A303 Amesbury to Berwick Down

TR010025

5.1 Consultation Report Appendix

Appendix G: Consultation material

Volume 5

APFP Regulation 5(2)(q)

Planning Act 2008

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

October 2018

THIS PAGE HAS INTENTIONALLY BEEN LEFT BLANK

Appendix G Consultation material

Contents **Page**

THIS PAGE HAS INTENTIALLY BEEN LEFT BLANK

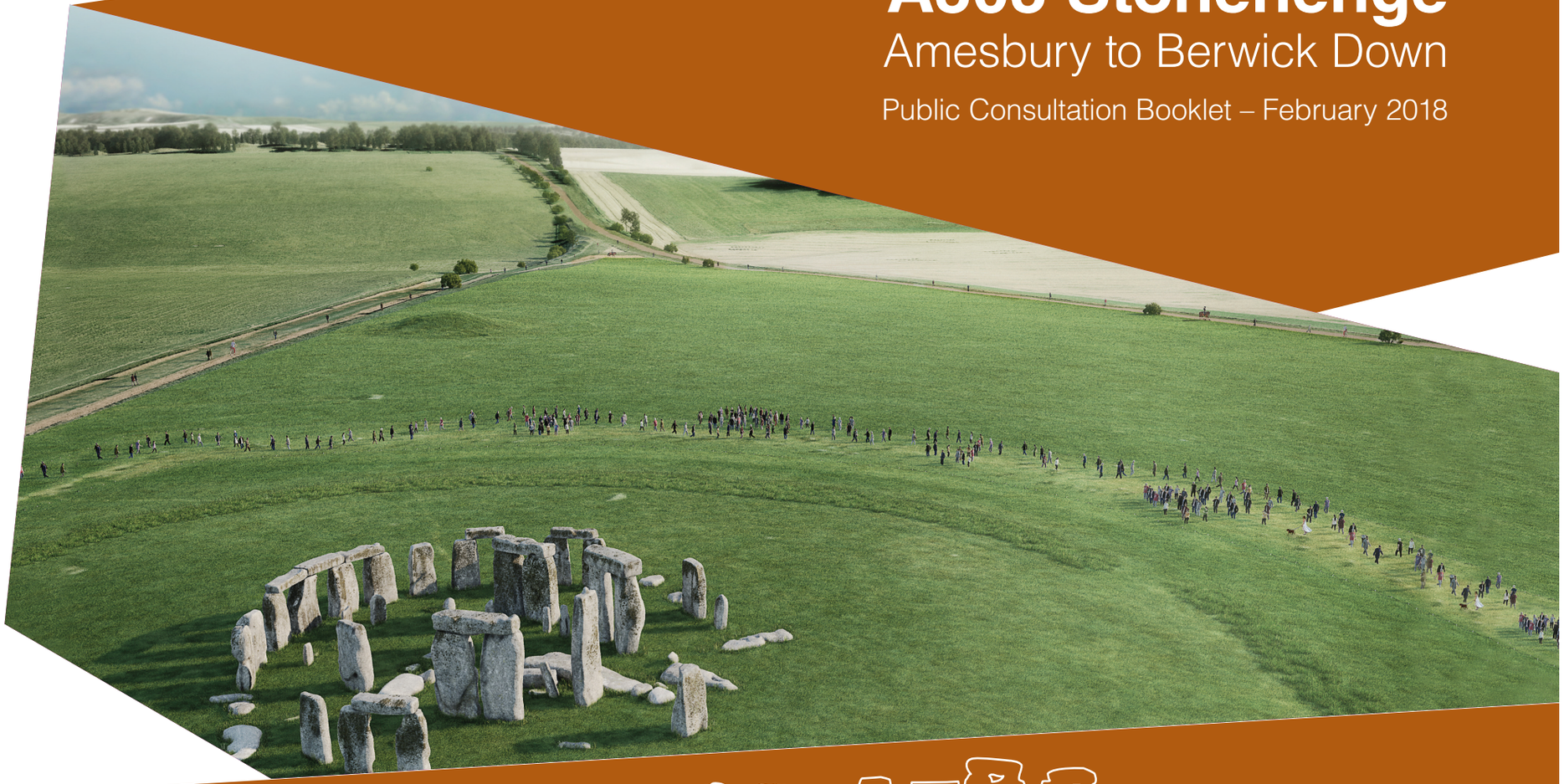
G1 Public Consultation Booklet – February 2018

highways england

A303 Stonehenge

Amesbury to Berwick Down

Public Consultation Booklet – February 2018



About this booklet

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

This booklet is about our consultation on proposals for improving the A303 past Stonehenge between Amesbury and Berwick Down, including a bypass for the village of Winterbourne Stoke. It is designed to be read alongside our consultation response form which will help you provide feedback to the consultation. It also explains the ways you can give your views.

Contents

1 Foreword

"Delivering a high-quality road, unlocking benefits for the South West economy, local communities and the Stonehenge World Heritage Site."

Thank you for taking an interest in this public consultation on the A303 Stonehenge scheme. The consultation is an important step towards delivering this scheme which will bring significant benefits for the South West economy, local communities and the Stonehenge World Heritage Site.

Highways England is committed to delivering a high quality, high performing route along the A303/A358 corridor between the South West and the South East. Removing the traffic bottleneck past Stonehenge will improve connectivity and help open up the South West, unlocking economic and social benefits for the region as part of the Government's £23 billion investment in roads across the country.

We are proposing a tunnel to remove the A303 and its traffic from a large part of the Stonehenge landscape. Reconnecting the iconic Stones with surrounding ancient monuments will help restore the natural setting and tranquillity lost for generations.

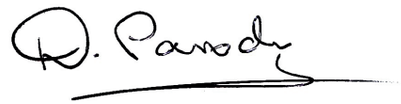
The scheme will also improve the quality of life for local communities by providing a bypass for Winterbourne Stoke and relieving rat running through local villages such as Shrewton, Larkhill and Durrington.

Since the preferred route for the scheme was announced in September 2017, we have been developing our design to ensure we achieve the best balance between maximising benefits and minimising environmental impacts.

There are still important details for us to finalise before we submit our planning application to build the scheme. This consultation is your opportunity to help us finalise these details.

In this document we have described the core elements of the scheme, the key benefits and impacts, and have indicated where you can find out more. We are asking a series of questions on what we would like feedback on, but you can also provide feedback on any aspect of the scheme.

Please take this opportunity to get involved and let us know what you think by Friday 6 April 2018. Your feedback will help create the best possible scheme for this iconic, world-renowned landscape.



Derek Parody
A303 Stonehenge Project Director, 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 £23 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

The story so far

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, and for many it can 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.

The existing road passes just 165 metres from the Stonehenge monument and cuts the World Heritage Site in two. Previous proposals over the past 30 years were unable to find a solution that met the challenge of tackling this in an acceptable and affordable way.

But now the Government is committed to upgrading the A303 at Stonehenge as part of the current Road Investment Strategy. The detailed work undertaken in recent years has resulted in a proposed scheme that we believe succeeds in meeting this challenge.

The Government's aim is to transform all remaining single carriageway sections of the A303/A358 corridor into a high quality dual carriageway route to the South West, where mile-a-minute journeys are the norm.

In pursuit of the Government's aim, eight schemes have been identified as shown in Figure 1.

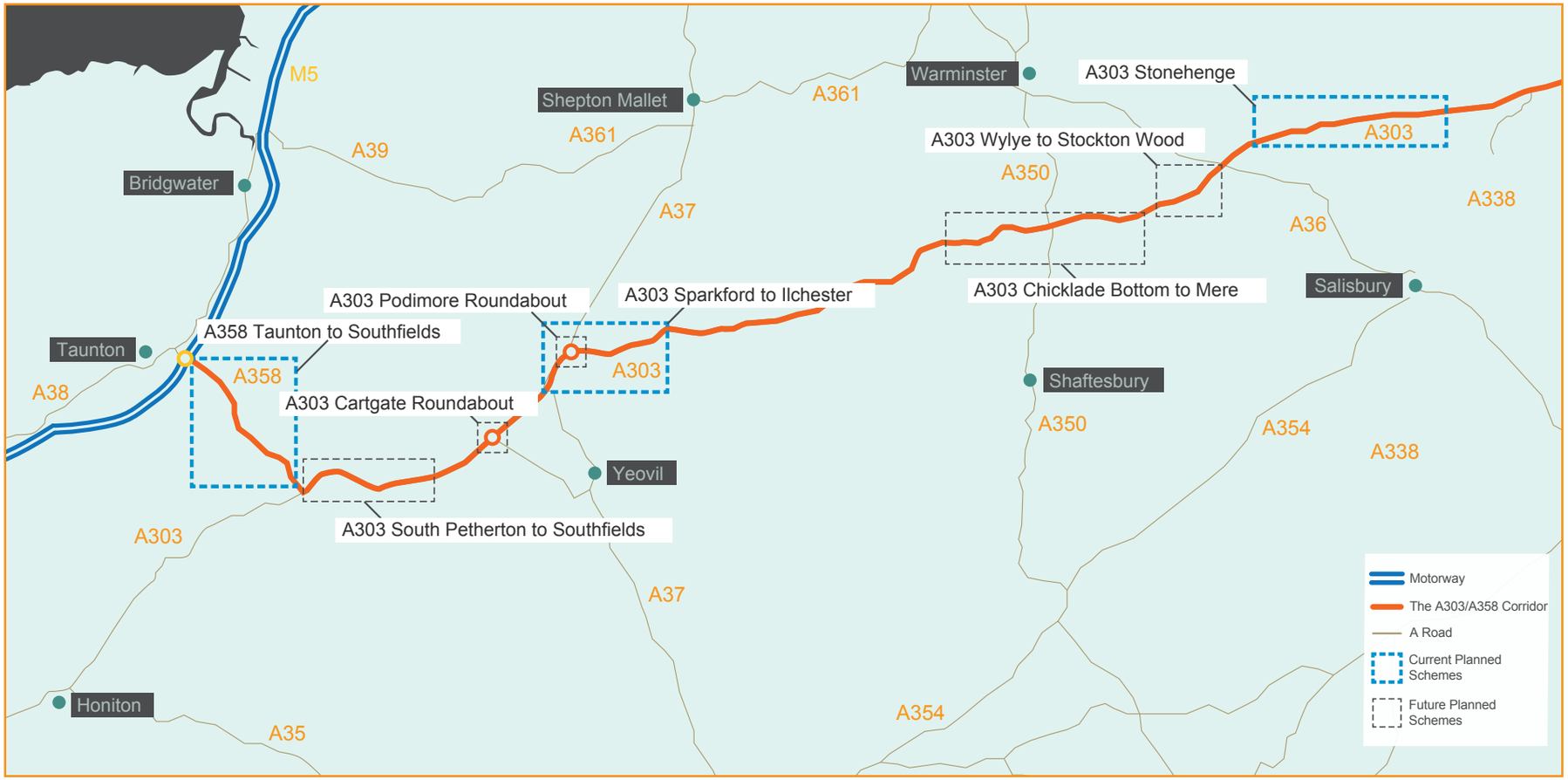


Figure 1: A303/A358 Corridor schemes

The aim of the scheme

The A303 scheme 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.

To make sure we achieve this, the scheme 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.

More information

For more information about the A303/A358 Corridor and this scheme's place within it please refer to our booklets:

- *Improving journeys to the South West: The case for the A303/A358 Corridor, February 2018*
- *The A303 Stonehenge: Amesbury to Berwick Down, The case for the scheme, February 2018*

To find out more about the options assessment process leading to the choice of options presented for consultation in 2017, please see the *A303 Stonehenge; Amesbury to Berwick Down Technical Appraisal Report* and the *A303 Stonehenge; Amesbury to Berwick Down Public Consultation Booklet - January 2017*.

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

For assessment of the options presented at the 2017 consultation leading to the choice of the Preferred Route, please see the *A303 Stonehenge, Amesbury to Berwick Down: Scheme Assessment Report – September 2017.*

All the above documents can be viewed at **www.highways.gov.uk/A303Stonehenge/consultation**

Timeline to statutory consultation

Late 2014

The Government published its Road Investment Strategy which includes a commitment to fund improvements to the A303 between Amesbury and Berwick Down, including a bypass of Winterbourne Stoke and a tunnel at least 1.8 miles long past the Stonehenge monument.

Throughout 2016

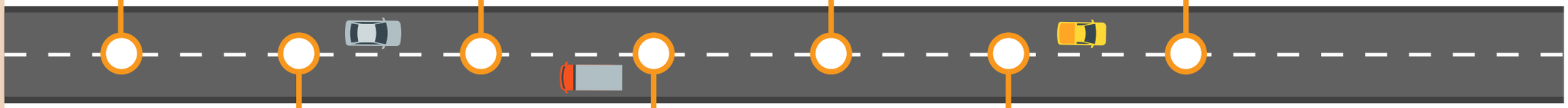
Extensive assessment of a full range of alternative options for the A303 Stonehenge scheme.

March-September 2017

Further assessment and refinement of the route options presented for consultation, taking into consideration the feedback received.

September 2017 - February 2018

Development of the preferred route, enabling detailed proposals to be put forward for further public consultation.



Early 2016

In February 2016, a series of information events were held along the A303/A358 corridor to raise public awareness of the planned schemes along the corridor.

Early 2017

Between 12 January 2017 and 5 March 2017, we held a public consultation to ask for views on the scheme proposals that had emerged from the extensive assessment of alternative options.

September 2017

On 12 September 2017, the Secretary of State announced the preferred route for the scheme.

4 What we are consulting on and why

What

We are consulting on our proposals to upgrade the A303 past Stonehenge between Amesbury and Berwick Down to a dual two-lane carriageway. The scheme is approximately 8 miles (nearly 13 kilometres) long and comprises the following key elements (see Figure 4.1):

- a northern bypass of Winterbourne Stoke with a viaduct over the River Till valley
- a new junction between the A303 and A360 to the west of and outside the World Heritage Site, replacing the existing Longbarrow roundabout
- a twin-bore tunnel, at least 1.8 miles (2.9 kilometres) long, past Stonehenge
- a new junction between the A303 and A345 at the existing Countess roundabout

Chapters 5 and 6 set out the details of the scheme and what it would mean for you, as well as aspects on which we would welcome your views.

Why

Because of its size, the A303 Stonehenge scheme is categorised as a Nationally Significant Infrastructure Project. Applications to build schemes like these are submitted to the Planning Inspectorate on behalf of the Secretary of State for Transport, rather than the local planning authority (Wiltshire Council). If the application is successful, the consent granted is called a Development Consent Order. Chapter 9 contains more information about the Development Consent Order process.

Before an application for a Development Consent Order is submitted, the local community and other stakeholders must be formally consulted on our proposals for the scheme and the likely significant environmental effects based on the information available at the time.

After consultation, we will carefully consider all the points raised and take them into account in preparing our application for development consent, which we plan to submit in autumn 2018.

You can find further information about the consultation and how to feedback your comments in Chapters 7 and 8.

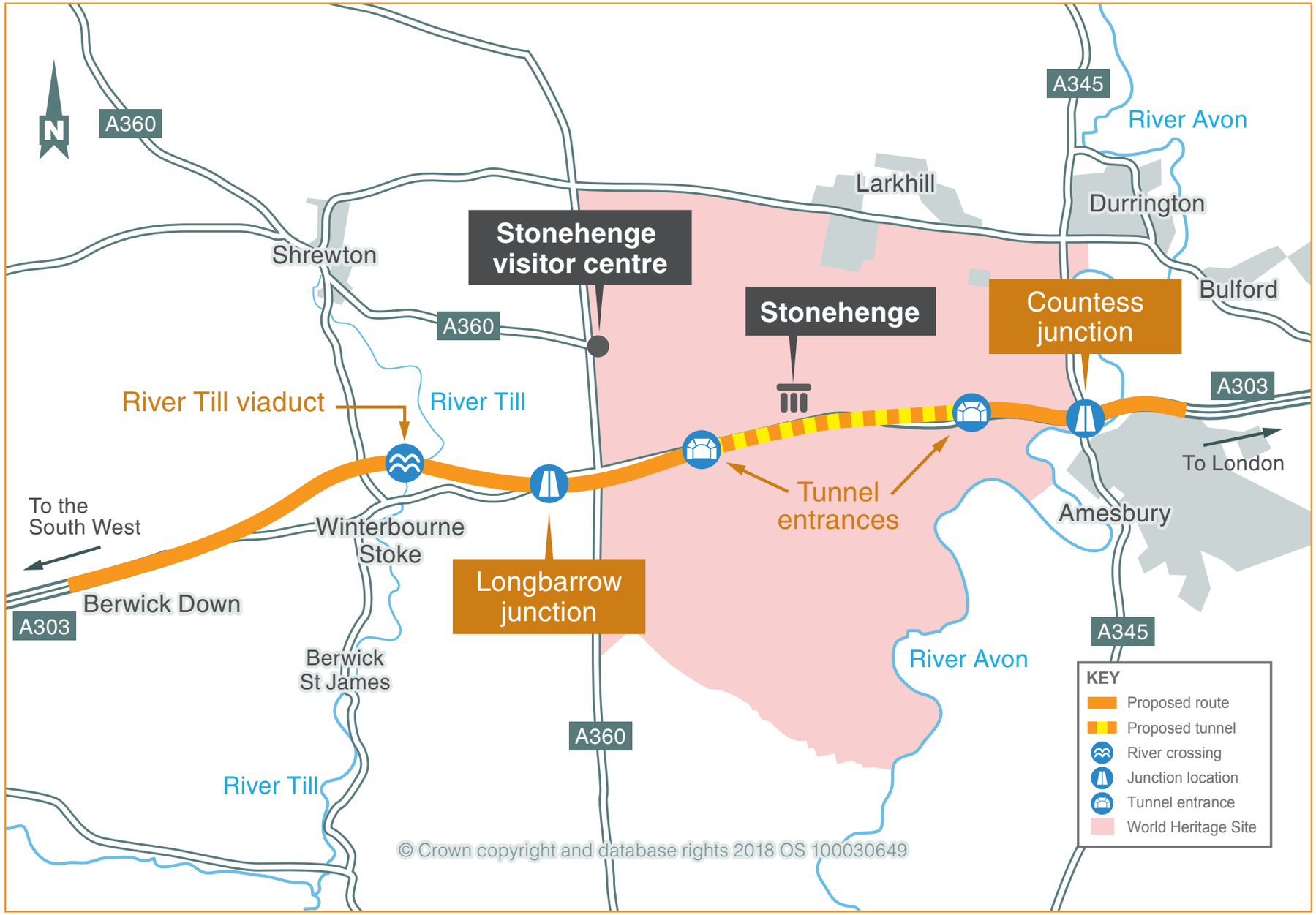


Figure 4.1: Key elements of the proposed scheme

5 The proposed scheme

Overview of the proposed scheme

The proposed scheme would comprise a new dual, two-lane carriageway between Amesbury and Berwick Down with the following key features:

- a bypass to the north of Winterbourne Stoke with a viaduct over the River Till valley
- grassland habitat creation that would allow extension of the Parsonage Down National Nature Reserve
- a new junction with the A360 to the west of and outside the World Heritage Site (WHS), with the A303 passing under the junction
- a section through the WHS with a twin-bore tunnel past Stonehenge at least 1.8 miles (2.9 kilometres) long
- a new junction with the A345 at the existing Countess roundabout to the north of Amesbury, with the A303 passing over the junction
- the conversion of the existing A303 through the WHS into a route for walking, cycling and horse riding
- new 'green bridges' to connect existing habitats and allow the movement of wildlife, maintain existing agricultural access and provide crossings for existing and new bridleways and public footpaths

For the purposes of describing the scheme in more detail, we have divided it into three sections as shown on Figure 5.1:

- Western section - Winterbourne Stoke bypass to Longbarrow junction
- Central section - within the World Heritage Site
- Eastern section - Countess junction to just beyond the Solstice Park junction

This chapter describes the scheme section by section from west to east.

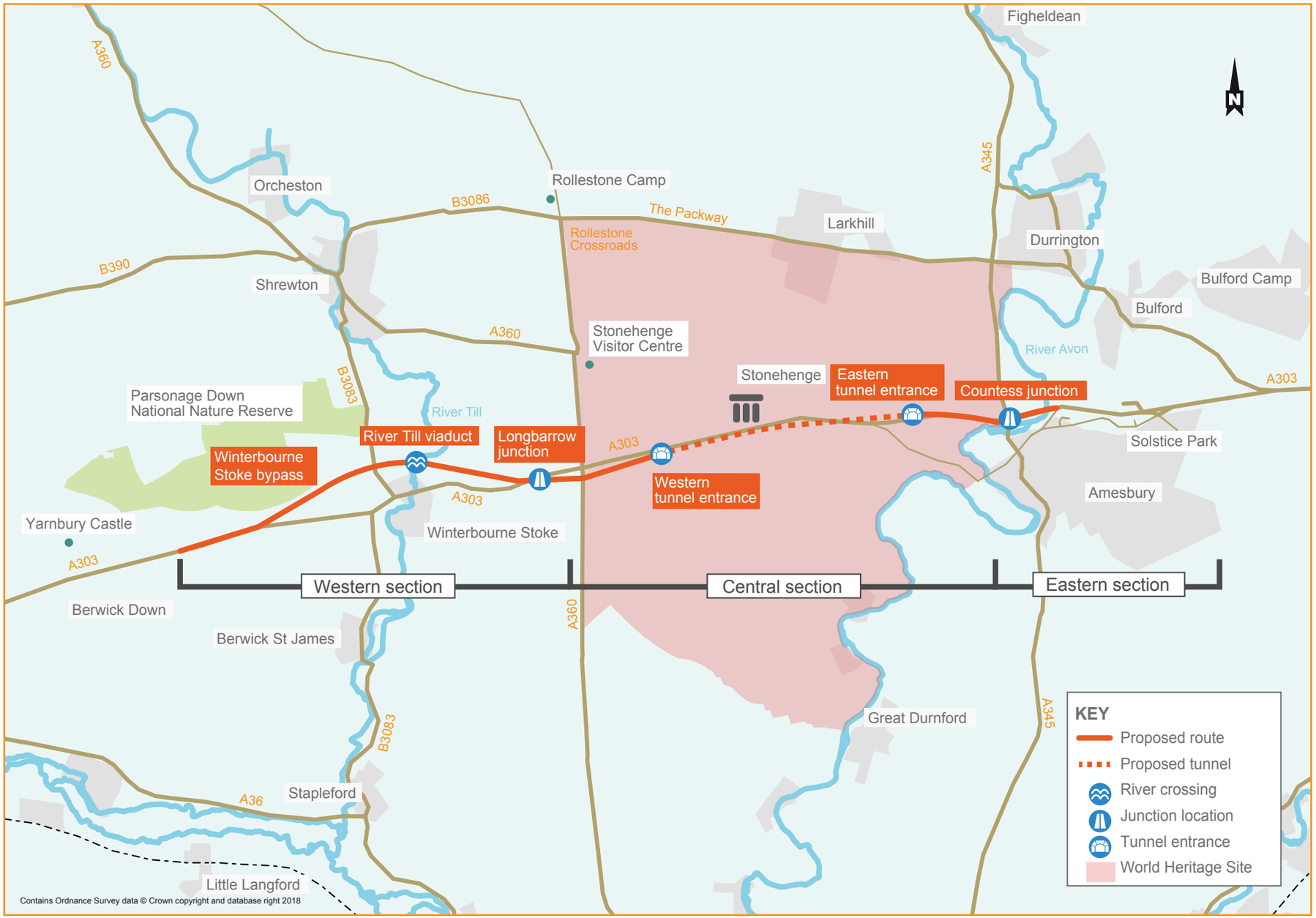


Figure 5.1: Proposed scheme sections

The western section - Winterbourne Stoke bypass to Longbarrow junction

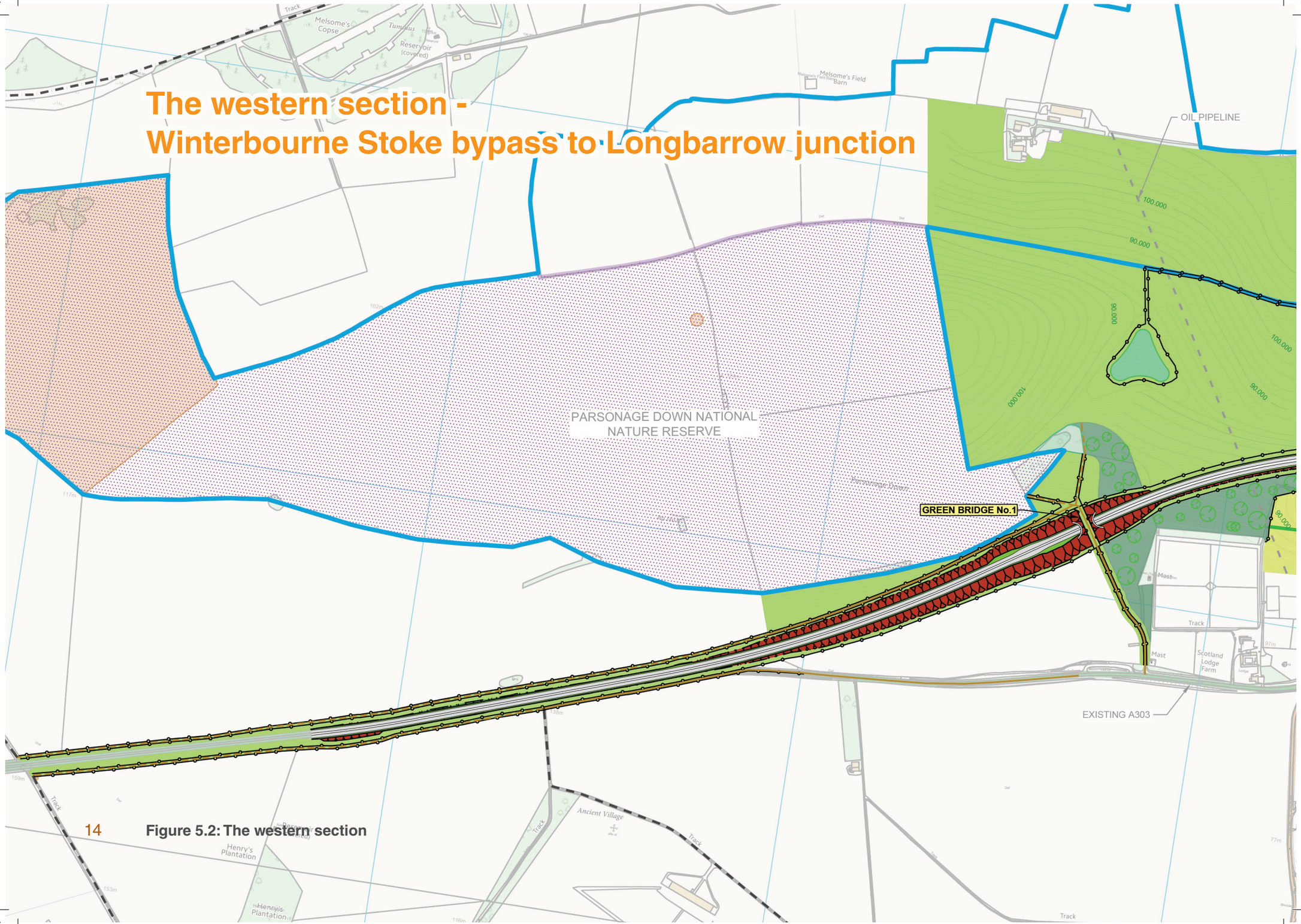
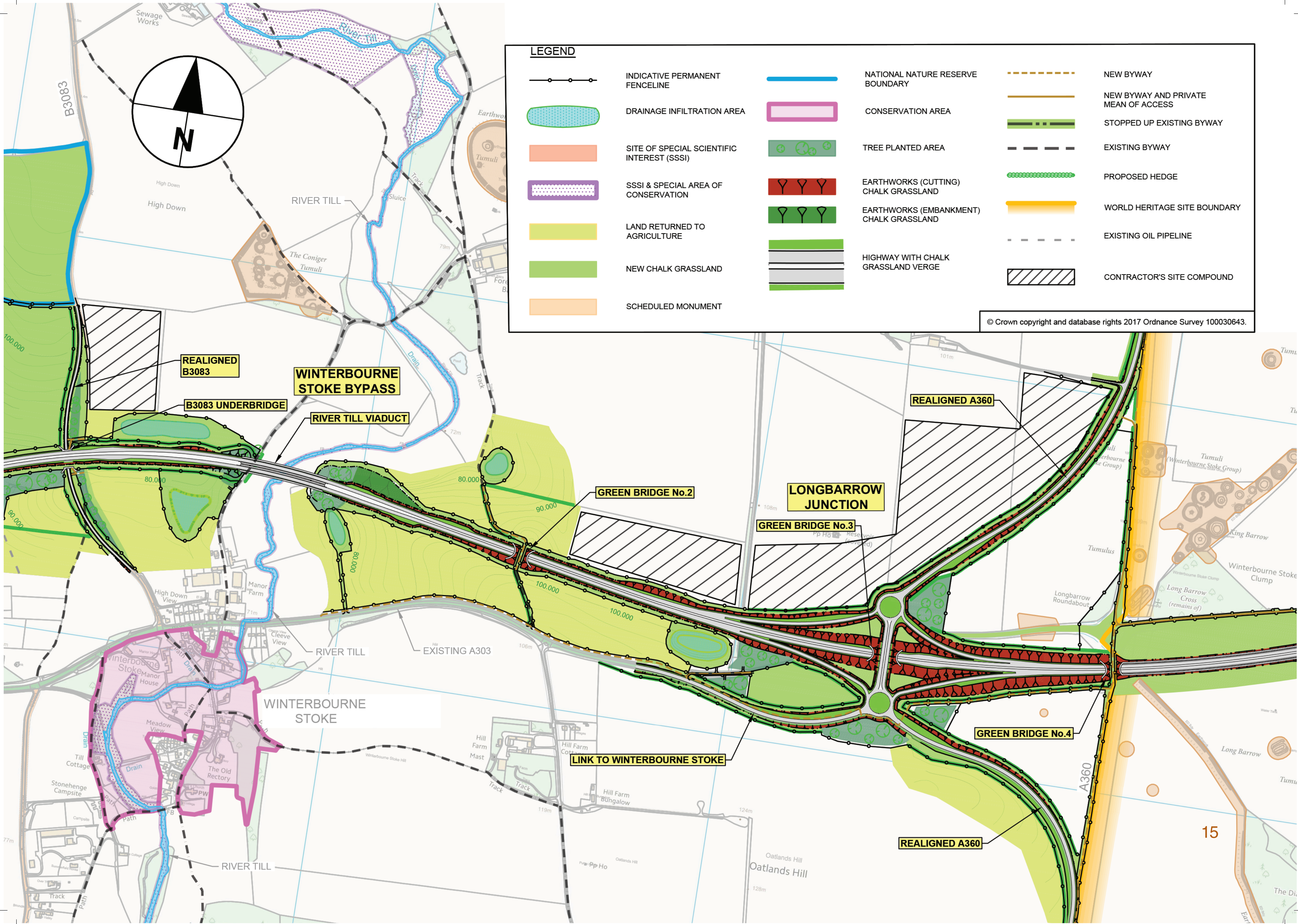


Figure 5.2: The western section


LEGEND
INDICATIVE PERMANENT FENCELINE
DRAINAGE INFILTRATION AREA
SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI)
SSSI & SPECIAL AREA OF CONSERVATION
LAND RETURNED TO AGRICULTURE
NEW CHALK GRASSLAND
SCHEDULED MONUMENT
NATIONAL NATURE RESERVE BOUNDARY
CONSERVATION AREA
TREE PLANTED AREA
EARTHWORKS (CUTTING) CHALK GRASSLAND
EARTHWORKS (EMBANKMENT) CHALK GRASSLAND
HIGHWAY WITH CHALK GRASSLAND VERGE
NEW BYWAY
NEW BYWAY AND PRIVATE MEAN OF ACCESS
STOPPED UP EXISTING BYWAY
EXISTING BYWAY
PROPOSED HEDGE
WORLD HERITAGE SITE BOUNDARY
EXISTING OIL PIPELINE
CONTRACTOR'S SITE COMPOUND
© Crown copyright and database rights 2017 Ordnance Survey 100030643.
N
B3083
Sewage Works
High Down
RIVER TILL
The Coniger Tumuli
REALIGNED B3083
B3083 UNDERBRIDGE
WINTERBOURNE STOKE BYPASS
RIVER TILL VIADUCT
GREEN BRIDGE No.2
LONGBARROW JUNCTION
GREEN BRIDGE No.3
REALIGNED A360
EXISTING A303
RIVER TILL
WINTERBOURNE STOKE
LINK TO WINTERBOURNE STOKE
GREEN BRIDGE No.4
REALIGNED A360
A360
RIVER TILL
Oatlands Hill
Longbarrow Roundabout
Winterbourne Stoke Clump
King Barrow
Long Barrow
Manor Farm
Hill Farm
Stonehenge Campsite
The Old Rectory
Hill Farm Bungalow
80.000
90.000
100.000

West of the Till Valley

The new dual carriageway road would leave the existing A303 just to the east of Yarnbury Castle on Berwick Down to pass to the north of Winterbourne Stoke.

Initially the road would run in a cutting just to the south of the Parsonage Down National Nature Reserve. At the south-eastern end of the nature reserve a 'green' bridge (No. 1) is proposed.

At this location the green bridge would have landscaped earth mounds, with planted hedgerows that align with a current bat flightpath, allowing the bats to continue on their flightpath above the new road. The bridge would also accommodate farm access and a new pedestrian, cyclist and horse riding route across the road.

A new bridleway and farm access would be created to run from the existing A303 (just to the west Scotland Lodge Farm) to the green bridge, to provide access into the nature reserve and to connect with the byway at Yarnbury Castle along the northern boundary of the new road. A plan showing the proposed rights of way west of Winterbourne Stoke can be found on Figure 5.4 opposite.

To the east of the green bridge, the road would emerge from the cutting to run on an embankment towards the B3083. Over this stretch, there would be ground reshaping either side of the new road to integrate the new A303 into the surrounding landscape. This would be done by filling in the lower ground next to the new embankment and shaping it to reflect the natural contours of the land. See typical cross-section opposite.

Green bridges

A green bridge is a bridge primarily designed to carry a road or public right of way but which has landscaped features added to improve its appearance and to maintain or link biodiverse habitats. An example is illustrated to the right.

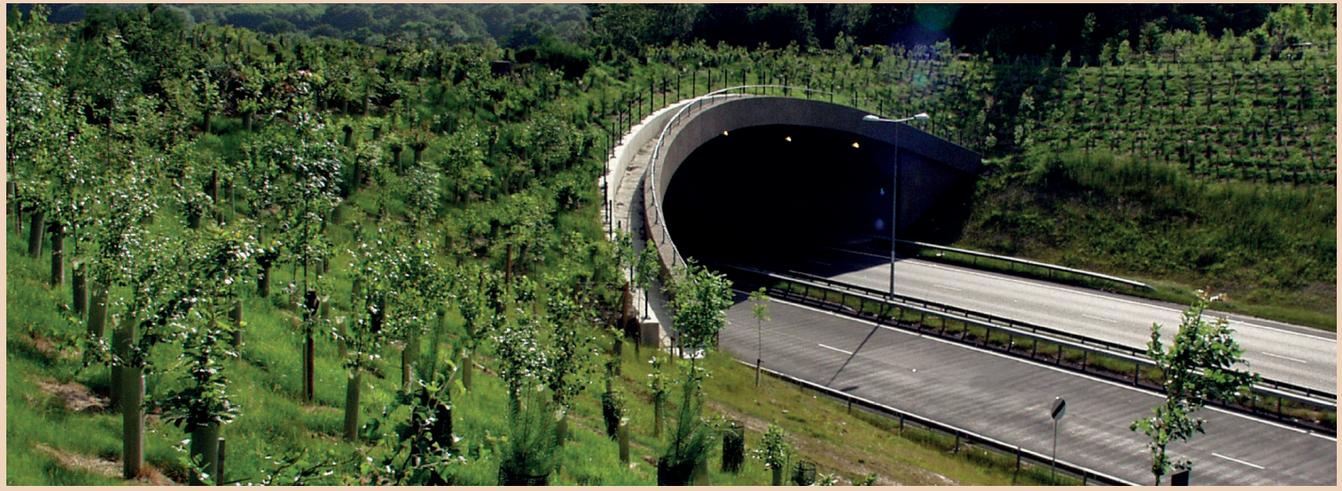


Figure 5.3: Example of green bridge

Figure 5.4 Proposed rights of way west of Winterbourne Stoke

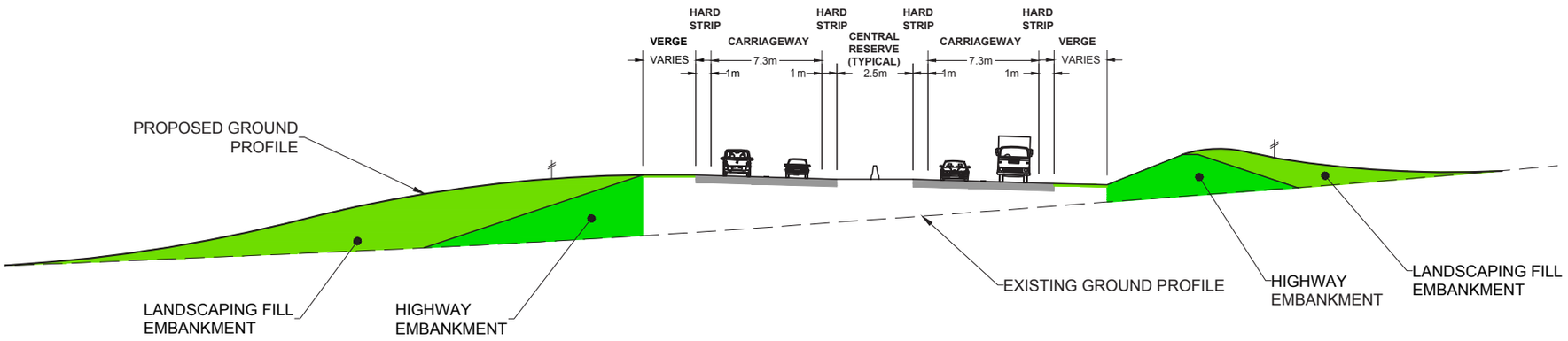


Figure 5.5: Typical cross section

On the north side of the road, the ground reshaping would extend over a large area to the east of Parsonage Down, using chalk excavated from the tunnel to create an area of new chalk grassland (see Figures 5.6 and 5.7 below).

The creation of the new grassland next to Parsonage Down would allow the nature reserve to be extended and would improve biodiversity by creating habitats for rare birds and other local fauna.

On the south side of the new A303, the ground would be shaped to create a landscaped bank along the road which would screen traffic from Winterbourne Stoke and minimise noise impacts. The landscaped bank would extend eastwards, stopping at the viaduct crossing of the Till valley, before starting again on the east side of the viaduct and continuing towards the new Longbarrow junction.

On the west side of the Till valley, the B3083 would be diverted a short distance westwards to run under the new A303, allowing the road to remain open for local traffic on its existing line while the new bridge and diverted road are being built.

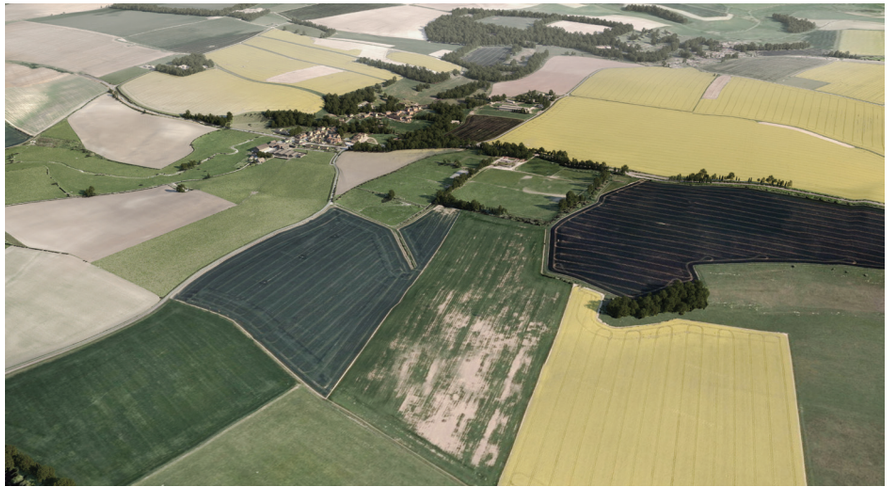


Figure 5.6: Existing fields adjacent to Parsonage Down National Nature Reserve

Figure 5.7: Proposed new chalk grassland adjacent to Parsonage Down National Nature Reserve

River Till viaduct

From the B3083 the new dual carriageway would cross the Till valley on a multi-span viaduct approximately 210 metres long as shown on Figure 5.8 below. The design of the viaduct would ensure there is no change to the flow regime of the River Till and no increased risk of flooding.

The two carriageways would be carried on separate bridge decks approximately 10 metres above the valley floor, with a gap between the decks. The gap between the decks, together with the deck height, would allow sufficient sunlight down to the river and its banks to avoid the shadow from the viaduct having adverse impacts on the River Till Special Area of Conservation and Site of Special Scientific Interest.

Figure 5.8: Proposed viaduct across River Till valley

One option for the viaduct is to have a conventional open bridge parapet. The open parapet would make the viaduct less visually intrusive, but vehicles would be more visible and there would be less noise screening.

The other option is to attach a screen to the bridge parapet which would maintain the continuity of the visual and noise screening provided by proposed landscaped banks either side of the viaduct.

These two options are shown in Figures 5.10 and Figure 5.11 opposite, along with a comparison with the existing view, Figure 5.9 below.

Question 1 in the consultation response form gives you an opportunity to provide comments on the viaduct proposals.

Figure 5.9: Existing view north from Winterbourne Stoke

Figure 5.10: Proposed viaduct across River Till valley – open parapet

Figure 5.11: Proposed viaduct across River Till valley – with screen attached to parapet

East of the Till valley

From the Till, the new road would continue via a series of embankments and cuttings towards a new junction with the A360. There would be further ground shaping on both sides of the road as it rises from the valley, again to integrate the road into the surrounding landscape.

Where it crosses an existing byway, a second green bridge (No. 2) is proposed to carry the existing byway over the road.

Either side of the Till valley, a number of road drainage infiltration areas would be created. They would also serve to create additional habitats for flora and fauna, enhancing the biodiversity of the local area. Figure 5.12 below shows the proposed locations of drainage infiltration areas either side of the River Till.

Longbarrow junction

A new junction with the A360 is proposed approximately 600 metres west of the current Longbarrow roundabout, as illustrated on Figure 5.13 opposite.

The existing A360 forms the western boundary of the World Heritage Site (WHS), and the location of the new junction has been carefully chosen to:

- allow the A360 to be moved westwards so that the junction can be constructed wholly outside the WHS
- reduce the impact of traffic on the scheduled Winterbourne Stoke Barrow Group by moving the A360 westwards and removing the existing Longbarrow roundabout
- set the junction into the landscape
- provide convenient access to Winterbourne Stoke
- encourage continued use of the A360 without traffic being tempted to divert onto alternative less suitable local routes

Figure 5.12: Road drainage infiltration areas either side of the River Till

Figure 5.13: Visualisation of new Longbarrow junction

The new Longbarrow junction would comprise slip road connections into two roundabouts linked by a green bridge (No. 3) over the new A303. While serving to carry A360 traffic, the bridge would also be designed to soften its appearance within the landscape.

The overall visual intrusion of the junction would be minimised by the new A303 being in a cutting approximately 10 metres deep (see Figure 5.14 below), with the diverted A360 and the new roundabouts sitting below existing ground level, and by tree planting to screen the roundabouts.

The junction would be designed to avoid the need for lighting columns to minimise the effects of light pollution, helping to enhance the dark sky environment.

Question 2 in the consultation response form gives you an opportunity to provide comments on our proposals for the new Longbarrow junction.

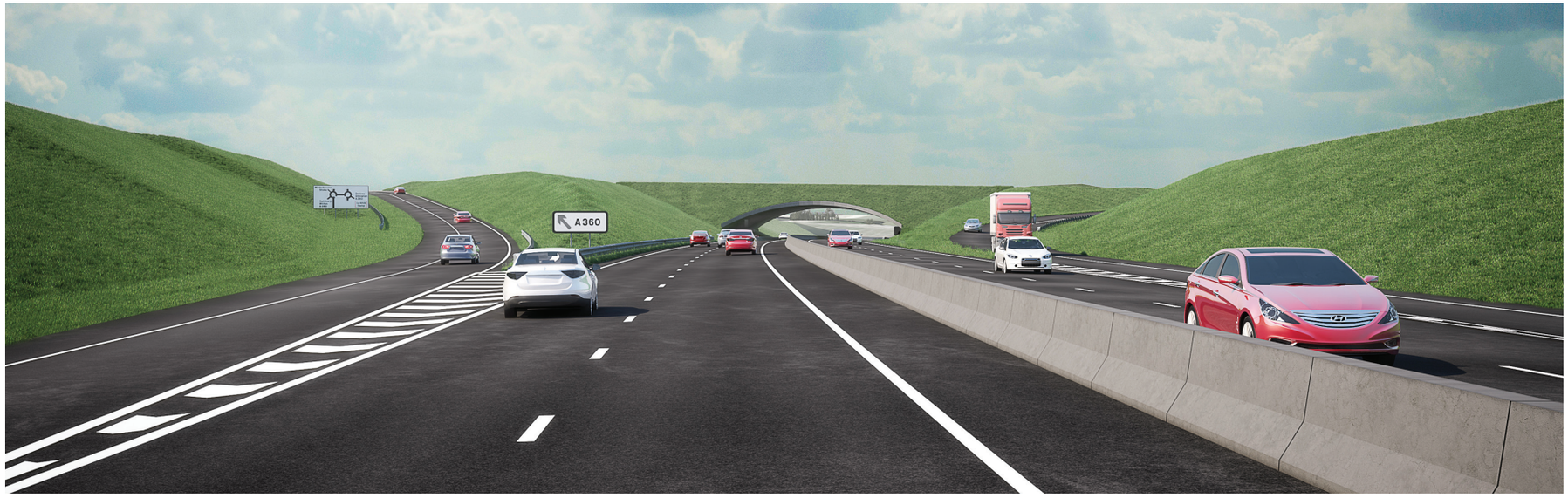


Figure 5.14: Visualisation of western approach to new Longbarrow junction

Existing A303 to and from Winterbourne Stoke

The new Longbarrow junction would also serve to provide access to and from Winterbourne Stoke. A link road from the southernmost of the two roundabouts would extend westwards to connect with the existing A303 as shown on Figure 5.15 below.

As well as accommodating vehicle access to and from the village, a new cycle and pedestrian track is proposed to run eastwards from Winterbourne Stoke on the north side of the existing A303 and via the new link road to the southernmost of the two roundabouts at Longbarrow junction. The track would then continue to the WHS (see the next central section of the scheme).

On the west side of Winterbourne Stoke, the existing A303 would be stopped up for vehicle traffic. It would be downgraded to a byway that would continue along the south side of the new dual carriageway to link with the existing byway south of Yarnbury Castle. The new byway would also serve to provide farm access on the south side of the road.

Question 3 in the consultation response form gives you an opportunity to provide additional comments on our overall proposals for the western section of the scheme.

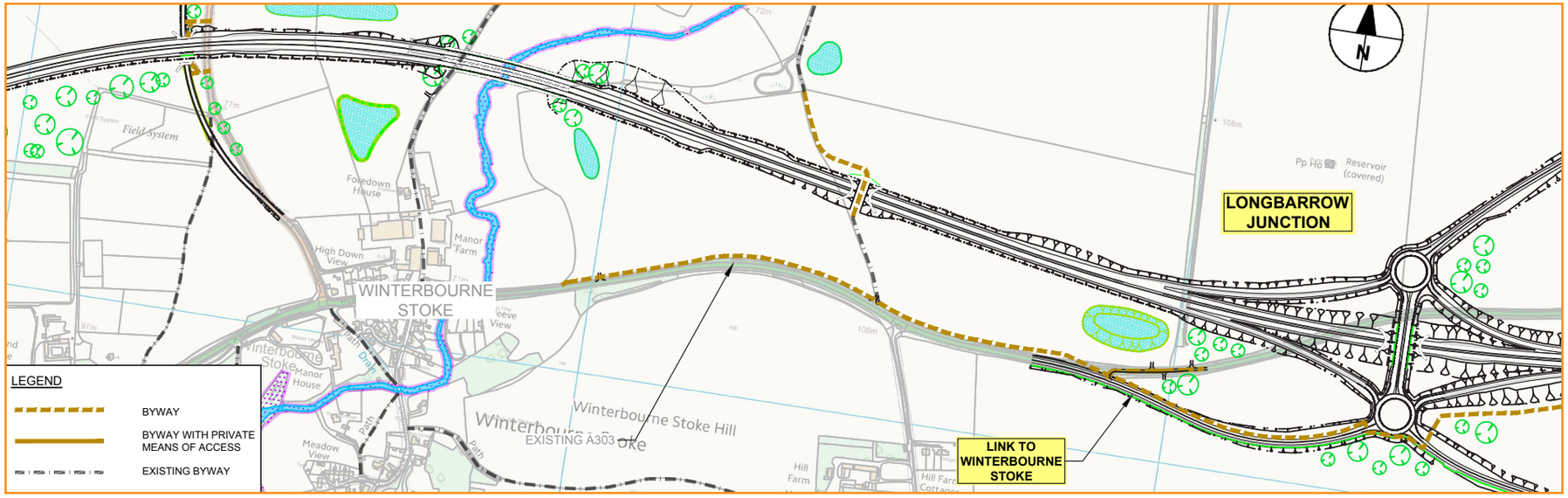


Figure 5.15: Link road from new Longbarrow junction to Winterbourne Stoke

The central section - within the World Heritage Site (WHS)

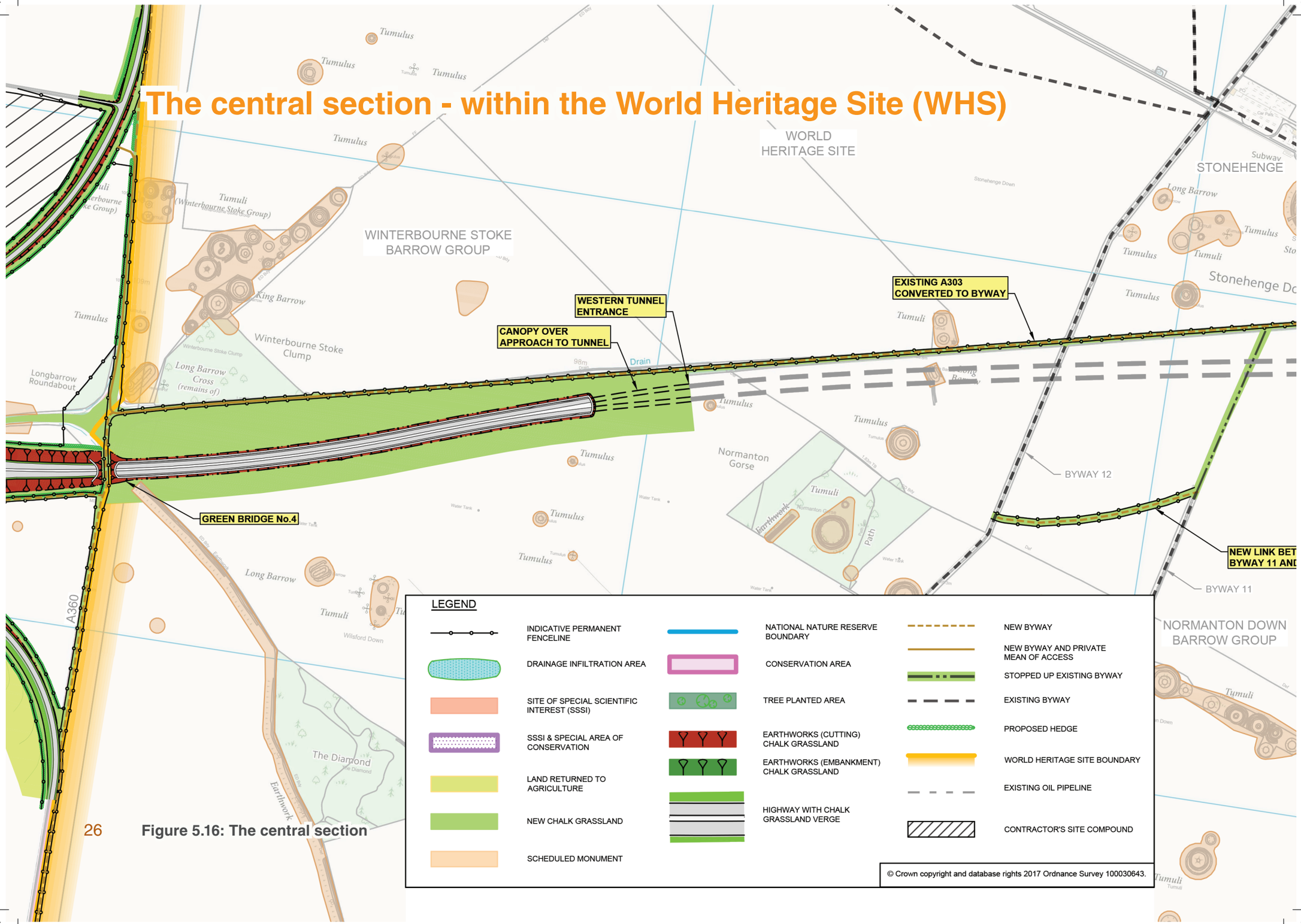
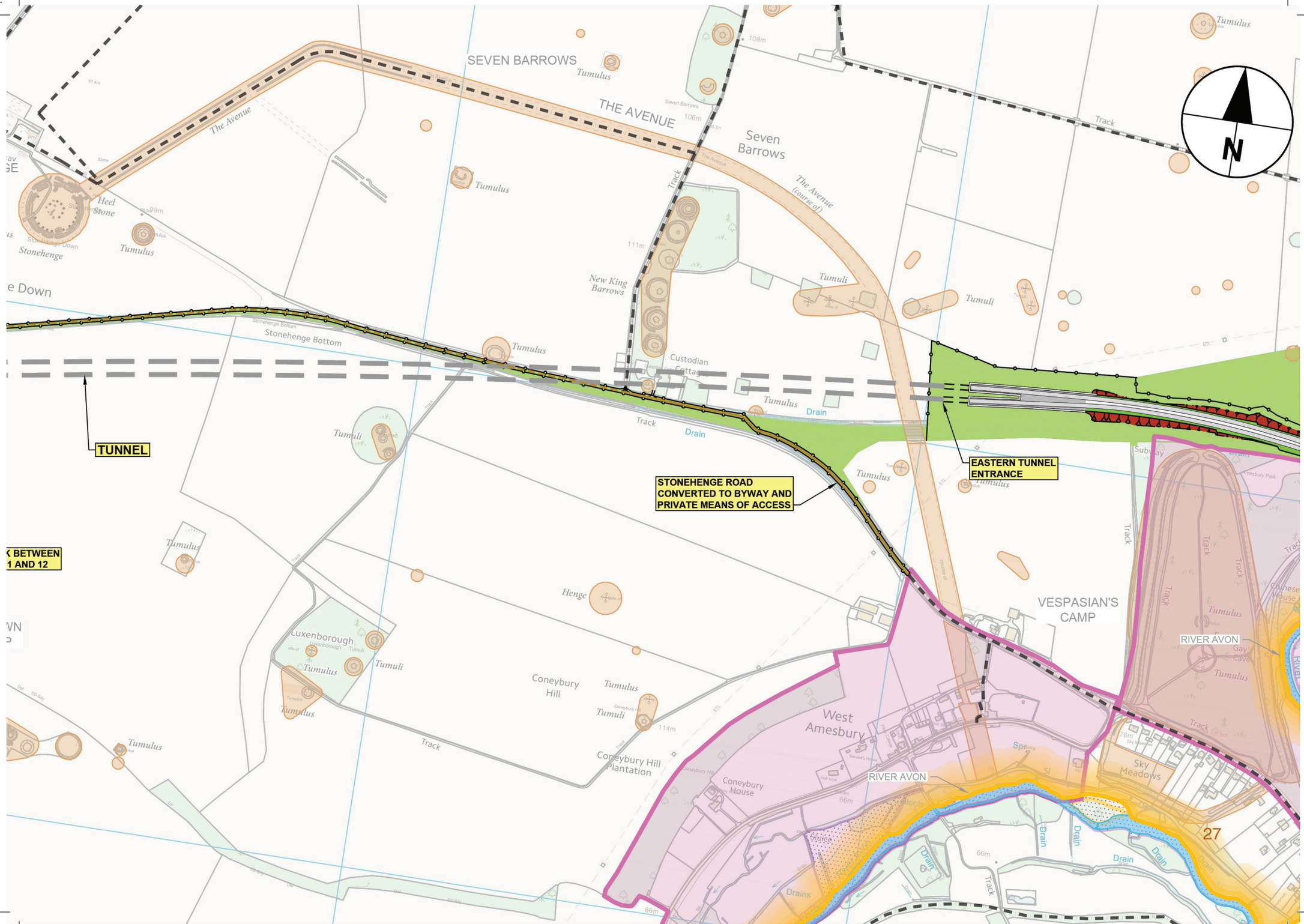


Figure 5.16: The central section


SEVEN BARROWS
THE AVENUE
Seven Barrows
The Avenue
The Avenue (course of)
Heel Stone
Stonehenge
Stonehenge Down
Tumulus
Track
New King Barrows
Tumuli
Stonehenge Bottom
Custodian Cottage
Drain
TUNNEL
EASTERN TUNNEL ENTRANCE
STONEHENGE ROAD CONVERTED TO BYWAY AND PRIVATE MEANS OF ACCESS
VESPASIAN'S CAMP
Henge
Luxenborough
Coneybury Hill
Coneybury Hill Plantation
West Amesbury
Coneybury House
RIVER AVON
Sky Meadows
Amesbury Park
Drains
N
27

Bridge at Longbarrow roundabout

From the new Longbarrow junction, the new road would continue eastwards in a cutting (up to 8 metres deep) on the south side of the existing A303 to enter the WHS.

At the western boundary of the WHS, a further green bridge (No.4) would allow a grassed byway connection between the northern and southern halves of the WHS. We are considering options for the location of the bridge.

One option is for the green bridge to be located along the line of the existing A360, which would be downgraded to a byway.

Consideration is also being given to whether locating the bridge further east into the WHS would provide additional benefits in terms of the connectivity between the groups of barrows in the vicinity of the existing Longbarrow roundabout.

Locating the bridge east of the A360 would require a new public right of way to be created and additional land acquired within the WHS.

The options discussed above are illustrated in Figures 5.17 and 5.18.

Moving the A360 westwards at Longbarrow would mean that the western boundary of the WHS would no longer be defined by a main road in this location. The removal of the road and the existing busy, at times heavily congested, Longbarrow roundabout, with its associated lighting and signing, would significantly improve the setting of the WHS at one of its main barrow groupings, the Winterbourne Stoke group. This improvement is illustrated by Figures 5.19 and 5.20 alongside.

Question 4 in the consultation response form gives you an opportunity to provide comments on the green bridge (No.4).

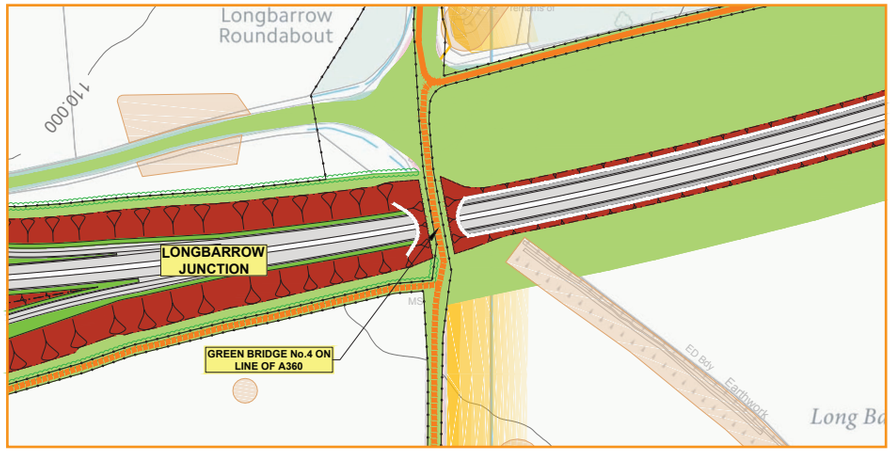


Figure 5.17: Green bridge No.4 along the line of the existing A303

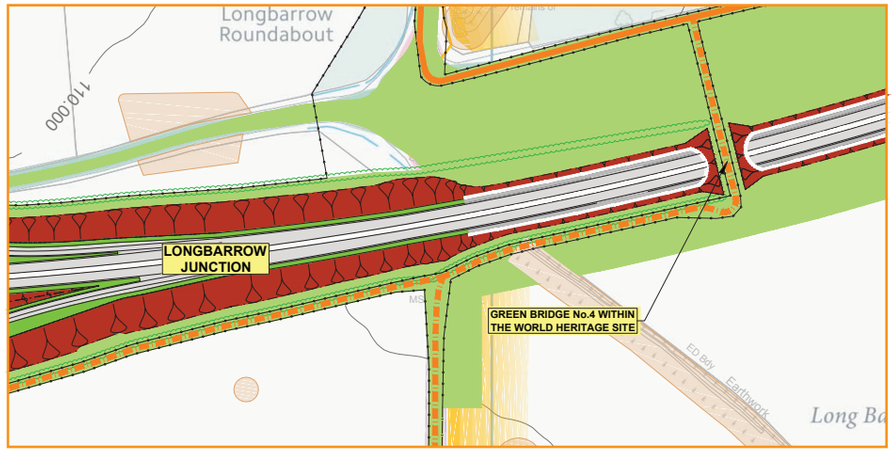


Figure 5.18: Green bridge No.4 located further east into the WHS

Figure 5.19: Existing view of western part of World Heritage Site at Longbarrow roundabout

Figure 5.20: View of western part of World Heritage Site after construction at Longbarrow roundabout

Approach to western tunnel entrance

From the new green bridge (No.4), the new road would continue in an 8-metre deep cutting located up to 100 metres to the south of the existing A303.

The alignment has been carefully chosen to avoid direct physical impacts on scheduled monuments, minimise severance between barrow groups within the WHS and to avoid any intrusion on views of the setting sun from Stonehenge during the winter solstice.

There would be no lighting along the road outside the tunnel, helping to enhance the dark sky environment. The deep cutting would also conceal the road and traffic from views across the WHS. We are considering two options for the design and appearance of the cutting.

Our proposed option (Figures 5.22 and 5.23) is for the deepest two-thirds of the cutting to be formed with vertical retaining walls, with the top third formed with rolling grassed slopes to provide a softer finish for views towards the cutting. This option would minimise the footprint of the road within the WHS.

The other option (Figures 5.24 and 5.25) is for the whole cutting to be formed with grassed slopes that would give a more open aspect for the driver on the road. This option would require more land and would create a wider footprint within the WHS. The different footprints required for the two options are illustrated in Figure 5.21 below.

Question 5 in the consultation response form gives you an opportunity to provide comments on the options for constructing the cutting.

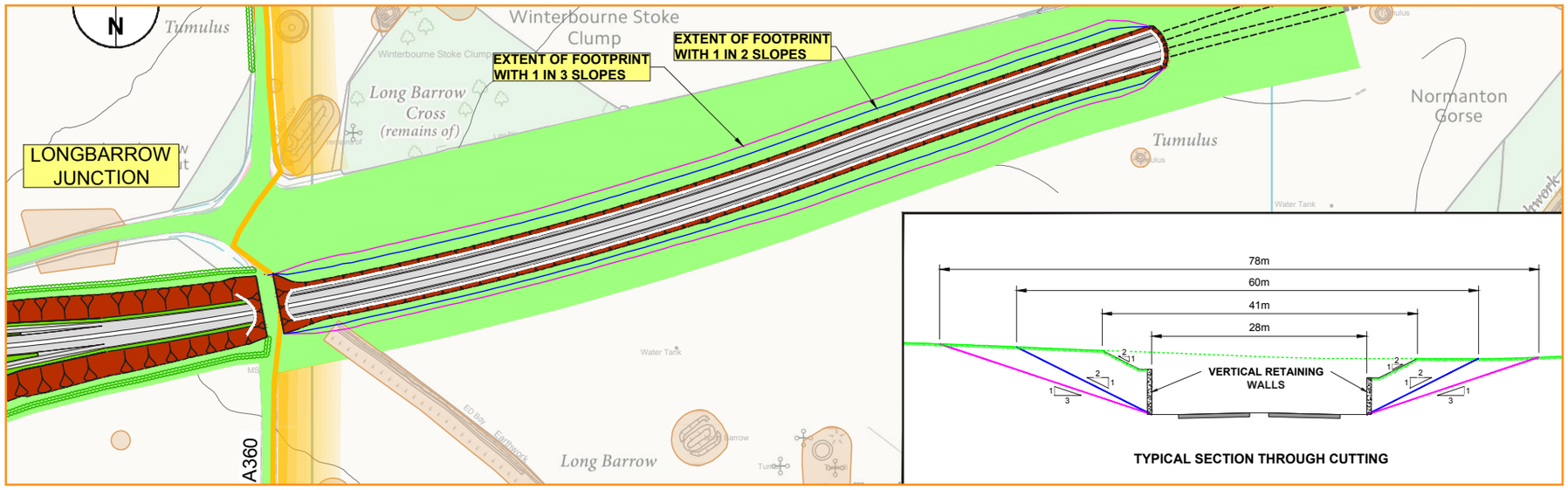


Figure 5.21: Land take footprints for the options for the approach to the western tunnel entrance

Figure 5.22: Approach option with vertical retaining walls

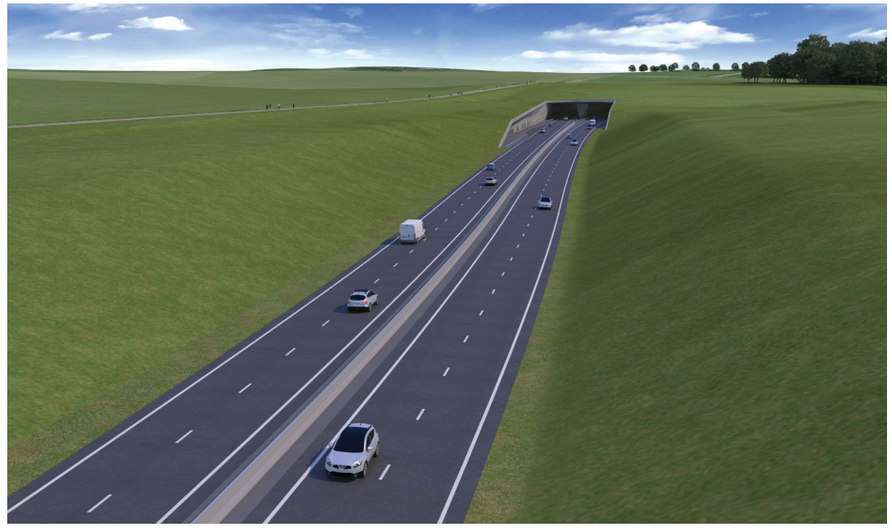


Figure 5.24: Approach option with grassed slopes

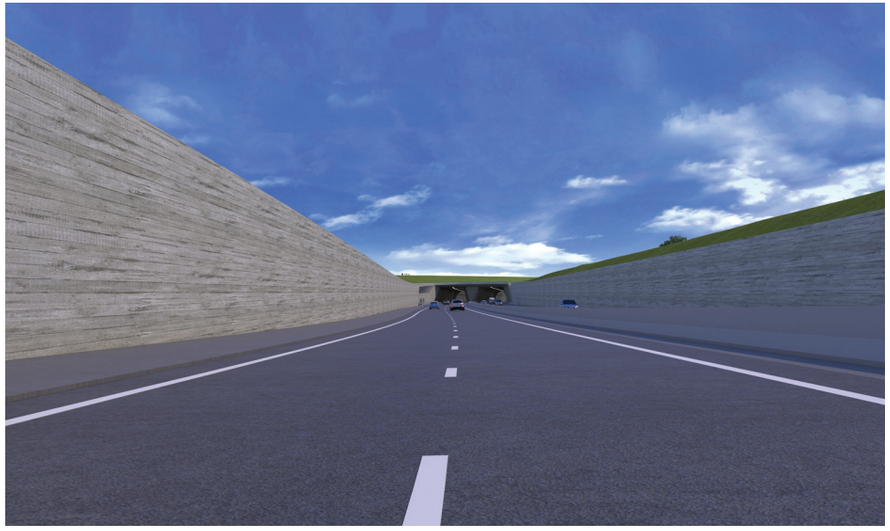


Figure 5.23: Driver's view of vertical retaining wall option

Figure 5.25: Driver's view of grassed slopes option

Western tunnel entrance

The road would descend into a much deeper cutting as it approaches the entrance to the tunnel, due to the existing ground also rising. When the depth of cutting reaches approximately 17 metres to the finished road level, there would be sufficient depth to enable the tunnel construction to begin with the use of a Tunnel Boring Machine. These machines are used to safely excavate tunnels, avoiding any impacts on the surrounding land along the length of the tunnel.

The figures on these pages illustrate the appearance of a 17-metre deep cutting at the tunnel entrance, depending on whether the cutting is formed using vertical retaining walls (Figures 5.26 and 5.27) or with grassed slopes (Figures 5.28 and 5.29).

Figure 5.26: Western tunnel entrance - vertical retaining walls option

Figure 5.27: Driver's view of western tunnel entrance - vertical retaining walls option

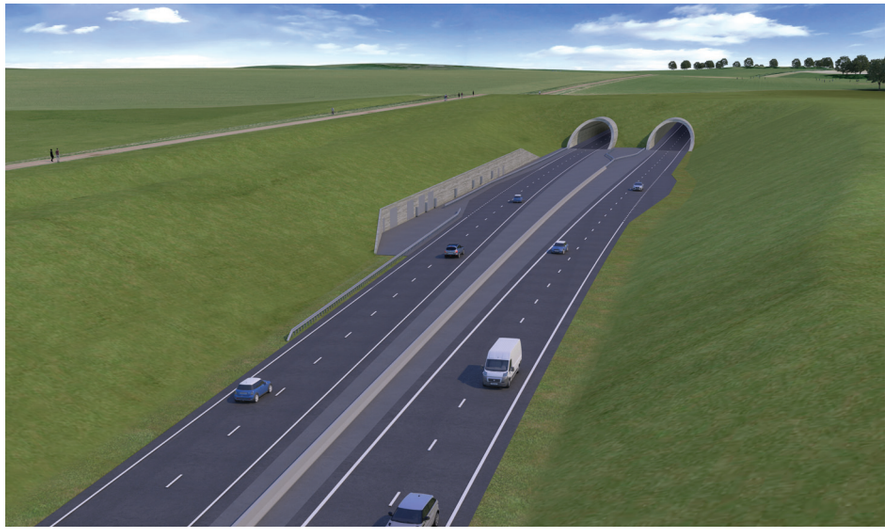


Figure 5.28: Western tunnel entrance - grassed slopes option

Figure 5.29: Driver's view of western tunnel entrance - grassed slopes option

With our proposed option of forming the cutting using vertical retaining walls, we have been considering ways to minimise the visual impact of the approach to the tunnel entrance by providing a grass-covered canopy over the top of the cutting. The ground above the canopy would be the same level as the existing.

Two options are being considered for the design and appearance of the canopy.

Our proposed option (Figures 5.30 to 5.32) is a fully grassed-over canopy. Service buildings, housing tunnel equipment, and the layby needed to provide safe access to them, would be constructed outside the canopy to ensure they are adequately ventilated. Although the service buildings would be set into the cutting face, the entrance doors and layby would be visible outside the tunnel.

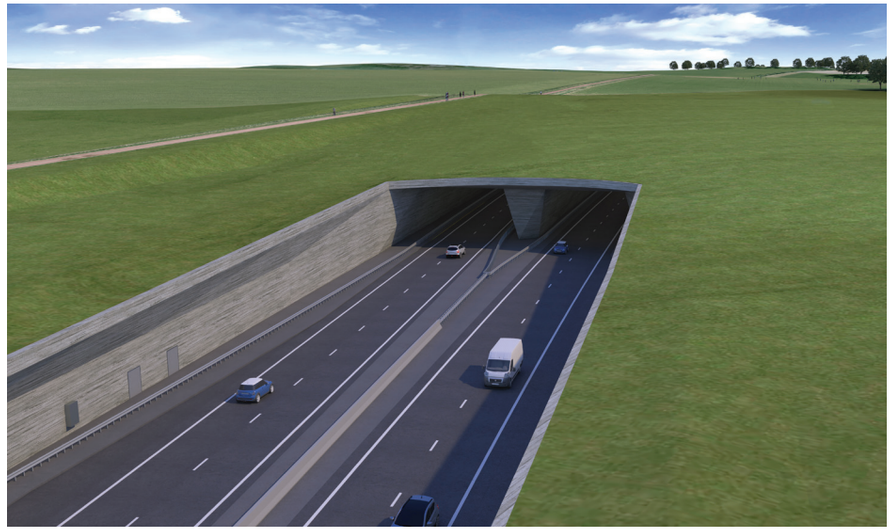


Figure 5.30: Fully grassed over canopy

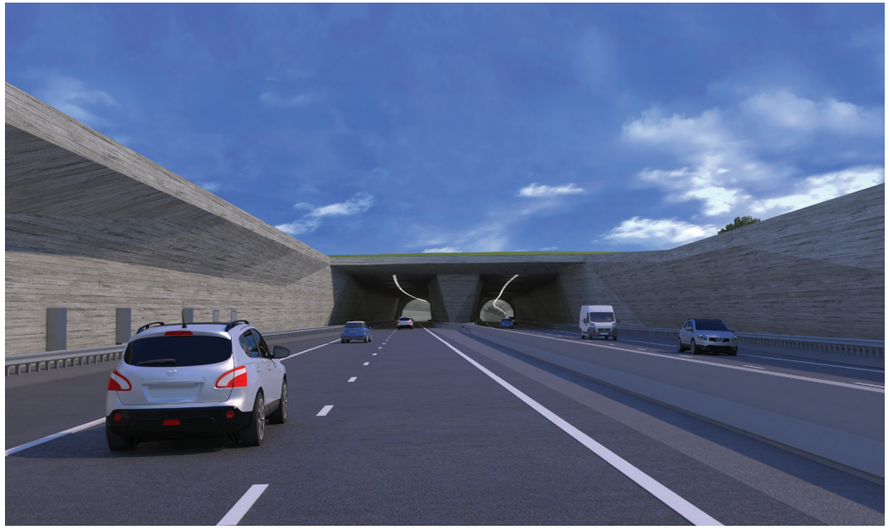


Figure 5.31: Driver's view of fully grassed over canopy - entering

Figure 5.32: Driver's view of fully grassed over canopy - exiting

The other option (Figure 5.33) would be similar but would have a short length at the entrance to the canopy with ventilation outlets to provide the necessary ventilation for the service buildings. This would allow the service buildings and the associated layby to be concealed under the canopy. This option also provides greater opportunities to improve the driver experience entering and exiting the tunnel, as illustrated in Figures 5.34 to 5.35.

Question 6 in the consultation response form gives you an opportunity to provide your comments on the options for the western tunnel entrance.

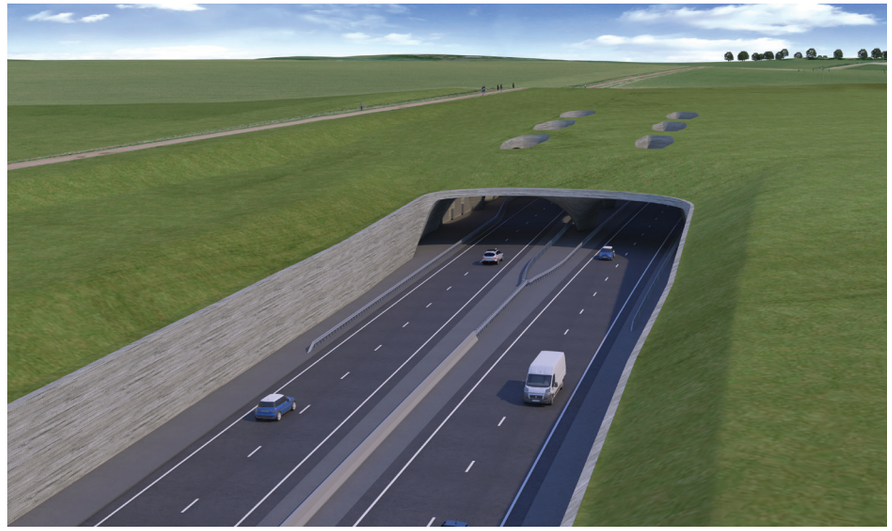


Figure 5.33: Grassed over canopy with ventilation outlets

Figure 5.34: Driver's view of canopy with ventilation outlets - entering

Figure 5.35: Driver's view of canopy with ventilation outlets - exiting

The Tunnel

The road through the tunnel would continue to the south of the existing A303, passing under Stonehenge Bottom approximately 200 metres to the south of the Stones, before rising to emerge from the tunnel to the east of The Avenue on the north side of the existing A303.

The length of tunnel and locations of its entrances/exits, known as portals, have been carefully chosen for the following reasons:

- Both portals have been positioned to take the road and its traffic out of sight from Stonehenge.
- The eastern portal has been located to the east of The Avenue, an ancient ceremonial path that is part of WHS's original inscription. The Avenue is severed by the existing A303 and the portal location would allow it to be reconnected above the tunnel.
- The western portal has been located to minimise impact on the Normanton Down Barrow Group and to ensure there is no intrusion onto the alignment of the winter solstice viewed from Stonehenge.

The proposed use of a tunnel boring machine (see Figure 5.36) means that the tunnel would be constructed in a sealed, watertight environment. This would allow the tunnel to be built and ground water to continue to flow freely around the tunnel without the need for water to be pumped out of the ground during construction, ensuring no adverse effects on the water table or on flows to the River Avon.

Figure 5.36: An example of the type of tunnel boring machine that would be used

The portals would be close to the existing road at locations that have been thoroughly surveyed to show there are no significant buried archaeological features that would be affected by their construction.

With both portals located off the line of the existing A303, traffic would be able to keep using the existing road until the tunnel has been completed and the new road opened.

There would be two bored tunnels, one for each direction of traffic. Both would accommodate two lanes of traffic, as illustrated on Figure 5.37 alongside.

There would also be cross-passage connections between the bores at regular intervals. These would provide access for maintenance and for emergency evacuation. Jet fans suspended from the tunnel roof would provide ventilation for the tunnel.

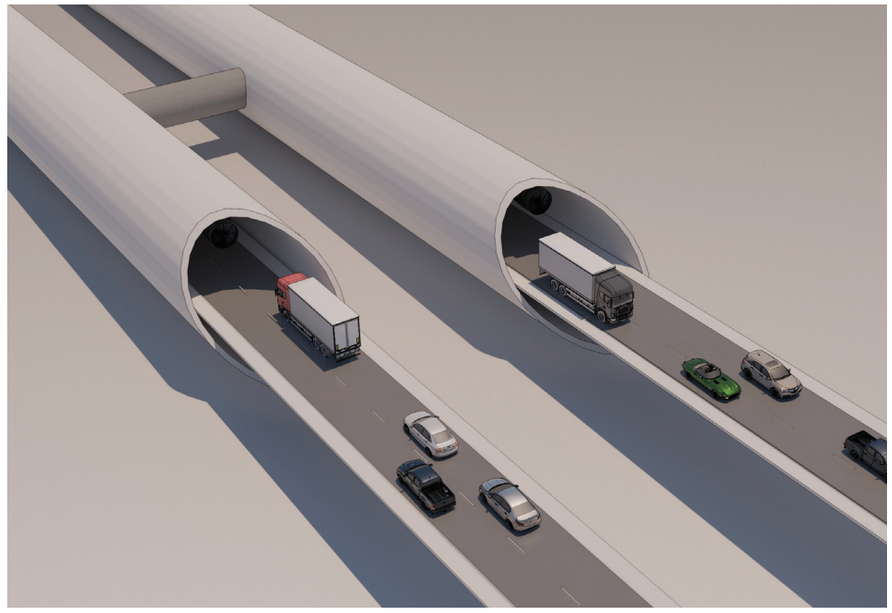


Figure 5.37: Illustration of the two tunnel bores

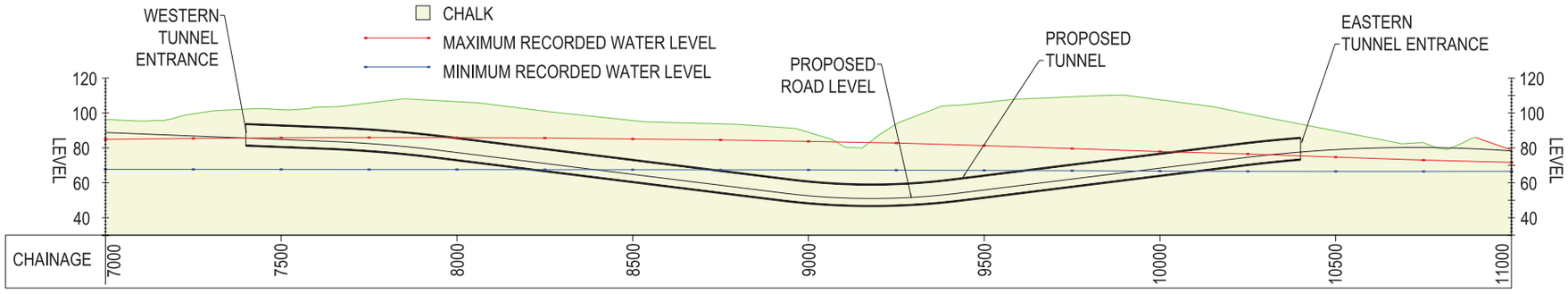


Figure 5.38: Cut away ground section along the tunnel route

Eastern tunnel entrance

The new road would emerge from the tunnel on the north side of the existing A303, more than 100 metres to the east of The Avenue. As at the western end, service buildings housing tunnel equipment would be constructed in the side of the cutting face, adjacent to a layby needed to provide safe access to them. The appearance of the eastern tunnel entrance is illustrated in Figures Figures 5.39 to 5.41.

With the new road rising and the existing ground levels dropping quickly, there is limited opportunity to use a canopy similar in length to that being considered at the western entrance. However, a short length of canopy is proposed.

From the tunnel, the new road would rise to match the level of the existing A303 and join it where it passes Vespasian's Camp, with no change in the existing road alignment as it passes Blick Mead. The new road would then continue towards the new junction with the A345 at Countess roundabout.

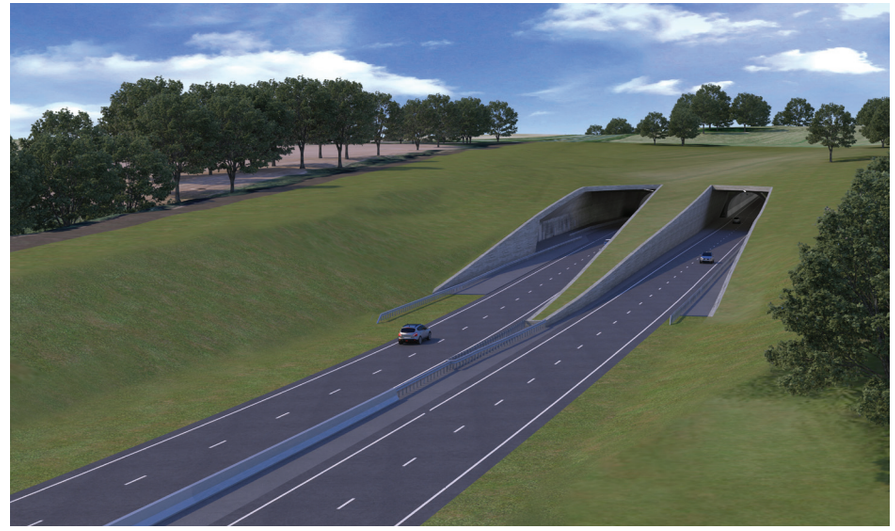


Figure 5.39: Eastern tunnel entrance

Figure 5.40: Driver's view of eastern tunnel entrance - entering

Figure 5.41: Driver's view of eastern tunnel entrance - exiting

Figure 5.42: Existing view of eastern part of the World Heritage Site

Figure 5.43: View of eastern part of World Heritage Site after construction

Existing A303: rights of way and diversion arrangements

The existing subway under the A303 adjacent to Vespasian's Camp that is used for farm access would be closed; alternative access arrangements would be made available over the tunnel.

Once the tunnel is opened, the redundant stretch of existing A303 to the east of the existing Longbarrow roundabout would be converted into a green byway, connecting with Stonehenge Road near Amesbury (see Figure 5.16 for details). From Longbarrow, the byway would be for pedestrians, cyclists and horse riders.

The byway would also serve to provide:

- A private means of access to Stonehenge Cottages. Stonehenge Road would otherwise be stopped-up for vehicular use approximately 400 metres back from its existing junction with the A303.
- Farm access to adjacent fields.
- Access for utilities that need to maintain services located along the line of the existing A303.

The western end of the proposed green byway would start from the new green bridge (No.4). Here it would connect with the proposed cycle and pedestrian track from Winterbourne Stoke (see the western scheme section and Figure 5.15 on page 25).

At Longbarrow, the green byway would turn southwards to connect with Byway 12 where it joins the A360, and the cycle/pedestrian track would continue to run northwards to the Stonehenge Visitor Centre.

Within the WHS, Byway 12 currently runs across the existing A303 and would continue to do so in the future over the tunnel. Byway 11 currently joins the A303 a short distance to the east of Byway 12. To avoid Byway 11 becoming a dead end, a link with Byway 12 is proposed via the bottom of a dry valley to the north of the Normanton Down Barrow Group (see Figure 5.16 on pages 26 and 27).

Downgrading of these byways for non-motorised use only would support the scheme's objective of fully removing the sight and sound of traffic from the vicinity of Stonehenge and we would support any such future proposals.

Because of the tunnel, there would be restrictions on the use of the new A303 between the Countess and Longbarrow junctions. The following would be prohibited from using this section:

- pedestrians, cyclists and equestrians
- vehicles of less than 50cc
- slow moving vehicles
- abnormally high vehicles

For pedestrians, cyclists and equestrians, the diversion route would be via the new green byway proposed along the line of the redundant A303 through the WHS, fenced to keep users within the boundaries of the byway.

For vehicles, the diversion route from west to east would be via the A360/B3086, then along The Packway through Larkhill, and then, for abnormally high vehicles, along the A3082 to Bulford before re-joining the A303 at Solstice Park, or, for other vehicles, down the A345 to Countess roundabout.

Changes would be needed to modify the highway layout at Rollestone Crossroads between the B3086 and The Packway to change the traffic flow priorities and to accommodate long vehicles wishing to use the high load route. The proposed change in layout is illustrated on Figure 5.44 opposite.

The modified layout at Rollestone Crossroads would also better serve the diversion route via The Packway that would be brought into operation if an incident in the tunnel necessitated its total closure, in the same way as the diversion operates currently if incidents along the existing A303 necessitate its closure.

Question 7 in the consultation response form gives you an opportunity to provide your comments on our overall proposals for the central section of the scheme.

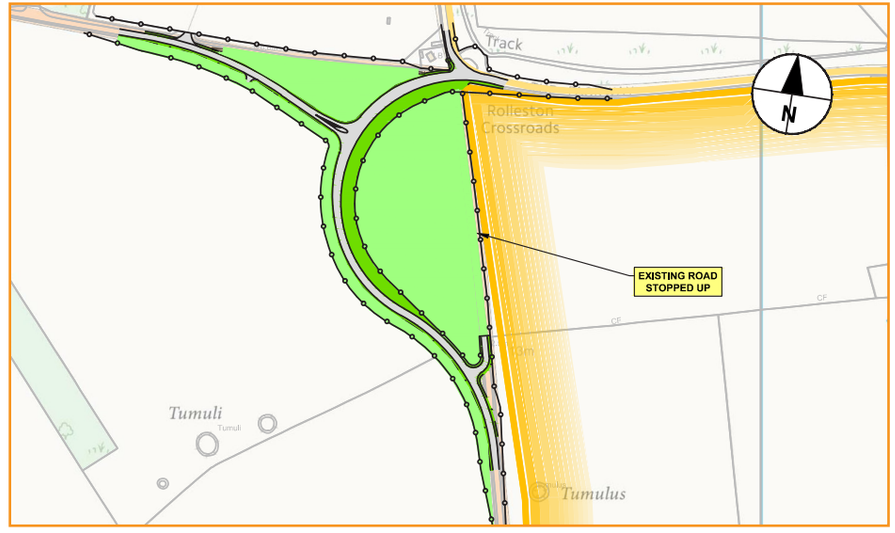


Figure 5.44: Proposed changes to Rollestone Crossroads

The eastern section - Countess junction to just beyond the Solstice Park junction

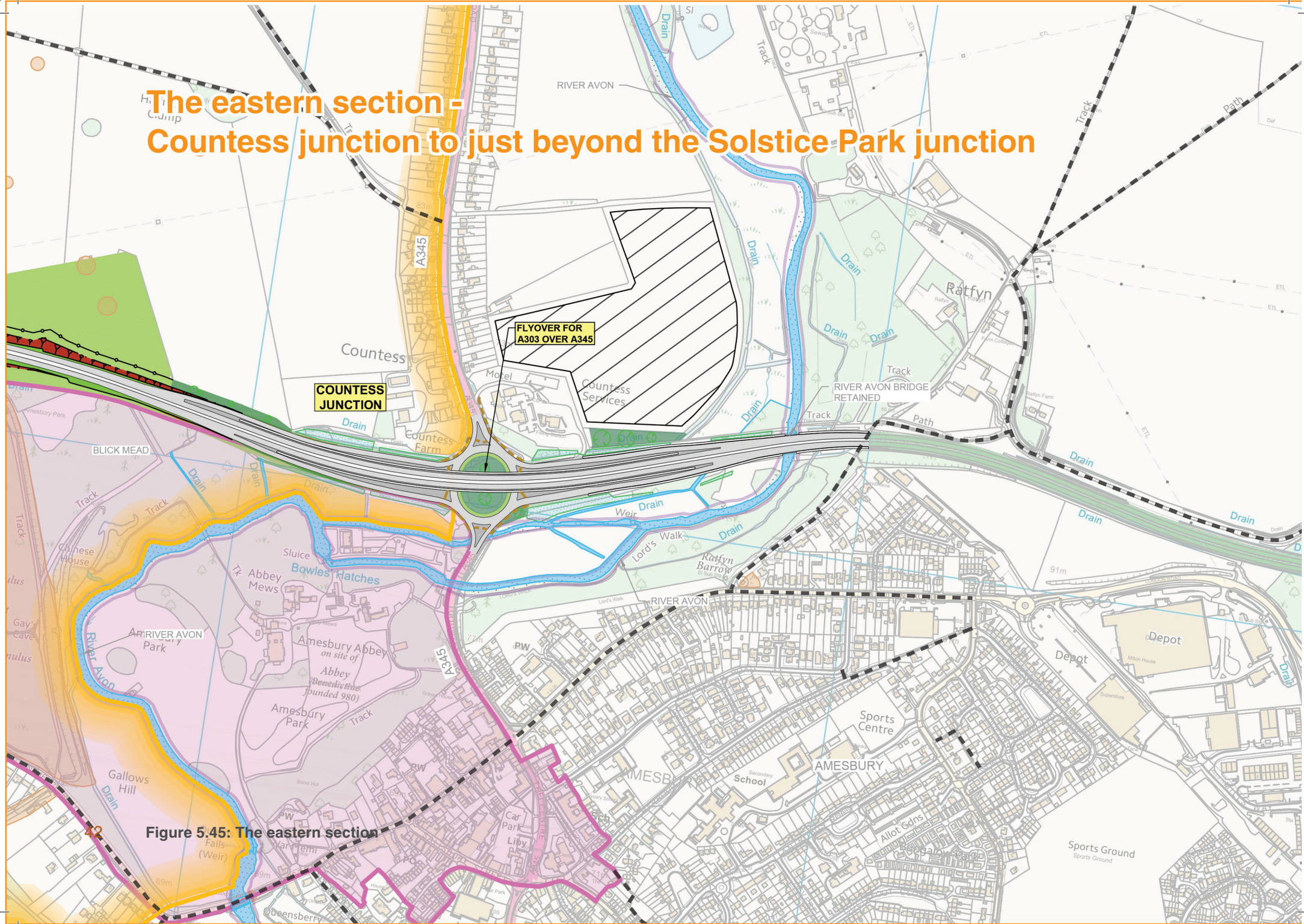
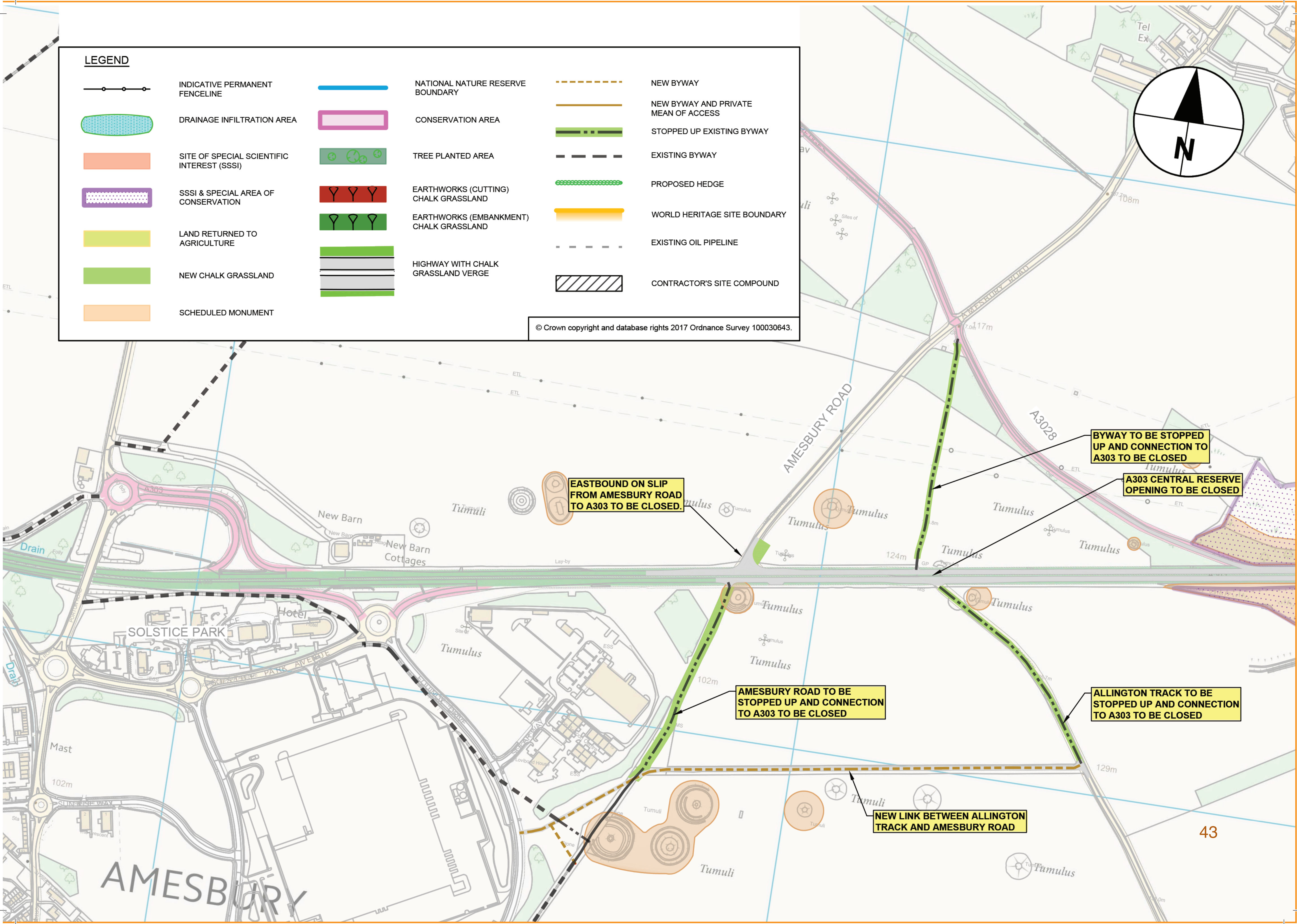


Figure 5.45: The eastern section


LEGEND
INDICATIVE PERMANENT FENCELINE
DRAINAGE INFILTRATION AREA
SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI)
SSSI & SPECIAL AREA OF CONSERVATION
LAND RETURNED TO AGRICULTURE
NEW CHALK GRASSLAND
SCHEDULED MONUMENT
NATIONAL NATURE RESERVE BOUNDARY
CONSERVATION AREA
TREE PLANTED AREA
EARTHWORKS (CUTTING) CHALK GRASSLAND
EARTHWORKS (EMBANKMENT) CHALK GRASSLAND
HIGHWAY WITH CHALK GRASSLAND VERGE
NEW BYWAY
NEW BYWAY AND PRIVATE MEAN OF ACCESS
STOPPED UP EXISTING BYWAY
EXISTING BYWAY
PROPOSED HEDGE
WORLD HERITAGE SITE BOUNDARY
EXISTING OIL PIPELINE
CONTRACTOR'S SITE COMPOUND
© Crown copyright and database rights 2017 Ordnance Survey 100030643.
EASTBOUND ON SLIP FROM AMESBURY ROAD TO A303 TO BE CLOSED.
BYWAY TO BE STOPPED UP AND CONNECTION TO A303 TO BE CLOSED
A303 CENTRAL RESERVE OPENING TO BE CLOSED
AMESBURY ROAD TO BE STOPPED UP AND CONNECTION TO A303 TO BE CLOSED
ALLINGTON TRACK TO BE STOPPED UP AND CONNECTION TO A303 TO BE CLOSED
NEW LINK BETWEEN ALLINGTON TRACK AND AMESBURY ROAD
AMESBURY ROAD
A3028
A303
New Barn
New Barn Cottages
SOLSTICE PARK
Hotel
Tumulus
Tumuli
Drain
Mast
AMESBURY
N

Countess junction

Having emerged from the tunnel, the new road would join the existing A303 on its approach to Countess roundabout. Various options have been considered for improving the junction with the A345 at this location, including raising the A345 to pass over the A303, or dropping one or other of these roads lower than the existing roundabout.

In the case of the former, the A345 would have to be raised along Countess Road and properties would have to be acquired to accommodate slip road connections. This is not a viable option.

In the case of the latter, the A303 or A345 would be below the level of the nearby River Avon; the excavations would affect the groundwater system feeding the river, causing unacceptable impacts on the River Avon's status as a Special Area of Conservation and Site of Special Scientific Interest. As such this option has also been discounted.

When the existing A303 bypass of Amesbury was built around 50 years ago, sufficient space was provided at Countess Roundabout to accommodate the option to carry the A303 on a flyover above the roundabout connection with the A345. We propose using this option as shown on Figure 5.47.

The new flyover would be approximately seven metres above the existing roundabout, with slip road connections from the roundabout (using the existing dual carriageway roundabout entries and exits) accommodating all movements to and from the A345.

There is sufficient room within the existing highway boundaries for the construction of the junction without the need for additional land to be acquired. Existing access would be maintained to the Countess Services located on the north-east side of the junction.

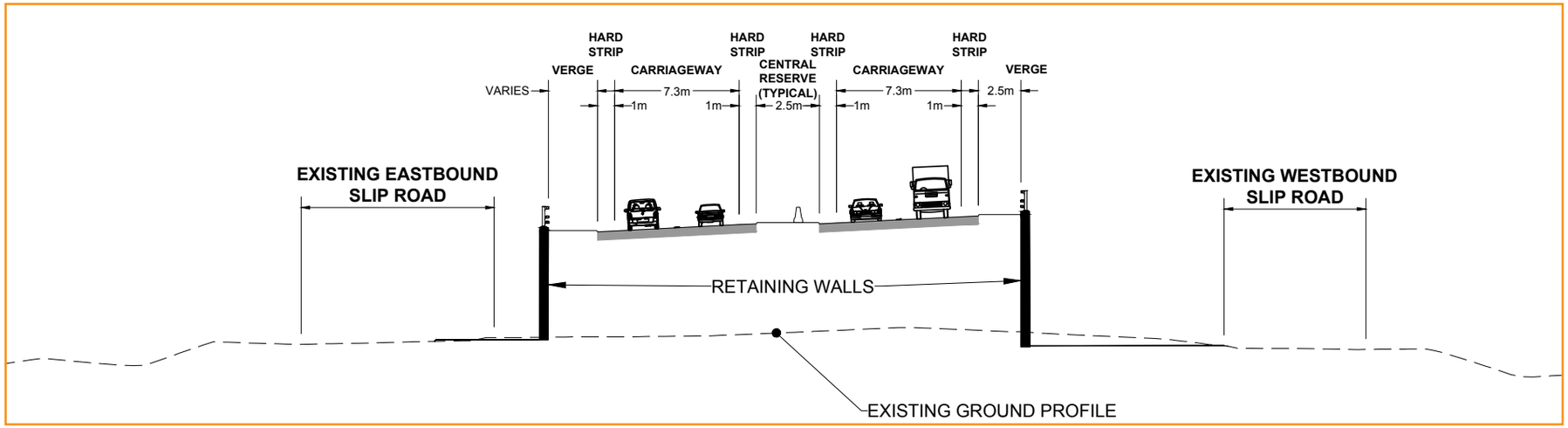


Figure 5.46: The cross-section above illustrates how the flyover would be constructed between the existing approaches to Countess roundabout which would then become the slip road connections between the new A303 and the A345.

Figure 5.47: Proposed Countess junction

Two options are being considered for carrying the A303 on a flyover above the roundabout.

One option (Figure 5.49 opposite) is for the flyover to be built with two single-span bridges over the existing roundabout, with the centre filled in with landscaped slopes.

Another option (Figure 5.50 opposite) is for a multi-span viaduct across the whole of the roundabout, creating a more open aspect and views across the roundabout from north to south.

With both options, the existing subway that passes under the A303 on the eastern side of the roundabout would be closed.

More pleasant and safe surface level road crossings would be provided along the A345 under the flyover for pedestrians and cyclists travelling between Countess Road North and Countess Road South. These would be controlled by traffic lights.

Continuing eastwards, the new flyover would return to the level of the existing A303 dual carriageway just before the existing River Avon bridge. This would enable the River Avon bridge to be retained.

Question 8 in the consultation response form gives you an opportunity to provide your comments on the options for the Countess junction flyover.

Figure 5.48: Existing Countess roundabout

Figure 5.49: Proposed Countess junction – landscaped option

Figure 5.50: Proposed Countess junction - open option

Changes to local roads east of Solstice Park junction

Beyond the tie-in of the new road at the River Avon bridge and to the east of the existing Solstice Park junction, there are further proposed changes to the existing connections onto the A303 to improve safety along the road.

The changes illustrated on Figure 5.51 are necessary because the current accesses to the A303 mean that slow-moving vehicles would seek to join the dual carriageway in conflict with fast-moving vehicles on the high speed A303, creating a high risk of collision.

The proposed changes are:

- The existing entry from Amesbury Road onto the A303 eastbound carriageway would be closed. The alternative route for traffic would be via the Double Hedges junction where the A3028 joins the A303 eastbound. The eastbound exit from the A303 onto Amesbury Road heading north would remain open.
- The byway Amesbury 2 which gives access to/from the A303 between Amesbury Road and the A3082 would be stopped up. Connections to the A303 would be via the Solstice Park junction.
- On the south side of the A303, the Amesbury Road and Allington Track junctions with the A303 would be stopped up. Alternative routing would be made available via a new link created along the private lane between the Allington Track and Amesbury Road and then along a short length of new link road to terminate at a new T-junction on Equinox Drive in Solstice Park.

These changes are shown on Figure 5.51.

Question 9 in the consultation response form gives you an opportunity to provide your comments on our overall proposals for the eastern section of the scheme.

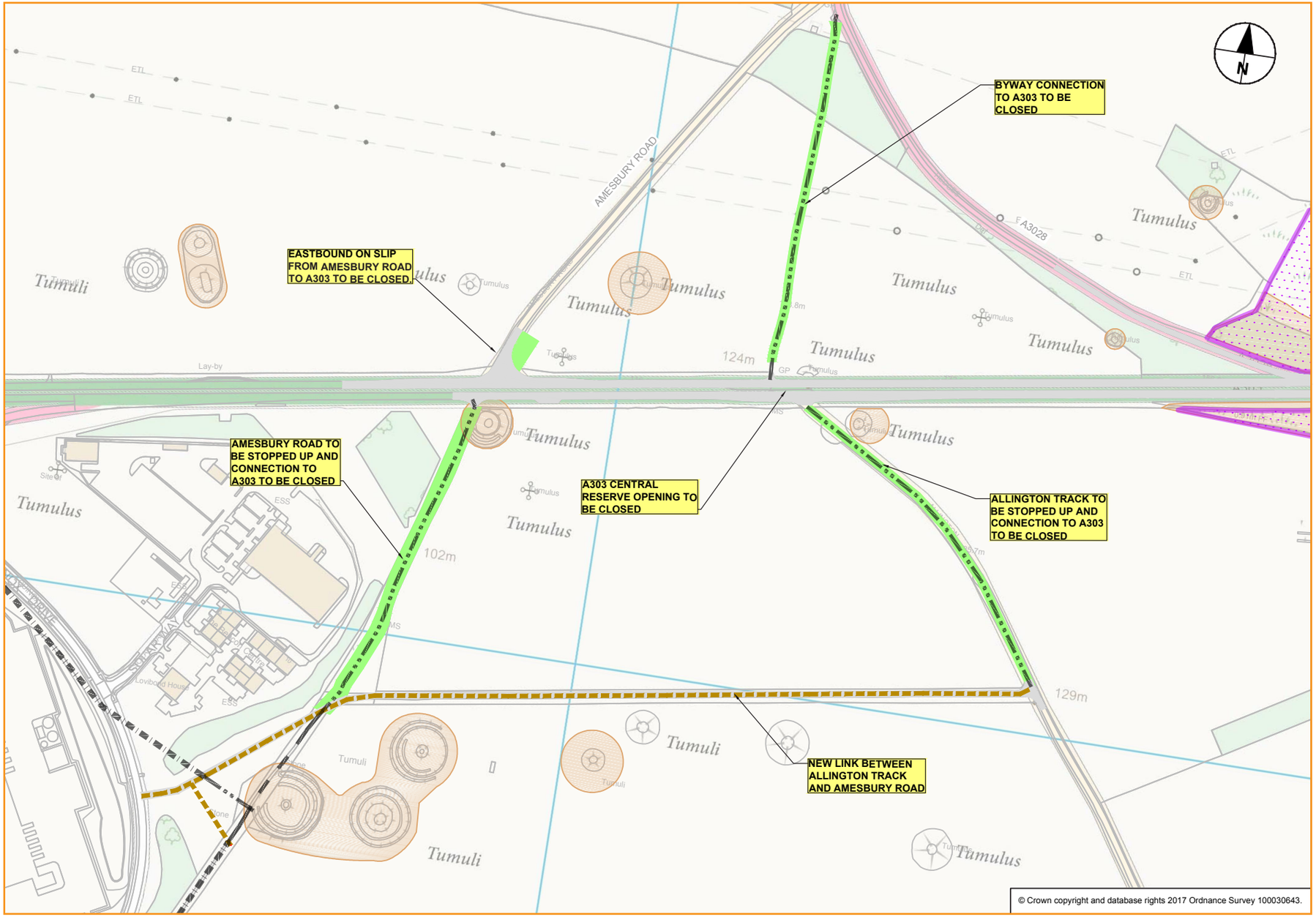


Figure 5.51: Proposed changes to local roads east of Solstice Park junction

6 What our scheme means for you

In this chapter, we have set out what the scheme would deliver and how we propose to manage construction and operation effects.

Our proposed scheme will deliver significant long-term benefits for the South West economy, the World Heritage Site, local communities and the environment. However, we need to balance the long-term benefits of the scheme with consideration for the impacts on the environment and the effects of construction on local communities and road users.

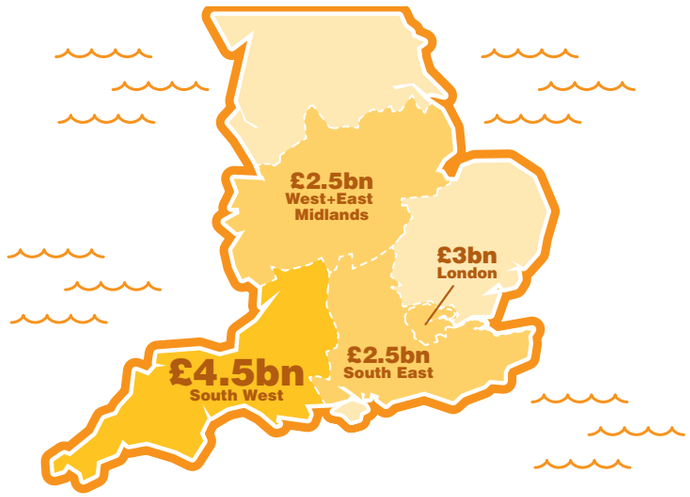
Economic growth

Boosting growth and raising productivity across the South West region through faster, safer and more reliable journeys

By providing a free-flowing and reliable connection between the South West and London and the South East, the scheme will help to increase productivity and put the region on an even footing with its neighbours.

The scheme will make the South West an easier place to access for tourists, meaning people are more likely to visit and stay longer when they do. It will also facilitate new jobs and long-term prosperity by making the route safer and more reliable, meeting the needs of a growing residential and working population.

Tourism spending



Based on 12 months to December 2015 source: Visit Britain, GB Tourism survey Quartely regional summary, 2015

Transport

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

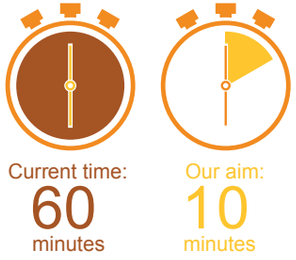
Upgrading the A303 between Amesbury and Berwick Down to a modern, dual carriageway will reduce congestion by increasing the road's capacity for free-flowing traffic and making mile-a-minute travel the norm.

The scheme will improve journey times so that during the peak tourist season the journey past Stonehenge, which currently can take 60 minutes or longer, would take no more than 10 minutes. Safety will be enhanced by making the A303 a free-flowing road, reducing driver stress and minimising the temptation for drivers to divert onto unsuitable local roads.

More reliable journey times for businesses, commuters, local people and tourists, will also reduce the inconvenience and cost of unexpected delays.

Mile a minute journeys

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



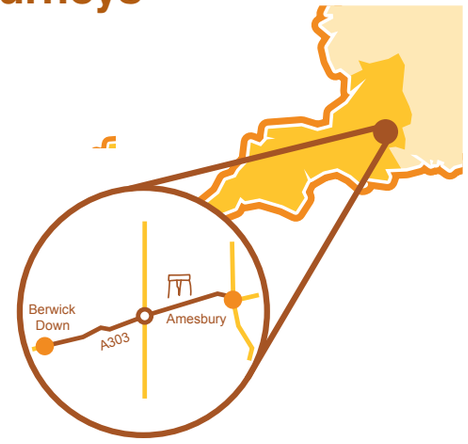


Figure 6.1: Traffic queuing through Winterbourne Stoke

Figure 6.2: Congestion at Countess junction

Cultural heritage

A once in a generation opportunity to enhance the setting of one of the UK's heritage icons

Permanently removing the existing road from much of the landscape (as illustrated on Figures 6.3 to 6.6 alongside) will help to conserve and enhance the WHS.

The scheme will help achieve lasting legacy benefits as outlined in the World Heritage Site Management Plan by:

- Restoring the tranquil environment and setting of the Stonehenge monument and surrounding landscape by removing the sight and sound of the road
- Reuniting the north and south halves of the WHS, enabling visitors to enjoy and interpret the whole landscape context including the important interrelationship of ancient monuments with the land and sky
- Increasing access to the World Heritage Site on foot, cycle and horses from Amesbury, Winterbourne Stoke and the Stonehenge Visitor Centre through the creation of new byways along the route of the old A303 and the A360 that will link in with other new and existing footpaths, byways and bridleways
- Reconnecting The Avenue – an ancient ceremonial processional route which is currently severed by the A303
- Improving the setting of the Winterbourne Stoke Barrow Group by moving the junction with the A360 further west, away from the WHS

Figure 6.3: View from Stonehenge - existing

Figure 6.4: View from Stonehenge - after construction

Figure 6.5: View of WHS from Winterbourne Stoke Barrow Group - existing

Figure 6.6: View of WHS from Winterbourne Stoke Barrow Group - after construction

Community

Providing a positive, lasting legacy for local communities

The scheme will improve the quality of village life for residents of Winterbourne Stoke by diverting the current high volumes of through-traffic onto a new northern bypass.

A free-flowing road will reduce rat-running traffic in local villages such as Shrewton, making it safer and easier for people to reach local facilities such as schools and shops.

Removing congestion and providing a safe high-quality dual carriageway will reduce the number of incidents on the A303 and the consequent disruption to local communities.

Taking the A303 over Countess roundabout will make it easier for residents to move between the northern and southern parts of Amesbury and to access the A303.

The scheme will improve connectivity and accessibility for walkers, cyclists and horse riders through the creation of new rights of way, particularly between Yarnbury Castle and Winterbourne Stoke in the west and then all the way through to Amesbury in the east.

Through the establishment of a Local Community Forum, we will seek to ensure that the scheme delivers a full range of benefits for the local communities.

Figure 6.7: Shrewton village

Environment

Restoring a landscape fit for the setting of Stonehenge

The tunnel will allow connectivity between the north and south side of the WHS, encouraging wildlife movements, as well as restoring an area of attractive rural landscape of gentle rolling chalk downland.

The scheme will also connect existing habitats over the new road through the use of green bridges, easing integration with the surrounding landscape and accommodating the safe movement of wildlife.

To enhance biodiversity, the scheme will create an extensive new area of chalk grassland adjacent to the Parsonage Down National Nature Reserve. This will allow the expansion of the nature reserve.

Question 10 in the consultation response form gives you an opportunity to provide your comments on the preliminary environmental information provided.

Environmental Impact Assessment

We are continuing to gather environmental information that allows us to identify the potential impacts of the proposed scheme and develop measures to avoid or minimise any adverse impacts - a process known as environmental impact assessment (EIA).

While the EIA is ongoing, we have prepared a Preliminary Environmental Information Report (PEI Report) to describe the environmental setting and currently anticipated impacts of the proposed scheme on the environment during its construction and subsequent operation.

A summary of the likely significant environmental effects is set out in Figure 6.8 on the next pages (56 and 57).

The information contained within the PEI Report is preliminary and the findings will be developed further in the Environmental Statement (ES) to reflect the evolution of the design of the proposed scheme, informed by the feedback from the consultation, and the ongoing EIA process. The ES, presenting the full results of the EIA, will be submitted with the application for the Development Consent Order (DCO).

In addition to the PEI Report we have produced a much shorter Non-Technical Summary of the PEI Report. This document provides a summary of the PEI Report in non-technical language.

Chapter 7 gives details of where you can find the Non-Technical Summary of the PEI Report and the full report.

Figure 6.8 – Summary of preliminary assessment of likely significant environmental effects

Topic	Preliminary assessment of likely significant environmental effects*	
	Construction stage	**Operational Stage**
Air quality	■ No likely significant effects anticipated.	■ No likely significant effects anticipated.
Cultural heritage	■ Temporary **adverse** effects of construction activities on the setting of monuments within and outside the WHS. ■ Temporary and permanent **adverse** effects on the setting of listed buildings in the vicinity of Countess roundabout. ■ Permanent **adverse** effects due to the loss or truncation of non-designated assets, mostly outside the WHS. ■ Permanent **beneficial** effects, once built, on the setting of monuments within the WHS, including Stonehenge. ■ Permanent **beneficial** effects, once built, due to the removal of severance of the Avenue and of relationships between monuments in the WHS.	■ **Beneficial** effect on public access to the WHS. ■ **Beneficial** effect on the setting of monuments within the WHS due to the removal of traffic using the A303.
Landscape and visual	■ Temporary **adverse** effects of construction activities on the rural landscape, particularly the River Till valley and at Longbarrow Junction. ■ Temporary **adverse** visual effects of construction activities on residents of Amesbury and Winterbourne Stoke, visitors to the WHS and users of the public rights of way (PRoW) network. ■ Permanent **adverse** effects, once built, on the rural landscape, particularly the River Till valley. ■ Permanent **beneficial** effects, once built, on the landscape within the WHS.	■ **Adverse** visual effects on users of the PRoW network in the vicinity of the River Till valley. ■ **Beneficial** effects on the townscape within Winterbourne Stoke. ■ **Beneficial** visual effects on residents of Winterbourne Stoke, visitors to the WHS and users of the PRoW network within the WHS.
Biodiversity	■ Temporary **adverse** effects of construction activities on Stone Curlew. ■ **Beneficial** effect, once built, on chalk grassland habitat in vicinity of Parsonage Down.	■ Local **adverse** effects on Stone Curlew south of the A303, due to the increased public access across the WHS enabled by the proposed scheme. ■ **Beneficial** effect on ecological connectivity due to the tunnel and inclusion of green bridges.

*Note - After inclusion of the proposed mitigation measures.

Noise and vibration	■ Temporary **adverse** noise effects of construction activities for residential properties in close proximity to the works, such as the edge of Amesbury and the northern edge of Winterbourne Stoke.	■ **Adverse** noise effects for properties on the northern edge of Winterbourne Stoke closest to the section of the A303 which is realigned to the north of the village. ■ **Beneficial** noise effects for residents of Winterbourne Stoke located in close proximity to the existing A303 through the centre of the village. ■ **Beneficial** noise effects for visitors to the WHS.
Geology and soils	■ No likely significant effects anticipated.	■ No likely significant effects anticipated.
Road drainage and the water environment	■ No likely significant effects anticipated.	■ No likely significant effects anticipated.
Materials	■ No likely significant effects anticipated.	■ No likely significant effects anticipated.
People and communities	■ **Adverse** effects on best and most versatile agricultural land and agricultural holdings. ■ Temporary **adverse** effects on amenity for users of the PRoW network during construction. ■ Temporary **adverse** effects on drivers views and stress during construction.	■ **Adverse** effects on driver views. ■ **Beneficial** effects on amenity and connectivity for users of the PRoW network. ■ **Beneficial** effects on improved amenity and reduced severance for the community of Winterbourne Stoke. ■ **Beneficial** effects of improved journey time reliability and reduced stress for drivers on A303.
Major accidents and disasters	■ No likely significant effects anticipated.	■ No likely significant effects anticipated.
Climate	■ No likely significant effects anticipated.	■ No likely significant effects anticipated.
Human health	■ No likely significant issues anticipated.	■ No likely significant issues anticipated.

What our scheme would mean for you during construction

There would inevitably be a degree of disturbance and intrusion during the period of construction. Our experience in managing major construction projects, combined with the feedback gained through this consultation, will help us shape a construction strategy that would minimise the disruption, inconvenience and adverse impacts.

Our preliminary assessment of the environmental impacts of the scheme during its construction and of the proposed mitigation that would be used to minimise the adverse impacts, is given in the PEI Report and the associated Non-Technical Summary.

Location of construction compounds

The scheme's appointed contractors would require site compounds close to the scheme for welfare facilities, materials handling and storage, and production facilities.

We are proposing to have the main site compound to the north-west of the existing Longbarrow roundabout. Access to the main compound would be along the A360 approximately halfway between the existing Longbarrow roundabout and the Stonehenge Visitor Centre roundabout. A small temporary roundabout would be constructed off the A360 to facilitate safe access to the site compound.

A smaller compound would be located adjacent to the B3083 to serve the western end of the scheme. Access to this compound would occasionally be off the B3083 but a temporary haul road would be constructed within the site boundary to connect the main site compound to this compound, thereby minimising the need to use the B3083.

Another compound would be located at the eastern end of the scheme behind the existing Countess Services. Access to this compound would be off Countess roundabout, via the same entry/exit arrangements that currently accommodate access to and from the services. The locations of these compounds are shown on Figures 6.9 to 6.11.

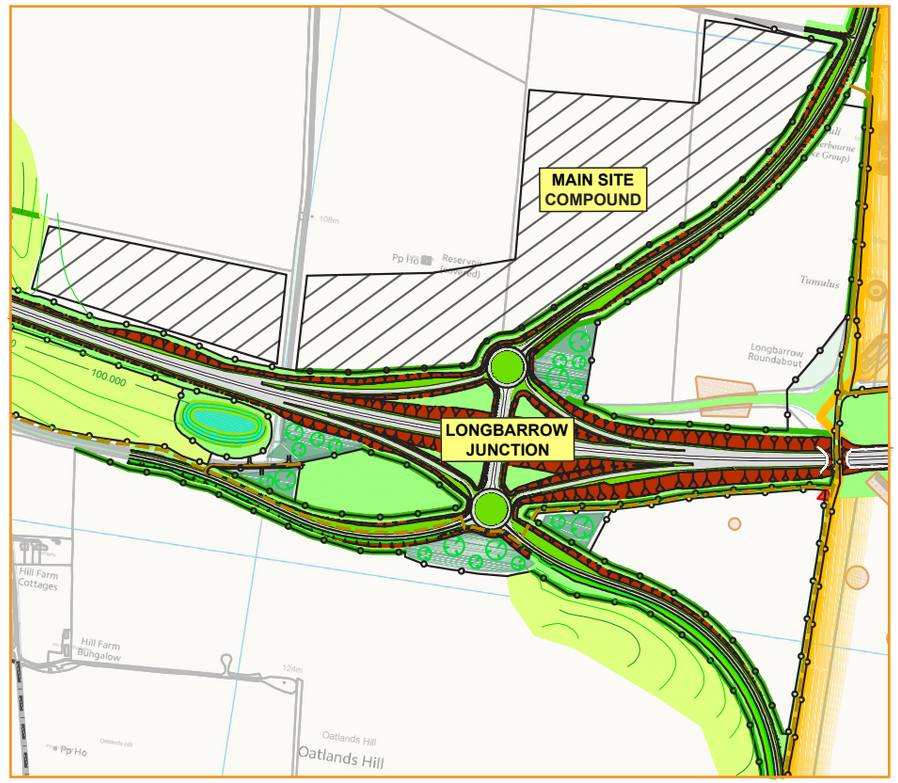


Figure 6.9: Plan showing location of main site compound, north-west of Longbarrow roundabout

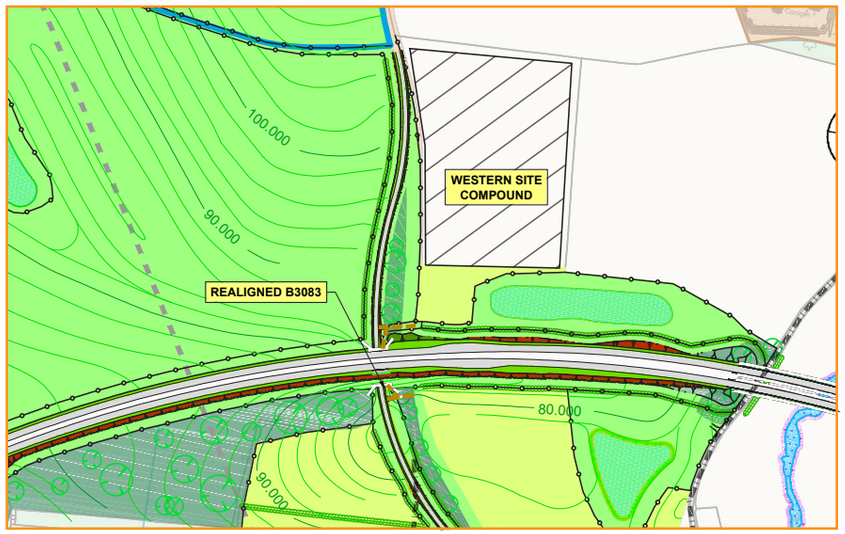


Figure 6.10: Plan showing location of smaller site compound at the western end of the scheme

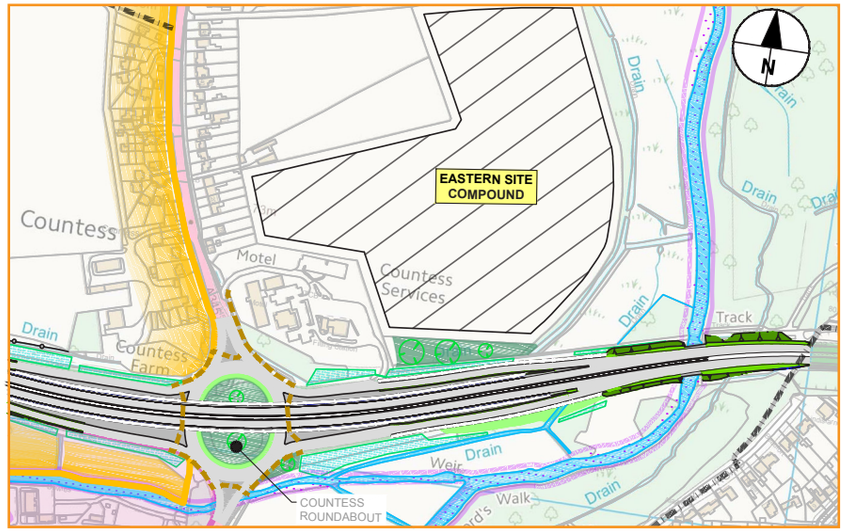


Figure 6.11: Plan showing location of smaller site compound at the eastern end of the scheme

Timing and phasing of construction works

If development consent is granted, the main construction works would be expected to commence in 2021 and continue for approximately five years until 2026.

Some preparatory works could be carried out ahead of the commencement of the main construction works once development consent has been granted. This could include archaeological investigations, ecology work and utility diversions. Any such preparatory work will be set out in our DCO application to the Planning Inspectorate.

We would also explore opportunities with our appointed contractor for completing and opening the western (Winterbourne bypass) and the eastern (Countess junction) sections some years earlier than the central section within the WHS.

This would avoid Winterbourne Stoke having to wait for the completion of the tunnel before gaining the benefits of traffic relief for the village. Likewise, Amesbury would similarly benefit early from A303 traffic switching to the new flyover and no longer queuing at Countess roundabout

We would work with the appointed contractor to develop the construction phasing to minimise disruption to road users and the surrounding community during the period of construction. The details of construction activities would be coordinated with Wiltshire Council. All construction phases and associated traffic management would be publicised and explained to the local community before we start, and ongoing communication would keep people updated throughout. The safety of vulnerable road-user groups, such as pedestrians and cyclists, would be a primary consideration.

Traffic Management

The principal routes that the contractors would need to use to gain access to the working areas are the A303, A345, A360, A3028, B3086, B3083 and The Packway. We will continue to work closely with Wiltshire Council as the local highway authority to agree traffic management plans that minimise disruption on the local roads network and on the A303.

Traffic flows on the A303 would be maintained throughout the duration of the works, except for very occasional overnight closures to facilitate tie-ins between the new and existing road and for safety reasons during certain construction operations, such as off-loading of large items of plant and equipment or materials.

Traffic management required to construct the scheme, particularly at Countess roundabout, could lead to temporary additional delays to those already being experienced. Discussions are ongoing with Wiltshire Council to agree traffic management measures that would keep traffic moving without making queues worse during the construction of the proposed scheme. Opportunities are also being discussed to improve the current situation, particularly for A303 through traffic at Countess roundabout and for traffic through Shrewton.

For safety reasons, the B3083 would be closed to non-local traffic for around two years. Non-local traffic between Shrewton and Winterbourne Stoke would be re-directed via the A360 and Longbarrow roundabout. Arrangements would be made for those needing access to local properties and nearby agricultural land.

Access onto the A303 from Stonehenge Road would also be stopped early in the construction period to facilitate smoother running of the A303 at this location.

To minimise the impact of construction traffic on the local roads, a continuous site traffic route would be formed within the construction boundary that would extend from the tunnel's western entrance to the start of the scheme near Yarnbury Castle.

To facilitate this, as illustrated on Figure 6.12 opposite, a temporary bridge to carry a slightly diverted A360 would be constructed just to the south of the existing Longbarrow roundabout. This would allow the site traffic route to pass under the A360. A similar temporary bridge would be constructed close to where the new A303 would cross the existing. This would allow the existing A303 to be temporarily diverted such that the site traffic route would pass under the A303.

The site traffic route would allow construction plant, equipment and material to move along this length of the scheme without interfering with traffic on the A303 or the A360.

The proposed site traffic route would also need to cross the River Till valley. This would be done via a temporary bridge that would span over the River Till Special Area of Conservation and Site of Special Scientific Interest.

Although most construction movements would take place within the site boundaries, it will still be necessary to bring materials into the site from around the country. We would work with our appointed contractors to minimise disruption by arranging, wherever possible, for these materials to be brought to site during off-peak traffic periods.

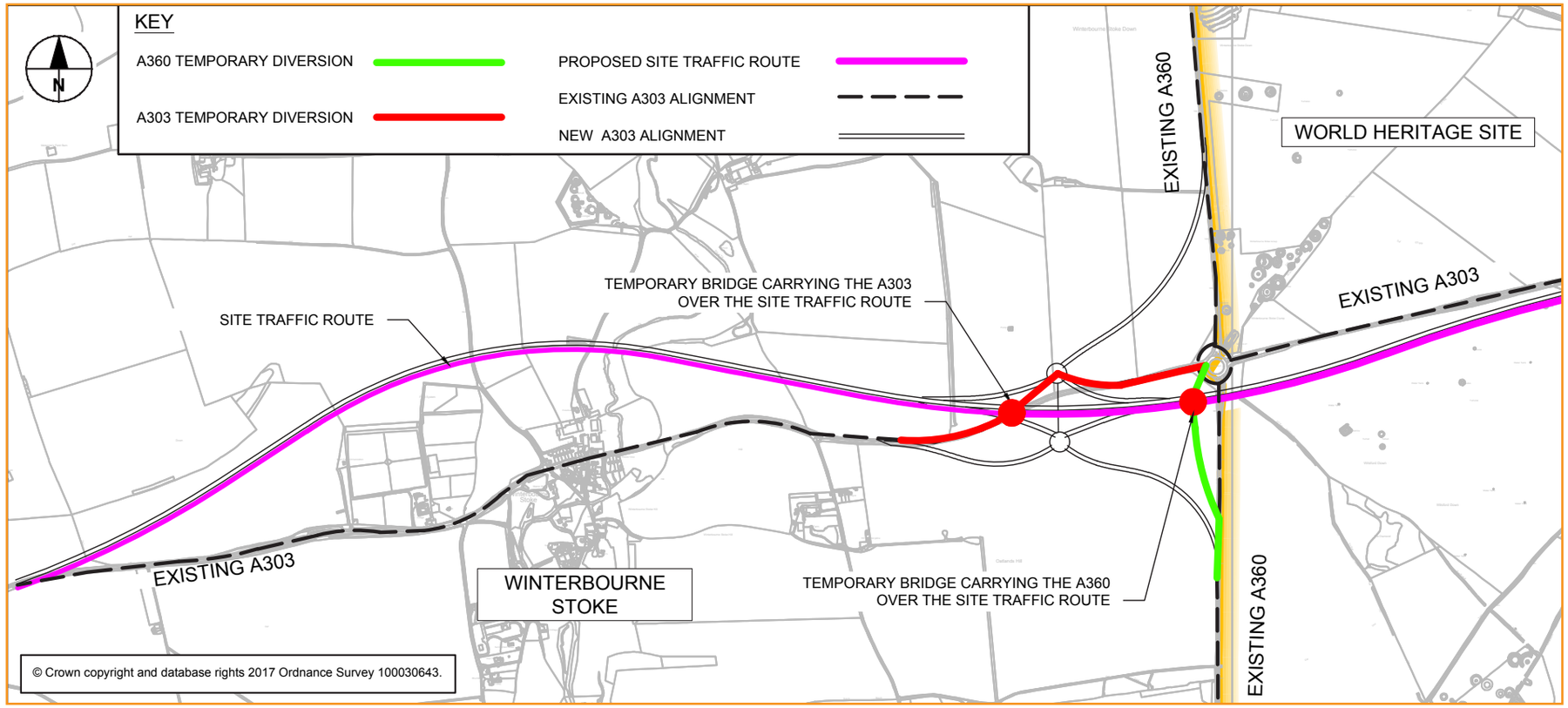


Figure 6.12: Plan showing continuous site traffic route

Public liaison and information centre

Liaison officers would be appointed to keep the communities, local businesses and other stakeholders (including road-users) fully informed during construction.

We are setting up a local community forum which would be used to explain planned work as well as providing an opportunity to discuss any concerns and answer any questions.

Regular scheme progress updates would be provided via the scheme website, social media, as well as regular updates via mail-drops and one-to-one meetings with interested parties.

Given the anticipated high level of interest in the scheme, we would look to set up an information centre at a convenient, safe location near the scheme.

Post-construction tunnel operation

Enabling the tunnel to be operated and maintained without causing disruption to customers' journeys has been and will continue to be a fundamental consideration in the design process.

When maintenance would be needed or should a minor incident occur, the tunnel design would allow one bore to be closed and the other used for two-way traffic. In the event of a major incident, with both bores needing to be closed, diversionary routes would be implemented as today via the A360/The Packway/A345.

However, the new dual carriageway would be safer and would provide much greater resilience than the existing single carriageway past Stonehenge, which is much more vulnerable to disruption when incidents happen.

CCTV would be used throughout the tunnel to monitor the flow of traffic. If an incident was to occur, such as a broken-down vehicle, this would be identified automatically by the tunnel's incident detection system; a planned response would then be implemented immediately. This would include warning notifications and lane closures being set, along with temporarily reduced speed limits, utilising a range of signs, all overseen by operators based in Highways England's linked operational control centre.

The tunnel would have safety systems that set the standard for tunnel safety. Features would include cross passages for emergency evacuation, ventilation fans, a fire suppression sprinkler system and emergency telephones, all located at regular intervals along the tunnel.

Figure 6.13: View of the inside of the tunnel

7 How to find out more

To find out more about our scheme proposals you can:

Join us at one of our public information events: members of our team will be on hand to answer your questions. To find out where and when the events are being held, visit our website or contact us by phone or email.

Visit our website at www.highways.gov.uk/A303Stonehenge/consultation: here you will find background information on the scheme plus information on the current consultation, including:

- Details on when and where our public information events are being held
- Details of Information and Deposit Point locations at local libraries where information about the scheme can be viewed
- Our Statement of Community Consultation (SoCC)
- This Consultation Booklet and the Response Form
- Plans of the proposed scheme, including the site boundary plans showing the extent of temporary and permanent land required for the construction of the scheme that will form part of our DCO application
- A Preliminary Environmental Information Report, with an accompanying Non-Technical Summary

Phone us: get in touch by calling 0300 123 5000
Email us: at A303Stonehenge@highwaysengland.co.uk

8 How to have your say

This is your opportunity to give your views on our proposals. There are various ways that you can respond to the consultation.

Completing the feedback form online:
www.highways.gov.uk/A303Stonehengeconsultation
Emailing us at:
A303Stonehenge@highwaysengland.co.uk
Posting your response:
completed feedback forms can be sent by Freepost (you do not need a stamp) to the following address:
Freepost A303 STONEHENGE CONSULTATION

If you need a paper copy of the feedback form, let us know and we can post one to you.

Please submit your responses by 23:59 on Friday 6 April 2018.

Your feedback will inform our continuing development of the scheme. Once we have taken your feedback into consideration, we plan to submit our application for a Development Consent Order in autumn 2018. We will also prepare a report on the consultation, recording the feedback and our response, which will be published with our application.

Your comments will be analysed by Highways England and any of its appointed agents. Copies may be made available in due course to the Secretary of State, the Planning Inspectorate and other relevant statutory authorities so that your comments can be considered as part of the Development Consent Order (DCO) application process. We will request that your personal details are not placed on public record and will be held securely by Highways England in accordance with the Data Protection Act 1998 and will be used solely in connection with the consultation process and subsequent DCO application and, except as noted above, will not be passed to third parties.

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

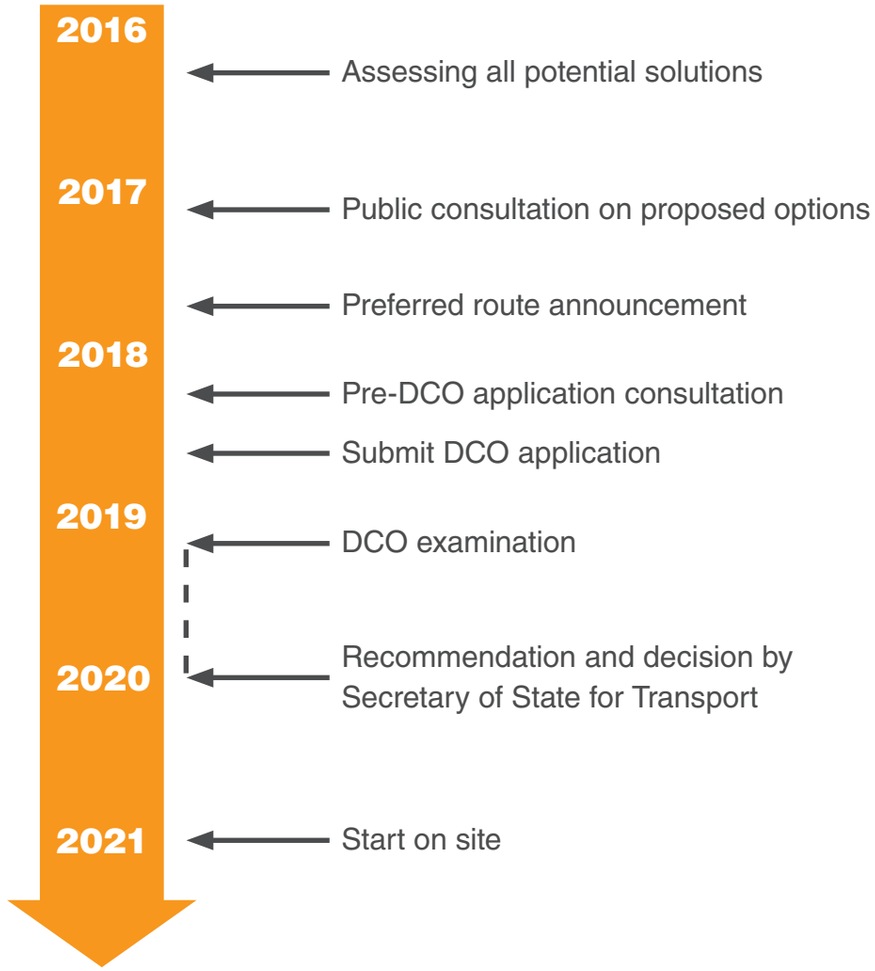
9 Next steps

If our application for a Development Consent Order 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 six months. The Planning Inspectorate then has three months to make a recommendation to the Secretary of State, who then has a further three months to make a final decision. If our application is approved, work on the scheme is planned to start in 2021 as indicated on the illustrated Timeline.

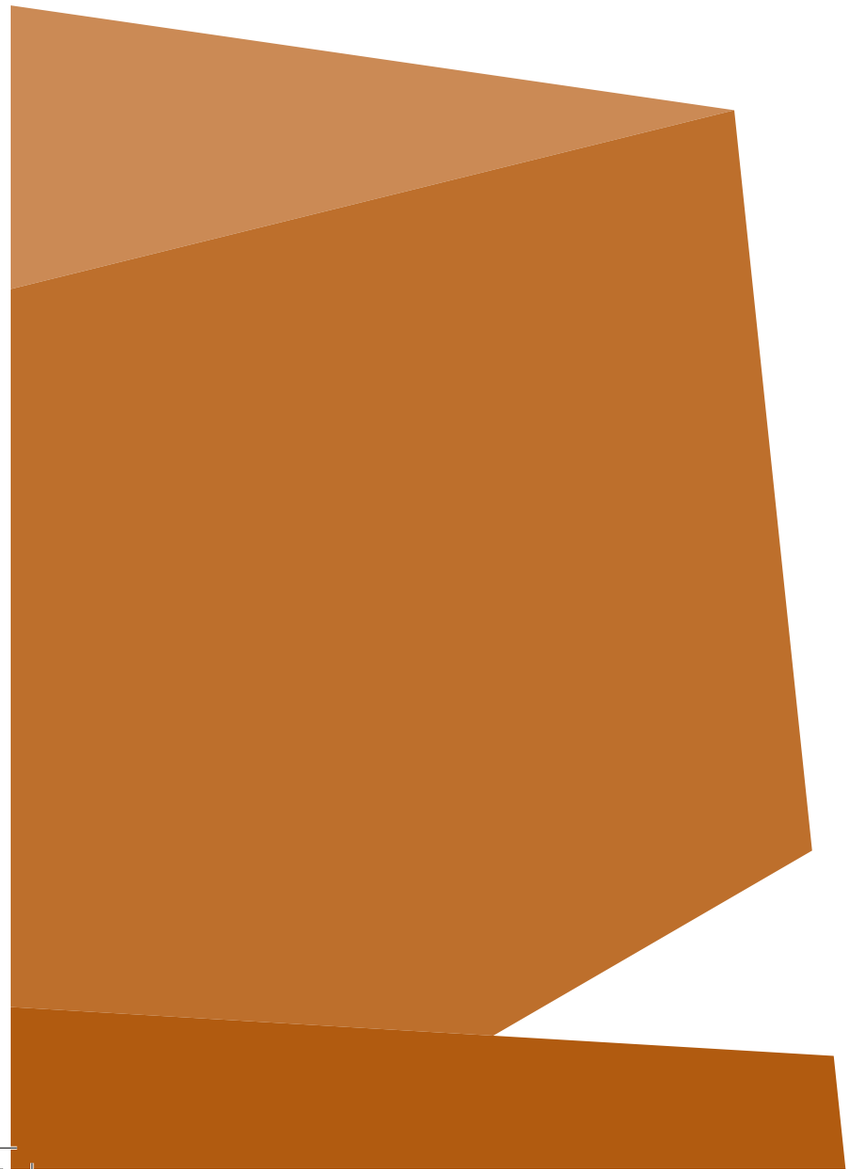
If you would like any further information on the Development Consent Order application process, please visit the Planning Inspectorate's website:
http://infrastructure.planningportal.gov.uk

The Planning Inspectorate's website will also provide updates on the scheme's application process, including providing access to the submitted application documents.

Timeline



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



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 PR184/17

Highways England creative job number BED18 0014

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Printed on paper from well-managed forests and other controlled sources.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

Highways England Company Limited registered in England and Wales number 09346363

G2 A303 Consultation leaflet –

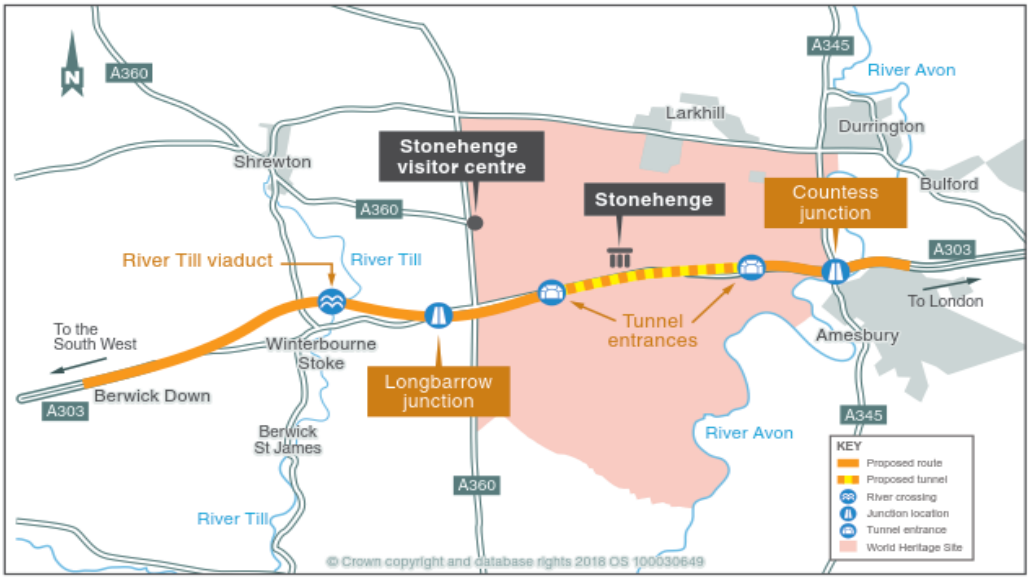
https://highwaysengland.citizenspace.com/he/a303-stonehenge-2018/supporting_documents/A303%20Consultation%20Leaflet%20FINAL%20_v2.pdf

highways england

A303 Stonehenge

Amesbury to Berwick Down

Public consultation Thursday 8 February to Friday 6 April 2018



What's this all about?

This is about Highways England's proposals to upgrade the A303 past Stonehenge between Amesbury and Berwick Down to a dual two-lane carriageway.

In September 2017 we announced the preferred route for the scheme following a public consultation in early 2017.

Since then we have developed the scheme further and would now welcome your views on our proposals.

Why is the scheme needed?

The section of the road past Stonehenge currently experiences double the traffic it was designed for, and flows are even higher during the summer resulting in major delays. Journeys that should take no more than 10 minutes can take up to an hour. The scheme will:

- Help boost growth across the South West
- Reunite the two halves of the Stonehenge part of the Stonehenge, Avebury and Associated Sites World Heritage Site
- Improve the quality of everyday village life in Winterbourne Stoke and relieve nearby local communities of rat-running traffic

What's the plan?

The scheme is approximately 8 miles (nearly 13km) long and comprises the following key elements:

- A bypass to the north of Winterbourne Stoke with a viaduct over the Till valley
- A new junction between the A303 and A360 to the west of and outside the World Heritage Site, replacing the existing Longbarrow roundabout
- A twin-bore tunnel at least 1.8 miles (2.9 km) long past Stonehenge
- A new junction between the A303 and A345 at the site of the existing Countess roundabout

How can I get involved?

We would like to know what you think about our proposed solution so that we can consider your views and shape the details of our plans.

A response form will be available to complete online on the scheme website. Alternatively you can print a copy from the webpage, or pick up a paper copy at the locations listed below. You can also request a paper copy free of charge by contacting us using any of our contact details listed below.

Next steps

Because of its national significance, this scheme needs a special type of permission called a Development Consent Order (DCO) which is granted by the Secretary of State for Transport. We are required to undertake this statutory consultation as part of this process.

Following the consultation, we will carefully consider all responses we receive and produce a report on the consultation. This report will form part of our DCO application, to the Secretary of State, who will decide on whether the scheme will go ahead.

If permission is granted we aim to start construction in 2021.

Public information events

We are holding the following public information events where you can meet the project team, ask questions and view more details of our proposed scheme:

Location	Date	Time
Antrobus House 39 Salisbury Rd, Amesbury, SP4 7HH	Friday 9 February 2018 Saturday 10 February	14.00 to 20.00 11.00 to 17.00
Kennet Valley Village Hall (Avebury) Overton Road, Lockeridge, Marlborough, SN8 4EL	Thursday 22 February 2018	14.00 to 20.00
Warminster Civic Centre Sambourne Road, Warminster, BA12 8LB	Friday 23 February 2018	14:00 to 20:00
Shrewton Village Hall Recreation Ground, The Hollow, Shrewton, SP3 4JY	Saturday 24 February 2018	11.00 to 17.00
The Laverton Hall Bratton Road, Westbury, BA13 3EN	Tuesday 27 February 2018	14:00 to 20:00
Mere Lecture Hall Salisbury Street, Mere, BA12 6HA	Thursday 1 March 2018	14.00 to 20.00
The Guildhall, Salisbury The Market Place, Salisbury, SP1 1JH	Saturday 3 March 2018	11.00 to 17.00
Society of Antiquaries Burlington House, Piccadilly, London, W1J 0BE	Thursday 8 March 2018	12.00 to 20.00
The Manor Barn High St, Winterbourne Stoke, SP3 4SZ	Friday 9 March 2018 Saturday 10 March 2018	14.00 to 20.00 11.00 to 17.00
Avon Valley College Recreation Road, Durrington, SP4 8HH	Tuesday 13 March 2018	14.00 to 20.00
Larkhill Primary School Wilson Road, Larkhill, SP4 8QB	Wednesday 14 March 2018	16.00 to 20.30
Antrobus House 39 Salisbury Rd, Amesbury, SP4 7HH	Friday 23 March 2018	14.00 to 20.00

You can also view scheme information at the locations below during normal opening hours

Amesbury Library Smithfield Street, Amesbury, Salisbury, SP4 7AL
Tidworth Leisure Centre Nadder Road, Tidworth,SP9 7QW
Salisbury Library Market Place, Salisbury, SP1 1BL
Wiltshire Council Offices County Hall Bythesea Road, Trowbridge, BA14 8JN
Wilton Library South Street, Wilton, SP2 0JS
Devizes Community Hub and Library Sheep Street, Devizes, SN10 1DL
Marlborough Library 91 High Street, Marlborough, SN8 1HD
Warminster Library 3 Horseshoe Walk, Warminster, BA12 9BT
Westbury Library Westbury House, Edward Street, BA13 3BD
The Wiltshire and Swindon History Centre Cocklebury Road, Chippenham, SN15 3QN

Let us know your views

The consultation runs until 23:59 on Friday 6 April 2018 and is open to everyone. We look forward to hearing your views. You can respond:

- Via our scheme website: www.highways.gov.uk/A303Stonehenge/consultation
- By emailing us at A303Stonehenge@highwaysengland.co.uk
- By posting your response to Freepost A303 STONEHENGE CONSULTATION

If you wish to phone us, please call 0300 123 5000

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

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

Highways England creative job numberBED18_0016
*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Printed on paper from well-managed forests and other controlled sources.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales number 09346363

G3 A303 Consultation poster

https://highwaysengland.citizenspace.com/he/a303-stonehenge-2018/supporting_documents/A303%20Consultation%20poster%20FINAL_v2.pdf

A303 Stonehenge Amesbury to Berwick Down

Public consultation: Thursday 8 February to Friday 6 April 2018

What's this all about?

This is about Highways England's proposals to upgrade the A303 past Stonehenge between Amesbury and Berwick Down to a dual two-lane carriageway.

In September 2017 we announced the preferred route for the scheme following a public consultation in early 2017.

Since then we have developed the scheme further and would now welcome your views on our proposals.

Why is the scheme needed?

The section of the road past Stonehenge currently experiences double the traffic it was designed for, and flows are even higher during the summer resulting in major delays on the A303 and rat-running through local villages.

What's the plan?

The scheme is approximately 8 miles (nearly 13km) long and comprises the following key elements:

- A bypass to the north of Winterbourne Stoke with a viaduct over the Till valley
- A new junction between the A303 and A360 to the west of and outside the Stonehenge, Avebury and Associated Sites World Heritage Site, replacing the existing Longbarrow roundabout
- A twin-bore tunnel at least 1.8 miles (2.9 km) long past Stonehenge
- A new junction between the A303 and A345 at the site of the existing Countess roundabout

How do I get involved?

Come along to one of our public information events to meet the project team, ask questions and view more details of our proposed scheme.

Location	Date	Time
Antrobus House 39 Salisbury Rd, Amesbury, SP4 7HH	Friday 9 February 2018 Saturday 10 February	14.00 to 20.00 11.00 to 17.00
Kennet Valley Village Hall (Avebury) Overton Road, Lockeridge, Marlborough, SN8 4EL	Thursday 22 February 2018	14.00 to 20.00
Warminster Civic Centre Sambourne Road, Warminster, BA12 8LB	Friday 23 February 2018	14:00 to 20:00
Shrewton Village Hall Recreation Ground, The Hollow, Shrewton, SP3 4JY	Saturday 24 February 2018	11.00 to 17.00
The Laverton Hall Bratton Road, Westbury, BA13 3EN	Tuesday 27 February 2018	14:00 to 20:00
Mere Lecture Hall Salisbury Street, Mere, BA12 6HA	Thursday 1 March 2018	14.00 to 20.00
The Guildhall, Salisbury The Market Place, Salisbury, SP1 1JH	Saturday 3 March 2018	11.00 to 17.00
Society of Antiquaries Burlington House, Piccadilly, London, W1J 0BE	Thursday 8 March 2018	12.00 to 20.00
The Manor Barn High St, Winterbourne Stoke, SP3 4SZ	Friday 9 March 2018 Saturday 10 March 2018	14.00 to 20.00 11.00 to 17.00
Avon Valley College Recreation Road, Durrington, SP4 8HH	Tuesday 13 March 2018	14.00 to 20.00
Larkhill Primary School Wilson Road, Larkhill, SP4 8QB	Wednesday 14 March 2018	16.00 to 20.30
Antrobus House 39 Salisbury Rd, Amesbury, SP4 7HH	Friday 23 March 2018	14.00 to 20.00

Let us know your views

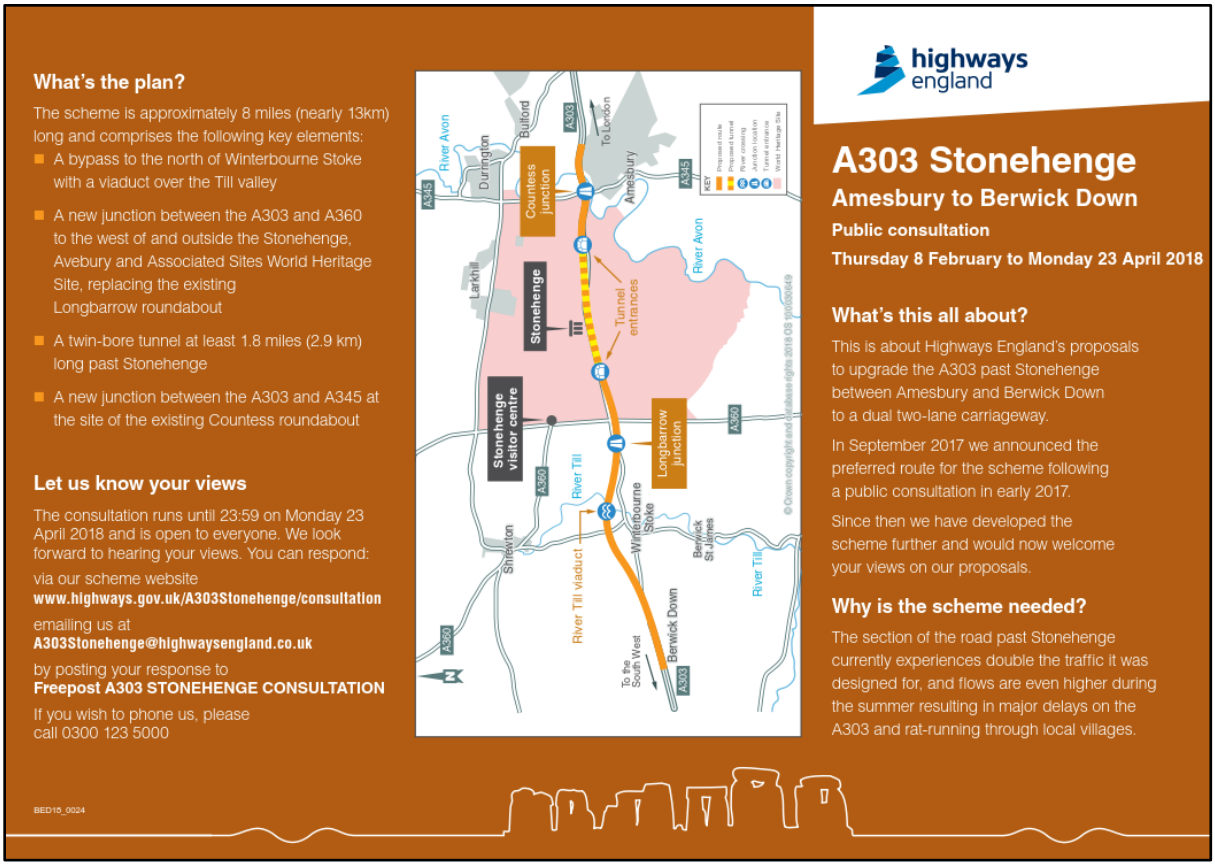
The consultation runs until 23:59 on Friday 6 April 2018 and is open to everyone. We look forward to hearing your views. You can respond:

- Via our scheme website: www.highways.gov.uk/A303Stonehenge/consultation
- By emailing us at A303Stonehenge@highwaysengland.co.uk
- By posting your response to Freepost A303 STONEHENGE CONSULTATION

If you wish to phone us, please call 0300 123 5000

Highways England - Creative BED18 0015

G4 A303 table topper (provided to Stonehenge visitor's centre)



G5 A303 Stonehenge preliminary local traffic information

https://highwaysengland.citizenspace.com/he/a303-stonehenge-2018/supporting_documents/A303%20Stonehenge%20Preliminary%20Local%20Traffic%20Information.pdf

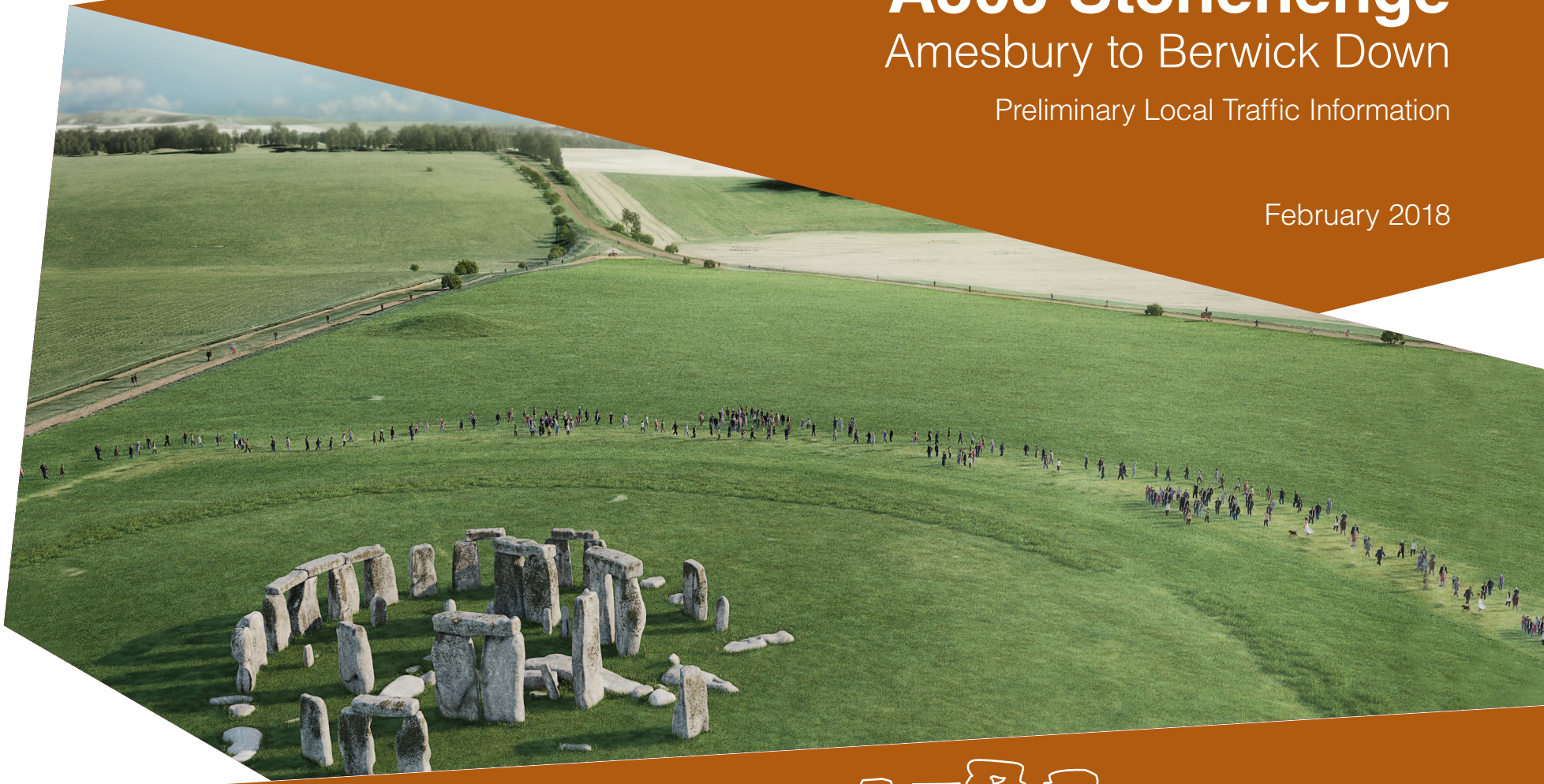
highways england

A303 Stonehenge

Amesbury to Berwick Down

Preliminary Local Traffic Information

February 2018

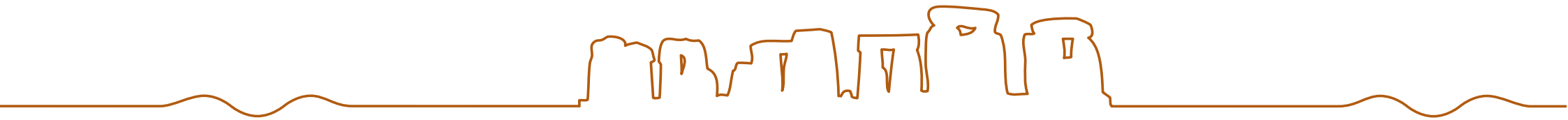


Preliminary Local Traffic Information

The following diagrams give a preliminary indication of how local traffic flows are forecast to change. The diagrams compare forecasts of traffic flow with and without the scheme during an average spring weekday in the scheme opening year (2026).

The journey time between Amesbury and the A303 to the West of Winterborne Stoke would be reduced by about 5 minutes (on a spring weekday) as a result of the scheme. Some of the traffic that currently uses the Packway and the B3083/B390 through Larkhill and Shrewton would divert to the A303 to benefit from this time saving. Traffic volumes along these parallel roads would reduce. Similarly more traffic is forecast to use the A360 corridor between Salisbury and Longbarrow roundabout.

During the summer school holiday period there are substantial delays of up to an hour for traffic travelling along the A303 on Fridays, Saturdays and Sundays. These delays are the congestion caused by traffic volumes exceeding the capacity of the existing A303. About 20% of the A303 traffic divert from the A303 onto the adjacent local roads to try to avoid the queues, increasing traffic volumes and spreading the congestion onto these roads. The scheme would remove the capacity issue on the A303 and hence remove this summer rat-running traffic from local roads.



The following diagrams give a preliminary indication of how local traffic flows are forecast to change.

Figure 1 shows the preliminary indication of changes in local traffic flows in opening year 2026.

Figure 2 gives a description of the preliminary indication of changes in local traffic flows in opening year 2026.

Figure 1 – Preliminary indication of changes in local traffic flows in opening year 2026.

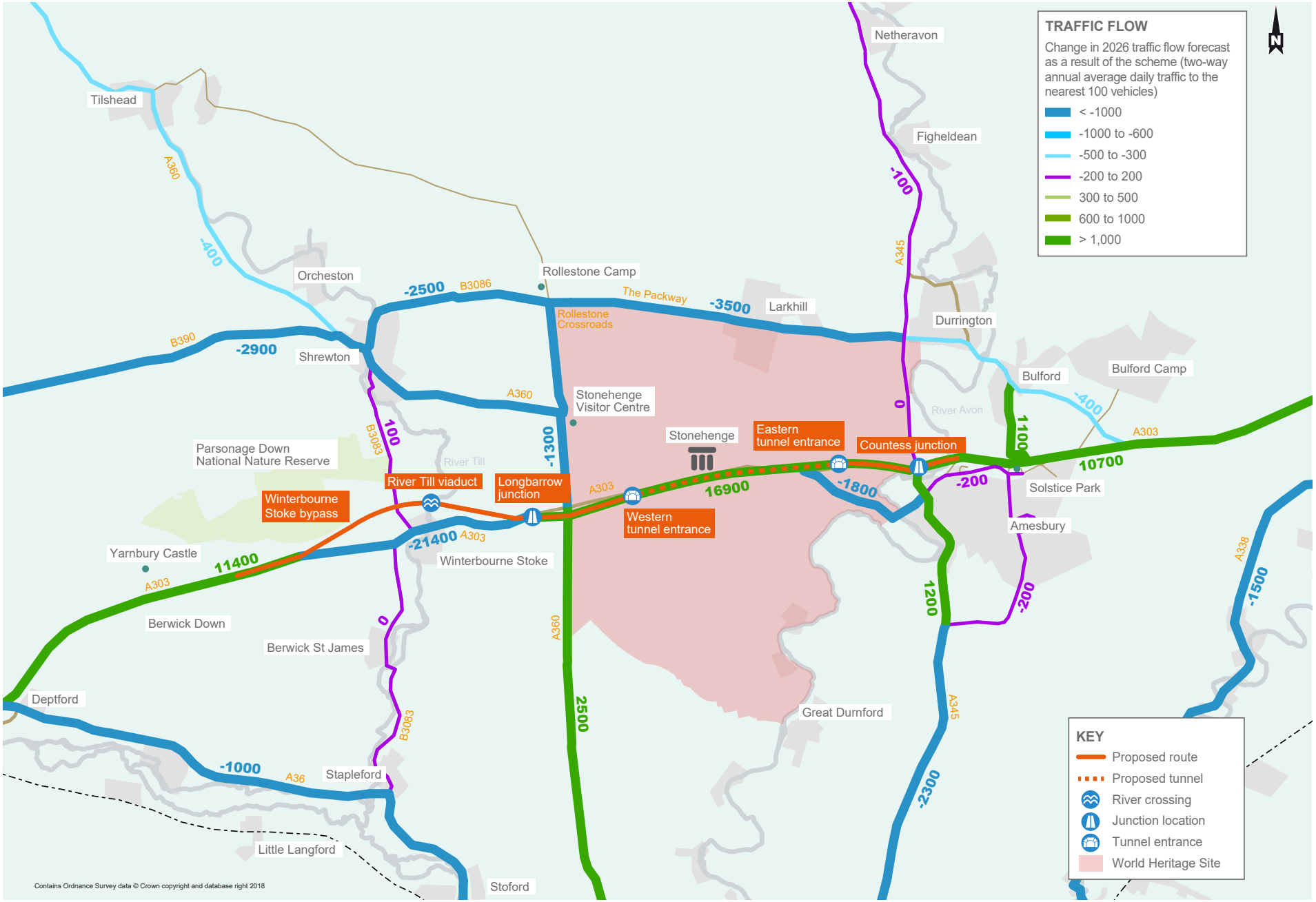
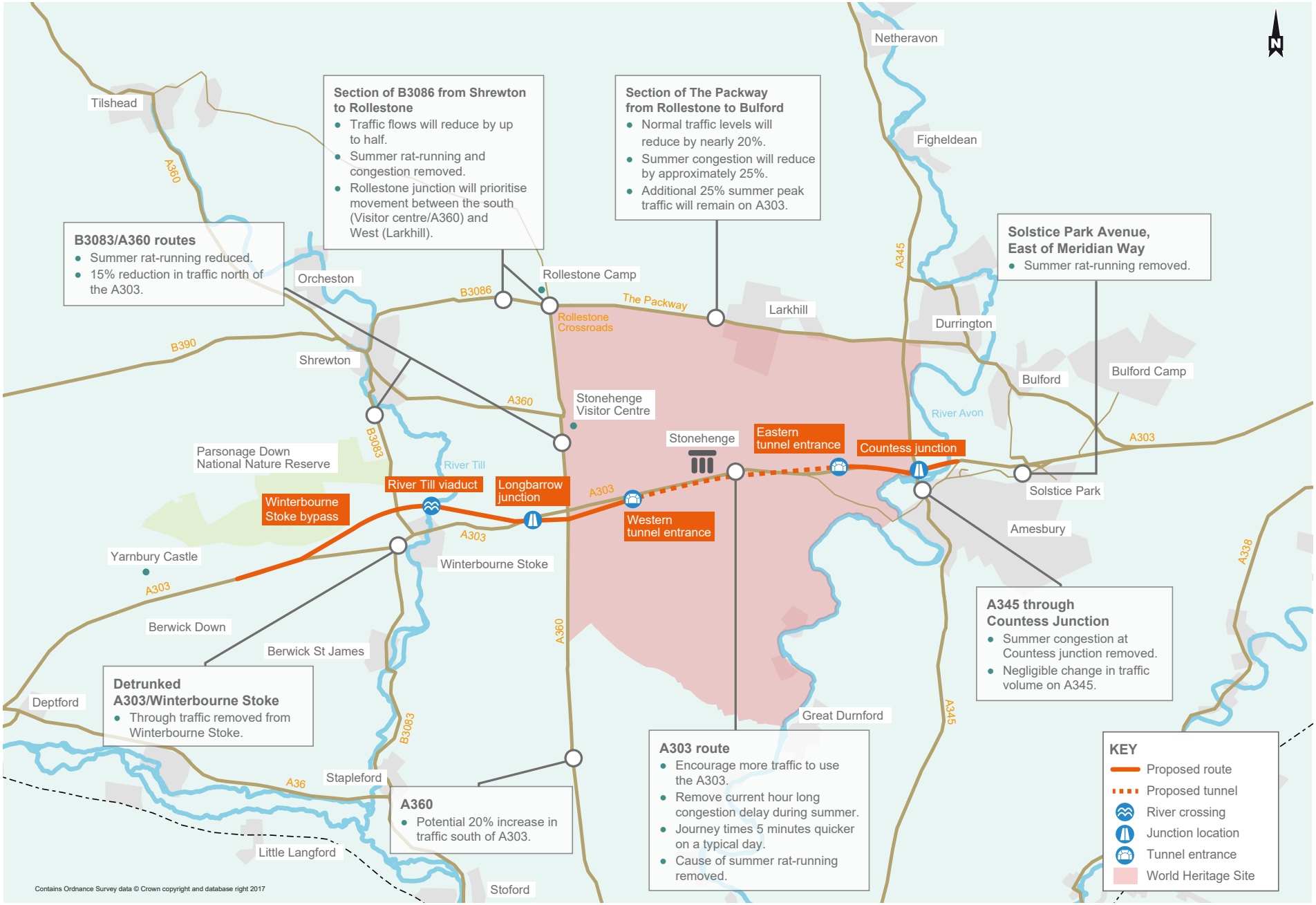


Figure 2 – Description of preliminary indications of changes in local traffic flows in opening year 2026.



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

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 PR184/17

Highways England creative job number BED18 0035

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Printed on paper from well-managed forests and other controlled sources.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

Highways England Company Limited registered in England and Wales number 09346363

G6 A303 preliminary environmental information report – Non-technical summary

https://highwaysengland.citizenspace.com/he/a303-stonehenge-2018/supporting_documents/A303%20NonTechnical%20Summary%20%20for%20digital_v2.pdf

highways england

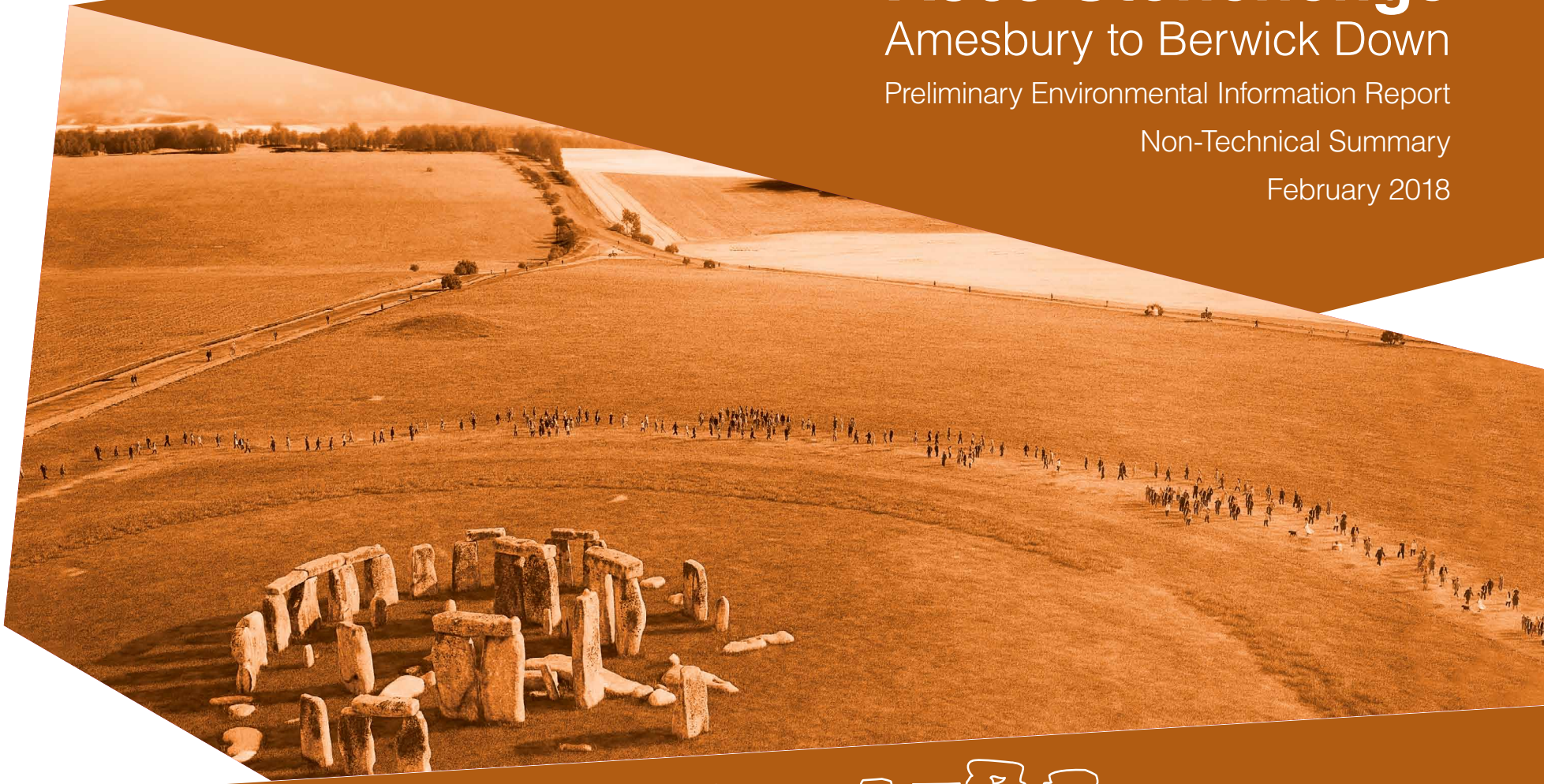
A303 Stonehenge

Amesbury to Berwick Down

Preliminary Environmental Information Report

Non-Technical Summary

February 2018



Introduction

Highways England proposes to improve the A303 at Stonehenge by providing a dual two-lane carriageway between Amesbury and Berwick Down in Wiltshire (the proposed scheme). The proposed scheme will help unlock economic growth in the South West by improving journey reliability, increasing safety and improving connectivity with neighbouring regions, while protecting and enhancing the environment.

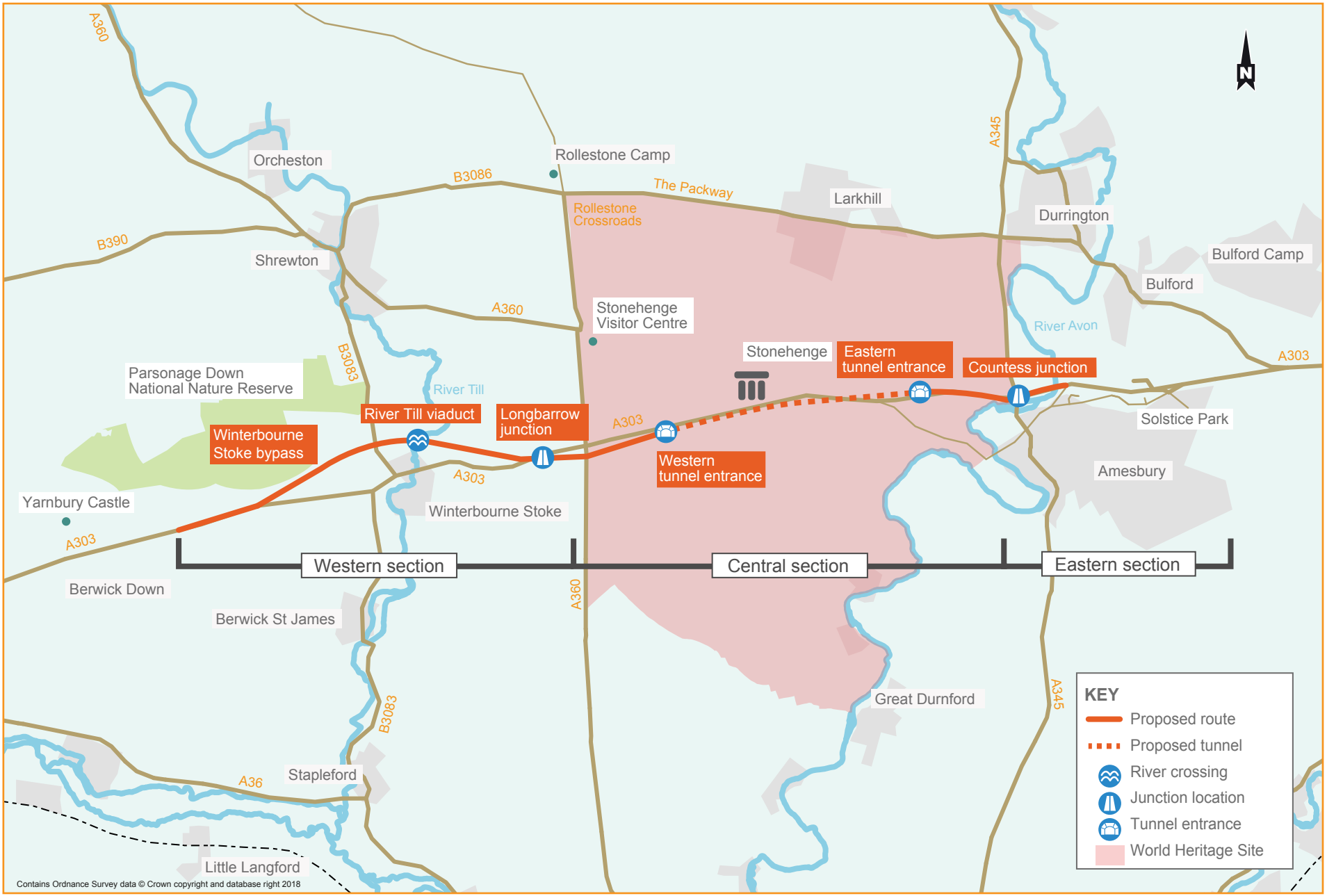
This proposal is a "Nationally Significant Infrastructure Project" under the Planning Act 2008, which means that an application will need to be made for permission to build and operate the proposed scheme. The permission is called a Development Consent Order (DCO).

Before an application for a DCO is submitted, the local community and other stakeholders must be formally consulted on the proposals, including a description of the proposed scheme, the likely significant environmental effects based on the preliminary environmental information available at the time, measures to avoid or reduce such effects and the alternatives considered. This is to support consultees in developing an informed view of the likely significant environmental effects of the proposed scheme.

As well as undertaking this consultation, we are continuing to gather environmental information, identifying the potential impacts of the proposed scheme, and developing measures to avoid or reduce adverse impacts - a process known as environmental impact assessment (EIA).

While the EIA is ongoing, we have prepared a Preliminary Environmental Information Report (PEI Report) to describe the environmental setting and currently anticipated impacts of the proposed scheme on the environment. The PEI Report has been developed for the purposes of the above consultation and presents currently available information from the ongoing EIA. This document provides a summary of the PEI Report in non-technical language.

The information contained within the PEI Report is preliminary and the findings will be developed further in the Environmental Statement (ES) to reflect the evolution of the design of the proposed scheme, informed by the feedback from the consultation, and the ongoing EIA process. The ES, presenting the full results of the EIA, will be submitted with the application for the DCO.



4 **Proposed scheme sections**

The project

Environmental context

The proposed scheme would be located mostly within open, rolling countryside.

At the western end, the proposed scheme would pass just to the south of the Parsonage Down National Nature Reserve (NNR) and to the north of the village of Winterbourne Stoke, crossing the River Till which is a Site of Special Scientific Interest (SSSI) and a Special Area of Conservation (SAC).

It would then pass through the Stonehenge, Avebury and Associated Sites World Heritage Site (WHS). Located within the WHS and to the south of the proposed scheme is the Normanton Down RSPB Reserve.

At the eastern end, the proposed scheme would follow the line of the existing A303, passing to the north of the historic town of Amesbury and across the River Avon which is also a SSSI and SAC.

The proposed scheme

The proposed scheme would be approximately 8 miles (nearly 13 kilometres) long and would comprise the construction of a new dual two-lane carriageway between Amesbury and Berwick Down with the following key features:

- a bypass to the north of Winterbourne Stoke with a viaduct over the River Till valley;
- grassland habitat creation that would allow extension of the Parsonage Down NNR;
- a new Longbarrow junction with the A360 to the west of and outside the WHS, with the A303 passing under the junction;
- a section through the WHS with a twin-bore tunnel past Stonehenge at least 1.8 miles (approximately 2.9km) long;
- an upgraded junction with the A345 at Countess Roundabout to the north of Amesbury, with the A303 passing over the junction;
- the conversion of the existing A303 through the WHS into a route for walking, cycling and horse riding; and
- new 'green bridges' at various points along the length of the scheme to connect existing habitats and allow the movement of wildlife, maintain existing agricultural access and provide crossings for existing and new bridleways and public footpaths.

These features are illustrated on the proposed scheme plans presented in the centre of this document divided into sections as shown on the page opposite.

The Applicant

Highways England is the Applicant, and the Strategic Highways Company as defined in the Infrastructure Act 2015, and is charged with modernising and maintaining England's strategic road network, as well as running the network and keeping traffic moving.

Options under consideration

Options are under consideration for five elements of the scheme, as given below:

- River Till viaduct – either with an open parapet or with a barrier attached to the parapet for noise and visual screening.
- Green bridge on the western boundary of the WHS – located either on the line of the existing A360, or further eastwards within the WHS;
- Approach to western tunnel entrance – cutting with either vertical retaining walls for the lower two thirds and rolling grass slope above, or grassed slopes for the full depth.
- Western tunnel entrance – with grassed slopes or a narrow steep sided cutting, as above, or with a canopy which would either be fully grassed over or including ventilation outlets.
- Countess Roundabout flyover – either comprising two single span bridges, with the centre of the roundabout filled and landscaped, or a multi-span viaduct across an open roundabout.

These options, and their potential environmental implications, are summarised in the PEI Report. The options are also explained, with the assistance of images, in the consultation booklet.

Alternatives

Proposals for the improvement of the A303 between Amesbury and Berwick Down have been the subject of extensive study and consultation since 1991. The process of options identification and route selection leading to the proposed scheme is summarised in section 3 of the PEI Report. The process followed the following stages:

- Corridor identification and initial sifting of corridors.
- Development of route options within preferred corridors.
- Route options appraisal and sifting to identify options to take forward for further appraisal.
- The selection of route options, which were taken to non-statutory public consultation in January/March 2017.
- The selection of the Preferred Route which was announced by the Secretary of State in September 2017.

The Preferred Route was a modification of the route options taken to non-statutory public consultation, to take into account consultation responses. The Preferred Route forms the basis of the proposed scheme.

Details of the options identification and selection process leading to the route options taken to non-statutory public consultation can be found in the **Technical Appraisal Report**. Details of the development of the Preferred Route from the options taken to non-statutory public consultation can be found in the **Scheme Assessment Report**. Both reports are available at www.highways.gov.uk/A303Stonehenge/consultation.

The environmental impact assessment

Under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, the proposed scheme is defined as the type and scale of development that automatically requires an EIA. Accordingly, an EIA is being undertaken to meet the requirements of the relevant planning policy and legislation, and cover the effects of the proposed scheme on the environment.

The EIA considers impacts during the construction and operation of the scheme. The construction phase assessment addresses both the temporary activities involved in building the scheme and the subsequent permanent presence of the scheme once constructed; where relevant, these temporary and permanent effects are described separately below. The operational assessment considers the situation when the scheme is being used by traffic.

During its construction, most of the proposed scheme's potential adverse impacts would be avoided or mitigated by the implementation of industry standard practice and control measures, which would be contained within a Construction Environmental Management Plan (CEMP).

Further work continues to be undertaken as part of the EIA process to confirm the preliminary findings presented below. The final assessment of environmental impacts will be presented in the ES that will be submitted with the DCO application. The application will also include a draft of the CEMP.

Chalk grassland flora

Air quality

Baseline

Air quality in the area around the proposed scheme is considered to be good. This is confirmed by the fact that there are no Air Quality Management Areas (AQMAs) close to the proposed scheme, with the nearest being in Salisbury, approximately 6 miles (approximately 10 km) south of Amesbury. AQMAs are areas which the local authority has identified as requiring management to achieve desired air quality objectives. Notwithstanding this, air quality within Winterbourne Stoke and the northern edge of Amesbury is currently affected by traffic on the A303.

Traffic queuing through Winterbourne Stoke

Congestion at Countess junction

Construction

Without mitigation, construction of the proposed scheme would temporarily impact air quality as a result of dust from construction activities, such as earth moving and excavations, and emissions from construction traffic and equipment/plant. Mitigation measures in the CEMP would include those for dust suppression, control and use of equipment/plant and construction traffic management. These would minimise the temporary impacts during construction activities.

Preliminary construction assessment:

- With the implementation of the above mitigation measures, no likely significant effects are anticipated.

Operation

During operation there could be impacts on air quality as a result of changes in vehicle flows along the scheme and the wider road network once the proposed scheme is open. Once the proposed scheme is operational, traffic would be moved further away from the village of Winterbourne Stoke, but would remain on the existing alignment past Amesbury, although at a higher level. Traffic would be within a tunnel or a deep cutting through the western part of the WHS. These design components would minimise the air quality impacts during operation

Preliminary operational assessment:

- No likely significant effects are anticipated.
- Air quality is likely to be improved through Winterbourne Stoke once the proposed scheme is in use.

Shrewton village

Cultural heritage

Baseline

Cultural heritage includes archaeology, historic buildings/structures and historic landscapes including parks and gardens. The existing A303 runs through the WHS, passing 165m from Stonehenge itself, with significant adverse effects on important features such as Stonehenge and the Avenue. There are also heritage assets such as burial mounds (or 'barrows') located beyond the boundary of the WHS.

Construction

The construction activities would lead to temporary adverse effects on the setting of a number of heritage assets through visual intrusion and noise. Mitigation measures included in the CEMP would include sensitive siting and screening of construction compounds and material storage areas. These would minimise the temporary impacts during construction activities.

The presence of the proposed scheme would result in the permanent partial or total removal of non-designated heritage features. Suitable archaeological mitigation would be undertaken to record these assets prior to construction.

The proposed scheme would have likely significant permanent adverse effects on the setting of listed buildings in the vicinity of Countess Roundabout. The proposed scheme would remove or reduce existing significant adverse impacts on a number of important heritage assets, including those within the central part of the WHS, through the route alignment.

Preliminary construction assessment:

- Construction activities would have likely significant temporary adverse effects on the setting of monuments within and outside the WHS.
- Construction activities would have likely significant temporary adverse effects on the setting of listed buildings in the vicinity of Countess Roundabout.
- The proposed scheme would have likely significant permanent adverse effects due to the loss or truncation of non-designated assets, mostly outside the WHS.
- The proposed scheme would have likely significant permanent adverse effects on the setting of listed buildings in the vicinity of Countess Roundabout.
- The proposed scheme would have likely significant permanent beneficial effects on the setting of monuments within the WHS, including Stonehenge.
- The proposed scheme would have likely significant permanent beneficial effects due to the removal of severance of the Avenue and of relationships between monuments within the WHS.

Operation

The removal of the traffic along the existing A303 from much of the Stonehenge landscape would improve the setting of heritage assets within the WHS, including Stonehenge itself. This removal of traffic and conversion of the existing A303 through the WHS into a byway for walking, cycling and horse riding, would improve public access to the WHS.

Preliminary operational assessment:

- Operation of the proposed scheme would have likely significant beneficial effects on the setting of monuments within the central section of the WHS due to the removal of traffic.
- Operation of the proposed scheme would have likely significant beneficial effects on public access to the WHS due to the removal of severance.

Outstanding Universal Value

Preliminary assessment:

The proposed scheme would maintain the Outstanding Universal Value (OUV) of the WHS, which is the basis for the site being classed as a WHS.

Existing view of Stonehenge

Future view of Stonehenge

Landscape and Visual Effects

Baseline

The proposed scheme would be situated in an open rolling landscape, with small towns, villages and farms within a pattern of ridgelines and valleys including the River Till valley. The land use is predominantly agricultural, with areas of residential and military properties and tourism. The existing A303 is a busy transport link which has a significant adverse effect on the character and tranquillity of an otherwise largely rural landscape.

Construction

Without mitigation, construction activities could have temporary impacts on the local landscape and on views for users of public rights of way and local roads, and on residential properties in the vicinity of the proposed scheme. Measures to mitigate the visual impacts of the construction activities would include the sensitive siting of compounds and use of soil storage mounds to screen views.

Earthworks for landscape integration, and the establishment of advanced planting, would mitigate the permanent impacts of the proposed scheme. Proposals to mitigate the landscape and visual impacts of the viaduct over the River Till valley would include shaping the earthworks to integrate the viaduct with the existing landform and reducing the size and scale of the viaduct.

Proposals to mitigate the landscape and visual impacts of the Countess Roundabout flyover include setting the new flyover at the minimum possible height and the provision of planting within the roundabout to reduce the visual impact from the north and south approaches to the junction. The alternative of having an open viaduct structure is also being considered.

Preliminary construction assessment:

- Construction activities would have likely significant temporary adverse effects on the rural landscape, particularly the River Till valley and at Longbarrow junction.
- Construction activities would have likely significant temporary adverse visual effects on residents of Amesbury and Winterbourne Stoke, visitors to the WHS and users of the public rights of way (PRoW) network, in particular in the vicinity of the River Till valley.
- The proposed scheme would have likely significant permanent adverse effects on the landscape of the River Till valley.
- The proposed scheme would have likely significant permanent beneficial effects on the pattern, tranquillity and connectivity of the landscape within the WHS.

Existing view of western part of World Heritage Site

Future view of western part of World Heritage Site

Operation

Using new landform to screen vehicles, creating chalk grassland and providing enhanced opportunities for recreational access would minimise adverse effects associated with the operation of the proposed scheme. Tunnelling of the A303 through the central section of the WHS would remove vehicles from part of the WHS landscape and allow the landscape to be reconnected.

Preliminary operational assessment:

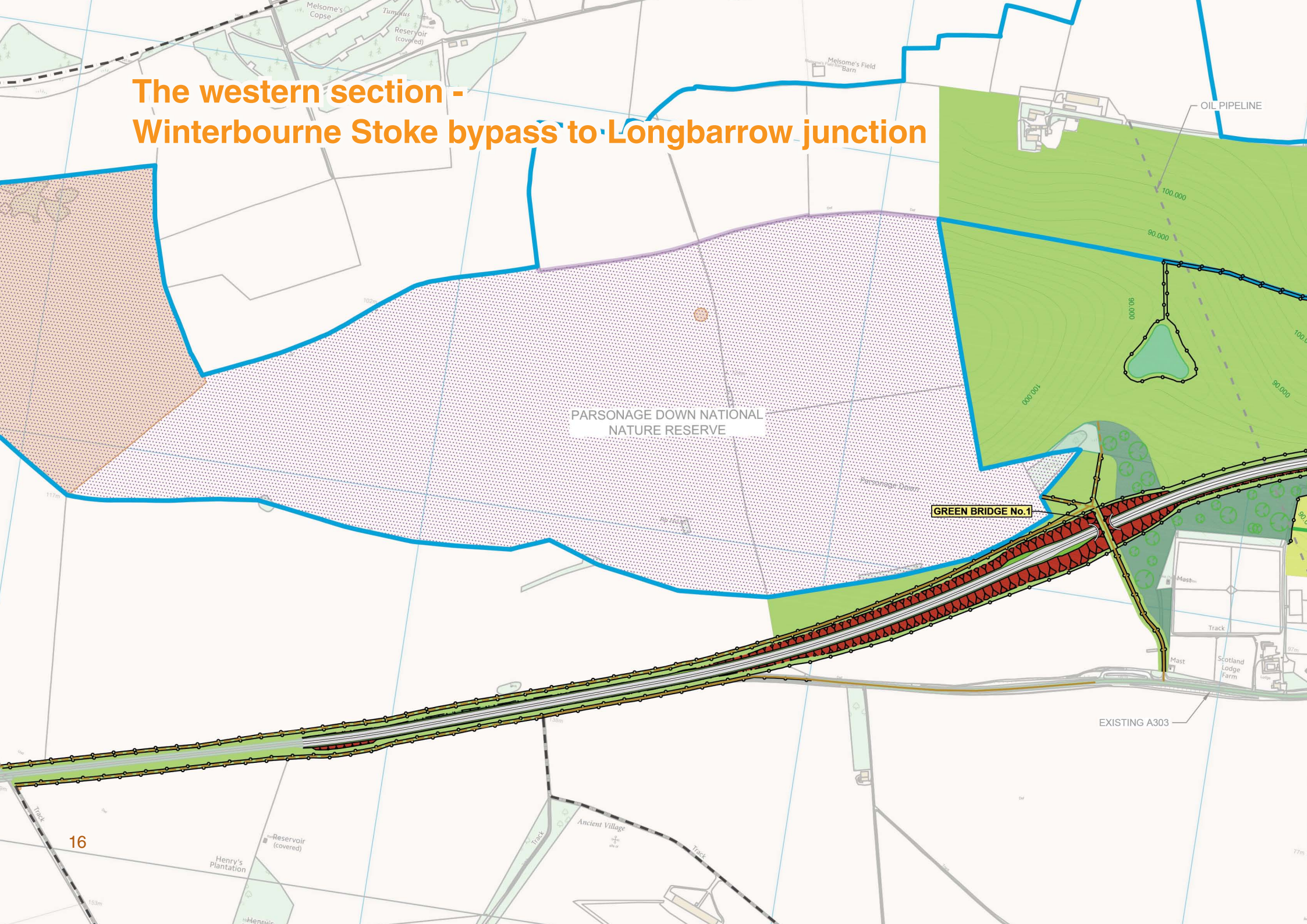
- Operation of the proposed scheme would have likely significant adverse visual effects on users of the PRoW network in the vicinity of the River Till valley.
- Operation of the proposed scheme would have likely significant beneficial effects on the townscape within Winterbourne Stoke.
- Operation of the proposed scheme would have likely significant beneficial visual effects on residents of Winterbourne Stoke, visitors to the WHS, and users of the PRoW network within the WHS.

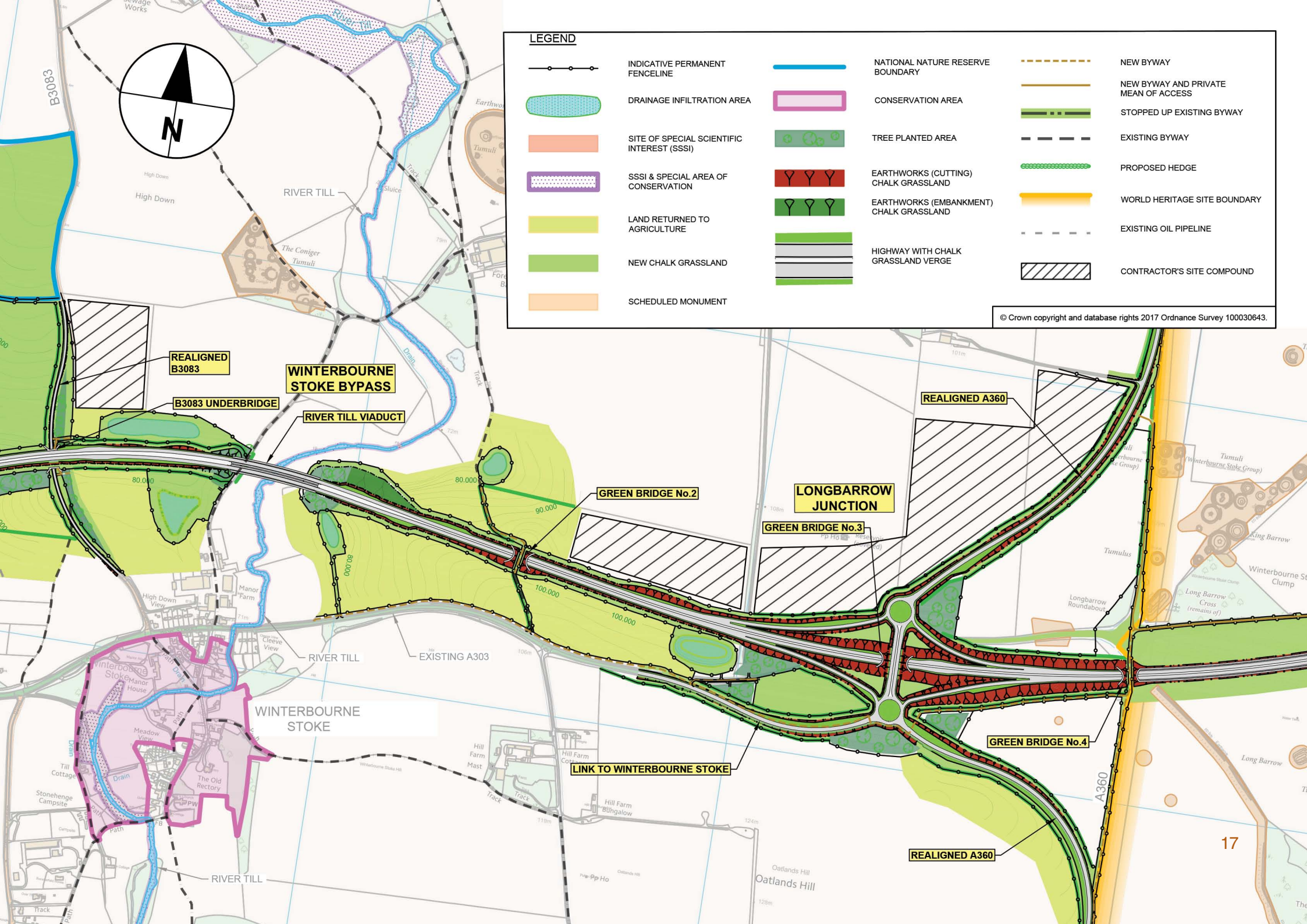
Proposed viaduct over the River Till valley

Proposed Longbarrow junction

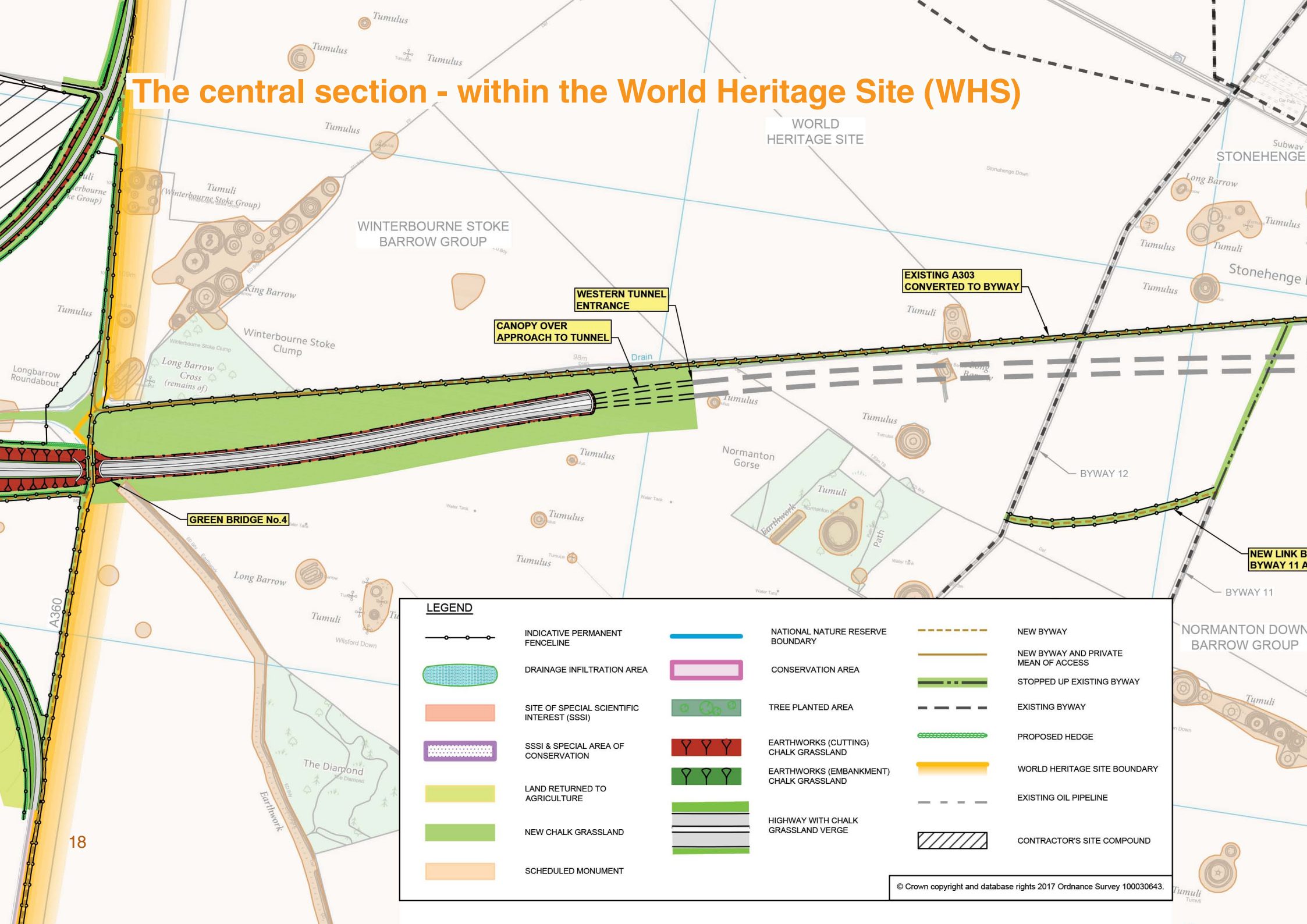
Proposed Countess junction

The western section - Winterbourne Stoke bypass to Longbarrow junction



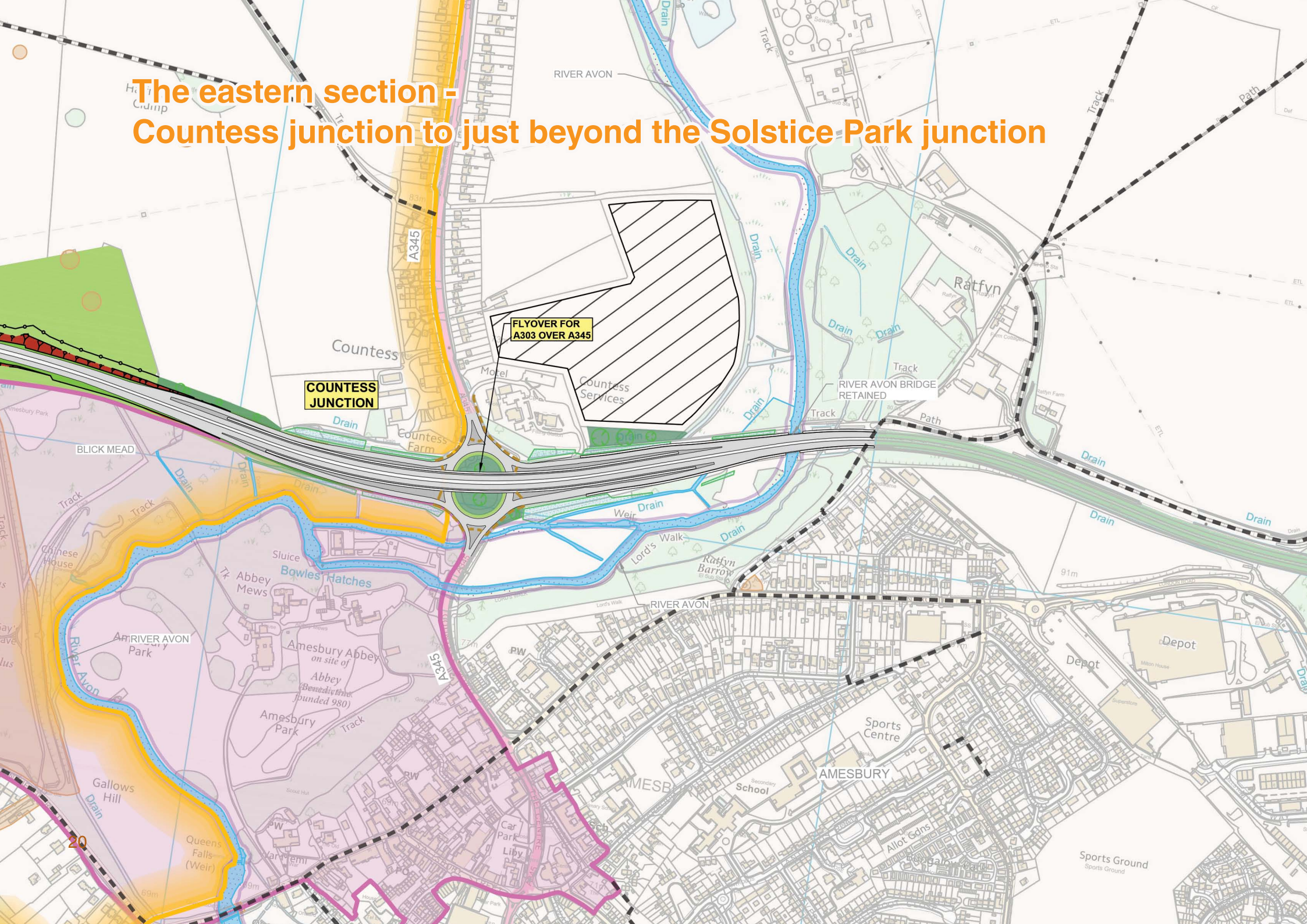

LEGEND
INDICATIVE PERMANENT FENCELINE
DRAINAGE INFILTRATION AREA
SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI)
SSSI & SPECIAL AREA OF CONSERVATION
LAND RETURNED TO AGRICULTURE
NEW CHALK GRASSLAND
SCHEDULED MONUMENT
NATIONAL NATURE RESERVE BOUNDARY
CONSERVATION AREA
TREE PLANTED AREA
EARTHWORKS (CUTTING) CHALK GRASSLAND
EARTHWORKS (EMBANKMENT) CHALK GRASSLAND
HIGHWAY WITH CHALK GRASSLAND VERGE
NEW BYWAY
NEW BYWAY AND PRIVATE MEAN OF ACCESS
STOPPED UP EXISTING BYWAY
EXISTING BYWAY
PROPOSED HEDGE
WORLD HERITAGE SITE BOUNDARY
EXISTING OIL PIPELINE
CONTRACTOR'S SITE COMPOUND
© Crown copyright and database rights 2017 Ordnance Survey 100030643.
N
REALIGNED B3083
WINTERBOURNE STOKE BYPASS
B3083 UNDERBRIDGE
RIVER TILL VIADUCT
GREEN BRIDGE No.2
LONGBARROW JUNCTION
GREEN BRIDGE No.3
REALIGNED A360
GREEN BRIDGE No.4
LINK TO WINTERBOURNE STOKE
REALIGNED A360
RIVER TILL
EXISTING A303
WINTERBOURNE STOKE
RIVER TILL
B3083
A360

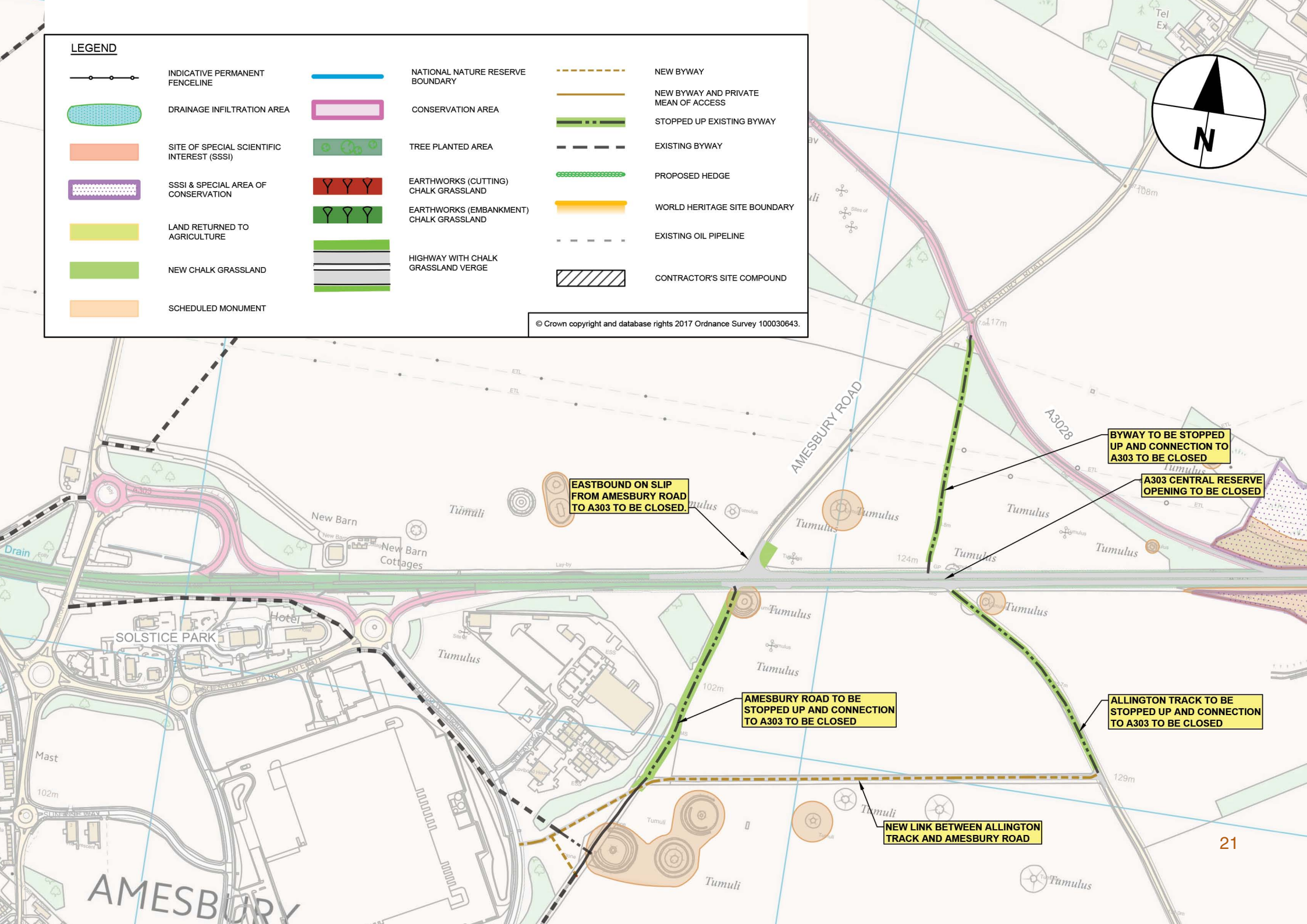
The central section - within the World Heritage Site (WHS)




SEVEN BARROWS
THE AVENUE
Seven Barrows
The Avenue
The Avenue (course of)
Heel Stone
Stonehenge
Stonehenge Down
Down
Tumulus
Track
New King Barrows
Tumuli
Stonehenge Bottom
Custodian Cottage
Drain
TUNNEL
EASTERN TUNNEL ENTRANCE
STONEHENGE ROAD CONVERTED TO BYWAY AND PRIVATE MEANS OF ACCESS
ETWEEN
ND 12
Henge
Luxenborough
Coneybury Hill
Coneybury Hill Plantation
VESPASIAN'S CAMP
RIVER AVON
West Amesbury
Coneybury House
Sky Meadows
Drains
N

The eastern section -
Countess junction to just beyond the Solstice Park junction




LEGEND
INDICATIVE PERMANENT FENCELINE
DRAINAGE INFILTRATION AREA
SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI)
SSSI & SPECIAL AREA OF CONSERVATION
LAND RETURNED TO AGRICULTURE
NEW CHALK GRASSLAND
SCHEDULED MONUMENT
NATIONAL NATURE RESERVE BOUNDARY
CONSERVATION AREA
TREE PLANTED AREA
EARTHWORKS (CUTTING) CHALK GRASSLAND
EARTHWORKS (EMBANKMENT) CHALK GRASSLAND
HIGHWAY WITH CHALK GRASSLAND VERGE
NEW BYWAY
NEW BYWAY AND PRIVATE MEAN OF ACCESS
STOPPED UP EXISTING BYWAY
EXISTING BYWAY
PROPOSED HEDGE
WORLD HERITAGE SITE BOUNDARY
EXISTING OIL PIPELINE
CONTRACTOR'S SITE COMPOUND
© Crown copyright and database rights 2017 Ordnance Survey 100030643.
N
AMESBURY ROAD
A3028
A303
New Barn
New Barn Cottages
SOLSTICE PARK
Tumuli
EASTBOUND ON SLIP FROM AMESBURY ROAD TO A303 TO BE CLOSED.
BYWAY TO BE STOPPED UP AND CONNECTION TO A303 TO BE CLOSED
A303 CENTRAL RESERVE OPENING TO BE CLOSED
AMESBURY ROAD TO BE STOPPED UP AND CONNECTION TO A303 TO BE CLOSED
ALLINGTON TRACK TO BE STOPPED UP AND CONNECTION TO A303 TO BE CLOSED
NEW LINK BETWEEN ALLINGTON TRACK AND AMESBURY ROAD
AMESBURY

Biodiversity

Baseline

There are several important designated sites in the vicinity of the proposed scheme, including the River Avon Special Area of Conservation (SAC), Salisbury Plain SAC and Special Protection Area (SPA), both of European importance, and the River Till SSSI. The River Till SSSI also forms part of the River Avon SAC. Other important nearby sites include the Parsonage Down SSSI and National Nature Reserve (NNR) and the RSPB reserve at Normanton Down.

Construction

Without mitigation, temporary impacts to the River Till SSSI and SAC could arise during the construction of the proposed scheme. Mitigation measures in the CEMP would include measures to control run-off, spillages and to avoid physical intrusion on the River Till SSSI and SAC. During construction there is a need to create a temporary crossing of the River Till valley for the movement of construction plant. To minimise adverse impacts this crossing would be across a temporary bridge raised above the valley floor with supports located outside the designated area of the SAC. Surveys have been undertaken for a wide range of plant and animal species. Construction activities are unlikely to result in significant effects on these species with the exception of Stone Curlew, a rare bird, which breeds throughout the area.

The proposed scheme avoids the SPA, NNR and RSPB reserve and there would be no direct habitat loss from the SACs and SSSIs. Without mitigation, there could be impacts arising from the shading caused by the new viaduct across the River Till, which could affect the vegetation under the viaduct. The design of the viaduct would balance minimising visual impact with minimising shading of the underlying ground. This would involve building the viaduct as a 'twin deck' structure with a gap between the carriageways and setting the bridge at an optimum height to allow light to pass to the underlying valley floor. This design would maintain vegetation beneath the bridge and is likely to avoid any significant adverse effects.

The proposed scheme includes wider measures to mitigate impacts or enhance existing biodiversity, in particular the creation of a new area of chalk grassland habitat adjacent to Parsonage Down NNR, using chalk from the tunnel excavations.

Preliminary construction assessment:

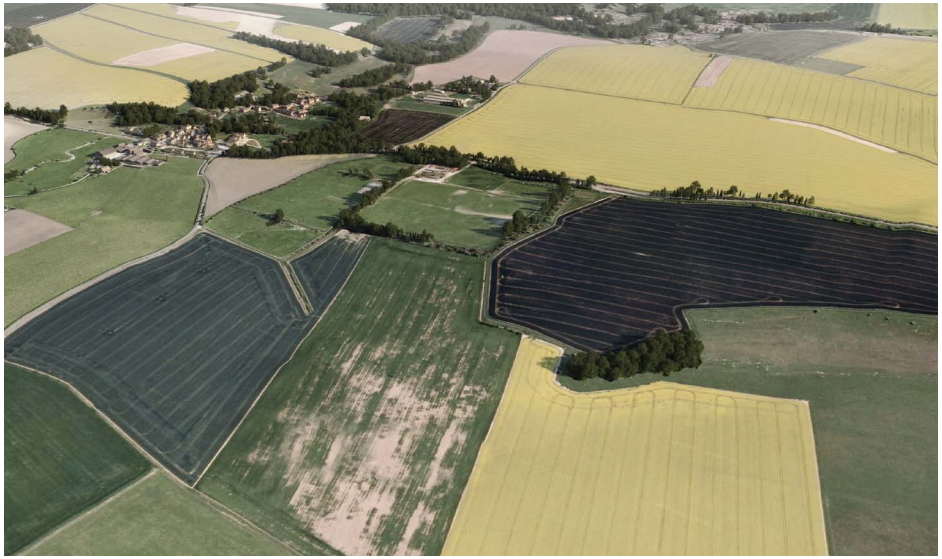
- Construction activities would have likely significant temporary adverse effects on Stone Curlew.
- The proposed scheme would have likely significant permanent beneficial effects on chalk grassland habitat in the vicinity of Parsonage Down.
- The integrity of the River Avon SAC (incorporating the River Till SAC) and the Salisbury Plain SAC and SPA would not be adversely affected by the proposed scheme.

Operation

The proposed scheme includes measures to mitigate severance impacts caused by traffic on the new road. These comprise 'green bridges' over the new road to create links between existing habitats and allow the movement of wildlife across the scheme.

Preliminary operational assessment:

- Due to the increased public access across the WHS enabled by the proposed scheme, there would be likely significant local adverse effects on Stone Curlew south of the A303.
- The proposed scheme would have likely significant beneficial effects on ecological connectivity due to the tunnel and the inclusion of green bridges.



Existing fields adjacent to Parsonage Down National Nature Reserve

An example of a green bridge

Proposed new chalk grassland adjacent to Parsonage Down National Nature Reserve

Noise and vibration

Baseline

The area is predominantly rural in nature. Road traffic noise from the A303 affects the setting of the WHS, particularly in the vicinity of Stonehenge. The existing A303 passes close to residential properties at Amesbury and Winterbourne Stoke and the high existing noise levels along the A303 through Winterbourne Stoke are reflected in the designation of two 'Noise Important Areas' (areas identified by the government as being most exposed to noise) in the vicinity.

Construction

There could be temporary noise and vibration impacts related to proposed scheme construction activities as well as the related construction traffic. Measures within the CEMP to reduce noise and vibration impacts would include implementation of a traffic management plan, selection of quiet and low vibration equipment, optimal location of equipment on site to minimise noise disturbance, the use of enclosures for stationary equipment, and the use of temporary screening hoarding/ bunds. Vibration effects from construction activities such as the piling for the foundations of the structures close to properties at Countess Roundabout would be minimised through the use of appropriate low vibration piling techniques, such as bored piling. Construction activities would be subject to noise limits and working hours agreed with Wiltshire Council's Public Health and Public Protection team.

Tunnel construction would be a 24 hour activity, seven days per week. However, this activity would be located remote from residential properties and either underground or within the deep cuttings of the new road. The associated surface activities to support the tunnelling works, located to the west of the tunnel and outside of the WHS, would be located as far from residential properties as reasonably practicable. Vibration effects from tunnel construction on residential and heritage receptors are not likely to be significant because of the construction techniques that would be used and the depth at which the tunnel would be constructed.

Preliminary construction assessment:

- Construction activities would have likely significant temporary adverse noise effects for nearby residential properties in close proximity to the works, such as the edge of Amesbury and the northern edge of Winterbourne Stoke.
- Significant adverse vibration effects are considered unlikely.

Operation

Once operational, changes in the noise environment would arise from changes in the road layout which alter the distance between road traffic and sensitive receptors such as residential properties (e.g. in Winterbourne Stoke and Amesbury) and users of PRoW (e.g. in the WHS and River Till valley). Changes in noise levels would also be associated with changes in traffic flows, composition and speed on the local road network.

Noise reduction measures would be included within the proposed scheme such as the selection of the vertical and horizontal alignment, the use of noise screening/earthworks and the use of low noise surfacing. The removal of the surface section of the A303 through the WHS and the relocation of much of this section of road into tunnel and deep cutting would significantly reduce road traffic noise levels in the vicinity of Stonehenge and much of this part of the WHS.

With regard to the northern edge of Amesbury, while increased traffic flows on the A303 and raising the mainline on a flyover would be likely to increase noise, this would be largely offset by the re-routing of most of the traffic that currently travels at the lower roundabout level, and the screening effect of the earthworks within and approaching the roundabout. Consequently, it is unlikely there would be significant adverse noise effects for residents of Amesbury.

Preliminary operational assessment:

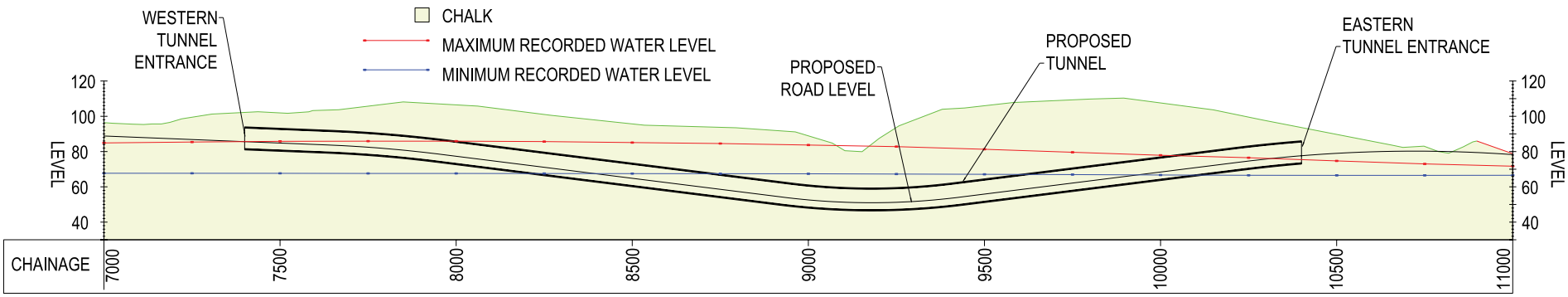
- Operation of the proposed scheme would have likely significant adverse noise effects for properties on the northern edge of Winterbourne Stoke closest to the section of the A303 which is realigned to the north of the village.
- Operation of the proposed scheme would have likely significant beneficial noise effects for residents of Winterbourne Stoke located in close proximity to the existing A303 through the centre of the village.
- Operation of the proposed scheme would have likely significant beneficial noise effects for visitors to the WHS.
- Significant noise effects for residents of Amesbury are not anticipated.

Heavy traffic on the existing A303

Geology and soils

Baseline

The underlying geology across the proposed scheme is chalk, including localised phosphatic chalk within the Stonehenge Bottom area. Overlying deposits include silts, sands, gravels and peat within the River Avon and River Till valleys. Limited areas of historic fill material have been identified in areas of previous and existing development and along existing highways. A number of possible sources of contamination have been identified including former military land (RAF Oatlands Hill and RAF Stonehenge), the current Countess Service Station, petrol station, light industry, former railway lines and a high pressure oil pipeline.



Cut away ground section along the tunnel route

Construction

Without mitigation and the implementation of adequate control measures, there is the potential for contaminants from the above sources to enter groundwater, should they be disturbed during construction of the proposed scheme. The CEMP would include measures for the identification, treatment, re-use and management of arisings during the construction works, including the phosphatic chalk. Measures would also be included to limit the potential for dispersal and accidental releases of potential contaminants, dusts from soil and uncontrolled run-off to occur during construction. The CEMP would also establish procedures for dealing with unexpected soil or groundwater contamination that may be encountered.

Preliminary construction assessment:

- With the mitigation measures in place, no significant adverse effects are considered likely during the construction of the proposed scheme.
- Construction of the proposed scheme could have beneficial effects due to the remediation of sources of contamination.

Operation

Operation of the proposed scheme would not include any activities that are likely to have an impact on geology and soils.

Preliminary operational assessment:

- No significant effects are considered likely during the operation of the proposed scheme.

Road drainage and the water environment

Baseline

The surface water environment includes the River Till and River Avon and their associated floodplains. The proposed scheme would cross the River Till on a new viaduct but would cross the River Avon on an existing bridge. Groundwater is contained within the chalk which underlies the proposed scheme; the chalk is designated as a Principal aquifer (a rock that readily allows the storage and flow of groundwater). The majority of the proposed scheme would be built in areas of no or very low probability of flooding although localised areas, such as the River Till valley, have a higher risk of flooding.

Construction

Without mitigation, the potential impacts of the construction activities include spillages or sediment run-off causing pollution and risk of contamination to surface water and groundwater, localised dewatering of aquifers and worsening flood risk. The CEMP would include measures to mitigate any potential adverse effects on the water environment during construction. These would include pollution control measures such as emergency spill procedures/kit and the approach to managing storage areas and stockpiles.

Potential effects on groundwater would be mitigated by minimising any need for groundwater extraction from the aquifers as part of the construction process. The tunnel would be constructed using a tunnel boring machine or similar technology that minimises the need for dewatering to facilitate construction. Where groundwater extraction is required, water would be returned to the aquifers as close as practicable to the extraction point to minimise changes to flow regime.

Without mitigation the proposed scheme could lead to changes to groundwater levels and flows as a result of the presence of the tunnel, and the presence of new structures such as the River Till crossing could increase flood risk. The proposed scheme is being designed to minimise impacts on groundwater flows. To minimise flood risk, the crossing over the River Till would be an open viaduct structure designed to avoid the river channel and produce minimal obstruction to flows across the floodplain.

Preliminary construction assessment:

- With the implementation of the CEMP and the design measures above there would be no likely significant temporary adverse effects during construction activities.
- The proposed scheme would have no likely significant permanent adverse effects.
- The integrity of the River Avon SAC (incorporating the River Till SAC) would not be adversely affected by the proposed scheme.

Operation

Without mitigation, operation of the road could lead to pollution impacts on surface water and groundwater from road run-off. Road drainage for the proposed scheme would generally be managed by a piped drainage system that would then discharge into a series of road drainage infiltration areas to provide treatment before allowing water to gradually soak into the ground or flow into a watercourse. This approach would control pollution from road run-off to higher standards than for the current road.

Preliminary operational assessment:

- No likely significant effects are anticipated.

The River Avon

Materials

Baseline

If off-site disposal is required for materials generated during construction of the proposed scheme, suitable quarries and landfill sites have been identified in Wiltshire and the surrounding counties.

Construction

Without mitigation, construction of the proposed scheme could result in temporary reduction in material resources available within the relevant markets. Opportunities to re-use material resources would be sought where practicable and waste would be prevented and designed out where possible. The main type of material generated during construction would be chalk and much of this would be used directly 'as excavated' in the construction of the embankments and landscaping works for the proposed scheme.

Approximately 1 million cubic metres of chalk would be produced from tunnel excavations, which would undergo processing as part of the tunnelling works, to produce a material suitable for re-use. The proposed scheme would use this material for essential landscaping integration and to create new chalk grassland and other wildlife habitats in an area to the east of Parsonage Down NNR.

Preliminary construction assessment:

The proposed scheme would minimise the amount of material that would need to be taken to off-site disposal sites. This would avoid the likely significant adverse noise and air quality impacts associated with the transportation of these large quantities of materials to disposal sites.

Operation

Material use and waste generation is expected to be very small during operation of the proposed scheme, with no significant effects expected. Operational waste and materials have consequently been scoped out of the assessment.

People and communities

Baseline

Amesbury, at the eastern end of the proposed scheme, is the main location for services and community facilities in the area. The area surrounding the proposed scheme is predominantly arable land with some permanent pasture grazed by cattle and sheep and is generally sparsely populated, with small, scattered settlements.

There is an extensive PRoW network (including bridleways and footpaths) within the vicinity of the proposed scheme. These routes serve a wide range of users, including horse riders, hikers and cyclists - locals and tourists alike. The footpaths and byways situated in proximity to Stonehenge are particularly well used by visitors and tourists. The existing A303 creates severance of Winterbourne Stoke as well as some existing rights of way, whilst for drivers, regular traffic delays and the related journey uncertainty lead to driver stress.

Construction

During construction of the proposed scheme, potential impacts on agriculture relate primarily to the loss of agricultural land and soils and the possible loss, severance and fragmentation of agricultural holdings. There are also possible impacts on users of PRoW including temporary closure or diversion during construction.

Mitigation measures during construction would include temporary diversions and signage to limit the impacts of any temporary closures of rights of way and agricultural accesses. During construction the traffic management required to construct the scheme, particularly at Countess roundabout, could lead to additional delays that would increase driver stress. Discussions are ongoing with Wiltshire Council to agree traffic management measures with a view to minimising adverse effects.

Preliminary construction assessment:

- Construction of the proposed scheme would result in likely significant adverse effects on best and most versatile agricultural land and agricultural holdings.
- Construction of the proposed scheme would result in likely significant temporary adverse effects on amenity for users of the PRoW network.
- Construction of the proposed scheme would result in likely significant temporary adverse effects on driver views and stress.

Operation

During operation, the proposed scheme would include green bridges and new routes to maintain existing agricultural accesses, and maintain and improve the connectivity of the local PRoW network. It would also include the provision of new rights of way, which would improve connectivity for walkers, cyclists and horse riders particularly between Yarnbury Castle and Winterbourne Stoke and between Winterbourne Stoke and Amesbury. The proposed scheme would improve traffic flows and reduce driver stress.

Preliminary operational assessment:

- Operation of the proposed scheme would result in likely significant adverse effects on driver views.
- Operation of the proposed scheme would have likely significant beneficial effects on amenity and connectivity for users of the PRoW network.
- Operation of the proposed scheme would have likely significant beneficial effects on improved amenity and reduced severance for the community of Winterbourne Stoke.
- Operation of the proposed scheme would have likely significant beneficial effects of improved journey time reliability and reduced stress for drivers on the A303.

People at the World Heritage Site

Preliminary assessment of other topics

The 2017 EIA Regulations also require the assessment of additional technical topics, which are being addressed in the EIA and will be reported in full in the ES.

The assessment of impacts on **human health** is being addressed in the noise, air quality and people and communities chapters, and the combined effects will be reported in the Cumulative Effects section of the ES. No significant human health issues are anticipated.

The vulnerability of the proposed scheme to **major accidents or disasters** would be mitigated by the design of the proposed scheme and is being addressed in the individual topic chapters as appropriate. No significant adverse effects are anticipated.

Climate is being addressed by the assessment of likely impacts of greenhouse gas emissions and the resilience of the proposed scheme to cope with extreme weather events associated with climate change. No significant adverse effects are anticipated.

As part of the ongoing EIA work we are continuing to consider mitigation measures, and where appropriate, any proposed monitoring arrangements. A summary of the preliminary assessment of likely significant environmental effects, taking into consideration proposed mitigation measures, is presented in the table on pages 34-35.

Cumulative effects

An assessment is being undertaken of cumulative effects arising from the following:

- proposed developments in the vicinity of the proposed scheme that are under construction or have been consented, combined with the effects of the proposed scheme; and
- the combined effects from the proposed scheme on a single receptor from a number of individual environmental impacts, for example noise, dust and traffic.

Data is being gathered regarding other proposed developments to facilitate the assessment of likely cumulative effects. The combined effects of different environmental impacts on a single receptor are determined when the environmental assessments for the separate environmental topics have been completed, and as such this data is also not currently available. The cumulative effects assessment will be reported in the ES.

Topic	Preliminary assessment of likely significant environmental effects*	
	Construction stage	**Operational Stage**
Air quality	■ No likely significant effects anticipated.	■ No likely significant effects anticipated.
Cultural heritage	■ Temporary **adverse** effects of construction activities on the setting of monuments within and outside the WHS. ■ Temporary and permanent **adverse** effects on the setting of listed buildings in the vicinity of Countess roundabout. ■ Permanent **adverse** effects due to the loss or truncation of non-designated assets, mostly outside the WHS. ■ Permanent **beneficial** effects, once built, on the setting of monuments within the WHS, including Stonehenge. ■ Permanent **beneficial** effects, once built, due to the removal of severance of the Avenue and of relationships between monuments in the WHS.	■ **Beneficial** effect on public access to the WHS. ■ **Beneficial** effect on the setting of monuments within the WHS due to the removal of traffic using the A303.
Landscape and visual	■ Temporary **adverse** effects of construction activities on the rural landscape, particularly the River Till valley and at Longbarrow Junction. ■ Temporary **adverse** visual effects of construction activities on residents of Amesbury and Winterbourne Stoke, visitors to the WHS and users of the public rights of way (PRoW) network. ■ Permanent **adverse** effects, once built, on the rural landscape, particularly the River Till valley. ■ Permanent **beneficial** effects, once built, on the landscape within the WHS.	■ **Adverse** visual effects on users of the PRoW network in the vicinity of the River Till valley. ■ **Beneficial** effects on the townscape within Winterbourne Stoke. ■ **Beneficial** visual effects on residents of Winterbourne Stoke, visitors to the WHS and users of the PRoW network within the WHS.
Biodiversity	■ Temporary **adverse** effects of construction activities on Stone Curlew. ■ **Beneficial** effect, once built, on chalk grassland habitat in vicinity of Parsonage Down.	■ Local **adverse** effects on Stone Curlew south of the A303, due to the increased public access across the WHS enabled by the proposed scheme. ■ **Beneficial** effect on ecological connectivity due to the tunnel and inclusion of green bridges.

*Note - After inclusion of the proposed mitigation measures.

Noise and vibration	■ Temporary **adverse** noise effects of construction activities for residential properties in close proximity to the works, such as the edge of Amesbury and the northern edge of Winterbourne Stoke.	■ **Adverse** noise effects for properties on the northern edge of Winterbourne Stoke closest to the section of the A303 which is realigned to the north of the village. ■ **Beneficial** noise effects for residents of Winterbourne Stoke located in close proximity to the existing A303 through the centre of the village. ■ **Beneficial** noise effects for visitors to the WHS.
Geology and soils	■ No likely significant effects anticipated.	■ No likely significant effects anticipated.
Road drainage and the water environment	■ No likely significant effects anticipated.	■ No likely significant effects anticipated.
Materials	■ No likely significant effects anticipated.	■ No likely significant effects anticipated.
People and communities	■ **Adverse** effects on best and most versatile agricultural land and agricultural holdings. ■ Temporary **adverse** effects on amenity for users of the PRoW network during construction. ■ Temporary **adverse** effects on drivers views and stress during construction.	■ **Adverse** effects on driver views. ■ **Beneficial** effects on amenity and connectivity for users of the PRoW network. ■ **Beneficial** effects on improved amenity and reduced severance for the community of Winterbourne Stoke. ■ **Beneficial** effects of improved journey time reliability and reduced stress for drivers on A303.
Major accidents and disasters	■ No likely significant effects anticipated.	■ No likely significant effects anticipated.
Climate	■ No likely significant effects anticipated.	■ No likely significant effects anticipated.
Human health	■ No likely significant issues anticipated.	■ No likely significant issues anticipated.

Consultation and next steps

This Non-Technical Summary has been prepared to help those potentially affected or interested in the proposed scheme to understand the environmental setting and currently anticipated impacts of the proposed scheme on the environment so that these considerations can be taken into account in your responses to the consultation.

Your feedback from the consultation will inform our continuing development of the scheme. Once we have taken your feedback into consideration, we plan to submit our application for a Development Consent Order in Autumn 2018. We will also prepare a report on the consultation, recording the feedback and our response, which will be published with our application.

How to find out more

To find out more about our scheme proposals you can:

Join us at one of our public information events:
members of our team will be on hand to answer your questions. To find out where and when the events are being held, visit our website or contact us by phone or email.

Visit our website at www.highways.gov.uk/A303Stonehenge/consultation: here you will find background information on the scheme plus information on the current consultation, including:

- Details on when and where our public information events are being held
- Details of Information and Deposit Point locations at local libraries where information about the scheme can be viewed
- Our Statement of Community Consultation (SoCC)
- The Consultation Booklet and the Response Form
- Plans of the proposed scheme, including the 'red line' Site Boundary plans showing the extent of temporary and permanent land required for the construction of the scheme that will form part of our DCO application
- A Preliminary Environmental Information Report, with an accompanying Non-Technical Summary

Phone us: get in touch by calling 0300 123 5000

Email us: at A303Stonehenge@highwaysengland.co.uk

How to have your say

This is your opportunity to give your views on our proposals. There are various ways that you can respond to the consultation.

Completing the feedback form online:
www.highways.gov.uk/A303Stonehenge/consultation
Emailing us at:
A303Stonehenge@highwaysengland.co.uk
Posting your response:
completed feedback forms can be sent by Freepost (you do not need a stamp) to the following address:
Freepost A303 STONEHENGE CONSULTATION

If you need a paper copy of the feedback form, let us know and we can post one to you.

Please submit your responses by 23:59 on Monday 23 April 2018.

Your feedback will inform our continuing development of the scheme. Once we have taken your feedback into consideration, we plan to submit our application for a Development Consent Order in autumn 2018. We will also prepare a report on the consultation, recording the feedback and our response, which will be published with our application.

Your comments will be analysed by Highways England and any of its appointed agents. Copies may be made available in due course to the Secretary of State, the Planning Inspectorate and other relevant statutory authorities so that your comments can be considered as part of the Development Consent Order (DCO) application process. We will request that your personal details are not placed on public record and will be held securely by Highways England in accordance with the Data Protection Act 1998 and will be used solely in connection with the consultation process and subsequent DCO application and, except as noted above, will not be passed to third parties.

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

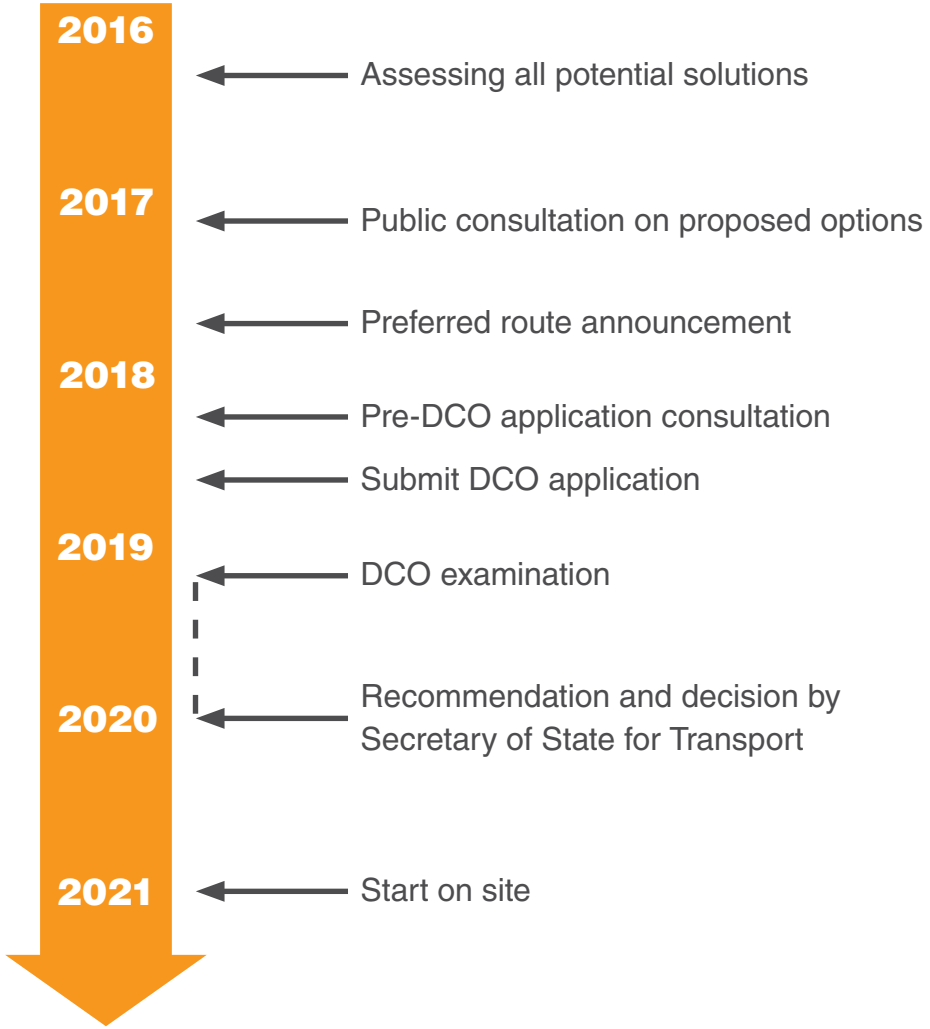
Next steps

If our application for a Development Consent Order 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 six months. The Planning Inspectorate then has three months to make a recommendation to the Secretary of State, who then has a further three months to make a final decision. If our application is approved, work on the scheme is planned to start in 2021 as indicated on the illustrated Timeline.

If you would like any further information on the Development Consent Order application process, please visit the Planning Inspectorate's website:
http://infrastructure.planningportal.gov.uk

The Planning Inspectorate's website will also provide updates on the scheme's application process, including providing access to the submitted application documents.

Timeline



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

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 PR183/17

Highways England creative job number BED18 0019

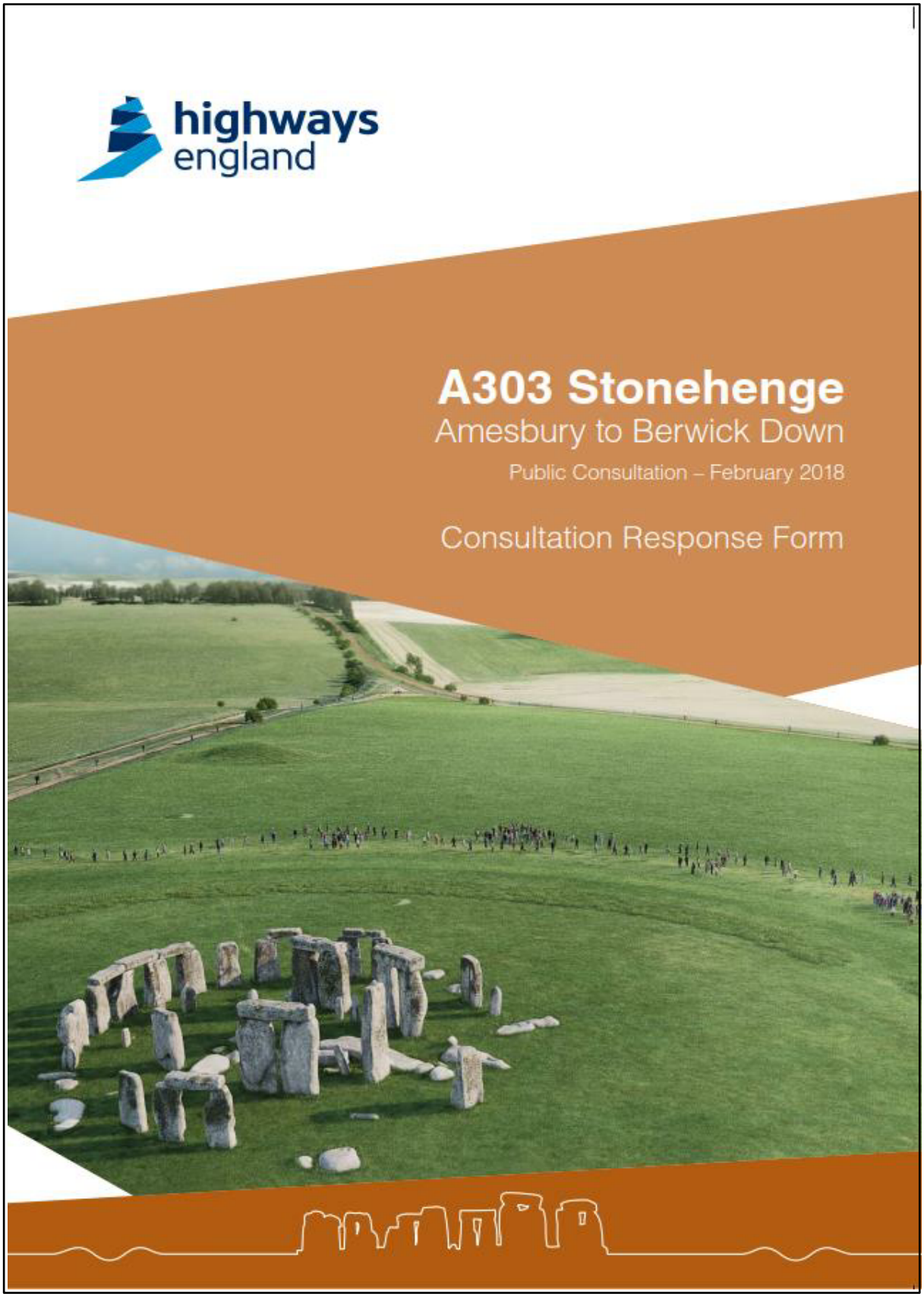
*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Printed on paper from well-managed forests and other controlled sources.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

Highways England Company Limited registered in England and Wales number 09346363

G7 Consultation response form



Introduction

Highways England is consulting on its proposals to improve the A303 past Stonehenge between Amesbury and Berwick Down.

The scheme is part of the Government's strategy to upgrade the A303/A358 route to a continuous dual carriageway to improve connectivity between the South East and the South West of England.

Why we are consulting

The purpose of this consultation is to seek your views on the scheme proposals. Your feedback will inform our continuing development of the scheme to the point when we are ready to submit our application for planning consent.

More information

A consultation booklet has been produced which describes our scheme proposals. The booklet and further information, including plans of the scheme and our Preliminary Environmental Information Report with its accompanying Non-Technical Summary, are available:

- on the scheme website: www.highways.gov.uk/A303Stonehenge/consultation where the consultation documents can be viewed and downloaded
- at public information events where the scheme proposals will be on display and members of the project team will be available to answer questions
- at deposit points where copies of the consultation documents can be viewed

Details about the public events and deposit points are available on the scheme website or can be obtained by calling 0300 123 5000. Information can also be requested by writing to us or emailing us using the contact details provided opposite.

How to give us your views

You can respond to this consultation in a number of ways:

- **Online:** by completing this response form at www.highways.gov.uk/A303Stonehenge/consultation
- **Email:** by sending your response form to A303Stonehenge@highwaysengland.co.uk
- **Freepost:** by posting your response form to Freepost A303 STONEHENGE CONSULTATION

If you are completing a paper copy of this response form, please feel free to use additional paper if the boxes within the form do not provide enough space for the comments you wish to make. Paper copies of the response forms can also be completed and handed in at the public information events.

The closing date for responses to this consultation is 23:59 on Monday 23 April 2018.

Data protection

Your feedback will inform our continuing development of the scheme. Once we have taken your feedback into consideration, we plan to submit our application for a Development Consent Order in Autumn 2018. We will also prepare a report on the consultation, recording the feedback and our response, which will be published with our application.

Your comments will be analysed by Highways England and any of its appointed agents. Copies may be made available in due course to the Secretary of State, the Planning Inspectorate and other relevant statutory authorities so that your comments can be considered as part of the Development Consent Order (DCO) application process. We will request that your personal details are not placed on public record and will be held securely by Highways England in accordance with the Data Protection Act 1998 and will be used solely in connection with the consultation process and subsequent DCO application and, except as noted above, will not be passed to third parties.

PART 1: About you

Please tell us your name and address. This information is optional, but will allow us to update you on the outcome of the consultation and the next stages in this project. If you do not want to provide these details, please just give us your postcode.

Name: .....

Address: .....

.....

.....

..... Postcode: .....

Email: .....

Are you an affected landholder: ☐ Yes ☐ No

Are you responding on behalf of an organisation: ☐ Yes ☐ No

If yes, which organisation? .....

PART 2: The scheme proposals

For ease of providing feedback, the proposed scheme has been divided into three sections as set out in Chapter 5 of the consultation booklet and on Figure 1 below:

Western section - Winterbourne Stoke bypass to Longbarrow junction

Central section - within the World Heritage Site

Eastern section - Countess junction to just beyond the Solstice Park junction

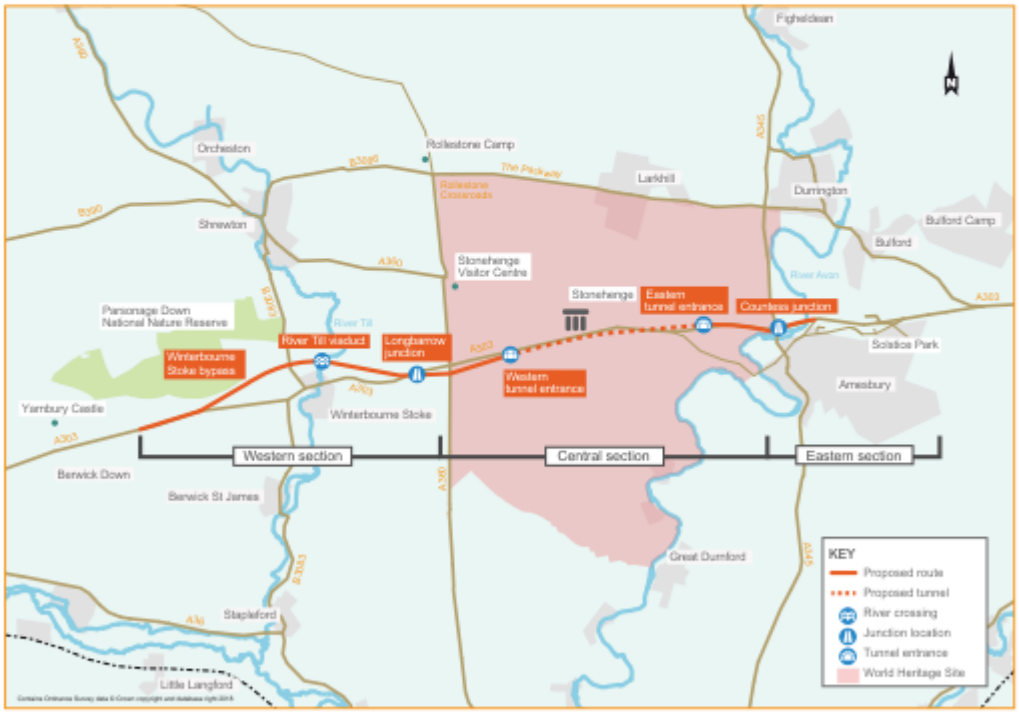


Figure 1: Proposed scheme sections

We would welcome your comments on the key elements within each section that make up the proposed scheme, along with any other matters or concerns you wish to raise about our proposals, section by section.

THE WESTERN SECTION: Winterbourne Stoke bypass to Longbarrow junction

The proposed new road would begin at the existing A303 south-east of Yarnbury Castle, on Berwick Down, and would bypass Winterbourne Stoke to the north. The road would cross the River Till valley on a viaduct and continue eastwards to a new Longbarrow junction with the A360.

For more information please refer to pages 14 to 25 of the consultation booklet.

For this western section, we would like you to consider in particular our proposals for:

- crossing the River Till valley on a viaduct – see question 1
- the Longbarrow junction between the A303 and A360 – see question 2

You can also provide any other views you may have on our proposals for this section of the scheme in question 3.

Q1. Please provide us with any comments you may have on our proposals for the viaduct crossing of the River Till valley.
You can find more information about these proposals on pages 19 to 21 of the consultation booklet.

Q2. Please provide us with any comments you may have on our proposals for the A303/A360 Longbarrow junction.

You can find more information about these proposals on pages 22 to 24 of the consultation booklet.

Q3. Do you have any other comments about our proposals for the western section of the scheme (Winterbourne Stoke bypass to Longbarrow junction)?

You can find more information about these proposals on pages 14 to 25 of the consultation booklet.

7

THE CENTRAL SECTION:
Within the World Heritage Site

From the new Longbarrow junction, the new road would continue into the World Heritage Site (WHS) before entering the proposed tunnel and emerging to the east of The Avenue. The new road would then join the alignment of the existing A303 towards a new junction at the existing Countess roundabout.

For more information please refer to pages 26 to 41 of the consultation booklet.

For this central section, we would like you to consider in particular our proposals for:

- the green bridge (No.4) at or near the western boundary of the WHS – see question 4
- the cutting in the WHS on the western approach to the tunnel – see question 5
- the western entrance to the tunnel – see question 6

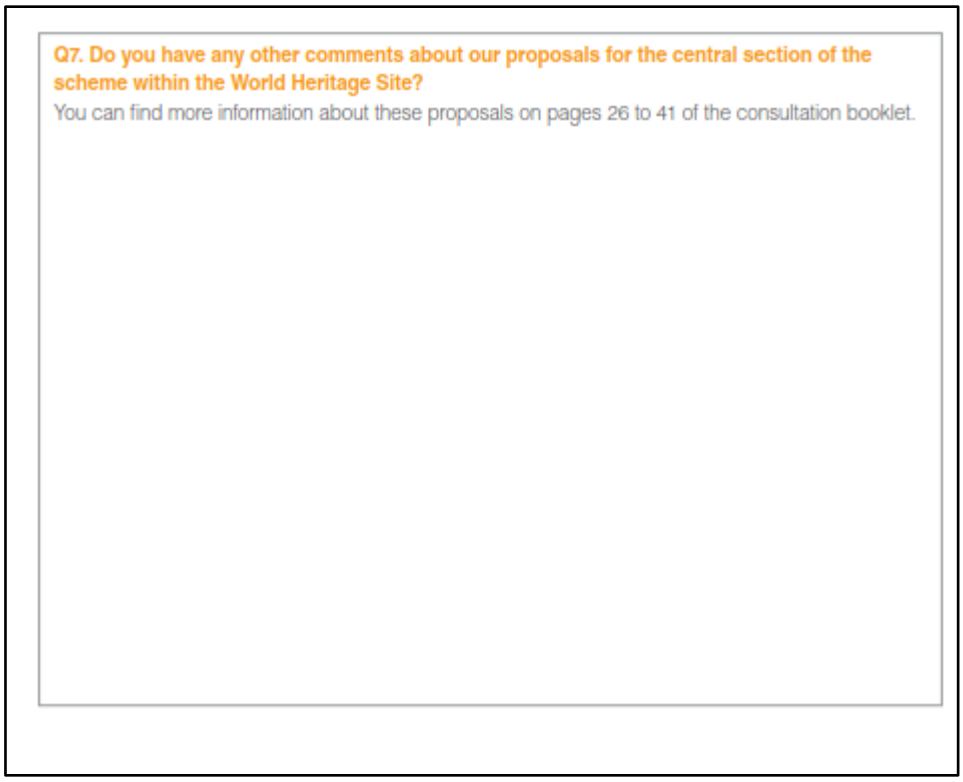
You can also provide any other views you may have on our proposals for this section of the scheme in question 7.

Q4: Please provide us with any comments you may have on our proposals for the green bridge (No.4) at or near the western boundary of the World Heritage Site.
You can find more information about these proposals on pages 28 to 29 of the consultation booklet.

8

Q5: Please provide us with any comments you may have on our proposals for the cutting on the western approach to the tunnel.
You can find more information about these proposals on pages 30 to 31 of the consultation booklet.

Q6. Please provide us with any comments you may have on our proposals for the western entrance to the tunnel.
You can find more information about these proposals on pages 32 to 35 of the consultation booklet.


Q7. Do you have any other comments about our proposals for the central section of the scheme within the World Heritage Site?
You can find more information about these proposals on pages 26 to 41 of the consultation booklet.

THE EASTERN SECTION: Countess junction to just beyond the Solstice Park junction

This section of the scheme includes a new junction between the A303 and A345 at the site of the existing Countess roundabout, together with proposals for closing unsafe connections either side of the existing A303 dual carriageway just to the east of the Solstice Park junction.

For more information please refer to pages 42 to 49 of the consultation booklet.

For this eastern section, we would like you to consider our proposals for:

- the A303 flyover at Countess roundabout – see question 8

You can also provide any other views you may have on our proposals for this section of the scheme in question 9.

Q8: Please provide us with any comments you may have on our proposals for the A303 flyover at Countess roundabout.

You can find more information about these proposals on pages 44 to 47 of the consultation booklet.

11

Q9: Do you have any other comments about our proposals for the eastern section of the scheme (Countess junction to just beyond the Solstice Park junction)?

You can find more information about these proposals on pages 42 to 49 of the consultation booklet.

PART 3: The environmental effects of the scheme

Before we make our application for a Development Consent Order we are gathering environmental information, identifying the potential impacts of the proposed scheme and developing measures to secure environmental benefits and to avoid or reduce adverse effects - a process known as environmental impact assessment (EIA).

While the EIA is ongoing, we have prepared a Preliminary Environmental Information Report (PEI Report) to describe the environmental setting and currently anticipated effects of the proposed scheme. A Non-Technical Summary of the PEI Report has also been prepared to summarise the environmental effects.

Q10: Do you have any comments on the preliminary environmental information provided for the scheme?

You can find more information in the PEI Report and its Non-Technical Summary.

PART 4: Additional comments

We would welcome any other comments you would like to make about the scheme.

Q11: Do you have any other comments you would like to make about the scheme?

PART 5: About this consultation

We would like to understand how you heard about this consultation and the range of people who are taking part, to enable us to gather data that can be useful in informing planning arrangements for future consultations.

Q12: How did you hear about this consultation?
(Select one or more options)

- ☐ Letter from Highways England
- ☐ Flyer
- ☐ Poster in consultation venue
- ☐ Newspaper: name paper .....
- ☐ TV/radio: name station/programme .....
- ☐ Online: name source .....
- ☐ Other .....

Q13: To help us understand who has taken part in this consultation, please complete the following section

Gender:
- ☐ Female
- ☐ Male
- ☐ Rather not say

Do you consider yourself to have a disability?
- ☐ Yes
- ☐ No
- ☐ Rather not say

Age:
- ☐ 16 - 24
- ☐ 25 - 34
- ☐ 35 - 44
- ☐ 45 - 54
- ☐ 55 - 64
- ☐ 65+

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

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 PR182/17

Highways England creative job number BED18 0020

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls.
These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Printed on paper from well-managed forests and other controlled sources.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales number 09346363

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

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

If you have any enquiries about this document email **info@a303stonehenge.co.uk** or call **0300 123 5000***.

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls.
These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales number 09346363