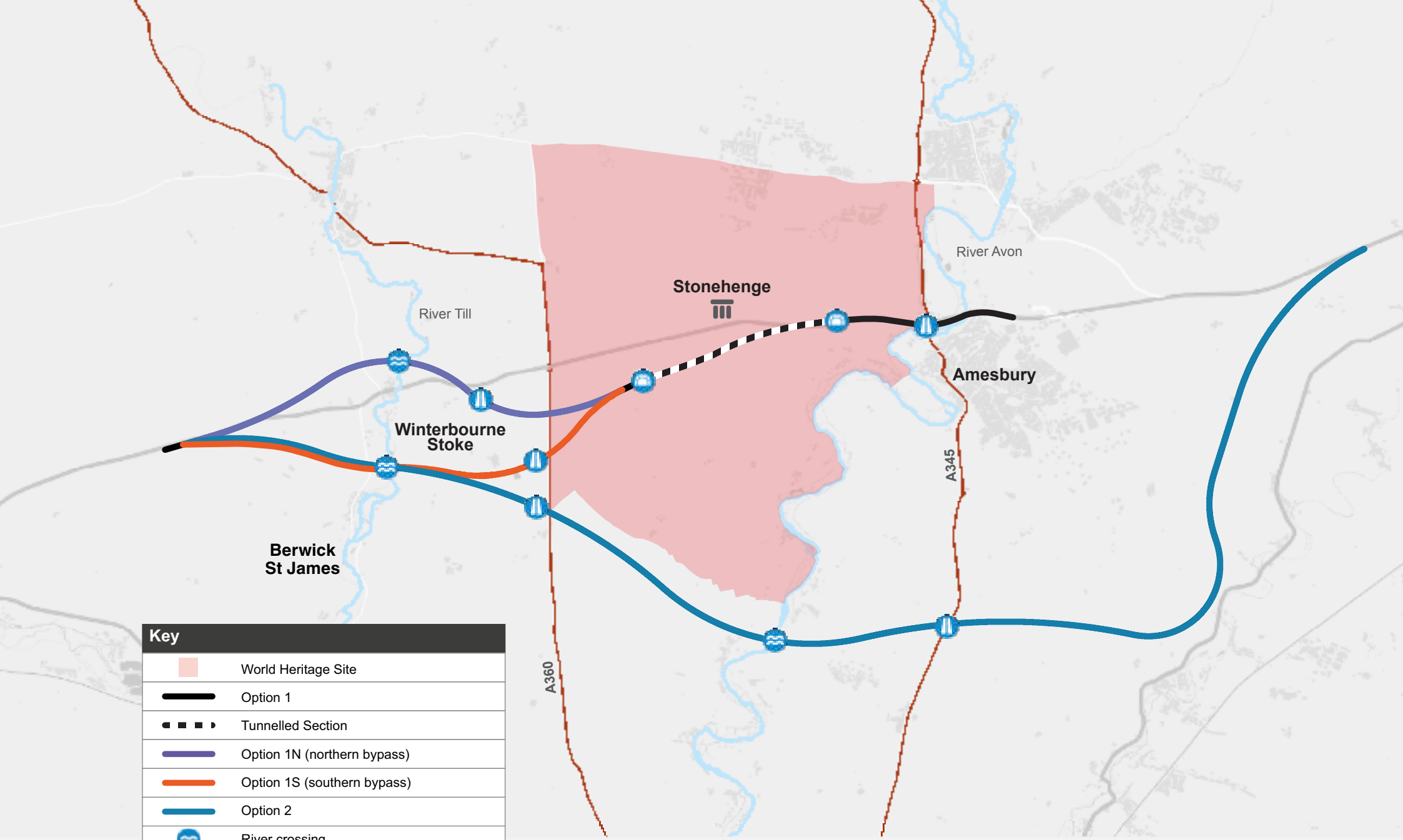


Figure 6: Optimum route options in route corridors D and F.

Step 4: Assessing route options

The final step was to assess these remaining route options against our objectives for the scheme. The options, shown in Figure 6, are:

Option 1: a 1.8 mile (2.9 kilometre) tunnel under the WHS with either:

Option 1N a northern bypass of Winterbourne Stoke

Option 1S a southern bypass of Winterbourne Stoke

Option 2: a surface route south of the WHS.

The results of assessment against the objectives are summarised below

Table 2: Results of the detailed route assessment against the transport objectives

<table>
<tr><th>Option 1: Tunnel route
Total length = 8 miles (13 kilometres)</th><th>Option 1N:
Northern bypass of Winterbourne Stoke</th><th>Option 1S:
Southern bypass of Winterbourne Stoke</th><th>Option 2: Surface route
Total length = 13.7 miles (21.5 kilometres)</th></tr>
<tr><td rowspan="2">As part of an Expressway to the South West, Option 1 would provide a complete solution to existing problems of congestion, reliability, resilience and safety along the A303 between Amesbury and Berwick Down.

Average journey times would improve by several minutes and delays of up to an hour at times of peak congestion would be eliminated. There would be fewer accidents and incidents on both the A303 and the local network, with an end to rat-running by motorists seeking to avoid congestion, which currently increases flows through Larkhill by up to 50%.

Option 1 would accommodate safe, ready access to and from local destinations (via grade-separated junctions with the A360 and A345).

It would also accommodate non-motorised movements either via relieved local roads or via existing rights-of-way that would be maintained.</td><td colspan="2">In terms of permanent transport benefits, there is little to choose between a northern or southern bypass of Winterbourne Stoke. However there would be a temporary difference during construction as indicated below.</td><td rowspan="2">Option 2 would also form part of the overall Expressway, with similar levels of benefit. However because it takes a wider berth to avoid the WHS it adds a net 2.5 miles (3.8 kilometres) to journeys for travellers to the South West compared with Option 1, resulting in marginally longer journey times and increased travel costs.

The more southerly junctions with the A345 and A360 would mean that the route would be less effective in interacting with the local road network, in facilitating movements to the north (e.g. to Marlborough, Devizes) and in serving local access movements. This means more traffic would be left on adjacent local roads.

As with Option 1, non-motorised rights-of-way movements would be maintained.</td></tr>
<tr><td>To the west of the A360, a northern option would need to cross the existing A303 in order to bypass Winterbourne Stoke. During construction, this would lead to temporary disruption along the A303 where traffic management would be required to allow construction plant to cross.</td><td>A southern bypass would not need to cross the existing A303 and would be easier to build without affecting east — west traffic flows.</td></tr>
</table>

Table 3: Results of the detailed route assessment against the economic objective

Option 1: Tunnel route Total length = 8 miles (13 kilometres)	Option 1N: Northern bypass of Winterbourne Stoke	Option 1S: Southern bypass of Winterbourne Stoke	Option 2: Surface route Total length = 13.7 miles (21.5 kilometres)
As part of an Expressway, Option 1 would provide the free-flowing, reliable, safe connection needed to support the wider economy across the South West. Option 1 would interact well with the local road network, via improved junctions with the A360 and A345. This would make local trips easier and safer, reducing severance in communities and helping to stimulate local economic activity. At this early stage in the scheme development, it is not possible to be precise about costs. We are currently estimating that the cost of Option 1 is likely to be in the order of £1.4bn, within a range extending up to a maximum of £1.8bn. The quantified benefits that Option 1 would provide are currently evaluated to be in the order of 1.5-2 times greater than the cost of providing this option.	In terms of costs, benefits and economic growth relating to jobs and housing, for regional and local economies, there is little to choose between a northern and southern bypass of Winterbourne Stoke.		Despite being longer, Option 2 would still provide a resilient, reliable, free-flowing link to support the wider economy of the South West. However, with greater levels of traffic remaining on the local road network, Option 2 would be less effective in stimulating local economic growth. We are currently estimating that the cost of Option 2 is likely to be in the order of £1bn, within a range extending up to a maximum of £1.4bn, making Option 2 potentially some £400m cheaper than Option 1. Option 2 would provide quantified benefits that are currently evaluated to be in the order of 1.5-2 times greater than the cost of providing this option.

Table 4: Results of the detailed route assessment against the cultural heritage objective

<table>
<tr><th>Option 1: Tunnel route
Total length = 8 miles
(13 kilometres)</th><th>Option 1N:
Northern bypass of
Winterbourne Stoke</th><th>Option 1S:
Southern bypass of
Winterbourne Stoke</th><th>Option 2: Surface route
Total length = 13.7 miles
(21.5 kilometres)</th></tr>
<tr><td rowspan="2">The tunnel would bring substantial benefits to the World Heritage Site (WHS) by reconnecting the two halves of the WHS and removing the existing A303 in a key part of the WHS, reducing the impact of traffic and significantly improving the setting of a number of scheduled monuments, including Stonehenge itself.

There would be adverse impacts arising from the construction of two tunnel portals within the WHS and the dual carriageway traffic approaches on the setting of some scheduled monuments (such as the Normanton Down Barrow Group). These impacts can be mitigated with sensitive road and portal design so that the benefits provided by the tunnel outweigh the adverse impacts.</td><td colspan="2">Within the WHS, both options would have substantially the same mix of benefits and impacts on heritage assets.</td><td rowspan="2">Option 2 would deliver the greatest degree of heritage benefit for the WHS by removing the existing A303 in its entirety between the existing Countess and Longbarrow roundabouts.

Outside the boundary of the WHS, the route would be imposing its extensive footprint on an area rich in archaeology. There are large numbers of known designated archaeological assets in the route corridor and the likelihood of encountering currently undiscovered archaeology is high.

There would be the possibility of adverse effects on the setting of the WHS, where the route runs along its southern boundary.

Where the route passes to the south of Winterbourne Stoke the impacts would be the same as stated under Option 1S.</td></tr>
<tr><td>Outside the WHS, a northern bypass of Winterbourne Stoke would affect the setting of scheduled monuments to the north of the village which contribute to the Outstanding Universal Value of the WHS, despite their location outside the defined boundary of the WHS.</td><td>Outside the WHS, a southern bypass is unlikely to give rise to any additional material impacts on scheduled monuments and other assets within the WHS that contribute to the Outstanding Universal Value of the WHS.

The route has been designed to avoid known assets and buried remains. However, further survey work is needed to determine the significance of the impact a southern bypass would have on currently unknown archaeology.</td></tr>
</table>

Table 5: Results of the detailed route assessment against the environment and community objective

<table>
<tr><th>Option 1: Tunnel route
Total length = 8 miles (13 kilometres)</th><th>Option 1N:
Northern bypass of Winterbourne Stoke</th><th>Option 1S:
Southern bypass of Winterbourne Stoke</th></tr>
<tr><td rowspan="2">Removing the existing A303 from a large part of the World Heritage Site (WHS) would re-connect its northern and southern halves, which are currently separated by the road. This would make it much easier for the public and visitors to roam safely within the WHS. Removing the road would have a similar effect for nature and wildlife, which would be able to spread and diversify more freely.

As well as enhancing biodiversity, this option would result in a tranquil setting for Stonehenge.

Communities, such as Larkhill, Durrington, Bulford and Shrewton, would benefit significantly from the removal of rat-running traffic. Flows through Larkhill, for example, would reduce by more than 30% during peak summer months.</td><td colspan="2">Both options would remove through traffic and its associated noise and pollution from Winterbourne Stoke, greatly improving the village environment and the quality of everyday life. Both would have the same environmental impacts within the WHS.

Both options would involve viaduct crossings of the Till Valley. The River Till is part of the Avon river system and is protected as a Special Area of Conservation (SAC) and a Site of Special Scientific Interest (SSSI). The topography associated with both crossings would mean similar levels of landscape intrusion, but both crossings could be achieved without damage to the protected status of the Till.</td></tr>
<tr><td>To the north of Winterbourne Stoke, the route would pass close by Parsonage Down (which is part of the Salisbury Plain Special Area of Conservation, and is a Site of Special Scientific Interest and a National Nature Reserve), giving rise to some adverse effect.

A northern bypass would be visible from properties and public rights-of-way within and to the north and south of Winterbourne Stoke. Although the northern bypass would take the road away from Winterbourne Stoke it would still detract from the setting of the conservation area and listed buildings.</td><td>A southern bypass would take the new road closer to the village of Berwick St. James and create severance between Winterbourne Stoke and Berwick St. James.

The route would be partly visible from some properties and public rights-of-way within and to the north and south of Winterbourne Stoke and Berwick St. James.

The landform, intervening buildings, tree belts and the relatively wooded nature of the existing River Till landscape would limit adverse impacts on the setting of the conservation areas and listed buildings in the two villages.</td></tr>
</table>

Option 2: Surface route total length = 13.7 miles (21.5 kilometres)

Option 2 would deliver environmental benefit within the WHS through the removal of the entire length of the existing A303 between Countess and Longbarrow roundabouts.

However, because Option 2 starts further east and is longer, it would affect 8.7 miles (13 km) more land than Option 1. Option 2 would cut a much longer swathe through largely tranquil, high quality, unspoilt countryside.

This option would include deep cuttings where the downland and the Woodford Valley meet. There would be associated extensive loss of habitat and the significant introduction of a physical barrier to the spread of flora and fauna. The option would sever areas of valuable biodiversity.

There would also be a much greater loss of high quality agricultural land than with Option 1.

Option 2 would require a major new structure crossing of the River Avon, intruding into the peaceful Woodford Valley with its attractive villages, within which are conservation areas and many listed buildings.

The topography of the area, and the need to avoid damaging impacts to the Avon SAC & SSSI, means that the crossing would entail a road viaduct up to 35 metres above the valley floor. This scale of river crossing would cause significant intrusion on the villages and communities along the valley, particularly those closest either side in Great Durnford and Upper Woodford, and would affect the settings of the nearby conservation areas and listed buildings.

With the main A303/A345 junction and the A303/A360 junction both moving further south, traffic seeking destinations to the north (eg towards Devizes or Marlborough) may choose to divert from the A303 and travel along unsuitable roads through communities such as Larkhill, where rat-running flows would increase by more than 30% beyond current high levels, rather than reduce from current levels by more than 30% as is the case with Option 1.

Where the route passes to the south of Winterbourne Stoke the impacts would be the same as stated under Option 1S.

View north-east from Upper Woodford affected by Option 2

An impression of the same view with a viaduct carrying the new road in Option 2

Conclusions at end of step 4

Our assessment indicates that Option 1 best meets the objectives of the scheme. Against each objective, Option 1 will:

- **Transport** – remove congestion and improve safety on the A303, providing faster, more reliable journey times
- **Economy** – increase connectivity to and from the South West, supporting regional growth in jobs and housing
- **Cultural heritage** – bring significant benefits to the heart of the WHS, including Stonehenge itself, ensuring there is an overall benefit to its Outstanding Universal Value
- **Environment and community** – minimise environmental impacts, improve biodiversity and allow flora and fauna to thrive in a reconnected WHS landscape; remove traffic from the heart of Winterbourne Stoke and reduce rat-running in other local villages, thereby enhancing the quality of life in these communities.

Within Option 1, the assessment of the alternatives for bypassing Winterbourne Stoke (Options 1N and 1S) did not result in a clear favourite. We are therefore seeking your views on both options for bypassing Winterbourne Stoke as part of this public consultation.

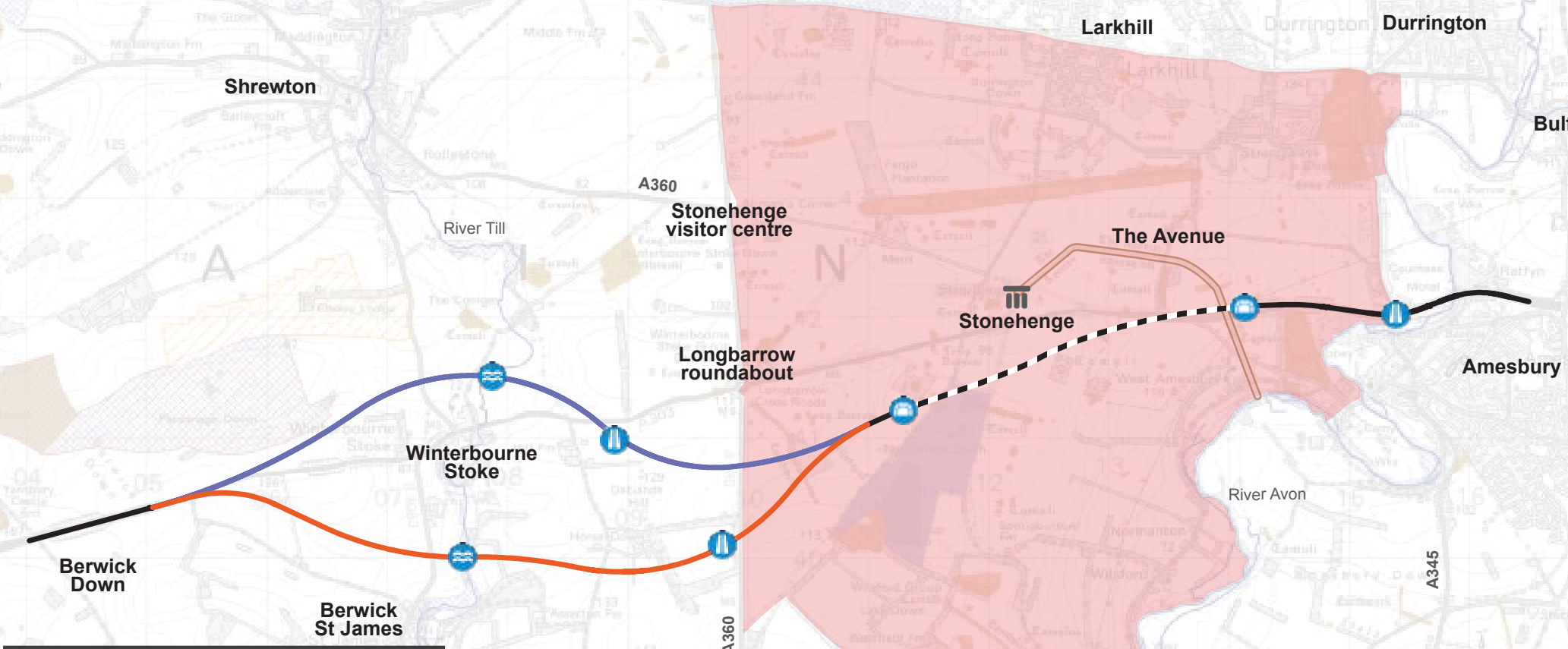
7 Our proposed option

Our work so far provides evidence that a tunnel route through the World Heritage Site (WHS) together with a bypass of Winterbourne Stoke passing either to the north or to the south of the village would be the best solution for the scheme. To show how it might look, we have developed an initial plan for the scheme showing its four key features, which are:

- A new junction between the A303 and A345 at the existing Countess roundabout, accommodating free-flowing east to west and north to south traffic movements
- A 1.8 mile (2.9 kilometre) long twin bore tunnel
- A new junction to the west of and outside the WHS accommodating free-flowing A303 and A360 traffic movements, as well as a link to Winterbourne Stoke
- A bypass for Winterbourne Stoke

Figure 7 shows our proposed option in more detail. You can find out about the key features on the pages that follow.

Figure 7: Our proposed option



Key	
	World Heritage Site
	Proposed route
	Proposed tunnel
	Northern bypass
	Southern bypass
	River crossing
	Junction location
	Portal

38 **Queuing traffic at Countess roundabout**

Countess roundabout:

This is the first roundabout for motorists heading to the South West along the A303 and it is a major bottleneck. We plan a new junction here that separates the traffic going east-west along the A303 from traffic going north-south along the A345 Countess Road, with slip roads accommodating traffic movements between the two roads. Figure 8 shows the area we are considering for the junction.

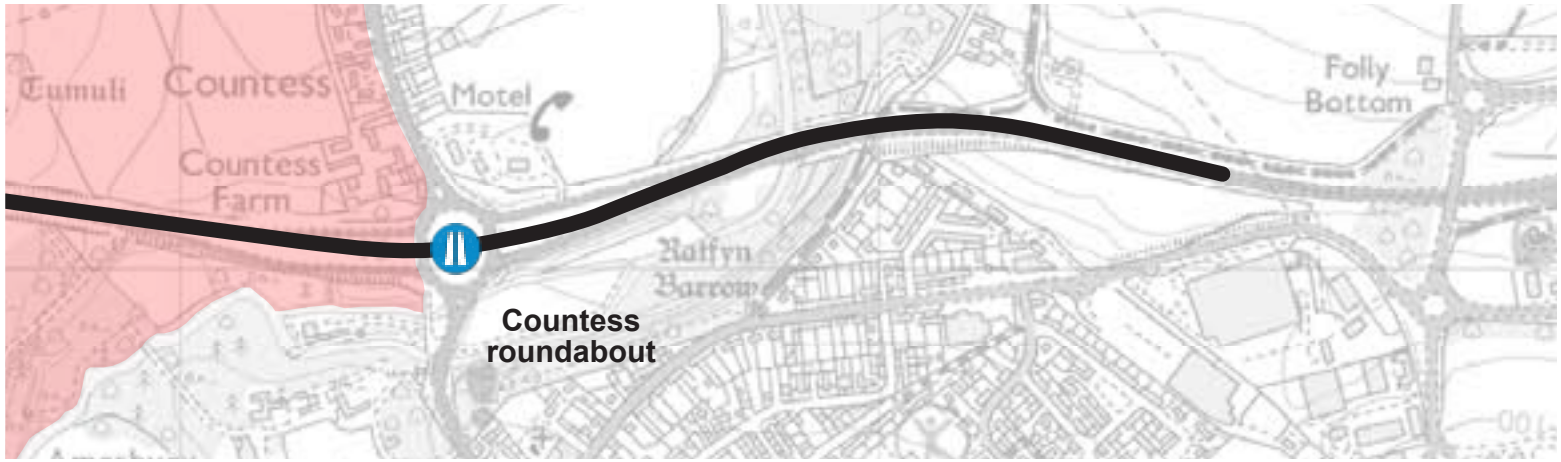


Figure 8: Plan showing area and visualisation of Countess roundabout

The layout of this junction has yet to be developed fully, but could involve a new A303 flyover above a redesigned roundabout together with entry and exit slip roads. Before finalising the design we will also need to work out how a new junction layout would interact with the existing junction just a short distance further east on the A303 at Solstice Park.

The tunnel:

At the moment the A303 brings traffic within sight and sound of Stonehenge. A tunnel would greatly improve the setting for Stonehenge itself and a number of other monuments, and would reconnect the northern and southern parts of the World Heritage Site (WHS), enhancing the visitor experience and opening up the WHS for wider exploration on foot. We would remove the existing A303 between its junction with Stonehenge Road in Amesbury and Longbarrow roundabout. It would be replaced with a green byway through the WHS for non-motorised use, except for occasional access to existing underground services or by farmers accessing their land.

Around 3.7 miles (6 kilometres) of the A303 currently passes through the WHS, from Countess roundabout in the east to Longbarrow roundabout in the west. A 1.8 mile (2.9 kilometre) tunnel inevitably means the entry and exit portals need to be within the WHS itself. Our working assumption is that although the tunnel will be lit on the inside, the approach to the portals will not be lit, preserving the dark sky environment throughout the year.

The precise location and design of the portals at either end of the tunnel is something we will be developing in consultation with heritage stakeholders and to take account of additional survey work as it becomes available. For now, we can only identify broad possible locations for the tunnel portals.

Before and after illustration with the A303 removed

Eastern portal location:

Current thinking is that the eastern tunnel portal would be located to the east of King Barrow Ridge, putting it out-of-sight from the stones themselves. Figure 9 shows the general area where the portal would be located.

The most important influence on the choice of location is whether or not the tunnel extends underneath an important feature known as The Avenue. The Avenue is an ancient ceremonial processional path that runs from Stonehenge towards the River Avon. It is currently cut in two by the A303.

Our working assumption is that the eastern portal would be east of The Avenue and just to the north of the existing A303 in the general area shown on Figure 9. However, we will continue to review and refine our ideas, taking into account archaeological information as it comes available.

Figure 9: Plan showing general area and visualisation of location for eastern tunnel portal

Western portal location:

A fundamental consideration for this portal is to locate it beyond Stonehenge's western horizon so that the tunnel portal is not visible from the stones. We also want to take advantage of the natural topography south of the A303 so that the portal sits in a natural dip where it would be hidden as much as possible.

The general area we are investigating for the western portal is to the west of the Normanton Down Barrow Group and is shown on Figure 10. As with the eastern portal, we will continue to review and refine our ideas, taking account of archaeological information as it comes available.

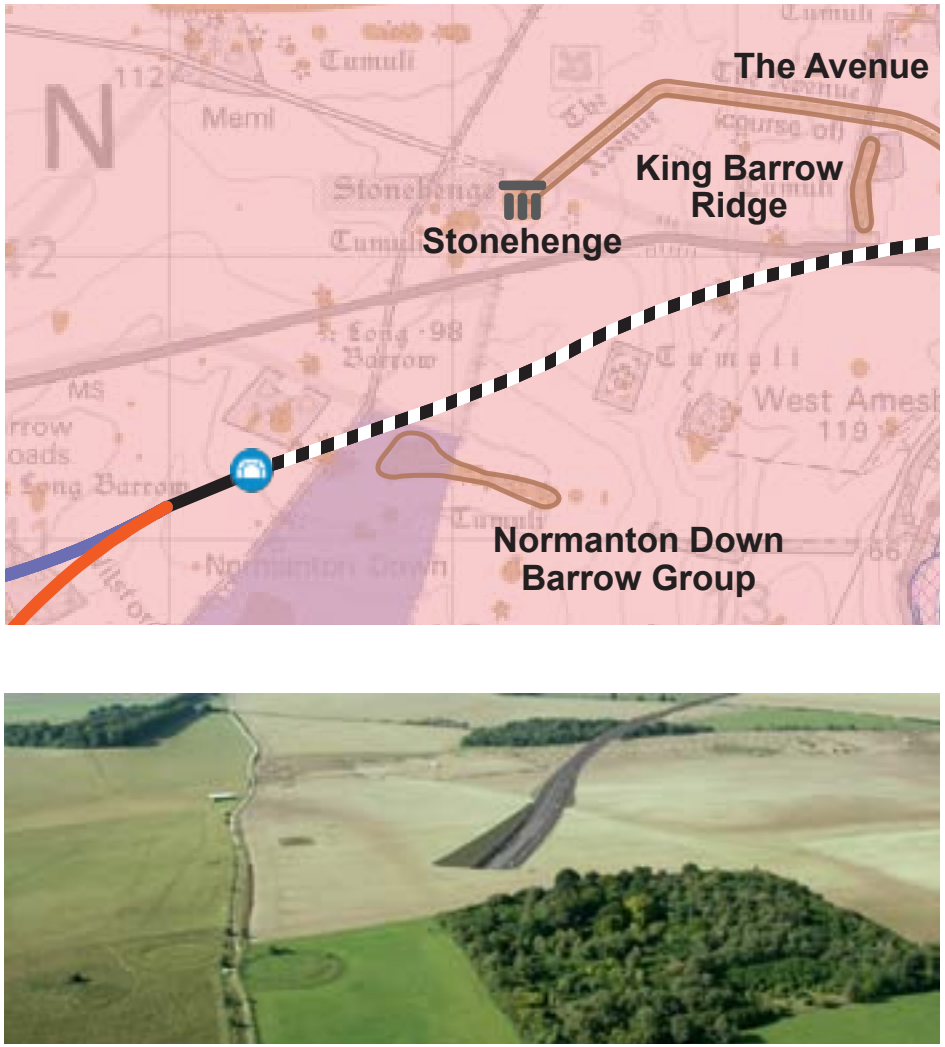


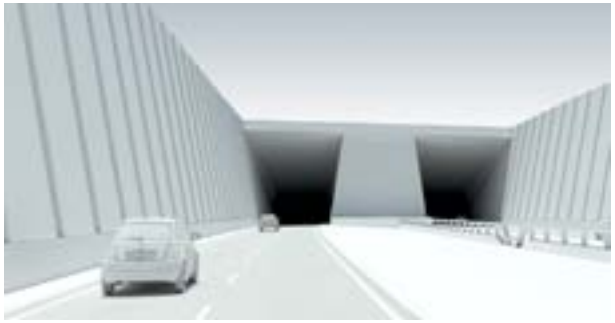
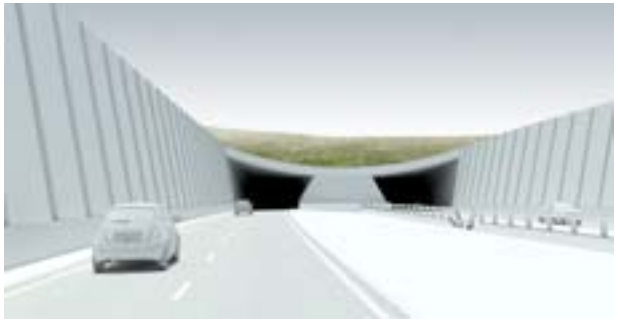
Figure 10: Plan showing general area and visualisation of location for western tunnel portal

Concept portal designs:

We have started to think about the architectural design of the tunnel portals and approaches and how best to integrate these into the setting of the WHS. Approach options affect the amount of land we need. Heavily engineered steep sided cuttings require less land than softer green slopes. Tunnel entrances could be anything from futuristic to functional. The ones shown here are just to give you an idea. No decisions have been made.

Artists impression of portal concept designs




A303/A360 junction:

At the moment the A303 crosses the A360 at Longbarrow roundabout. The new road would be further south so we need to create a new junction where it meets the A360. This means we need to replace the existing Longbarrow roundabout with an alternative junction to preserve access to Winterbourne Stoke.

At the new A360 junction we plan to separate traffic going east-west along the A303 and north-south along the A360. This includes vehicles heading northwards towards the Stonehenge Visitor Centre or towards Devizes (via Shrewton) and southwards towards Salisbury. Figure 11 shows the area we are considering for the junction.

As well as accommodating all traffic movements between the A303 and A360, the design will provide access to and from Winterbourne Stoke and other nearby communities.

As with Countess roundabout, the design of this junction has yet to be developed and its precise location and layout will be influenced by the choice of bypass for Winterbourne Stoke.

Figure 11: Plan indicating the general locations of the A303/A360 junction

Winterbourne Stoke bypass:

The tunnel route (Option 1) through the World Heritage Site (WHS) could either take an alignment to the north of the village (Option 1N), or continue on a southerly alignment passing to the south of the village (Option 1S). Both options are shown on Figure 12.

The relative merits of the northern and southern bypasses of Winterbourne Stoke are compared in the tables in Chapter 6.

Both Options 1N and 1S would deliver the scheme objectives but with some differing effects. The comparison between the two did not demonstrate a clear best option and we are seeking your views to inform our choice.

Figure 12: Route alignment options for Winterbourne Stoke bypass

View from near Winterbourne Stoke affected by Option 1N

An impression of the same view showing Option 1N

View from near Berwick St James affected by Option 1S

An impression of the same view showing Option 1S

Photomontages showing how the two options for the new Winterbourne Stoke bypass might look.

8 What our proposals mean for you

We are committed to making sure our proposals bring long term benefits for local communities, for regional growth and for national heritage. Our continuing work with stakeholders like councils, businesses, specialist organisations, community representatives and user groups will help us understand people's aspirations and leave the best possible legacy for the future, such as:

Transport

- Reducing congestion, by increasing the road's capacity for free-flowing traffic and making mile-a-minute travel the norm
- Boosting road safety and easing driver stress, by creating a high quality strategic route with fewer obstacles and up-to-date traffic information technology
- Fewer road closures due to incidents or accidents
- Making it safer and easier for cars, walkers and other local road users to reach facilities, by removing heavy rat-running traffic from minor roads and nearby communities.

Economic growth

- Boosting growth across the whole of the South West region, by making trips quicker and safer, and arrival times easier to predict
- Improving the perception of the South West for tourists and business, by making it an easier place to visit and do business with
- Raising the South West's productivity by creating world-class connections to other UK regions
- Supporting the predicted growth in jobs and housing by increasing the capacity of the strategic road network.

Cultural heritage

- Enhancing the setting of Stonehenge, a globally recognisable icon, and other important monuments within the World Heritage Site (WHS) by hiding part of the A303 in a tunnel
- Improving people's enjoyment and understanding of the WHS by removing a physical barrier to its exploration, as well as the sight and sound of traffic
- Preserving the Outstanding Universal Value of the WHS for future generations

Environment and community

- Restoring an area of attractive rural landscape of gentle rolling chalk downland
- Making it easier and safer for people to reach local facilities like schools, shops and surgeries on foot by reducing rat-running traffic in neighbouring villages
- Improving the quality of village life in Winterbourne Stoke, by diverting through-traffic onto a new bypass
- Enhancing biodiversity along the current route by putting the road into a tunnel, allowing wildlife to thrive across a reconnected landscape

As well as to seeking a permanent legacy, we understand that local people will want to know the likely impact that building the scheme will have on their daily life, as well as any potential opportunities that such large scale investment will bring.

We will take community and environmental impacts fully into account at all stages of the development, planning and decision-making process. That means working closely with local communities, local authorities, environmental bodies and major employers as work progresses.

9 What happens next

This is your opportunity to give your views on our proposals. If, after reading this booklet, you have further questions or would like to find out more, you can come to one of our exhibitions, details of which are available on our website (www.highways.gov.uk/a303stonehenge/consultation). Or, you can contact us by phone or email using the details on the following page.

When you are ready to give us your views please fill in and send us your completed consultation questionnaire. Complete it online or download and print it from our website. If you need a hard copy, let us know and we can pop one in the post.

Please get involved and provide your responses by 5 March 2017.

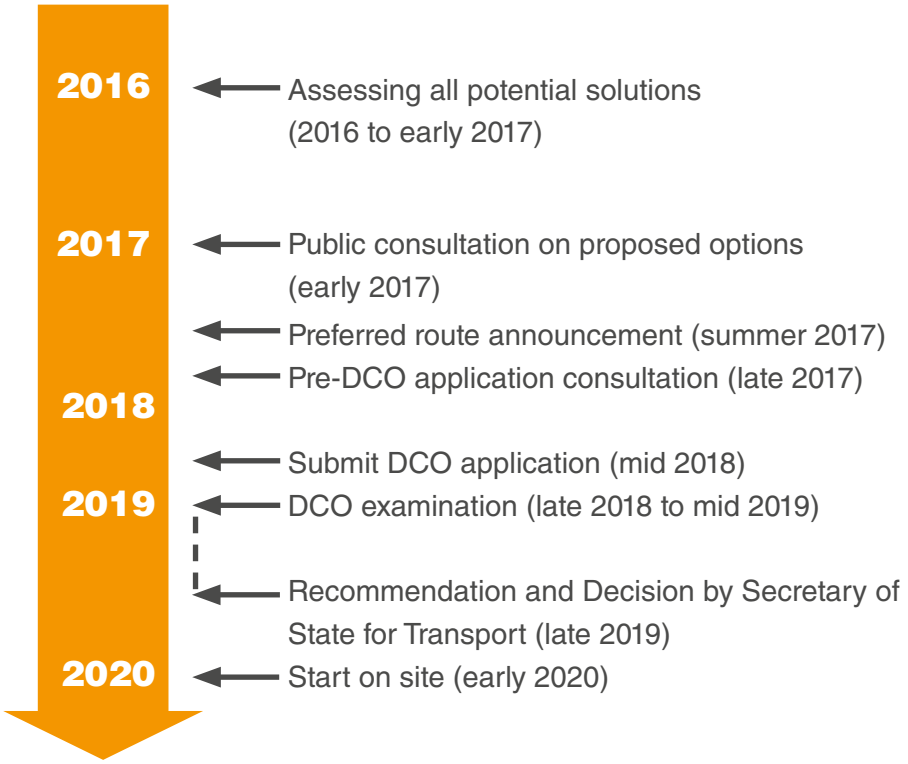
We will analyse your feedback to this consultation and respond to your feedback in the scheme's consultation report. Your views will also help the Secretary of State make a decision on the preferred route.

Timeline and DCO process

Because of its national significance, this scheme needs a special type of planning permission called a Development Consent Order (DCO) which is granted by the Secretary of State for Transport.

There will be another round of consultation later in 2017 on our more detailed proposed solution before we submit our DCO application to the Planning Inspectorate in 2018. If the application is accepted by the Planning Inspectorate, there will be an examination of the application in which the public can participate. This examination will take a maximum of 6 months. The Planning Inspectorate then has 3 months to make a recommendation to the Secretary of State, who then has a further 3 months to make a final decision.

Timeline



How to find out more

To find out more about our initial proposals and give your views you can:

- **Join us at one of our events:** members of our team will be on hand to answer your questions. To find out more about where and when the events are being held visit **www.highways.gov.uk/a303stonehenge/consultation**
- **Visit our website at www.highways.gov.uk/a303stonehenge/consultation**: view and download maps and other information about our initial proposals, including factsheets and reports. You can provide your views by completing the questionnaire online.
- **Phone us:** get in touch by calling 0300 123 5000
- **Email us:** at A303Stonehenge@highwaysengland.co.uk
- **Post your response:** completed questionnaires can be sent by Freepost to the following address (you do not need a stamp): **Freepost A303 STONEHENGE CONSULTATION**

Contact us

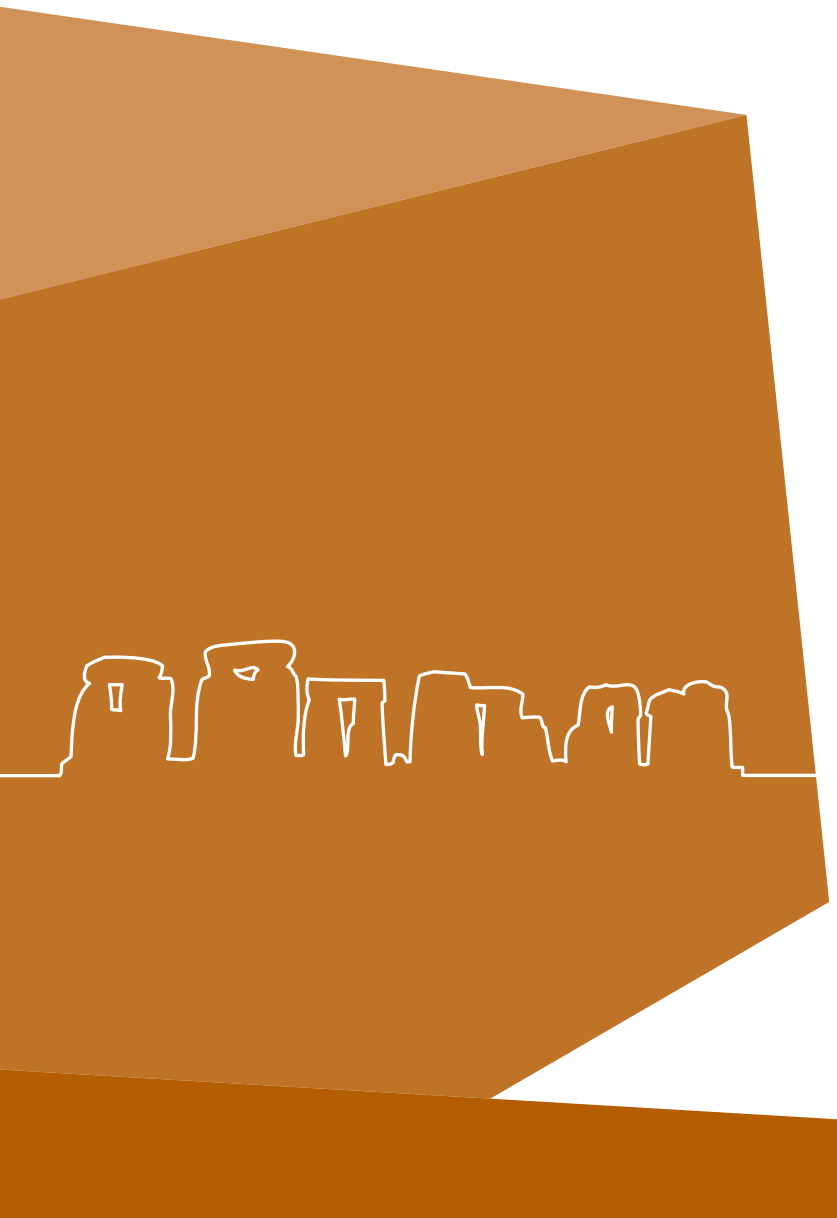
Visit our webpages for information about the scheme and how to have your say, or call or email us to find out more.

A303Stonehenge@highwaysengland.co.uk

0300 123 5000

www.highways.gov.uk/a303stonehenge/consultation

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.



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B2 Moving forward - the preferred route

https://highwaysengland.citizenspace.com/cip/a303-stonehenge/results/moving-forward---the-preferred-route.pdf

highways england

A303 Stonehenge

Amesbury to Berwick Down

Moving forward - the preferred route

Before

After

Contents

About this booklet

This booklet presents the preferred route for the A303 Stonehenge, Amesbury to Berwick Down project and a summary of how the consultation we carried out in early 2017 influenced it.

It doesn't set out every consultation response we received, nor address every issue that was raised.

For a complete analysis and detailed response to consultation feedback, please see the Report on Public Consultation and our post-consultation Scheme Assessment Report. Both are available online at **www.highways.gov.uk/a303stonehengepra** together with a range of other useful documents. There's a full list at the end of this booklet.

1 Foreword

> The way ahead is clear for economic opportunity, community life and enhancing our national heritage.

I'm delighted to be able to share with you the details of our preferred route for upgrading the A303 past Stonehenge. After 30 years of attempts to improve this section of road, which runs within sight and sound of the nation's most famous prehistoric monument, this is real progress and a clear step towards our goal of starting construction in 2021.

The A303 is on the most direct strategic route from the South East to the South West for business and tourists. But its reputation as a bottle-neck is making the South West seem hard to reach and is holding the region's economy back. It also cuts across the Stonehenge, Avebury and Associated Sites World Heritage Site (WHS), just 165m from the stones themselves.

Thanks to feedback from more than 9,000 people and organisations in our consultation earlier this year, and information gained from further surveys and studies, we can move forward with a solution.

The most significant change since the consultation has been a re-think on the route through the western half of the WHS and the location of the western tunnel portal, which are now much closer to the existing line of the A303. We have also agreed with the view that the new Winterbourne Stoke bypass should go north of the village.

Our preferred route for a free-flowing dual carriageway between Amesbury and Berwick Down will make journeys quicker and safer, while helping put an end to the harm caused by rat-running in nearby communities. As part of an Expressway to the South West, the scheme will boost economic productivity, creating opportunity and prosperity for local people.

It will also deliver once-in-a-generation improvements to the setting of Stonehenge itself, as well as reconnecting the two halves of the WHS and restoring tranquillity to one of the UK's heritage icons.

Just as importantly, we are confident this route is both deliverable and good value for the tax payer – issues which have made the project stumble in the past.

There is still more to do. We will develop the details of the preferred route and give you another chance to comment on these before we submit our proposal for development consent. This booklet explains how the consultation we carried out, along with further surveys and studies, has influenced the project so far.

Derek Parody

Project Director, A303 Stonehenge

2 Introduction

The map opposite shows our preferred route, which has been confirmed by the Secretary of State for Transport.

Since consultation, we have modified the route through the western part of the World Heritage Site (WHS) and have decided that a northern route is the best option for providing Winterbourne Stoke with its long-awaited bypass.

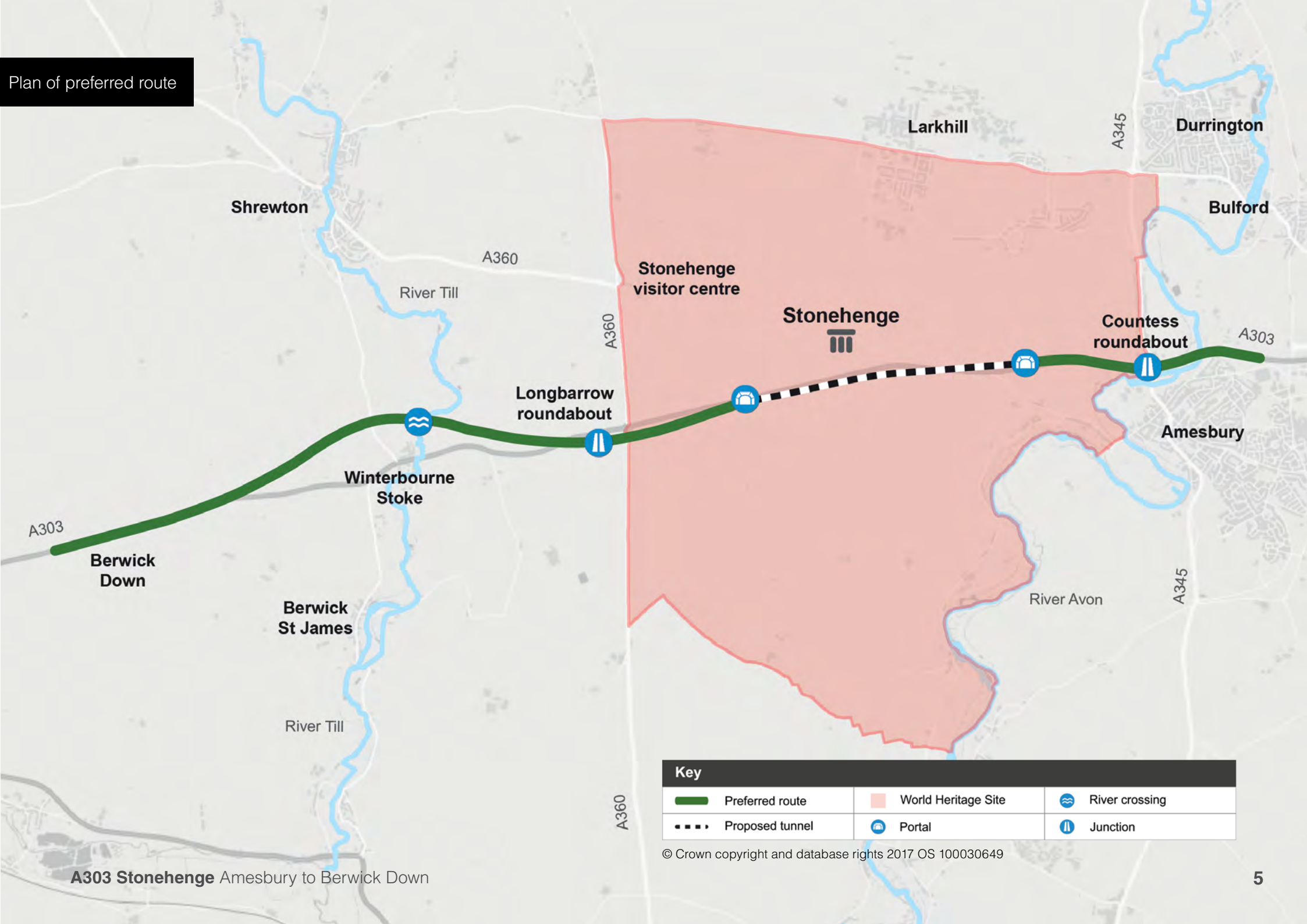
The key features of the scheme remain a twin-bore tunnel with portals and approach roads within the WHS, plus junctions with the A345 and A360 either side of the WHS and a bypass for Winterbourne Stoke.

The following chapters summarise how your feedback helped us decide on the preferred route.

Before

After

Plan of preferred route



3 The consultation

Background

As part of the most direct route between the South East and the South West, the A303 at Stonehenge plays a big part in the daily lives of tens of thousands of people, but for many it can also be a daily struggle. Average traffic flows along the single-carriageway section between Amesbury and Berwick Down are twice what it was designed for, and the road is even busier in the summer tourist period.

Previous attempts at upgrading the road have failed due to its sensitive location inside the World Heritage Site (WHS). The A303 passes just 165m from the stones themselves and cuts the WHS in two. Previous proposals dating back 30 years have stumbled over how best to tackle this in an affordable way.

But now the Government is committed to upgrading the A303 at Stonehenge and is making £1.6bn available as part of its Road Investment Strategy (RIS).

The long term aim is to transform all remaining single carriageway sections of the A303 and A358 to Taunton by creating a dual carriageway Expressway to the South West. Expressways are a new type of strategic road where mile-a-minute journeys are the norm.

As part of the Expressway, the A303 near Stonehenge will help unlock economic growth in the South West by transforming journey reliability, increasing safety and improving connectivity with neighbouring regions, while protecting or enhancing the environment.

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To make sure we achieve this, the project has four key objectives:

1. **Transport:** To create a high quality reliable route between the South East and the South West that meets the future needs of traffic.

2. **Economic growth:** To enable growth in jobs and housing by providing a free-flowing and reliable connection between the South East and the South West.

3. **Cultural heritage:** To help conserve and enhance the World Heritage Site and to make it easier to reach and explore.

4. **Environment and community:** To improve biodiversity and provide a positive legacy for nearby communities.

For more information about the Expressway corridor see our booklet *Creating an Expressway to the South West: The case for the A303/A358 Corridor.*

For more information about our project objectives see our booklet *A303 Stonehenge, Amesbury to Berwick Down: The case for the scheme.*

Consultation proposals

The proposals we put forward at consultation followed years of extensive investigation and study.

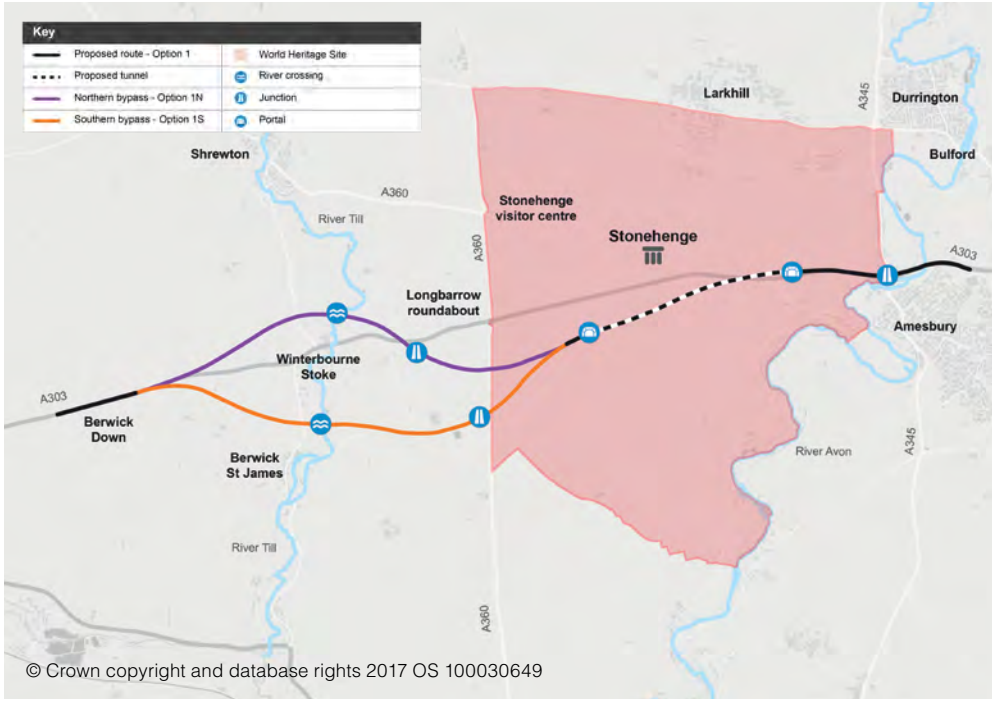
This involved first identifying all the reasonable route alternatives between Amesbury and Berwick Down, including routes with and without tunnels, some inside and some outside the WHS - more than 60 in total.

Then, using a rigorous process of increasingly detailed assessment, we gradually narrowed them down until we found the ones that best met the four key objectives.

These were the proposals we consulted on, namely:

- A 1.8 mile (2.9 kilometre) tunnel with approach roads within the WHS.
- A bypass of Winterbourne Stoke, either to the north or south of the village.
- Improvements to the existing junctions between the A303 and the intersecting A345 and A360.

For more information about the process of identifying the best option for consultation see our booklet *A303 Stonehenge, Amesbury to Berwick Down: Public consultation booklet – January 2017.*



Plan showing route options at consultation

How the consultation was carried out

Our non-statutory public consultation was held between 12 January and 5 March 2017. We asked people and organisations to comment on the scheme proposals and for any important information they felt we should take into account as part of its continuing development.

To make sure as many as possible had the opportunity to comment, we directly contacted people living and working within about 5km of the scheme proposals, as well as their elected representatives, statutory bodies, organisations and interest groups, affected landholders, hard-to-reach groups and the wider public.

A consultation leaflet was delivered to more than 17,000 homes and businesses. Letters and emails were sent to nearly 500 organisations and statutory bodies. Hard-to-reach groups were identified and contacted. Information points and deposit locations for project documents were also set up in public libraries.

Adverts were placed in local, regional and national newspapers, and social media was also used. There was a dedicated consultation website **www.highways.gov.uk/a303stonehenge/consultation** where people could access technical documents, get updates and submit feedback online. People could also submit feedback by email or freepost.

More than 9,000 people and organisations responded to the consultation, with over 3,500 responding through the consultation questionnaire and some 5,600 choosing to respond using one of two pro-forma responses produced independently by Stonehenge Alliance and Friends of the Earth.

Around 2,500 people attended ten public exhibitions held at eight different venues, mainly close to the scheme, but also further west along the A303 route in Mere, south of the scheme in Salisbury, and in London at the Society of Antiquaries.

For a complete analysis and detailed response to consultation feedback, please see the *A303 Stonehenge, Amesbury to Berwick Down: Report on Public Consultation – September 2017.*

4 What you told us

No matter how people chose to give us their feedback, we have read and considered every response and comment you gave us. Some of your comments related to detailed design, which is the next stage of the process; be assured that these will be taken into account when we reach that stage.

This chapter gives you an overview of the main areas of feedback on the proposals we consulted on. Responses are grouped under the questions in our consultation questionnaire, but they come from all the comments we received, not just those on the questionnaires.

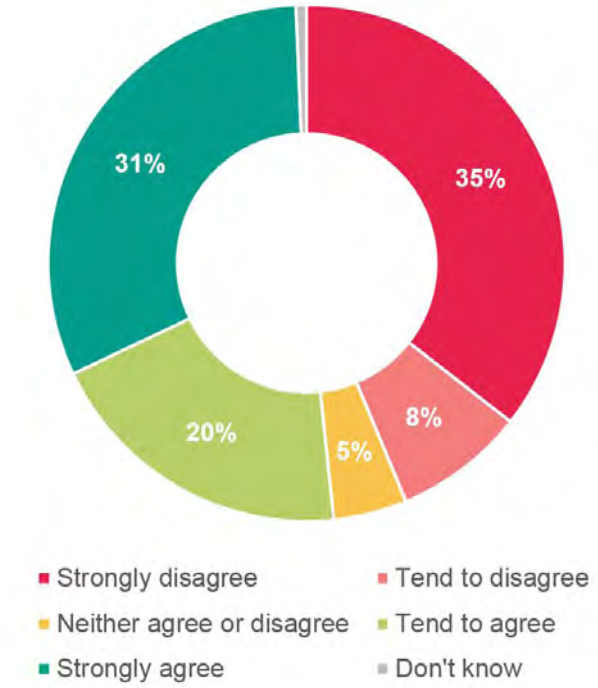
People generally agreed that something should be done to address the problems on the A303, but there were different opinions over what.

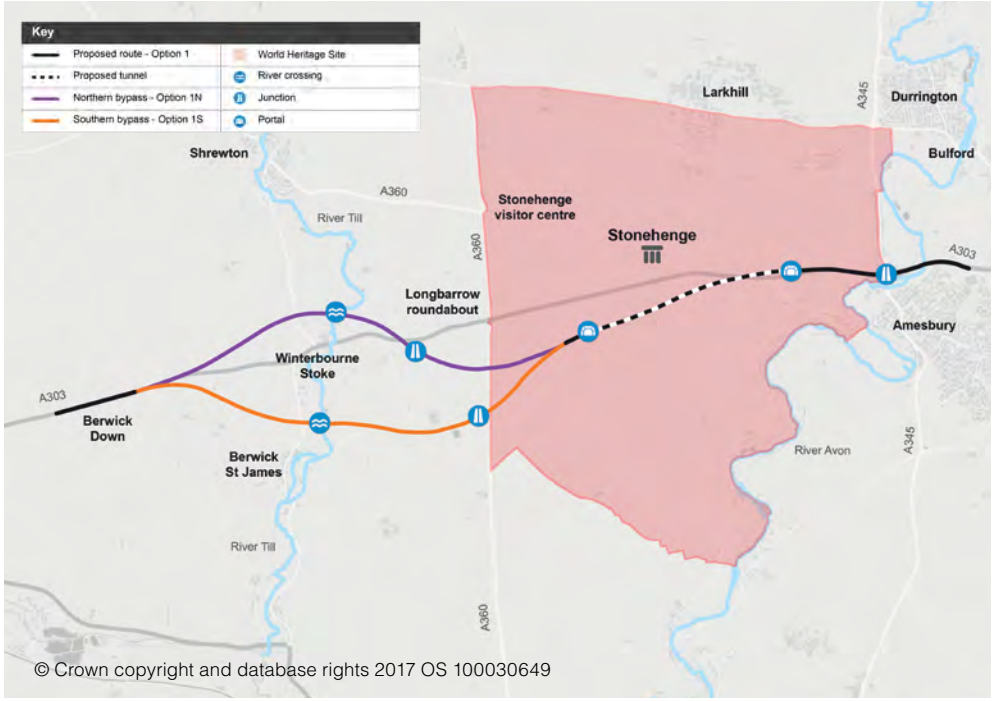
For full detailed summaries of and responses to the consultation feedback, please see the *A303 Stonehenge, Amesbury to Berwick Down: Report on Public Consultation – September 2017.*

Question 1: The proposed option in general

The proposals we consulted on consisted of a 1.8 mile (2.9 kilometre) tunnel and approach roads inside the World Heritage Site (WHS), as well as a bypass for Winterbourne Stoke (with options passing either north or south of the village) and improvements to the A303's existing junctions with the A345 and A360.

Our questionnaire asked '**To what extent do you agree with our proposed option?**'. It invited people to rate their agreement on a scale from Strongly Agree to Strongly Disagree and then provide reasons for their answer.





Plan showing proposed route options for consultation

What you told us

- Of the people who completed this section of the questionnaire, 51% agreed or strongly agreed with the proposals, with 43% expressing opposition; 6% were neutral or 'don't know'. However, more than half of the 9,243 responses were pro-forma emails of opposition which, if included with the responses to Q1, would increase the proportion in opposition to 78%.
- There was general support for preserving and enhancing the setting of Stonehenge and the WHS. However, archaeological and heritage bodies and others were concerned about the project's impact on the integrity and authenticity of the prehistoric landscape in the west of the WHS.
- Likewise, although there was much support for the benefits for traffic, the local and regional economy, and improving the quality of life in communities currently affected by rat-running, some respondents were concerned that the proposed option was too expensive.
- Some respondents preferred an entirely surface route either inside or outside the WHS.
- There were also suggestions that the route of the project should be much nearer to the existing A303.

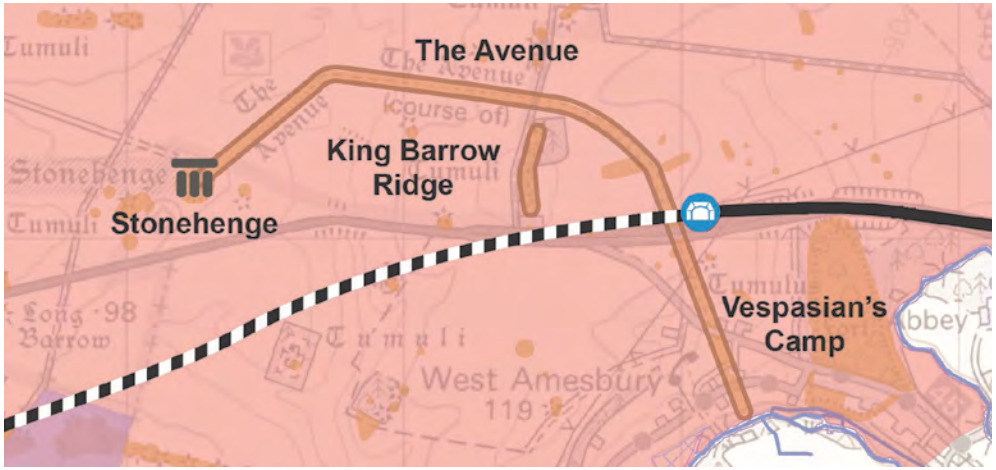
Our response

- A sensitively designed tunnel, with optimised portal locations, will deliver significant benefits for Stonehenge and the WHS while avoiding unacceptable impacts. The need to minimise the impact on the prehistoric landscape, informed by further surveys and studies, has directly influenced our choice of preferred route.
- The extensive work we did before the consultation showed that a tunnel solution provides the greatest benefits for the South West's economy, the WHS, the environment and local communities within the limits of affordability and value for money set by Government. No other solution gives us an acceptable balance of benefits, impacts and cost.
- A route via the WHS would not be possible without a tunnel. Keeping the existing A303 open past Stonehenge would retain the damaging impact it has on the WHS. It would fail on a fundamental aim of the scheme, namely to remove the sight and sound of traffic from Stonehenge and to improve the connectivity between the northern and southern parts of the WHS.
- Surface routes outside the WHS were discounted before consultation because they would not deliver all the scheme objectives.
- The preferred route and western portal have been moved closer to the existing A303 to mitigate impacts on archaeology and the RSPB reserve at Normanton Down.

Question 2: The eastern portal

The proposed location for the eastern portal was east of King Barrow Ridge, to keep the route out of sight from Stonehenge, and to the east of The Avenue, to reconnect this monument where it is currently severed by the existing A303.

Our questionnaire asked '**To what extent do you agree with our proposed location of the eastern portal?**'. It invited people to rate their agreement on a scale from Strongly Agree to Strongly Disagree and then provide reasons for their answer.



Plan showing general area of location for eastern tunnel portal

What you told us

- Of the people who completed this section of the questionnaire, 49% agreed or strongly agreed with the proposed option, with 31% expressing opposition; 20% of the responses were neutral or 'don't know'.
- People generally welcomed putting this portal east of the ancient ceremonial route known as The Avenue so that this part of The Avenue can be reconnected. Some respondents supported its position close to the current road, but others felt the portal should be relocated west of The Avenue, further east towards Countess Roundabout or outside the WHS altogether.
- Concerns were raised about potential cultural and heritage impacts, particularly in relation to the 'Nile Clumps' protected trees, Vespasian's Camp (Iron Age Hillfort) and ancient burial grounds.
- Another issue was the potential impact that construction might have on groundwater flows and the spring at Mesolithic Blick Mead, east of Vespasian's Camp.
- There were mixed opinions about removing the view of Stonehenge from the A303, which some people welcomed on the grounds of road safety, and others were unhappy about.

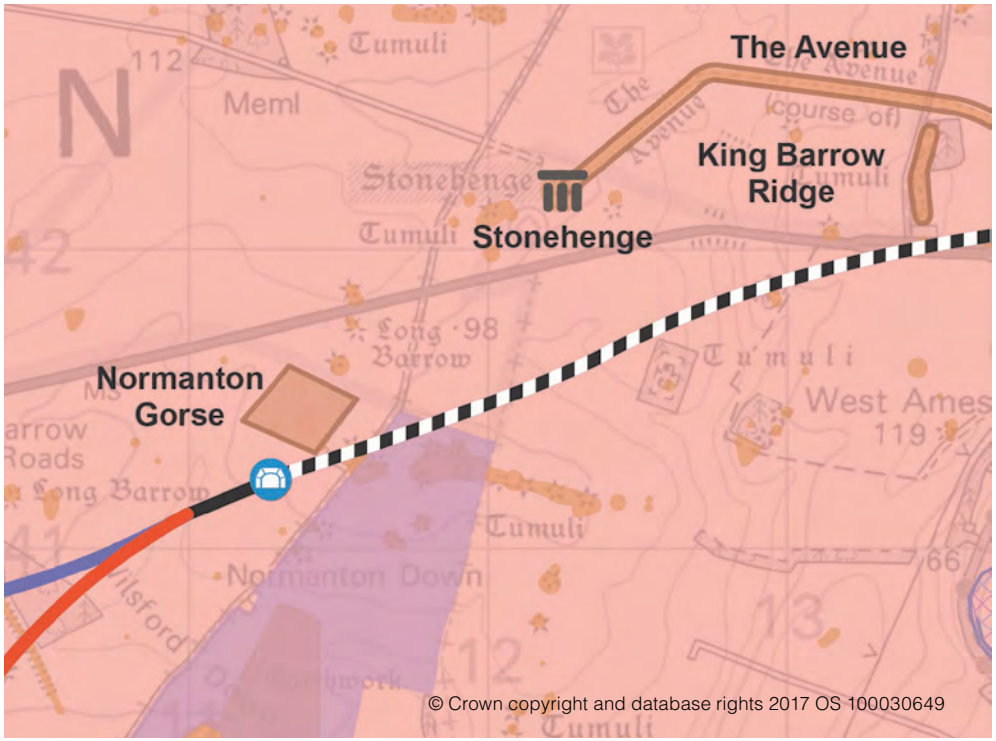
Our response

- The portal location is unlikely to be extended much further east because it would have a greater impact on features such as Vespasian's Camp and Blick Mead, and would make the scheme unaffordable by increasing the length of tunnel.
- The location of the eastern portal will be kept under review and optimised as the scheme develops. The details will be presented at the next consultation stage.
- We recognise the importance of Vespasian's Camp and Blick Mead, both nationally and to the Amesbury community locally. The scheme will have to demonstrate that there will be no unacceptable impacts on these sites, including impacts on the water table.
- We understand people's concerns about losing the view of the stones from the roadway. We had to balance it against the need to remove the sight and sound of traffic from Stonehenge which the proposed portal location will achieve.

Question 3: The western portal

The proposed location for the western portal was south west of Normanton Gorse, putting it out of sight from Stonehenge.

Our questionnaire asked '**To what extent do you agree with our proposed location of the western portal?**'. It invited people to rate their agreement on a scale from Strongly Agree to Strongly Disagree and then provide reasons for their answer.



Plan showing general area of location for western tunnel portal

What you told us

- Of the people who completed this section of the questionnaire, 42% agreed or strongly agreed with the proposed option, with 38% expressing opposition; 20% of the responses were neutral or 'don't know'.
- Although respondents welcomed the proposals to reduce the impact of the existing road within the WHS, and the opportunity to use natural landform to minimise visual impact, there were major concerns about the portal's proximity to the Normanton Down Barrow Group.
- People were also concerned about the possibility of the road and traffic headlights being visible along the alignment of the winter solstice sunset viewed from Stonehenge.
- Another significant concern was the proximity of the proposed Expressway and western portal in relation to the RSPB reserve at Normanton Down and the nesting sites of the protected stone-curlew population.
- There were suggestions the portal should be moved further west, close to or outside the boundary of the WHS altogether, or closer to the line of the existing A303.

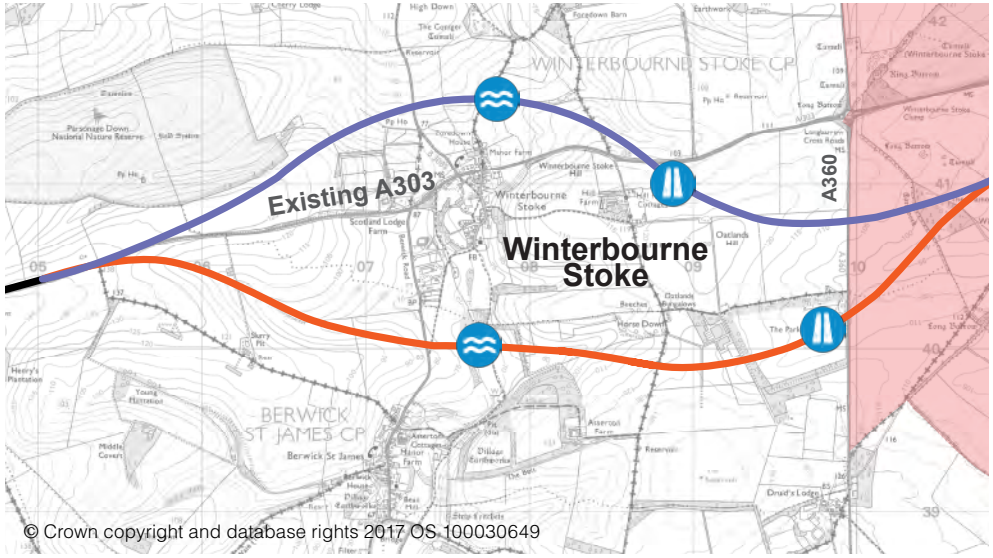
Our response

- Considerations about archaeology, the impact on the winter solstice alignment and the proximity to the RSPB reserve, along with the results of recent surveys, have influenced our decision to move the portal location closer to the existing A303.
- The portal location is unlikely to be extended much further west as it would make the scheme unaffordable by increasing the length of tunnel.
- The portal location will be kept under review and optimised as the scheme develops. The details will be presented at the next consultation stage.

Question 4: Winterbourne Stoke bypass

The village of Winterbourne Stoke is cut in two by the A303. We proposed two possible routes for the bypass - to the north (Option 1N) or to the south (Option 1S) of the village.

Our questionnaire asked '**Of the two possible routes for the Winterbourne Stoke bypass which do you consider is the best route?**'. It invited people to indicate their preference for either the north or south route and then provide reasons for their answer.



Route alignment options for Winterbourne Stoke bypass

What you told us

- There was little disagreement about the need for a bypass, but there were strong local views about which route should be preferred. Of those who expressed a preference, nearly two-thirds favoured the northern route. Around 35% of people who answered this question preferred the northern option while 21% preferred the southern option; 44% had no preference.
- Respondents wanted the viaduct over the River Till kept as low as possible to minimise visual impact whilst also ensuring no adverse effects on the River Till floodplain and associated groundwater regime.
- There were concerns about traffic noise levels and economic impacts on the communities of Berwick St James and Winterbourne Stoke.
- There were also concerns about potential impacts on the ecology and amenity of the Till valley, with the river being a Site of Special Scientific Interest and part of the River Avon Special Area of Conservation.
- Issues raised in relation to the northern option included potential impacts on the Parsonage Down National Nature Reserve and the scheduled barrow groups to the north of Winterbourne Stoke.
- For the northern option in particular, there were concerns about the location of the junction between the A303 and A360. People felt it needed to give suitable access to the A360 while minimising the possibility of rat-running along the B3083 between Shrewton and Winterbourne Stoke.

Our response

- The height of the viaduct will be considered as part of the continued development of the scheme and details will be presented at the next consultation stage.
- The groundwater and flood regime will also continue to be an important consideration as the scheme develops. There must be no adverse effects.
- Considerations about noise, the economy, ecology, visual impacts, archaeology and the junction with the A360 have directly influenced our preferred route, along with the results of recent surveys.
- On balance, the northern option performs best against these considerations and is our preferred route. The location and design of the A360 junction will continue to be reviewed and optimised as part of the ongoing scheme design.

A303 Stonehenge Amesbury to Berwick Down

Question 5: A303/A345 Countess junction

We proposed to build a new junction here that separates the traffic going east-west along the A303 from traffic going north-south along the A345 Countess Road, possibly using a flyover above the existing roundabout.

Our questionnaire asked '**What are the most important issues for you as we develop our proposals for the A303/A345 Countess junction?**'

What you told us

- There was support for a free-flowing junction and the associated benefits it would bring for the local community. In general, respondents agreed that full traffic movements between the A345 Countess Road and the A303 should be maintained. But there was concern that a flyover would increase traffic noise and visual intrusion for people living nearby, with several suggestions about alternative solutions.
- Locally, people were generally opposed to any notion of combining the A345 Countess junction and the Solstice Park junction, a short distance to the east, due to the concern that this might lead to rat-running through nearby communities.
- Respondents were also concerned about the potential impact on archaeology, such as nearby Blick Mead.

Our response

- All options for making improvements at Countess Roundabout will be considered at the next stage of the scheme's development, ensuring no conflict with the operation of the Solstice Park junction and taking account of feedback about potential impacts. The optimised solution will be presented at the next consultation stage.

Question 6: A303/A360 Longbarrow junction

We proposed a new junction that would separate traffic going east-west along the A303 from traffic going north-south along the A360. It would also connect Winterbourne Stoke to the A360 and the new A303. Its location would depend on the choice of bypass for Winterbourne Stoke.

Our questionnaire asked '**What are the most important issues for you as we develop our proposals for the A303/A360 Longbarrow junction?**'

What you told us

- There was general support for a junction which allows A303 traffic to flow straight through freely while accommodating full movement to and from the A360.
- People felt the junction location associated with the northern bypass route should be moved closer to the line of the existing A360 to prevent traffic from the direction of Shrewton using the B3083 as a shortcut.
- There were concerns that the junction location associated with the southern bypass route would intrude on the winter solstice sunset sightline as viewed from Stonehenge.

Our response

- A360 junction considerations have directly influenced our preferred route, along with the results of recent surveys and studies.
- Further design work will help us optimise the junction location for access while limiting the possibility of rat-running
- Our preferred route, running alongside the existing A303, removes any risk of the junction intruding on the important winter solstice sunset alignment.


LONGBARROW
Exeter
Warminster
Winterbourne Stoke
A303
Salisbury
Wilton
Woodford
A360
Devizes
Shrewton
A360
Stonehenge

5 Developments following consultation

The consultation gave thousands of people a chance to raise important issues and tell us how they think this unique scheme should develop. There is no doubt that the comments we received from people, groups and organisations across and outside the UK have helped us improve the scheme.

Here we look at the material considerations that came out of consultation and how we have responded to these with the help of further surveys and assessments.

The route through the western part of the World Heritage Site

Discovery of new archaeology

During our programme of archaeological surveys, we found evidence of two Neolithic long barrows and a small ceremonial burial site (hengiform), that were previously unknown, in an area of the WHS south-east of the current junction with the A360. Our original option for a northern bypass of Winterbourne Stoke (Option 1N) passed close to these monuments, raising concerns about potential damage to these archaeological features. By realigning the route to follow the existing A303 more closely, our preferred route avoids these newly discovered sites. It is also shorter and, because the route has already been surveyed for a scheme that was proposed in 2004, the risk of encountering as yet undiscovered archaeology is reduced.

The winter solstice

Our proposed southern bypass route (Option 1S) ran along the alignment of the setting sun as viewed from Stonehenge during the winter solstice, perhaps the most important sightline in the WHS. Our preferred route puts the new road away from the winter solstice sunset alignment.

RSPB reserve and stone-curlew breeding sites

Although we carefully avoided the RSPB reserve at Normanton Down, with its stone-curlew breeding sites, our original proposals were near it. The stone-curlew is a protected species and one of the reasons Salisbury Plain is a Special Protection Area (SPA) for wildlife. Our preferred route is further from the RSPB reserve and avoids passing through Diamond Wood and severing habitats for other wildlife.

These considerations have been key influences in our choice of preferred route through the western part of the WHS.

Finds from our archaeological surveys

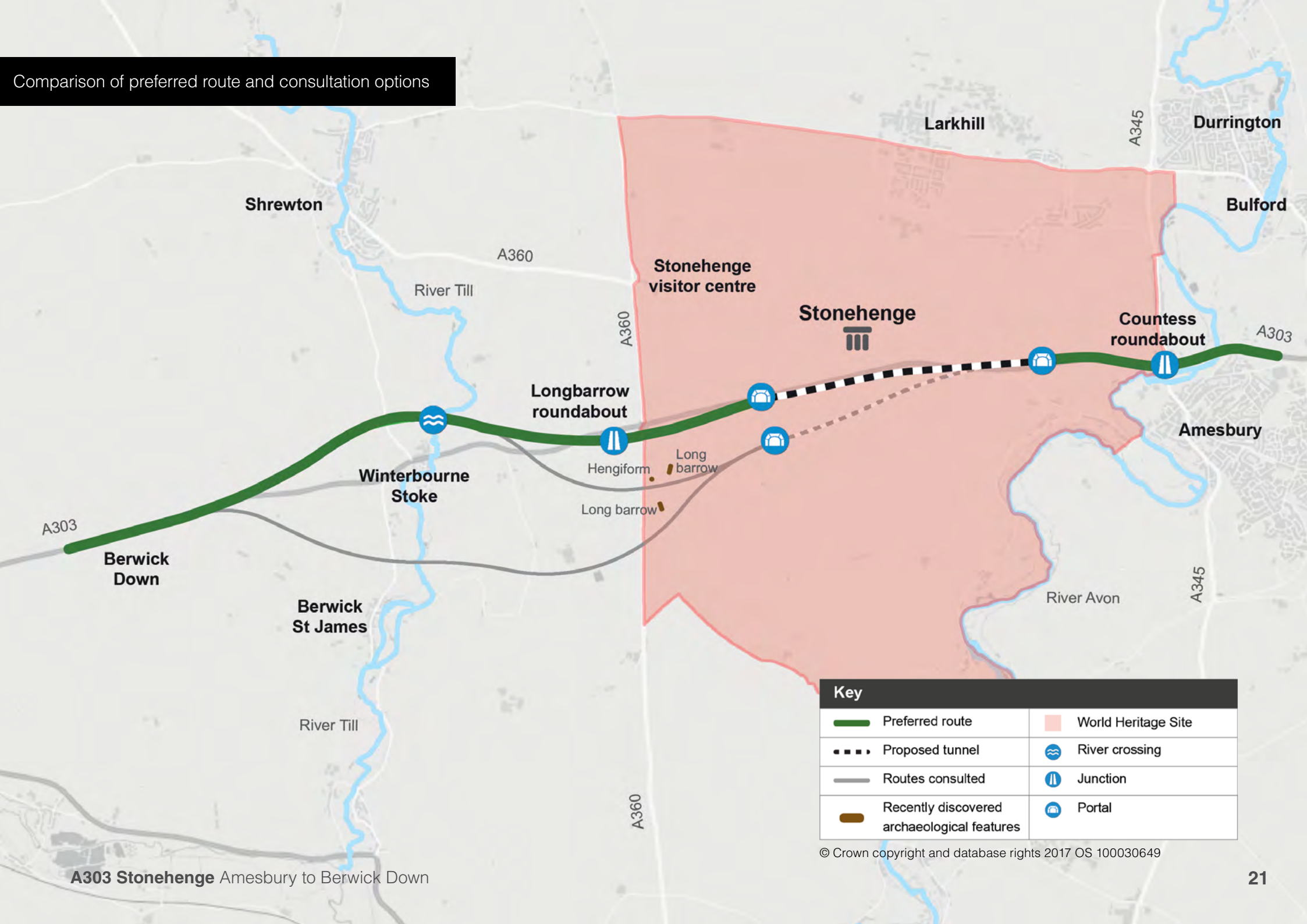
Ground stone axe fragment

Polished axe fragment reused as a hammer-stone.

Prehistoric pottery - Mortlake type Peterbourough Ware

Prehistoric pottery. Collared urn

Comparison of preferred route and consultation options



A northern vs southern bypass for Winterbourne Stoke

Quality of village life

The southern bypass route option, which runs between Berwick St James and Winterbourne Stoke would be a physical intrusion between the two closely-neighbouring villages.

Biodiversity

The River Till is a winterbourne (a stream or river that is generally dry in the summer months) where the northern bypass option crosses it, so there would be less risk of impact on the Special Area of Conservation and Site of Special Scientific Interest than further south, where it runs all year. Even though the northern route will run close to the Parsonage Down National Nature Reserve, overall it is a better option in terms of protecting biodiversity.

Access and rat-running

The right location for the junction of the new bypass with the A360 will be critical. Our preferred route takes the northern bypass nearer to the A303. This gives us more flexibility to place the junction closer to the A360 to dissuade drivers from using the B3083 as a short cut, but far enough away to reduce impacts on the WHS.

Before consultation the northern and southern options were evenly balanced in terms of their benefits and impacts. The feedback you gave us, backed up by extra information from surveys, helped us decide the northern route as the preferred bypass option for Winterbourne Stoke.

Considerations which have not affected the choice of route

Matters raised about the scheme east of Stonehenge, including the eastern tunnel portal and junction with the A345, were less to do with the choice of route and more to with design decisions which have yet to be made. We will take everything people have said into account when considering design and mitigation measures in the next stage of the project's development. You will get another chance to comment when we consult on our more detailed proposals in early 2018.

6 The preferred route

The map on the next page shows our preferred route, which has been confirmed by the Secretary of State for Transport. It is a result of your feedback, as well as additional surveys and assessments we have carried out. It consists of:

- A new junction between the A303 and A345 accommodating free-flowing A303 and A345 traffic movements.
- A twin-bore tunnel at least 1.8 miles (2.9 kilometres) long.
- A new junction to the west of and outside the World Heritage Site (WHS) accommodating free-flowing A303 and A360 traffic movements, as well as a link to Winterbourne Stoke.
- A bypass to the north of Winterbourne Stoke.

About the preferred route

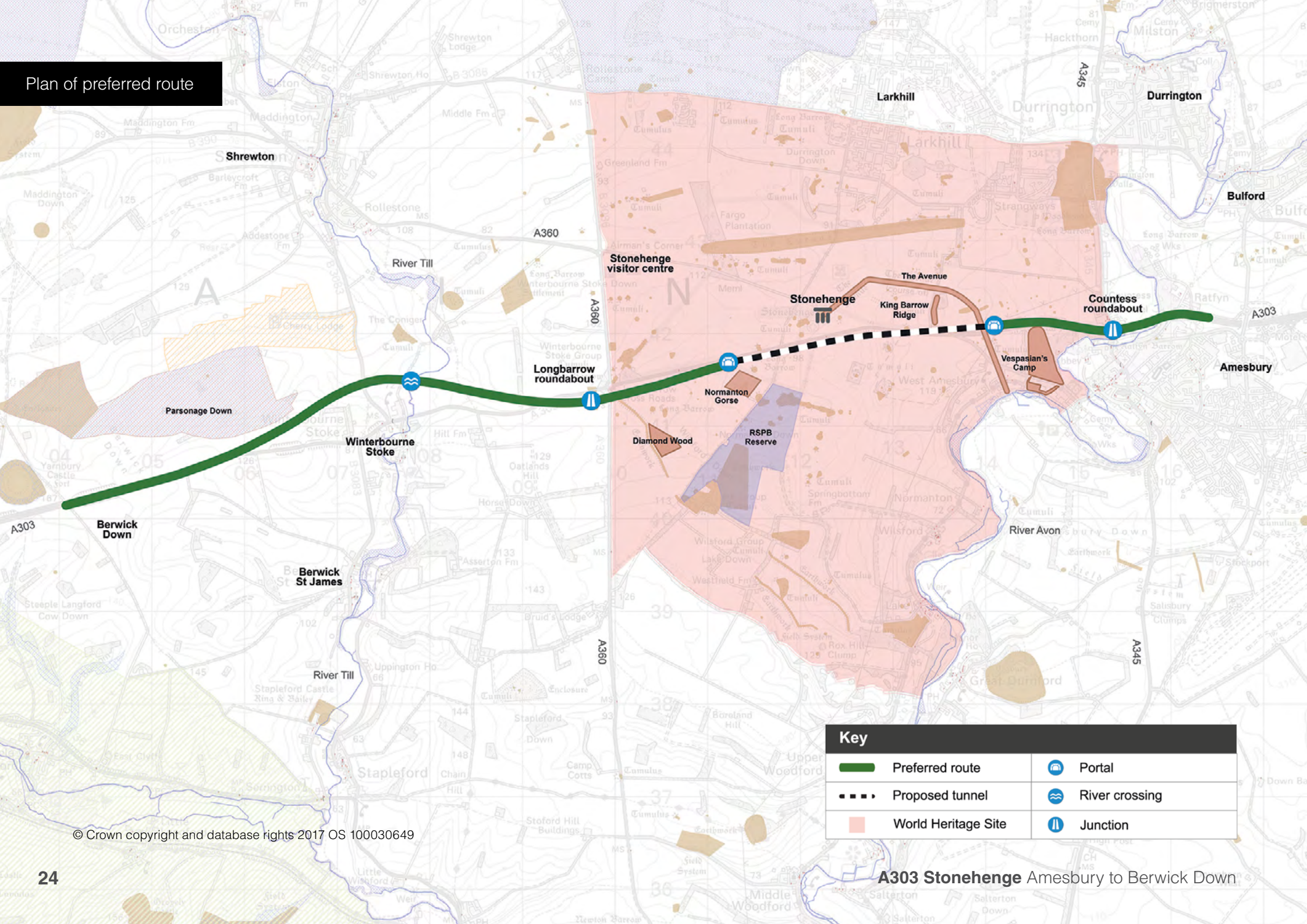
Although the route has been partly modified since consultation, the key features of the scheme remain the same. It is still a twin-bore tunnel with portals and approach roads within the WHS, plus junctions with the A345 and A360 either side of the WHS and a bypass for Winterbourne Stoke.

There has been no change to the eastern section of the route, meaning the location and design of the eastern tunnel portal and the A345 junction we proposed at consultation will now be optimised, along with the other elements of the scheme, as part of its ongoing development.

However, the western portal and the route in the western part of the WHS are now much closer to the line of the current A303. This avoids many important archaeological sites, including the newly-discovered barrows just to the east of the A360. The modified alignment also avoids any risk of the road intruding on the view of the setting sun from Stonehenge during the winter solstice.

Before consultation there was no clear preferred bypass option for Winterbourne. You have helped us decide that the northern route is the preferred option.

Plan of preferred route



7 Themes raised in consultation

As well as the comments relating specifically to the questions on our questionnaire, we received a wide range of other feedback. All the feedback received was analysed and grouped into themes. Here is an overview of the most prominent and frequent comments by theme and our responses to them.

Where comments relate to matters that have yet to be decided, such as layout and detailed design, we will keep these in mind as we continue the scheme's development. There will be chance to comment on these more detailed plans in early 2018, before we submit an application for development consent.

For full detailed information and analysis of all the consultation feedback and our responses to it please see the *A303 Stonehenge, Amesbury to Berwick Down: Report on Public Consultation – September 2017.*

Alternative solutions

You said

Many respondents agreed something needs to be done to address the problems on the A303, but differed over the best solution. Suggestions included: upgrading the existing road by simply dualling it; moving the road within the World Heritage Site (WHS) and screening it from the stones; creating a route outside or away from the WHS entirely; or, building longer or shorter tunnels.

There were also suggestions for options that do not involve building new roads at all; for instance, rail improvements or local traffic management.

Our response

The A303 is a strategic route between the South East and South West regions but is frequently congested, particularly near Stonehenge. Alternative transport measures would do little to address the problems.

The Government's aim is to make the A303 a continuous dual carriageway Expressway between the M3 and the M5 at Taunton, improving journey times and boosting regional economic growth and productivity. Upgrading the section between Amesbury and Berwick Down is an essential part of this aim.

The existing A303 is already damaging the Outstanding Universal Value (OUV) of the WHS. Keeping it would not address one of the fundamental aims of the scheme, namely to remove the sight and sound of traffic from Stonehenge and reconnect the northern and southern parts of the WHS.

A dual carriageway through the WHS without a tunnel, no matter how well landscaped or screened, would unacceptably damage the OUV and would not receive consent, because it goes against national and local planning policies.

A longer tunnel, extending close to or beyond the width of the WHS, cannot be delivered within the limits of affordability and value for money set by Government. A short tunnel, just like a scheme without a tunnel, would unacceptably damage the OUV of the WHS.

Surface routes outside the WHS were ruled out before consultation because they would not deliver the scheme objectives. For instance, the option just south of the WHS would run through nearly 14 miles of largely tranquil, high quality, unspoilt countryside. This would necessitate crossings of the Till Valley between Berwick St James and Winterbourne Stoke and of the Woodford Valley between Great Durnford and Upper Woodford on substantial viaducts. Both are a Special Area of Conservation and Sites of Special Scientific Interest (SSSI). The overall environmental impact would be much greater, in terms of effects on local communities, conservation areas, listed buildings, landscape, biodiversity and environmentally designated sites, and with risks of impact on an area rich in archaeology despite being outside the boundary of the WHS.

Journey times, travel costs, incidents of accidents and emissions would be higher. Also, because the route doesn't link to existing local roads near the current A303, there would be more traffic and rat-running on those roads rather than less.

Before

After

Cultural heritage

You said

Many respondents raised concerns about the need to avoid or minimise damage to known and unknown archaeology, particularly features of OUV in the WHS, but also some features outside it. This included comments that the project would contravene planning policy and the World Heritage Convention.

On the other hand, some felt that cultural heritage considerations were being given too much weight.

Our response

Helping to conserve and enhance the WHS is a key objective of this project. The preferred route has been selected on the basis of heritage assessments showing that the scheme brings benefits without creating unacceptable impacts. We have already done surveys to assess these impacts and more will be carried out as the scheme develops and before construction. The scheme is being promoted in accordance with the Government's Road Investment Strategy and our proposals will comply with planning policies.

While heritage considerations are very important, all other relevant transport, economic, environmental and community considerations have also been taken into account and assessed against the scheme objectives and the Government's National Policy Statement for National Networks.

Construction

You said

There were concerns about the potential impacts of building a tunnel - such as vibration, effects on the water table, noise and pollution.

There were also concerns about loss of amenity and road safety issues inside and outside the WHS due to temporary increased congestion and rat-running while the new road is being built. Some respondents feared delays caused by archaeological discoveries could prolong the construction period.

There were general requests for information about mitigation measures, including in relation to surplus material excavated from the tunnel.

Our response

Construction methods and phasing will be developed at the next stage of the scheme's design, to make sure disruption is minimised. At the next consultation stage, we'll be able to explain mitigation measures, such as how we intend to limit the impact of spoil removal, noise, vibration and the movement of construction traffic.

We will carry out extensive surveys where ground will be disturbed, so that archaeological finds can be rescued and investigated before intrusive earthworks take place. Neither Stonehenge itself, nor other scheduled features in the WHS, will be under any risk of disturbance through construction, or during the future operation and maintenance of the new road.

Consultation process

You said

Although many respondents found the consultation helpful, some questioned specific aspects, such as: the length of the consultation; the level of information provided; and a view that exhibitions should have been held nationally.

Some respondents expressed doubt that their views would be taken into account. Some believed that transport and economic benefits were being prioritised over heritage, environment or community benefits. Others thought priority should be given to local community benefits rather than to the WHS.

Our response

This non-statutory consultation has been carried out at an early stage in the scheme's development to help select a preferred route and inform its ongoing development. It was designed following best practice guidance, mirroring the requirements of statutory consultation. We considered the duration, extent and level of engagement carefully to keep it proportionate to the purpose, scale and likely interest in this unique project. This was backed up with a high standard of clarity, balance and accessibility in our materials, which received many favourable comments from those attending the exhibitions. However, we will continue to review how we can make improvements for the next round of consultation.

Every comment we received has been taken into account as part of our assessment of the preferred route and will continue to be reviewed as we move into the next stage of scheme development. No comment was prioritised ahead of another. All were considered on their individual merit against the scheme objectives and Government policy.

Economic performance

You said

Some respondents felt the proposed option was prohibitively expensive and/or a waste of money. There was also an opposing view that the current budget significantly understated the economic and heritage value of the WHS.

Our response

The Government's aim is to dual the remaining single-carriageway sections of the A303 as part of an Expressway to the South West. To meet this ambition, it has committed to making funds available for the A303 Stonehenge project.

Our rigorous assessment shows that, for the budget set by the Government, a tunnel brings the greatest benefits for the South West's economy, the WHS, the environment and local communities and that these justify its cost. The scheme's value for money includes assessing the economic and cultural value that people place on improving the WHS.

Engineering design

You said

Some respondents felt the tunnel would be safe but others were concerned about what would happen in the event of an accident, fire or terrorist incident.

Our response

The tunnel and road past Stonehenge will be designed to the highest safety standards. The emergency services are being fully engaged in the design so they can be wholly confident in the contingency and response planning arrangements. This will be consistent with best practice employed on tunnels elsewhere in the UK and internationally.

Environmental impacts

You said

Some respondents raised the potential impact of noise, light and air quality on the environment, communities and cultural heritage. There were specific concerns about noise from elevated sections of road, for instance if a flyover is proposed for the A303/A345 junction, and from the Winterbourne Stoke bypass.

There were concerns about potential loss of wildlife habitat, with the Normanton Down RSPB reserve and the Rivers Avon and Till highlighted.

Our response

We will carry out more environmental, community and heritage assessments during the next stage of the scheme's development. These will inform the mitigation measures we will put in place to minimise the effects of the scheme. The details will be presented at the next consultation stage.

Our working assumption is that there will be no lighting within the WHS outside the tunnel.

Land acquisition

You said

Some respondents felt the route and junction arrangements should be designed to take the least possible amount of agricultural land.

There were several specific requests from landholders regarding the need to maintain access to their landholdings.

Our response

Our preferred route runs closer to the existing A303 for more of its length. This makes it shorter than the proposals we presented at consultation, requiring less land and creating less severance and disruption on landholdings.

Access to farms and businesses severed by the alignment, or in close to proximity to the scheme, will be an important consideration in the scheme's continuing development. Discussions will be held with those affected to agree how accesses will be maintained.

Legacy left by the scheme

You said

There were questions about how public rights-of-way will be maintained. People in Winterbourne Stoke and Amesbury were keen to understand how their communities could benefit from the scheme.

Our response

Rights-of-way affected by the scheme will remain the responsibility of Wiltshire Council. We will liaise with the Council to discuss how they can be best maintained and improved for all users. We aim to downgrade the existing A303 between the A360 and Stonehenge Road, Amesbury to a 'green' byway for non-motorised use, save for occasional agricultural and utility vehicles which need access to nearby land and services.

We will set up a forum with communities directly affected by and adjacent to the scheme. This will discuss and agree proposals to secure the best legacy we can deliver for those communities.

Traffic and transport

You said

There were concerns about how successful the scheme will be at easing congestion and rat-running on surrounding roads, particularly if the tunnel is closed.

Some respondents asked about provisions for cyclists or pedestrians in the tunnel.

Our response

Our analysis shows that removing congestion along the A303 past Stonehenge will reduce rat-running on surrounding roads.

The tunnel will be constructed with twin-bores, one for eastbound traffic and the other westbound. It will be capable of operating contra-flow during planned and unplanned closures, so that local roads don't need to be used for diversions, except in exceptional circumstances. Unlike the existing single carriageway, which is more likely to be totally closed during an incident, the dual carriageway will be more resilient and flexible.

Neither cyclists nor pedestrians will be allowed in the tunnel. They will use the new 'green' byway proposed between the A360 and Stonehenge Road, Amesbury, instead. Pedestrians will also be able to move freely and safely along rights-of-way between the north and south of the WHS without needing to cross the A303 as they do today.

8 What happens next

There will be another opportunity to give your views on our proposals before we submit them for development consent.

But before then we still have a lot of work to do. We have to carry out more surveys and studies to help us refine and design our preferred route in detail.

Throughout the process we will keep talking and listening to everyone with an interest in the scheme. There will also be regular updates and information on our website at **www.highways.gov.uk/a303stonehenge**.

The next public consultation

Our next consultation will be statutory, which means it is required by law. In this case the law is the Planning Act 2008. The consultation will focus on our detailed proposals for the A303 between Amesbury and Berwick Down.

Your feedback from that consultation will allow us to make sure we have got the best scheme, or highlight where we still need to make changes, before we make our application for a Development Consent Order (DCO). A DCO is a special type of planning permission for projects of national significance such as this Stonehenge project.

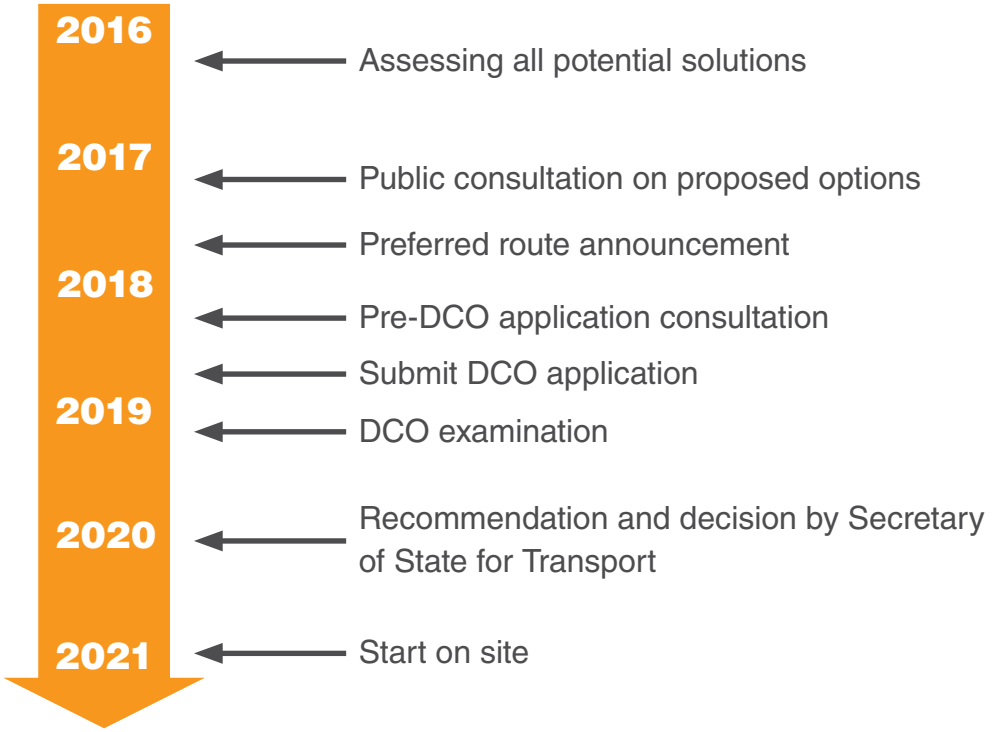
There is more information about the DCO process at https://infrastructure.planninginspectorate.gov.uk/application-process/the-process/

Timeline and DCO process

We are hoping to submit our DCO application to the Planning Inspectorate in late 2018. If they accept the application, there will be a detailed examination of the proposed scheme in which the public can participate.

This examination will take up to 6 months. The Planning Inspectorate then has 3 months to make a recommendation to the Secretary of State, who then has a further 3 months to make a decision.

Timeline



9 How to find out more

To read the full report of our 2017 consultation, please see our website **www.highways.gov.uk/a303stonehengepra**.

There is also lots more information to help you understand the need to upgrade the A303 corridor, the section near Stonehenge in particular and the work we have done so far.

Here is a list of documents you might find interesting:

About the Expressway to the South West

- Creating an Expressway to the South West: The case for the A303/A358 Corridor

About the A303 Stonehenge scheme

- A303 Stonehenge, Amesbury to Berwick Down: The case for the scheme
- A303 Stonehenge, Amesbury to Berwick Down: Technical Appraisal Report – January 2017
- A303 Stonehenge, Amesbury to Berwick Down: Public Consultation Booklet – January 2017
- A303 Stonehenge, Amesbury to Berwick Down: Report on Public Consultation – September 2017
- A303 Stonehenge, Amesbury to Berwick Down: Scheme Assessment Report – September 2017

10 Contact us

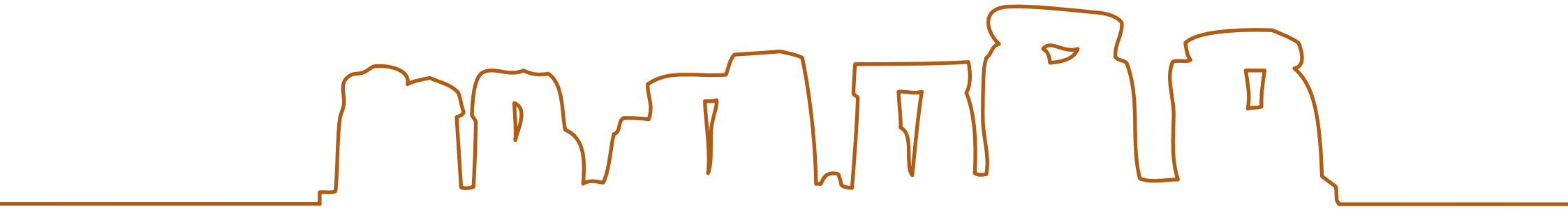
Visit our webpages for information about the scheme or call or email us to find out more.

A303Stonehenge@highwaysengland.co.uk

0300 123 5000

www.highways.gov.uk/a303stonehenge

@A303Stonehenge



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This document is also available on our website at **www.gov.uk/highways**

If you have any enquiries about this publication email **info@highwaysengland.co.uk** or call **0300 123 5000***. Please quote the Highways England publications code **PR82/17**

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B3: A303 Stonehenge: Amesbury to Berwick Down, the case for the scheme

https://highwaysengland.citizenspace.com/he/a303-stonehenge-2018/supporting_documents/A303%20Stonehenge%20Amesbury%20to%20Berwick%20DownThe%20case%20for%20the%20schemeFebruary%202018.pdf

highways england

A303 Stonehenge

Amesbury to Berwick Down

The case for the scheme

Contents

About this document

Highways England has prepared a number of documents to explain the A303/A358 Corridor improvement programme and the schemes within it.

This document summarises the need for improvement on the section of the A303 between Amesbury and Berwick Down near Stonehenge. More detailed information about the scheme is available in our consultation booklet and on our website www.highways.gov.uk/A303Stonehenge

For a high-level overview of the entire Corridor improvement programme please see **Creating an Expressway to the South West: The case for the A303/A358 Corridor.**

About Highways England

Our role is to operate, maintain and modernise the strategic road network to ensure that road users have safe and reliable journeys and that businesses have the effective road links they need to prosper.

The strategic road network is a vital national asset which connects regional communities and supports economic growth. It carries a third of all traffic by mileage and two thirds of all heavy goods traffic.

The A303 Corridor

The A303 is the most direct strategic route between the South West and the South East. This makes the route vital for the economy of the South West region.

But there is a problem. Several sections of the route are single carriageway, causing congestion, delays and an increased risk of accidents.

One of these is between Amesbury and Berwick Down, where the A303 runs through the Stonehenge, Avebury and Associated Sites World Heritage Site (WHS), passing just 165 metres from the stones themselves.

For a region which depends heavily on tourism, this is bad. The South West is already under-performing economically, compared with the UK average, and the road is spoiling the setting of Stonehenge, one of the UK's most iconic landmarks.

In 2014, the Government announced funding to start transforming the A303 into a modern-day route to the South West.

Expressways are a new idea for England's roads. They will be strategic A-roads that are as reliable and safe as motorways, where 'mile a minute' journey times are the norm.

This investment also gives us a once in a generation chance to enhance the setting of Stonehenge and guarantee its preservation for future generations.

Amesbury to Berwick Down

The section of A303 needing improvement between Amesbury and Berwick Down is about 7.5 miles (12 kilometres) long, starting east of Countess roundabout at Amesbury and ending where the road becomes dual carriageway again to the west of Winterbourne Stoke.

The Countess roundabout and single carriageway are the first major bottlenecks that drivers meet heading towards the South West on the A303 from London and the South East.

Traffic congestion here is particularly bad, especially at weekends and in summer.

The A303 cuts the WHS in two, bringing traffic within sight and sound of Stonehenge, a treasured national monument which has huge archaeological significance. Traffic affects visitors' enjoyment as well as the setting of many other heritage features in the site, not just Stonehenge.

Previous proposals to improve this section of A303 have failed to progress, but the need for improvement continues to have extensive national, regional and local support.

Improving this section of road has been included in the 2014 National Infrastructure Plan and the 2015-20 Road Investment Strategy, and has been identified as one of the country's top 40 nationally significant infrastructure projects.

The case for the scheme

As part of an Expressway, the A303 Stonehenge scheme needs to help unlock economic growth in the South West by transforming journey reliability, increasing safety and improving connectivity with neighbouring regions, while protecting or enhancing the environment.

To do this, we have set four broad objectives:

1. **Transport:** to create a high quality reliable route between the South East and the South West that meets the future needs of traffic

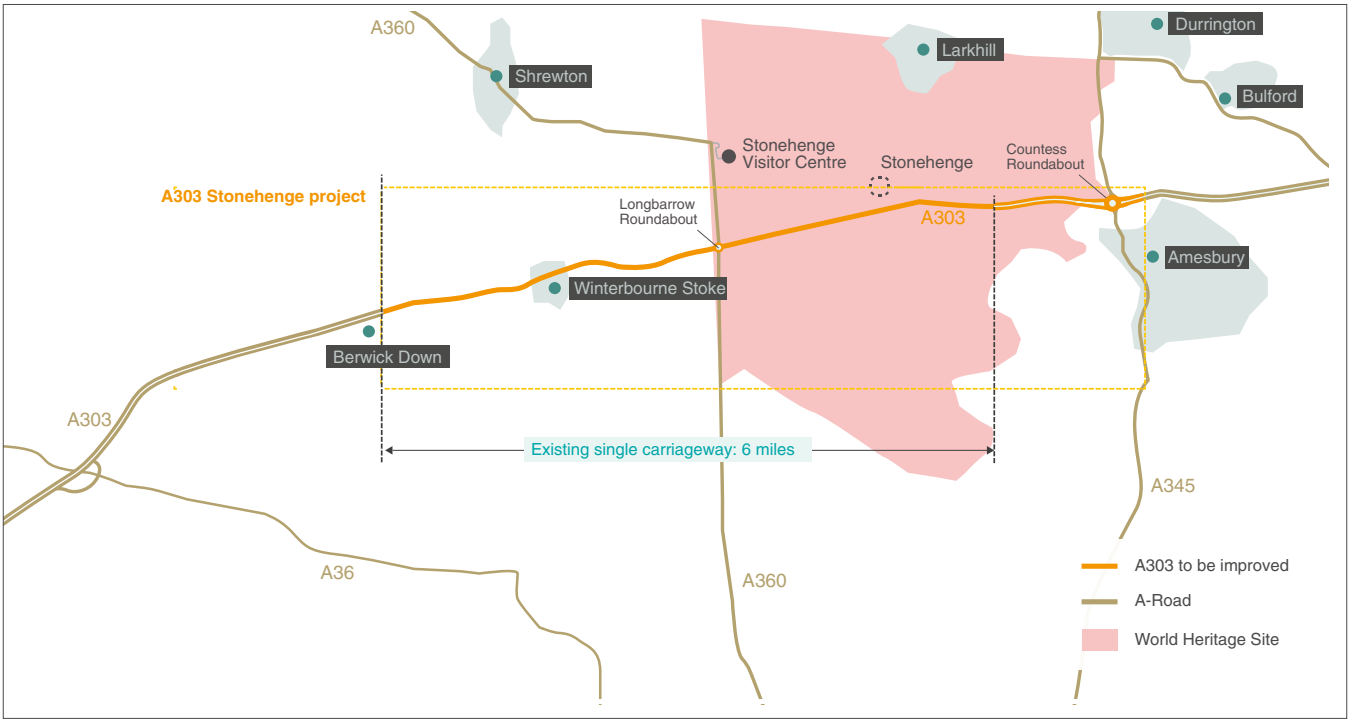
2. **Economic growth:** to enable growth in jobs and housing by providing a free flowing and reliable connection between the South East and the South West

3. **Cultural heritage:** to help conserve and enhance the WHS and make it easier to reach and explore

4. **Environment and community:** to improve biodiversity and provide a positive legacy for nearby communities

The next few pages explain how we would meet the objectives and the opportunities that improving this section of road would bring.

Map of the area



Objective 1: Transport

The A303 between Amesbury and Berwick Down carries twice as much traffic as it was designed for, and its capacity is even more stretched in the summer tourist season. The result is severe congestion and delays that affect local communities as well as long distance travellers.

The problems start at Amesbury's Countess roundabout where the A303 meets the A345 and enters the WHS. The road narrows to a single carriageway as it approaches Stonehenge.

After passing the historic stones, motorists reach Longbarrow roundabout, another restriction where they meet traffic heading north-south on the A360 Devizes to Salisbury road, before going through Winterbourne Stoke village, part of which is a conservation area.

Traffic jams are frequent and many drivers are tempted on to local roads to avoid them. This causes stress and inconvenience for people living nearby too, because many local roads are just not suitable for heavy traffic and lorries.

Where footpaths and pavements exist, they can be narrow. The extra traffic makes everyday local journeys take longer and means more noise and fumes.

The single carriageway section of the A303 between Amesbury and Berwick Down experiences more accidents where someone is hurt than is the average for this type of road. Between 2010 and 2014, four people died and 11 other accidents resulted in serious injuries.

A dual carriageway with improved junctions would make journeys quicker, safer and more reliable for everyone.

Fast facts

- This section of the A303 was designed for about 13,000 vehicles a day but carries closer to 24,000
- Traffic in August can peak at 29,000
- Average speeds can drop to less than 8mph in summer, turning a 10 minute journey into an hour
- Traffic through Shrewton can rise by 60% in the summer

Objective 2: Economic growth

The A303 plays a key role for people getting to the South West, but economic productivity and wages here are lagging behind. By comparison, business productivity along much of the other main route to the South West, the M4/M5 corridor, is notably better.

Even tourism, where the South West outperforms much of the UK, is affected. Traffic disruption and delays limit growth in the tourism economy by making holiday destinations harder to get to.

Many businesses report that the current unreliability of journey times on the A303 route is affecting them. The section between Amesbury and Berwick Down is one of the worst. When traffic is heavy, a journey which should be ten minutes can take as long as an hour.

Accidents and extreme weather events can close the road entirely and the lack of suitable alternative routes creates huge problems for travellers and businesses.

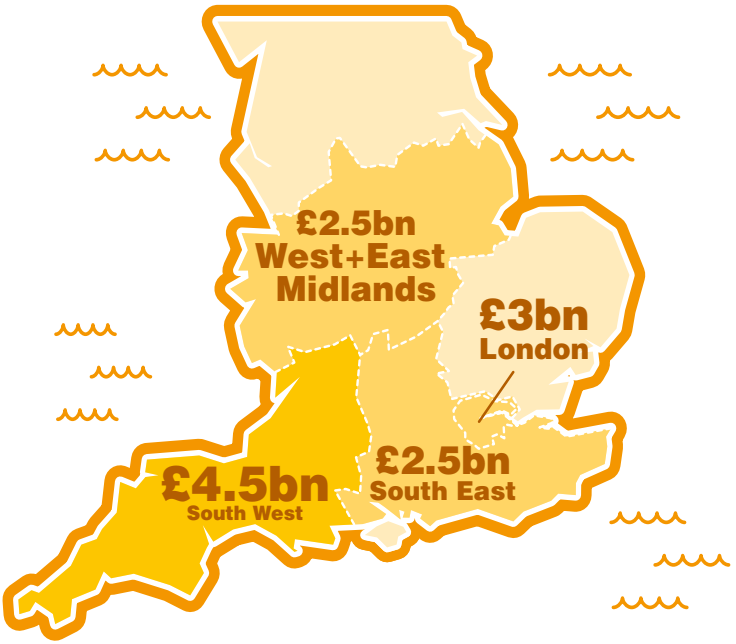
Local councils and business leaders believe that an Expressway route including improvements to the A303 between Amesbury and Berwick Down would help create jobs and boost productivity for the whole region.

A dual carriageway with improved junctions would improve access, helping attract business, boost tourism and create jobs.

Fast facts

- Productivity across the South West is 24% below the national average
- Of the 18 million UK people who visit the South West in a year, 85% come by car
- Almost two thirds of visitors say they think twice about using a road again if they've had a bad journey in the past
- Near Stonehenge fewer than 65% of journeys are on time for most of the day

Tourism spending



Based on 12 months to December 2015 Source: Visit Britain, GB Tourism Survey Quarterly Regional Summary, 2015

Objective 3: Cultural heritage

Stonehenge is an iconic symbol of the UK's heritage, famous around the world. The landscape around it is important too. The concentration of outstanding prehistoric monuments and sites is unique.

The A303 cuts the World Heritage Site (WHS) in half, passing just 165 metres from Stonehenge and through an ancient ceremonial pathway called The Avenue. It also makes many other interesting and important sites hard to reach on foot.

The road spoils the setting of Stonehenge, not to mention many other scheduled monuments including some of the largest and best preserved prehistoric burial mounds in the country.

The Government wants to preserve the value of the WHS for future generations and has tried to develop a solution for the A303 at Stonehenge on a number of previous occasions.

It has now committed money to remove much of the existing road from the WHS. This is a once in a generation opportunity to reconnect Stonehenge with its associated monuments and sites, and improve the experience for millions of visitors.

Removing the existing road from the WHS past Stonehenge would improve its setting and enhance the outstanding prehistoric landscape for future generations.

Fast facts

- In 2014 Stonehenge attracted 1.3 million visitors, making it the most visited paid-for attraction in the South West
- The 2,600 hectares around it contain more than 350 historic features, making it one of the richest concentrations of early prehistoric monuments in the world

Objective 4: Environment and community

The A303 between Amesbury and Berwick Down has a big impact on the nearby built and natural environment.

The volume of traffic through Winterbourne Stoke effectively cuts the village in two. Safety markings, signs and street lighting are damaging the character of the village, much of which is a conservation area.

Congestion causes air and noise pollution and the road is a barrier for villagers trying to get to local facilities on foot. Rat-running causes similar problems in communities away from the A303 like Shrewton, Durrington, Bulford and Larkhill, where, in some places, the absence of footpaths makes the problem worse.

A new redirected and free-flowing dual carriageway would improve life in Winterbourne Stoke and eliminate rat-running in other villages.

Redirecting the A303 would also encourage visitors to stay longer, explore more of the World Heritage Site (WHS) and spend more money in local communities. Removing the road past Stonehenge would also significantly improve the environment within the WHS, by reconnecting a substantial area of landscape, opening up footpaths and allowing habitats and wildlife to spread.

Eliminating congestion and removing the road from the WHS would enhance the environment and reconnect communities alongside and nearby.

Fast facts

- In the tourist season, traffic volumes through nearby villages leap by nearly 50% in Larkhill, over 60% in Shrewton and some 20% in Bulford
- Footpaths can be non-existent on some local roads

Get involved

The A303 Stonehenge project is one of the first three schemes to get underway, and construction is anticipated to start on site by March 2020. The other two are:

1. A303 Sparkford to Ilchester
2. A358 Taunton to Southfields

All three schemes are classed as nationally significant infrastructure projects (NSIPs). This means they require a development consent order (DCO) under the Planning Act 2008 before construction can start.

As part of the planning process, we will be consulting our customers and local communities. This will give you the chance to express your views on proposals before we submit any applications for development consent. The timeline for the A303 Stonehenge project is shown below.

Contact us

Visit our webpages for information about the scheme and to find out when you can have your say, or call or email us to find out more.

A303Stonehenge@highwaysengland.co.uk

0300 123 5000

www.highways.gov.uk/A303Stonehenge

Timeline

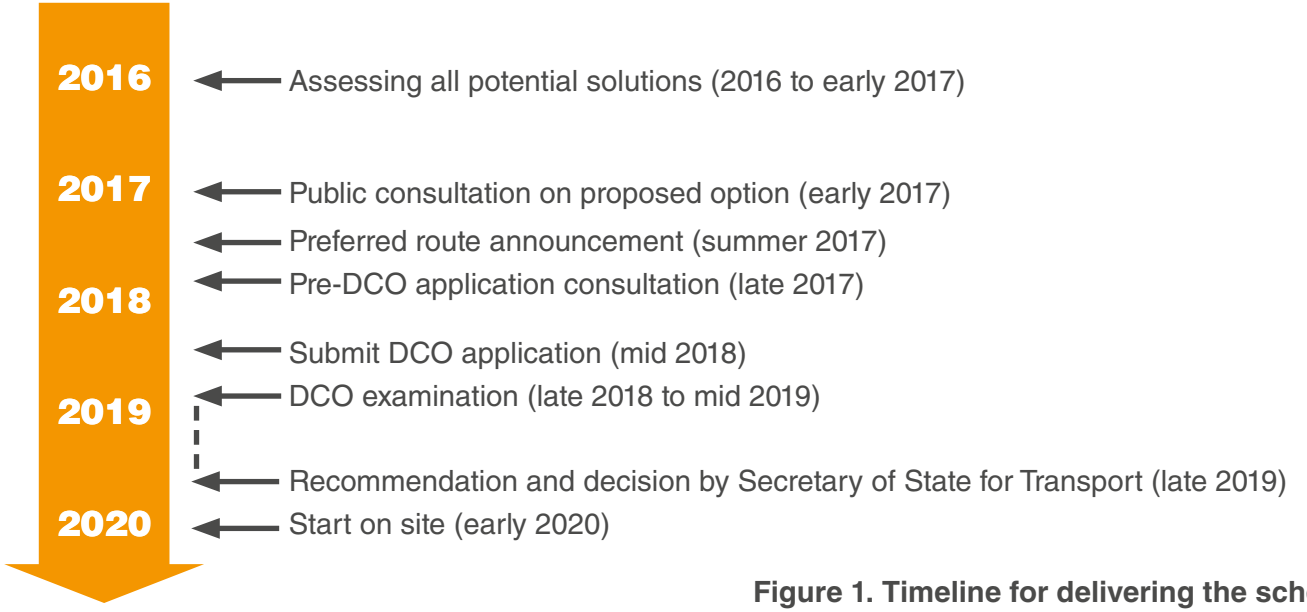


Figure 1. Timeline for delivering the scheme

Contact us

Please see our website for details of any ongoing or planned consultation periods and how to make your views known at the appropriate time.

For comments outside formal consultation periods please write to us:

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B4 Improving journeys to the South West The case for the A303/A358 corridor, February 2018

https://highwaysengland.citizenspace.com/he/a303-stonehenge-2018/supporting_documents/A303%20Creating%20an%20Expressway%20to%20the%20South%20West%2001102018.pdf

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Improving journeys to the South West
The case for the A303/A358 corridor

February 2018

Contents

About this booklet

Highways England has prepared a number of documents to explain the A303/A358 corridor improvement programme and the schemes within it.

This document gives a high-level overview of the entire A303/A358 corridor, setting out the need for improvement.

For a summary of the need for improvements as they relate to specific schemes, please see the documents for individual schemes.
More detailed information about each scheme will become available at www.highwaysengland.co.uk/regions/south-west as they develop.

About Highways England

Our role is to operate, maintain and modernise the strategic road network to ensure that road users have safe and reliable journeys and that businesses have the effective road links they need to prosper.

The strategic road network is a vital national asset which connects regional communities and supports economic growth. It carries a third of all traffic by mileage and two thirds of all heavy goods traffic.


A303
Andover 17
(M3) 31
Basingstoke 38
London 83

The A303/A358 corridor

The A303 and A358 link the M3 and M5 to create one of the most direct strategic routes between the south west and the south east. This makes them vital for the economy of the south west.

Millions of people – from local communities and regional businesses to holiday-lovers – use this corridor of roads every year to get around, do business, enjoy the region's scenery, and experience national treasures like Stonehenge.

But there is a problem. Around 35 miles of the corridor is single carriageway, causing congestion, delays and an increased risk of accidents.

It is preventing businesses from reaching their potential, hampering quality of life in communities nearby and adding to the perception that the south west is a hard place to get to. For a region which depends so heavily on tourism, that is bad.

The south west economy is under-performing, compared to the rest of the UK. Local councils and business leaders agree that upgrading the rest of the corridor to dual carriageway will help connect the south west better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.

Without improvement, the performance of the corridor will deteriorate, congestion and delays will increase and road access will be an ever bigger barrier to growth and prosperity.

"The south west peninsula needs a step-change in its connectivity to unlock its potential for economic prosperity.

"We need resilient, reliable infrastructure with increased capacity… to help us bring about the physical and economic regeneration of the south west and improve the local economy and increase our contribution to UK plc."

Steve Hindley Chairman
Heart of the South West Local Enterprise Partnership

A high quality route to the South West

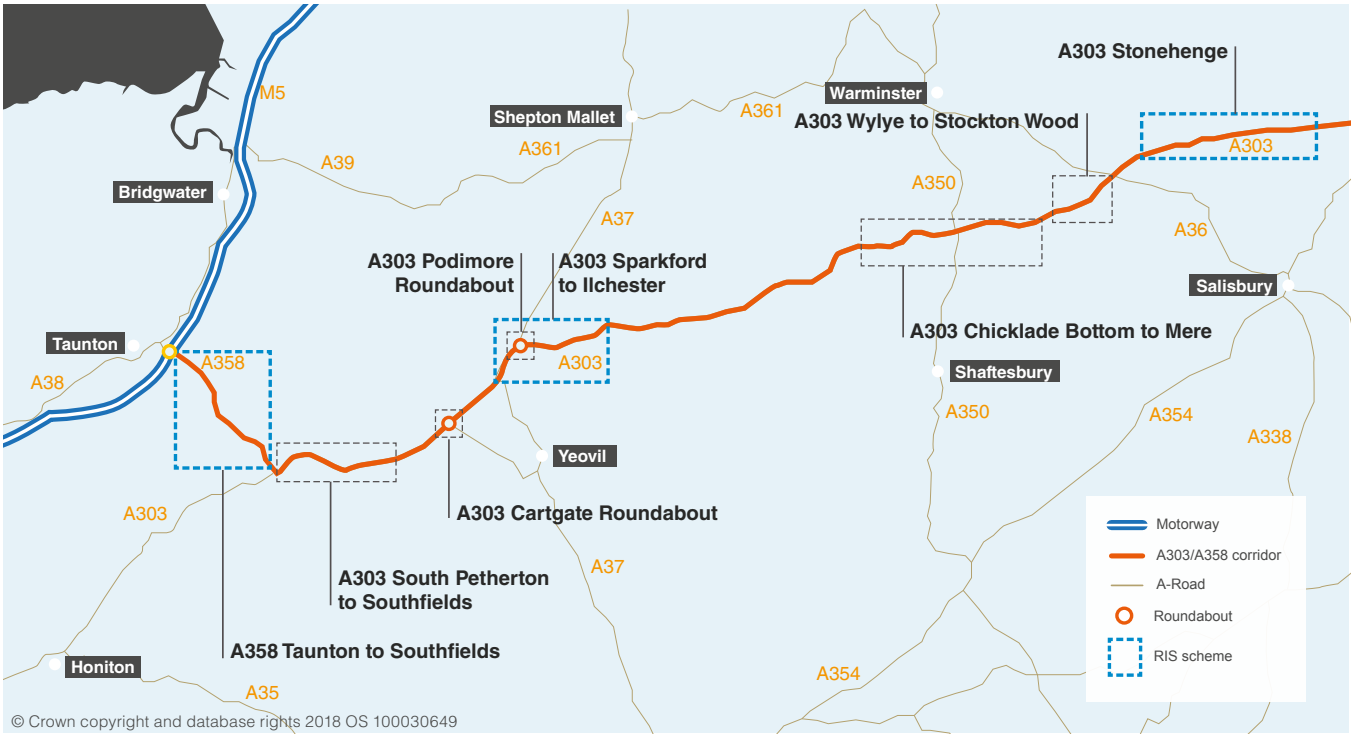
In 2014, the Government announced £2 billion to start transforming the corridor into a continuous high quality dual carriageway to the South West. The long term aim is to create a safe and reliable road where 'mile-a-minute' travel is the norm.

This would make the corridor as reliable and safe as a motorway.

In places like the south west, which relies heavily on the connectivity provided by the strategic road network to other parts of the UK, the benefits for jobs, tourism and the economy will be significant.

A programme of 8 improvement schemes has been identified to make this vision a reality, including upgrading all the remaining sections of single carriageway to dual carriageway. Figure 1 shows where they all are. For a description of each scheme please see page 9.

Figure 1: Schemes needed to create a continuous dual carriageway



The story so far

Although upgrading the corridor is essential, there are complex issues which have been stumbling blocks in the past.

The natural and historic landscape is among the most prized in the UK. As well as historic buildings, beautiful vistas and valuable habitats, the corridor passes through the Stonehenge, Avebury and Associated Sites World Heritage Site (WHS), the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty and close to the Blackdown Hills Area of Outstanding Natural Beauty.

The need to improve this strategic route is compelling. In recent years local councils and business leaders have joined forces and continue to campaign for an upgrade to boost inward investment, accessibility and jobs.

Table 1 explains the 8 schemes in the improvement programme in a bit more detail. The first 3 of these schemes are already being developed. These are:

1. A303 Stonehenge: Amesbury to Berwick Down
2. A303 Sparkford to Ilchester
3. A358 Taunton to Southfields

Table 1: Current status of the schemes

A303 Stonehenge
Scheme to upgrade around 8 miles (12.8 km) of the A303 between Amesbury and Berwick Down past Stonehenge and north of the village of Winterbourne Stoke, including a tunnel of at least 1.8 mile (2.9km).

A303 Chicklade Bottom to Mere
Scheme to upgrade around 7.5 miles (12km) of single carriageway to dual carriageway. Expected to be included in a future road investment period.

A303 Podimore Roundabout
Junction improvement.
Expected to be included in a future road investment period.

A303 South Petherton to Southfields
Scheme to upgrade around 6.2 miles (10km) of single carriageway to dual carriageway. Expected to be included in a future road investment period.

A358 Taunton to Southfields
Scheme to create a dual carriageway link of around 10 miles (16km) between the A303 and the M5 near Taunton.

A303 Cartgate Roundabout
Junction improvement.
Expected to be included in a future road investment period.

A303 Wylye to Stockton Wood
Scheme to upgrade around 2.5 miles (4 km) of single carriageway to dual carriageway. Expected to be included in a future road investment period.

A303 Sparkford to Ilchester
Scheme to upgrade around 3.1 miles (5km) of single carriageway by connecting the existing dualled sections with a new dual carriageway.

Six ways we can make the corridor better

We want to unlock economic growth in the south west by transforming journey reliability, increasing safety and improving connectivity with neighbouring regions, while protecting or enhancing the environment. To do this, we have set six broad objectives:

Connectivity: to transform links with the rest of the UK and boost economic growth

Support economic growth: to help boost jobs and new homes in key locations, including tourism

Safety: to reduce the number of injuries

Environment: to avoid unacceptable impacts and enhance the environment and community life

Capacity: to reduce delays and queues at peak times and holidays through greater road capacity

Resilience: to reduce incidents and lessen the impact of accidents

Objective 1: Connectivity

The A303 is part of England's strategic road network. It runs west from junction 8 of the M3 near Basingstoke. When it reaches Ilminster, it connects with the A358 to provide an important link to the M5 at Taunton.

As well as carrying long distance east-west traffic, the corridor is criss-crossed by roads serving major destinations to the north and south.

This means it plays a crucial role in linking the south west to its neighbouring regions. For instance, of the 18 million UK people who holiday here every year, 29% come from the south east and 85% come by car.

Congestion is making the south west feel like a hard place to get to. Poor connectivity is particularly bad news for a region which relies heavily on tourism but which otherwise struggles to perform as well as the rest of the UK.

An end-to-end dual carriageway with free flowing traffic will bring the region closer to the south east, London and the rest of the UK and improve people's opinions about getting to the south west. More reliable journeys will save time and money for businesses which will promote economic growth and encourage investment.

Fast facts

- In a survey of businesses, 77% said their site would be more viable as a business location if the route was an end-to-end dual carriageway

"Businesses need resilient and reliable infrastructure to encourage them to invest here. This road has long been a barrier to us achieving our productivity potential; and with this catalyst of investment we can achieve growth, improve the local economy, and deliver the benefits to the local community in terms of jobs and prosperity."

Steve Hindley Chairman
Heart of the South West Local Enterprise Partnership

Objective 2: Support economic growth

The corridor plays a key role for people getting to Wiltshire, Dorset, Somerset, Devon and Cornwall. But even though the population here is growing faster than the UK average, productivity and wages are lagging behind. By comparison business productivity along the other main route to the south west, the M4/M5 corridor, is notably better.

Even tourism, where the south west outperforms much of the UK, is affected. Road disruption and delays are barriers to growth in the tourism economy. When asked, almost two thirds of visitors say they would think twice about using a road again if they had a bad journey in the past.

Journey times are part of this. Many businesses report that the current unreliability of the corridor is having a negative impact on them.

It can be very hard to predict how long a journey will take. Near Andover and Sparkford fewer than 70% of journeys are on time for most of the day. At Stonehenge, even off peak, only around 65% of westbound journeys take the time they should.

Transforming links between the south east and the south west will unlock economic growth. Council and business leaders believe the completed corridor will create jobs and economic benefit for the whole region.

Fast facts

- The south west's productivity (as measured by Gross Value Added or GVA) is 24% below the national average
- At £4.5bn a year, the south west has the highest domestic tourism expenditure of any UK region
- Around 120,000 new jobs and 100,000 new homes are expected across the south west by 2021, with even greater growth after that

Objective 3: Safety

Although the corridor's overall accident rate is not that different to other similar major roads, there is a marked difference when it comes to the single carriageway sections. In these sections accident rates are above the national average for trunk roads.

Accidents which happen on the single carriageway are also more likely to result in someone being seriously hurt.

There were 430 personal injury accidents in the five years up to 2014 along the sections of road we're planning to improve. The A358 was worst overall with 90. However, the most serious accidents happened between South Pemberton and Southfields, and between Amesbury and Berwick Down. Eight people died on these two sections.

Lots of things make driving more hazardous on these sections, such as queues where speed limits change and the road reduces to single carriageway, crests and dips making it difficult to see to overtake, and having to negotiate vehicles turning in and out of local roads and entrances.

Providing a consistent, continuous dual carriageway with improved junctions will help reduce conflict points, the potential for accidents and driver stress.

Fast facts

- A 2013 impact study estimates that, together with the separately funded improvements to the A30, the corridor project could prevent an average of 30 personal injury accidents per year
- Upgrading older single carriageway A-roads into modern dual carriageway where the speed limit is greater than 40mph could reduce the number of personal injury accidents by two-thirds

"…we fully support the need to improve the A303 as this will not only improve the local infrastructure and improve accessibility but at the same time this much needed investment will also improve safety of the public."

Lee Howell Chief Fire Officer
Devon and Somerset Fire and Rescue Service

Objective 4: Environment

We try to reduce the impact of road schemes and enhance the environment where we can. For instance, our tunnel on the A3 at Hindhead in Surrey is an example where, as well as cutting peak journey times by 20 minutes, we restored the Devil's Punch Bowl, an area of outstanding natural beauty.

Sensitive road design and engineering can help us avoid the most unacceptable effects on the environment, and also transform some landscapes, habitats and communities for the better.

More free-flowing traffic will eliminate the need for motorists to divert onto side roads so that the effects of rat-running will be reduced in communities away from the road itself.

Bypassing villages like Winterbourne Stoke will allow severed communities to re-gain their heart.

There is also a once in a generation chance to enhance the setting of Stonehenge. The road here passes straight through the WHS and has a negative effect on a number of historic features with outstanding universal value, as well as the stones themselves. A recent cultural heritage valuation survey we carried out suggests that society places a high value on improving the setting of Stonehenge.

Fast facts

- Stonehenge is one of the top 10 paid-for visitor attractions in the UK, with 1.3 million visitors in 2014, 60% of whom were from overseas
- The WHS area surrounding Stonehenge totals 2,600 hectares and contains c350 prehistoric burial mounds

Objective 5: Capacity

On a normal day up to 24,000 vehicles use the single carriageway sections, which is almost twice as much as they were designed for. At weekends and in the summer the number of vehicles on this single carriageway averages 29,000.

This traffic is expected to increase as local councils along the length of the corridor seek to deliver economic growth and new development.

The worst hotspots for congestion and accidents are where the dual carriageway road narrows to one lane in either direction. Predicting arrival times is almost impossible. In the tourist season, a journey between London and Exeter can take an hour and 20 minutes longer than it does at other times.

It is bad news for local communities too. Many motorists try to dodge tailbacks by diverting to side roads creating rat-runs which affect the quality of life in nearby towns and villages.

Every day local journeys take longer, and more traffic means more noise and fumes in communities away from the road.

Upgrading the road will ease congestion and reduce the temptation for rat-running.

Fast facts

- At peak times, traffic through Shrewton is 60% more than at other times
- The highest traffic flows are found at the eastern extremity of the corridor, with flows varying between 35,000 and 50,000 vehicles per day

"We consciously decide not to travel on the A303 on a Friday, because it can involve so much wasted time. We also warn suppliers that it is not a good idea to make deliveries to us on a Friday. This does affect our business…."

Philip Coward Managing Director
Hill Brush Company Ltd, Mere

Objective 6: Resilience

Resilience is how well a road copes with difficult or unforeseen events, like severe weather or accidents. At the moment, even predictable events like an influx of tourists cause heavy congestion and delays on the corridor.

If collisions happen on a single carriageway section the road can be closed altogether. The lack of suitable alternative routes creates significant problems for travellers and businesses and has severe implications for access to the south west.

Reducing the number and the effect of accidents and incidents is one way of improving the corridor's resilience. An end-to-end dual carriageway on the corridor will help achieve this. It would also ease the growing pressure on the other strategic route to the south west, the M4/M5, by establishing a reliable alternative.

Fast facts

- In 2013, Devon and Somerset Fire and Rescue Service recorded a collision on the A303 on average every six days

Get involved

In 2014 the Government announced its intention to improve these roads, to create a high quality link between London and the south east and the south west.

As part of this, 3 schemes are being developed:

1. A303 Stonehenge (Amesbury to Berwick Down)
2. A303 Sparkford to Ilchester
3. A358 Taunton to Southfields

These large schemes are classed as nationally significant infrastructure projects (NSIPs). This means they require a development consent order (DCO) under the Planning Act 2008 before construction can start.

As part of the planning process, we will be consulting our customers and local communities near the A303 and A358. This will give people the chance to express their views on the proposals before we submit our applications for development consent to allow construction to start.

Contact us

Visit our webpages for information about the schemes and to find out when you can have your say, or call or email us to find out more.

Website:

www.highwaysengland.co.uk/programmes/a303-a358-corridor-improvements/

Email:

A303 Stonehenge:

A303Stonehenge@highwaysengland.co.uk

A303 Sparkford to Ilchester:

A303SparkfordtoIlchesterDualling@highwaysengland.co.uk

A358 Taunton to Southfields:

A358TauntontoSouthfields@highwaysengland.co.uk

Phone:

0300 123 5000

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

Contact us

Please see our website - **www.highwaysengland.co.uk/regions/south-west** - for details of any ongoing or planned consultation periods and how to make your views known at the appropriate time.

For comments outside formal consultation periods please write to us:

Highways England
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6HA

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B5 Working group structure

B5.1 Organogram depicting structure of Working Groups

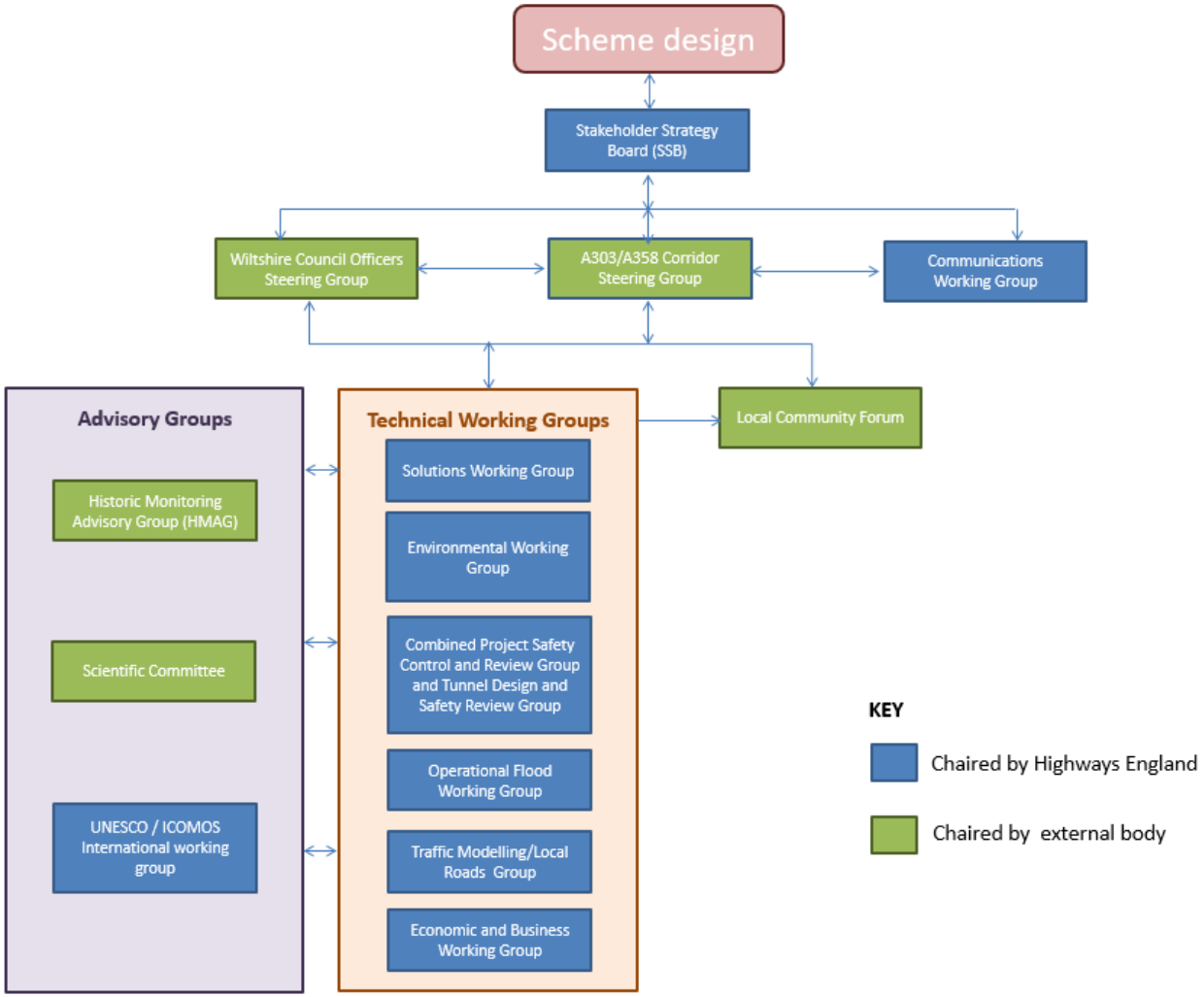

Table B5-1 Summary of working groups

Working Group	Membership and Purpose	Meeting Schedule	Main activities / summary of topics discussed
Stakeholder Strategy Board (SSB)	• Membership comprises: Highways England, Wiltshire Council, Historic England, English Heritage Trust, National Trust, World Heritage Site (WHS) Partnership Panel Chair, Department for Transport (DfT) and Department for Digital, Culture, Media and Sport (DCMS). • The purpose of the SSB is to ensure that effective working is maintained between these key parties throughout the life of the project.	Approximately every 8 weeks	• In order to achieve its collaborative purpose, SSB shares information, monitors activity at a strategic level and sets direction to inform the design of the scheme. • The working group structure, as outlined in the organogram in 5.1, shows how the outcomes of other working groups report into SSB.
A303/A358 Corridor Steering Group	• Membership comprises: Somerset County Council, Devon County, Wiltshire Council, and their associated Local Enterprise Partnerships (LEPs). • The purpose of the group is to co-ordinate promotion of the improvements along the A303/A358 corridor for the benefit of the South West.	Quarterly	• The Group reviews progress on and lends support to the first three schemes along the corridor: A303 Sparkford to Ilchester and A358 Taunton to Southfields schemes; and this Amesbury to Berwick Down scheme. • The group determines what action the members should take depending on the stage reached by the individual schemes. • The group reviews the economic case for improving connectivity to the region.
Communications Working Group	• Membership comprises: Highways England, Wiltshire Council, Historic England, English Heritage Trust, National Trust, DfT and DCMS. • To discuss outputs of other working groups and key project updates. • For communicating and promoting the scheme objectives and benefits, in collaboration with communication leads from the heritage bodies, Wiltshire Council, DCMS and the DfT	Approximately every 6-8 weeks	• Producing messages for managing occasions like PRA, launching consultation, and the UNESCO/ICOMOS missions. • Coordinating responses to key issues to develop positive, joined-up and consistent messaging across the group's members. • Review and refresh communications around the scheme benefits and opportunities following consultation events.

Working Group	Membership and Purpose	Meeting Schedule	Main activities / summary of topics discussed
Local Community Forum	• Membership (at time of writing) comprises: Highways England, Wiltshire Council (Amesbury Area Board Manager), Amesbury Town Council, Berwick St James Parish, Bulford Parish Council, Dinton Parish Council, Durrington Town Council, Larkhill Parish Council, Orcheston Parish Council, Shrewton Parish Council, Winterbourne Stoke Parish Council, Stonehenge Traffic Action Group, South West Wiltshire Community, Areas Transport Group, Shrewton's Traffic Working Group, British Horse Society, Green Lane Association, Campaign for the Preservation of Southern Till Valley, Great Bustard Group • Independently chaired to engage with representatives from a range of groups from the local community, including parish and town councils, and others such as PRoW groups.	First met in February 2018, and convenes approximately every 2 months.	• Engaging with bodies/groups that are local to the scheme, to provide them with up-to-date information about the scheme and its progress. The Forum also provides an opportunity for the local groups to feed back into the scheme about local issues. • Seeking ideas for legacy benefits that can be pursued in the wake of the scheme for local and wider communities.
Heritage Monitoring Advisory Group (HMAG)	• Membership comprises Historic England, Wiltshire Council Archaeology Service, English Heritage Trust and the National Trust. • Chaired by Historic England, HMAG provides advice regarding the historic environment considerations. Where supplementary advice and expertise are required, HMAG requests advice from members of the Scientific Committee.	Established in 2016 following the recommendation from the first UNESCO/ICOMOS advisory mission and convening approximately monthly	• Provides advice regarding the historic environment considerations of the scheme's design, assessment, implementation and mitigation where it relates to the WHS, ensuring the protection of its Outstanding Universal Value (OUV). • Meetings enable the iterative review of heritage documentation, including the Heritage Impact Assessment methodology and the Landscape and Visual Impact Assessment, and ongoing review of what and how archaeological evaluations are undertaken to support the scheme.

Working Group	Membership and Purpose	Meeting Schedule	Main activities / summary of topics discussed
			• Ensures quality control at all stages of decision making, scheme design and implementation.
Scientific Committee	• Membership comprises the following experts in archaeology and heritage: Barry Cunliffe, Oxford University Oliver Craig, York University Nicky Milner, York University David Field, former senior archaeological investigator (retired) Andrew Fitzpatrick, Leicester University Vince Gaffney, Bradford University Clive Ruggles, Leicester University Colin Shell, Cambridge University Mike Allen, Independent Consultant Tim Darvill, Bournemouth University Mike Parker Pearson, University College London Josh Pollard, Southampton University Mike Pitts, Independent Consultant Melanie Pomeroy-Kellinger, Wiltshire Council Heather Sebire, English Heritage Trust Phil McMahon, Historic England Nicola Snashall, National Trust • The group supports HMAG, by bringing independent, professional archaeological expertise and knowledge of matters concerning the WHS.	Established in 2017 and convened as required. Meeting dates have been: • 5 October 2017 • 16 November 2017 • 23 February 2018 • 10 May 2018 • 3 August 2018	• Meetings discuss all elements of the scheme in relation to the WHS, supporting HMAG to ensure proper quality control at all stages of decision making, scheme design and implementation. • The committee is provided with updates on scheme progress, including the statutory consultation and progress of the archaeological evaluations undertaken to support the scheme. • Related activity of the Committee is available on their website at: http://a303scientificcommittee.org.uk
UNESCO / ICOMOS	• Membership comprises: Highways	As needed to plan/prepare for	• The first mission was undertaken in October

Working Group	Membership and Purpose	Meeting Schedule	Main activities / summary of topics discussed
International working group	England, Wiltshire Council Archaeology Service, Historic England, English Heritage Trust, the National Trust, and DCMS. • The purpose of the group is to plan and manage UNESCO/ICOMOS advisory missions undertaken at various stages in the scheme's development, and to consider/respond to the mission recommendations and associated decisions of the World Heritage Committee.	UNESCO/ICOMOS advisory missions and to consider the feedback from the missions.	2015 at an early stage, whilst options were still being identified for assessment. Two further missions have been undertaken since, in February 2017 and March 2018, coincident with the non-statutory and statutory stages of public consultation. The recommendations from the missions informed the development of the scheme. • The group is supported by HMAG and the Scientific Committee.
Environmental Working Group	• Membership comprises: Highways England, Wiltshire Council, The National Trust, Natural England, The English Heritage Trust, The Environment Agency, and Historic England. • The group provides regular engagement with environmental stakeholders throughout the scheme development process and wider scheme updates, such as ongoing design development, emerging findings of assessments, and mitigation opportunities.	The working group meets broadly quarterly, with additional ad-hoc meetings as required.	• Meetings provide opportunities to seek consensus on emerging issues associated with the scheme's design, assessment, implementation and mitigation.
Operational Flood Working Group	• Membership comprises: Highways England, Wiltshire Council, Environment Agency and Wessex Water. • The group engages with water stakeholders (including statutory bodies and community representatives) throughout the	Regular meetings, teleconferences and email correspondence	• Meetings provide opportunities to seek consensus on emerging issues associated with the scheme's design, assessment, implementation and mitigation.

Working Group	Membership and Purpose	Meeting Schedule	Main activities / summary of topics discussed
	scheme development process and provides wider project updates, such as emerging findings of assessments.		
Wiltshire Council Officer steering group	• Membership comprises: Highways England and Wiltshire Council • The group creates a forum for dialogue between business areas and functional specialities to formulate and represent the corporate position of Wiltshire Council with respect to the scheme.	Normally bi-monthly and more frequently in the run up to DCO	• Meetings enable regular updates on the scheme to be shared, and provide opportunities to identify areas of concern or issues requiring resolution. Discussions include how the group takes collective responsibility for the delivery of the Local Authority's statutory requirements relating to the Development Control Order process for this scheme.
Economic and Business Case Working Group	• Membership comprises: currently Highways England and Wiltshire Council, with the intention of widening the membership as the scheme moves towards construction. • The purpose of the Economic Development and Business Case Working Group is to, as far as is practicable, maximise benefits associated with the delivery of the scheme objectives.	The group has met twice in the pre-application period. Meetings will become more frequent as the scheme moves towards the tendering of works and the start of work on site.	• Provides Highways England with information on confirmed and predicted development within the region. • Going forward, the group will provide information on economic policies and strategies where relevant; consider opportunities for the local supply chain and how these could be leveraged by the scheme; and, assess the current labour market and how the scheme could leverage local employment and an increase in skills. • It will also consider local regeneration and place-shaping opportunities and how these could be leveraged by the scheme.
Traffic Modelling / Local Roads / PRoW working group	• Membership comprises: Highways England and Wiltshire Council • The group provides regular engagement with stakeholders throughout the scheme development process, including defining the scope of assessment planned and outlining the material available during the	Sub-groups for disciplines meet approximately every 4-6 weeks.	• Meetings provide opportunities to test design options and understand local concerns around changes to local roads and access.

Working Group	Membership and Purpose	Meeting Schedule	Main activities / summary of topics discussed
	statutory consultation period.		
Solutions Working Group	• Membership comprises: Highways England, Wiltshire Council, Natural England, Historic England and the National Trust. • The group provides regular engagement opportunities with heritage bodies throughout the scheme development process, including attendance at technical design meetings.	Established in October 2017 and convening weekly (on Tuesdays)	• Meetings provide opportunities to test design options, understand concerns around impacts on archaeology and OUV of the WHS and allows the design to accommodate stakeholder needs at the earliest opportunity, where possible.
Project Safety Controls Review Group (PSCRG) and Tunnel Design Safety Consultation Group (TDSCG) (combined group)	• Membership comprises: Highways England (project, operational and maintenance representatives), Dorset and Wiltshire Fire and Rescue Services, Wiltshire Police, South Western Ambulance, Environment Agency and Wiltshire Council • The PSCRG is responsible for safety decisions for the scheme. The TDSCG was set up to look at the safe design and operating procedures for the tunnel. • In 2018 the groups were combined to provide a single forum for monitoring and endorsing 'safety work' associated with the design of the scheme	• Approximately once every 6-8 weeks	• The combined PSCRG and TDSCG is a cross-functional group that reviews the scheme for both tunnel and non-tunnel sections to ensure that safety risks are correctly identified and addressed in terms of designing and installing a full suite of safety measures in the tunnel and along the scheme to secure its safe operation. • The group develops the plans for addressing safety risks associated with maintenance and operation of the tunnel, including contingency plans for responding to incidents. It develops the operational procedures and facilities available to assist the police, fire and ambulance services for dealing effectively with incidents in the tunnel.
Workshops			
Public Rights of Way workshop	• A workshop for walkers, cyclists and horse riders. The purpose of this was to update the main user groups on the clarifications to the scheme's PRoW proposals contained in the	24 July 2018	• Representatives who use the PROW network had the opportunity to provide feedback on the clarifications contained within the supplementary consultation and to suggest other opportunities to improve the PROW

Working Group	Membership and Purpose	Meeting Schedule	Main activities / summary of topics discussed
	booklet published for supplementary consultation and to explore further opportunities to enhance the PRoW network. • The workshop was attended by representatives with interests in walking, cycling, horse riding and carriage driving. Organisations represented included Wiltshire Council's Rights of Way and Countryside Manager and, Wiltshire Council the Senior Rights of Way Warden, Wiltshire Council Councillor, Amesbury Town Councillor Winterbourne Stoke Chair, The National Trust, Campaign to Protect Rural England, English Heritage Trust, Cycling UK, Cycling Opportunities Groups for Salisbury (COGS) and British Horse Society. A number of other organisations were invited including The Ramblers, Wiltshire Bridleway Association and SUSTRANS but were unable to attend.		network in the area. • The output of this workshop included a review of the relevant proposals included in the preliminary design of the scheme and a record of the design decisions relating to the provision of walking, cycling and horse-riding facilities. Additional related opportunities for consideration during future design stages were also identified. • Engagement will continue with non-motorised user groups during the detailed design of the scheme.
Extraordinary meeting for heritage stakeholders	• Workshop attendees included: WHS Partnership Panel, WHS Committee for Stonehenge, WHS Committee for Avebury, the Avebury & Stonehenge Archaeological and Historical Research Group ("ASAHRG") and members of the Scientific Committee. • Provided an opportunity to review and comment on the methodology	31 July 2018	• Representatives from Highways England presented the Heritage Impact Assessment ("HIA") being undertaken for the scheme, outlining the scope, methodology and initial outcomes. The opportunity was also taken to set out the proposed changes being made to the scheme which were being presented for supplementary consultation, including clarifying the PROW proposals through the WHS.

Working Group	Membership and Purpose	Meeting Schedule	Main activities / summary of topics discussed
	being employed to undertake the Heritage Impact Assessment for the scheme.		

B6 Meetings with landholders

This appendix provides an overview of the meetings with Category 1 landholders. Table B6-1 provides a summary of all the dates when meetings took place. Table B6-2 provides more detail on what was covered in these meetings in chronological order.

Table B6-1 Meetings with landholders

Landholder and Contact ID	Meeting dates
704406	01 June 2018 04 April 2018 28 March 2018 23 January 2018 18 December 2017 02 November 2017 13 October 2017 29 September 2017 17 September 2018
2055175 / 2058147 / 1754036	08 June 2018 23 January 2018 18 December 2017 11 October 2017 22 August 2018 11 September 2018
809823	22 May 2018 11 June 2018 28 March 2018 30 January 2018 30 November 2017 15 November 2017 07 September 2017
809774	11 September 2018
804519 / 804523 / 804520 / 704512 / 809830	12 June 2018 17 April 2018 31 January 2018 19 December 2017 11 October 2017 17 August 2018 18 September 2018
1777787	18 May 2018 31 January 2018
804762	22 May 2018 25 January 2018 12 December 2017 06 December 2017 10 October 2017
809747	19 July 2018
809759 / 809747 / 2200254	21 May 2018 22 May 2018

Landholder and Contact ID	Meeting dates
	13 April 2018 24 January 2018 10 January 2018 12 December 2017 05 December 2017 15 November 2017 10 October 2017
2200048	12 June 2018 13 April 2018 02 February 2018
1741105	19 June 2018 15 March 2018
2023594 / 2050420	12 June 2018
804589	30 May 2018
804589 / 809821	22 January 2018 19 December 2017 14 November 2017
809821	12 December 2017
2062582	25 May 2018 25 January 2018 20 October 2017 13 October 2017
809748	25 May 2018 24 January 2018 05 December 2017 10 October 2017 10 August 2018
2021009	18 May 2018
2061710	18 May 2018 19 December 2017 26 January 2018 13 April 2018
809789	13 April 2018
2022659	22 May 2018
804403	22 January 2018 15 November 2017
2091386 / 2091453	29 June 2018
1724525	20 July 2018
1724592	27 July 2018
804500	14 June 2018

Landholder and Contact ID	Meeting dates
804621	25 June 2018
804381	10 August 2018

Table B6-2 Meetings with landholders – meeting details

Contact ID	Meeting date	Meeting overview
809823	07 September 2017	Review of current records of National Trust land ownership
704406	29 September 2017	Discussion of preferred route announcement
804762	10 October 2017	Review the preferred route in relation to land owned and occupied by consultee and his farming businesses
809747 / 809759	10 October 2017	Review the preferred route in relation to land owned and occupied by consultees and farming businesses
809748	10 October 2017	Review the preferred route in relation to land owned and occupied by consultee and his farming business
2055175 / 2058147 / 175403	11 October 2017	Review the preferred route in relation to land owned
804519 / 804523 / 804520 / 704512 / 809830	11 October 2017	Review the preferred route in relation to land owned and occupied by farming business
704406	13 October 2017	Introductory meeting
2062582	13 October 2017	Introductory meeting
2062582	20 October 2017	Review the preferred route in relation to land and farming businesses
704406	02 November 2017	Ecology meeting
804589 / 809821	14 November 2017	Review the preferred route in relation to land
809823	15 November 2017	Groundwater pumping surveys on land tenanted
809747 / 809759	15 November 2017	Discuss groundwater pumping surveys and to come to an agreement/solution to the current situation
804403	15 November 2017	Review the announced preferred route and confirming the land ownership.
809823	30 November 2017	Updated design in respect of the land holdings
809747 / 809759	05 December 2017	Reading agriculture site meeting

Contact ID	Meeting date	Meeting overview
809748	05 December 2017	Reading agriculture site meeting
804762	06 December 2017	Reading agriculture site meeting
804762	12 December 2017	Discuss concerns relating to access
2200254	12 December 2017	Discuss and agree the current proposals and compensation for boreholes and groundwater pumping
809821	12 December 2017	Discuss concerns relating to access
704406	18 December 2017	Site meeting
2055175 / 2058147 / 1754036	18 December 2017	Reading agriculture site meeting
804519 / 804523 / 804520 / 704512 / 809830	19 December 2017	Reading agriculture site meeting
804589 / 809821	19 December 2017	Reading agriculture site meeting
2061710	19 December 2017	Reading agriculture site meeting
809747 / 809759	10 January 2018	Discuss the recently approved Section 53 application and explore the proposed borehole works
804589 / 809821	22 January 2018	Review the preferred route in relation to land
804403	22 January 2018	Discuss the design which will be taken to consultation in relation to land
704406	23 January 2018	Discussion of design to be taken to consultation
2055175 / 2058147 / 1754036	23 January 2018	Discussion of design to be taken to consultation
809747 / 809759	24 January 2018	Discuss the design which will be taken to consultation in relation to land
809748	24 January 2018	Discuss the design which will be taken to consultation in relation to land

Contact ID	Meeting date	Meeting overview
804762	25 January 2018	Discuss the design to be taken to consultation in relation to land
2062582	25 January 2018	Review land requirements
2061710	26 January 2018	Discuss the design which will be taken to consultation in relation to land
809823	30 January 2018	Discuss the design which will be taken to consultation in relation to land
804519 / 804523 / 804520 / 704512 / 809830	31 January 2018	Discuss the design which will be taken to consultation in relation to land
1777787	31 January 2018	Discuss the design which will be taken to consultation in relation to land
2200048	02 February 2018	Discuss the design which will be taken to consultation in relation to land
1741105	15 March 2018	Discuss the design which will be taken to consultation in relation to land
704406	28 March 2018	Discussion of all proposed surveys on land
809823	28 March 2018	Review of proposed land requirements over land and discuss process for agreement
704406	04 April 2018	Discussion of archaeology surveys
809747 / 809759	13 April 2018	Discuss the design of the proposed accommodation works to land farmed by parties
2200048	13 April 2018	Discuss the land subject to acquisition of land
2061710	13 April 2018	Review plan showing proposed land requirements over land
809789	13 April 2018	Discuss the design at the Allington Track and land owned by party
804519 / 804523 / 804520 / 704512 / 809830	17 April 2018	Discuss access arrangement for survey taking place on land with the main focus on archaeology
1777787	18 May 2018	Discuss consultee's response to consultation
2021009	18 May 2018	Review of consultation response

Contact ID	Meeting date	Meeting overview
2061710	18 May 2018	Review of consultation response
809747 / 809759	21 May 2018	Discuss consultation responses
809823	22 May 2018	Discuss proposals for access required for following construction of the tunnel
804762	22 May 2018	Discuss consultation response
809747 / 809759	22 May 2018	Discuss proposals for access required for parties following construction of the tunnel
2022659	22 May 2018	Discuss proposals on land
2062582	25 May 2018	Discuss consultation response
809748	25 May 2018	Discuss consultation response
804589 / 809821	30 May 2018	Discuss the consultation responses
704406	01 June 2018	Discussion of consultation response and review of position statement
2055175 / 2058147 / 1754036	08 June 2018	Discussion about issues raised in consultation
809823	11 June 2018	Review project progress and discuss acquisition of land
804519 / 804523 / 804520 / 704512 / 809830	12 June 2018	Discuss the consultation response and to provide an update on progress following consultation.
2200048	12 June 2018	Discuss the consultation response
2023594 / 2050420	12 June 2018	Discuss any concerns raised by the parties post consultation
804500	14 June 2018	Post-consultation meeting
1741105	19 June 2018	Discuss the consultation response

Contact ID	Meeting date	Meeting overview
804621	25 June 2018	Discuss the Statement of Common Ground process and key change aspects of the supplementary consultation.
2091386 / 2091453	29 June 2018	Post-consultation meeting
809747	19 July 2018	Future ground investigation works
1724525	20 July 2018	Land affected by the scheme and permanent acquisition
1724592	27 July 2018	First meeting, to discuss design and how the project might affect them
804381	10 August 2018	Archaeology survey and compound location on land
809748	10 August 2018	Archaeology survey and compound location on land
804519 / 804523 / 804520	17 August 2018	Discuss archaeology work
2055175 / 2058147 / 1754036	22 August 2018	Discuss archaeology work
2055175 / 2058147 / 1754036	11 September 2018	Discuss archaeology and access route for surveys
809774	11 September 2018	Discuss archaeology and access route for surveys
704406	17 September 2018	Hydrology meeting to discuss impact of GI works on land and how to coordinate it.
804519 / 804523 / 804520	18 September 2018	To discuss ground investigation surveys and access

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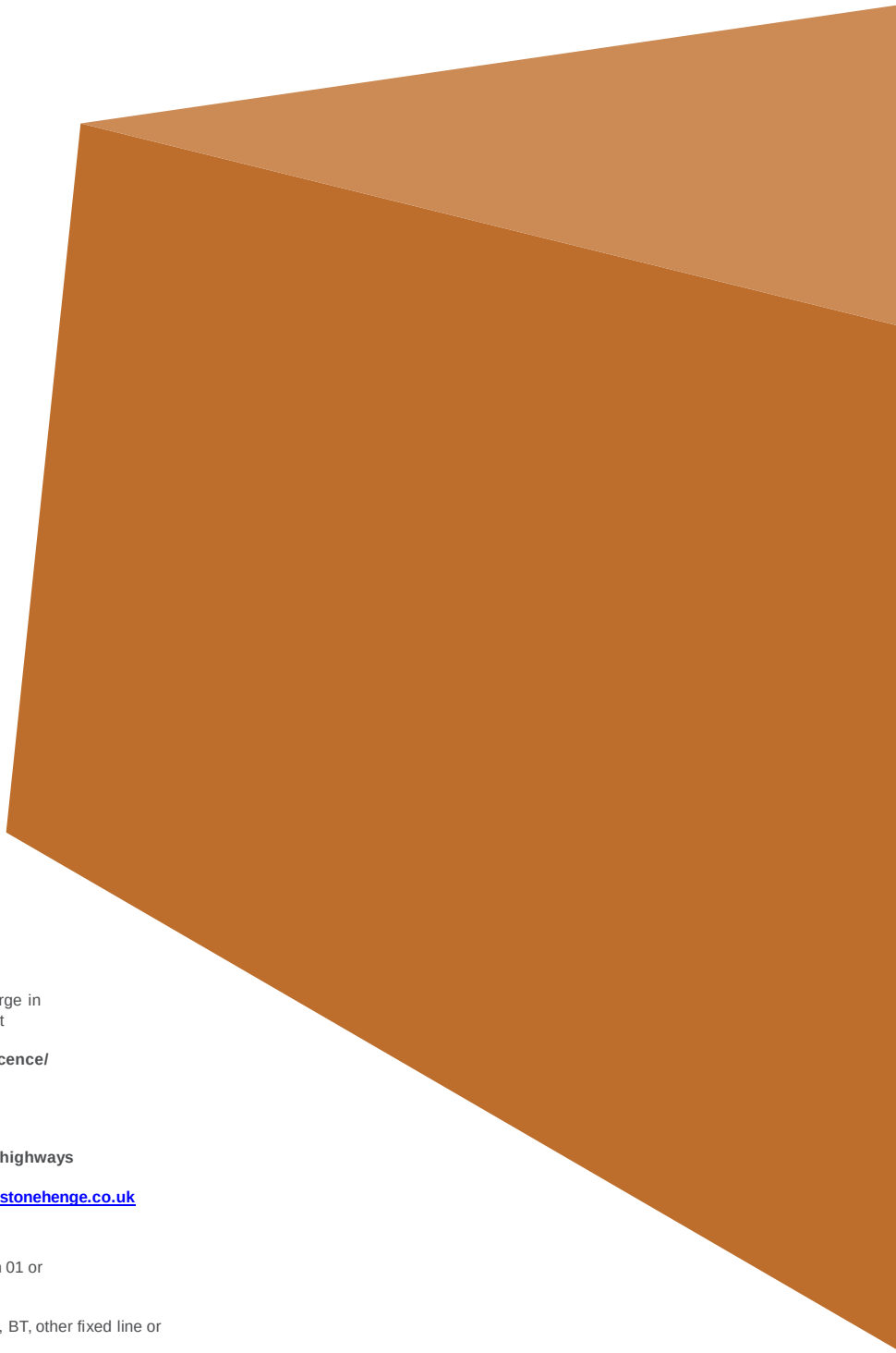

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