

A303 Stonehenge

Amesbury to Berwick Down

Supplementary consultation booklet



Introduction

Why are we undertaking supplementary consultation?

Earlier this year we consulted on our proposals for improving the A303 past Stonehenge, between Amesbury and Berwick Down. We have been using the feedback received to further develop our plans. From this we have identified three changes on which we would welcome your views before we submit our application to build the scheme.

These are:

- To remove the previously proposed link between Byways 11 and 12 in the Stonehenge World Heritage Site (see page 12 for more details)
- To widen the green bridge proposed near the existing Longbarrow roundabout (see page 14 for more details)
- To move the proposed modification of Rollestone crossroads (see page 15 for more details)

A number of people also asked us to clarify our public rights of way proposals along the scheme, so we are taking this opportunity to provide that clarification.

Consultation on the proposed changes runs from 17 July 2018 to 14 August 2018.

The above changes are those that we believe would benefit from further consultation. You will be able to view all the changes we are making in response to consultation in our Consultation Report. This will be published as part of our application to build the scheme which we intend to submit in autumn 2018.



Public rights of way

The scheme will make it easier for walkers, cyclists and horse riders to access the Stonehenge World Heritage Site (WHS) more widely by creating new public rights of way.

Our proposals will link Yarnbury Castle and Winterbourne Stoke and allow access all the way through the WHS to Amesbury.

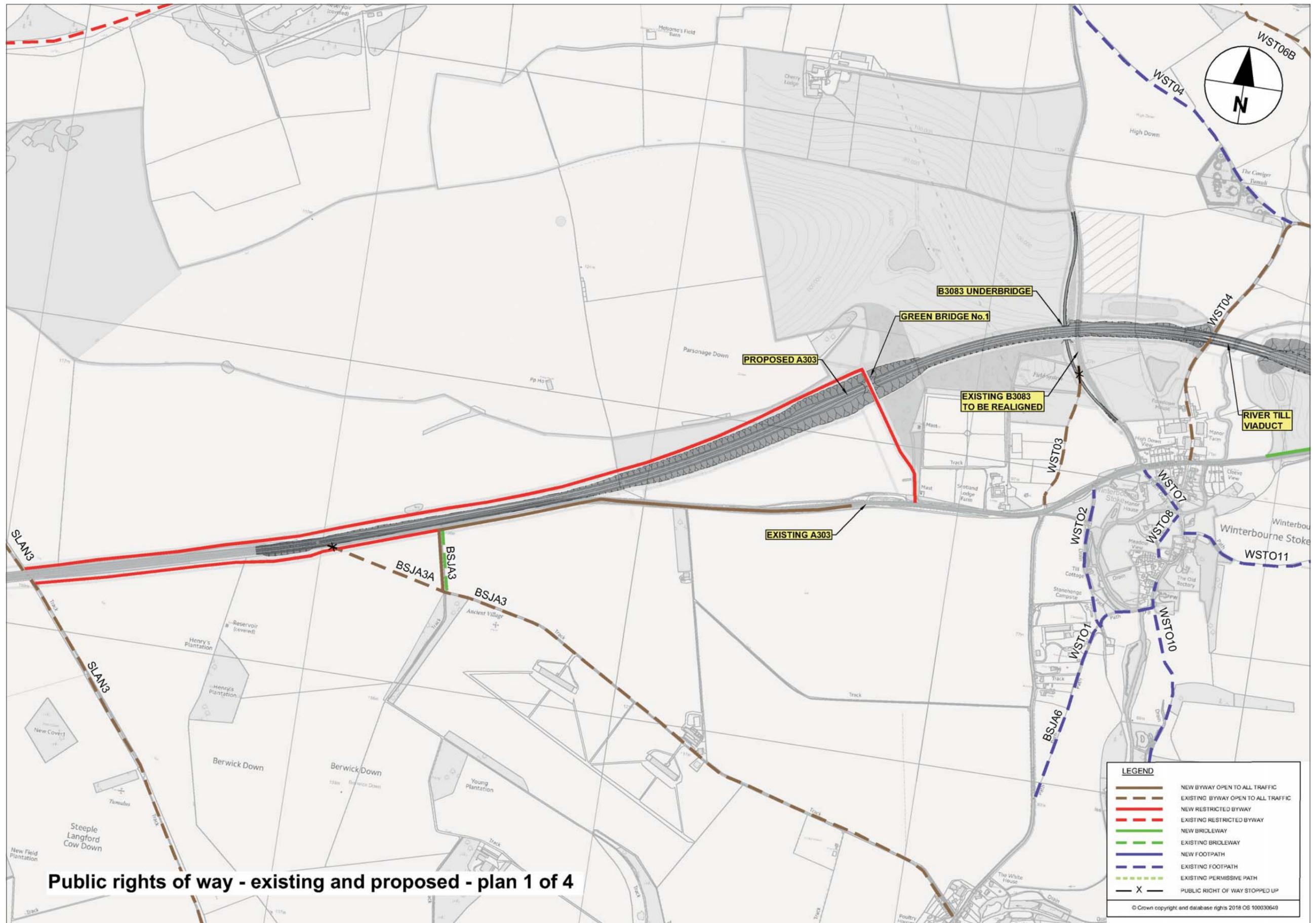
What is a public right of way?

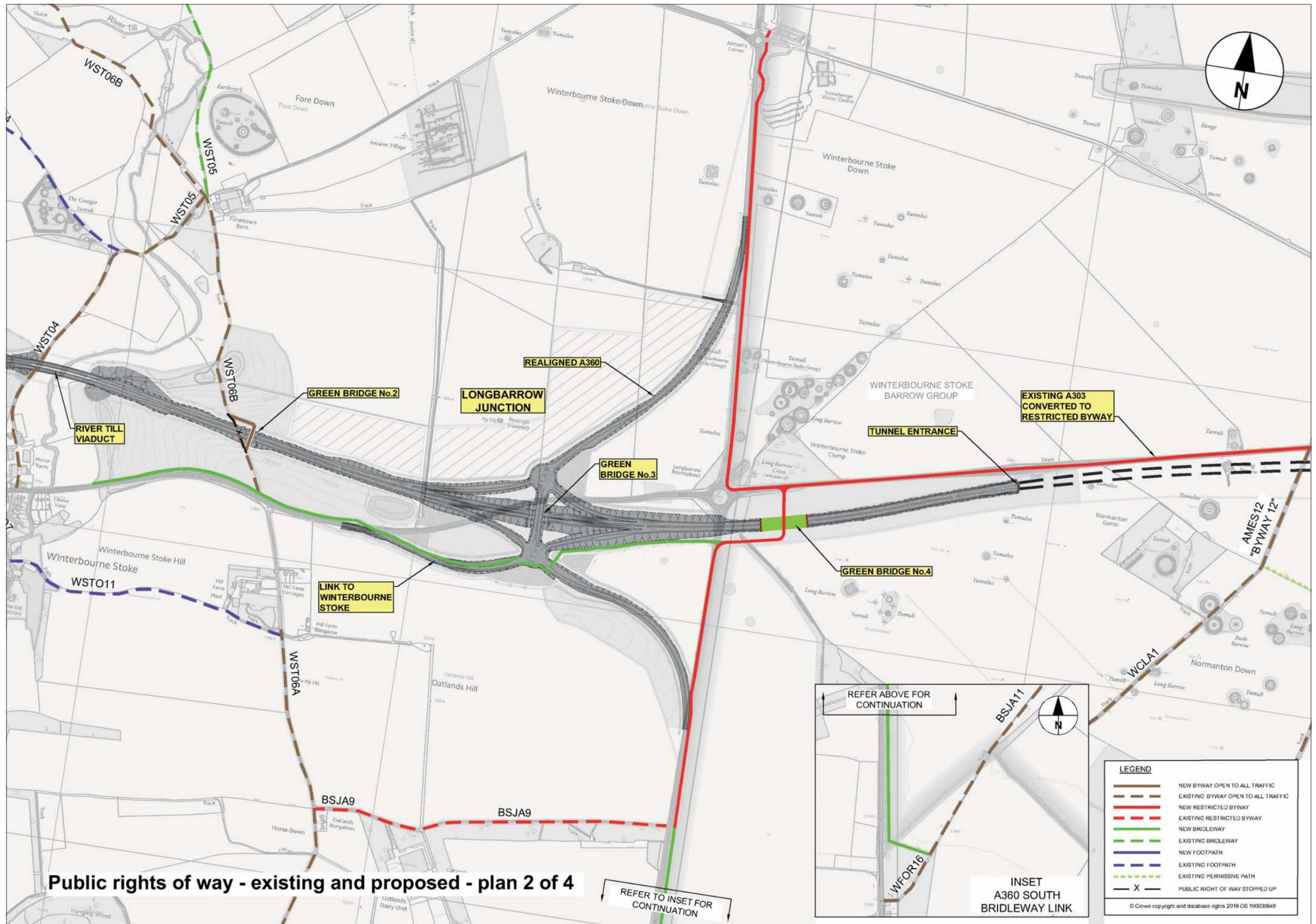
There are different types of legal restrictions that allow or prohibit different types of use on public rights of way. These are set out in the table below:

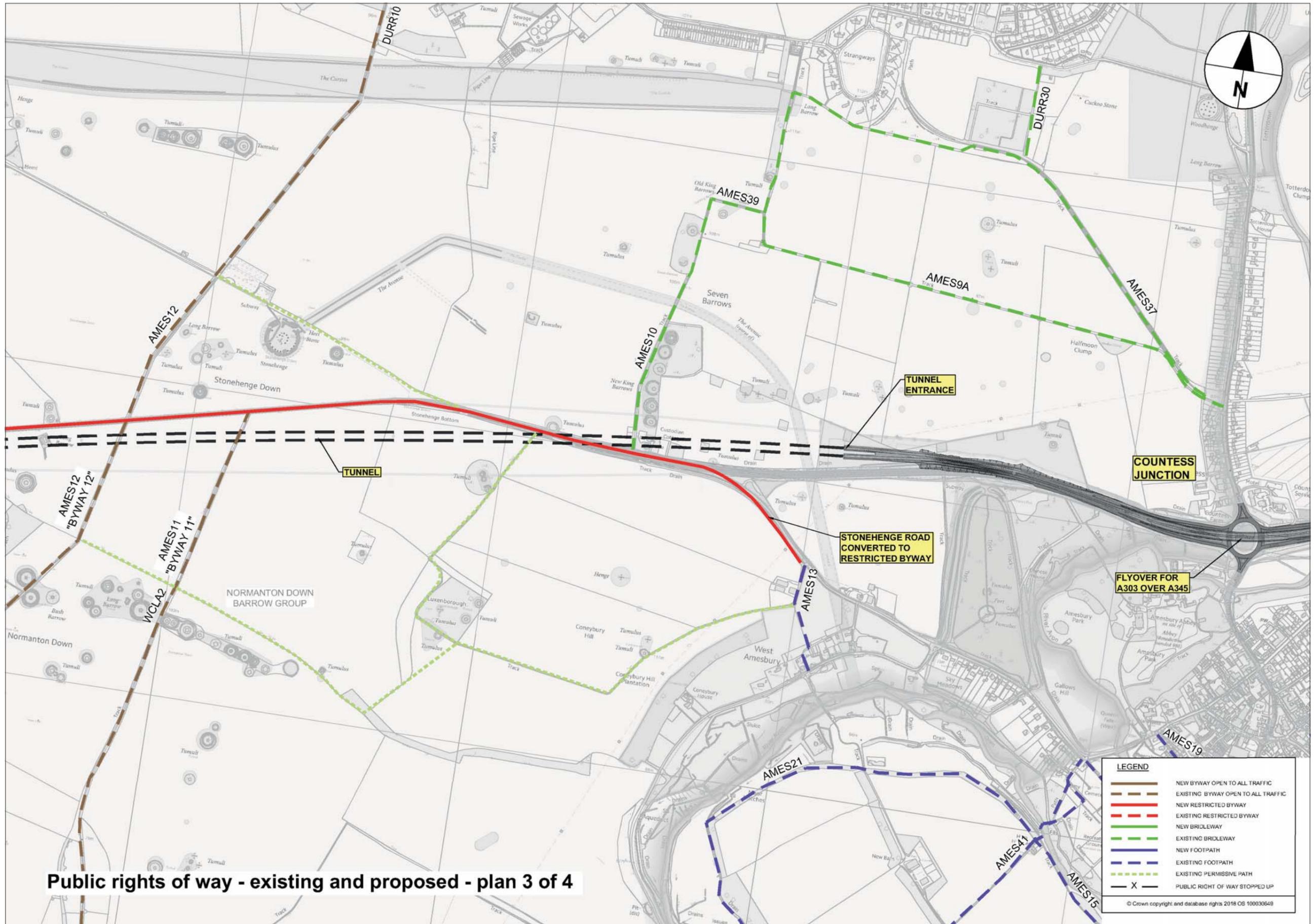
Public right of way	Open to
Public footpath	Walkers, wheelchairs, mobility scooters and powered wheelchairs
Public bridleway	Public footpath users plus horse-riders and pedal cyclists
Restricted byway	Public bridleway users plus drivers/riders of non-motorised vehicles (such as horse-drawn carriages)
Byway open to all traffic (BOAT) – BOATs are generally not maintained to the same standard as ordinary roads	Restricted byway users plus motor vehicles

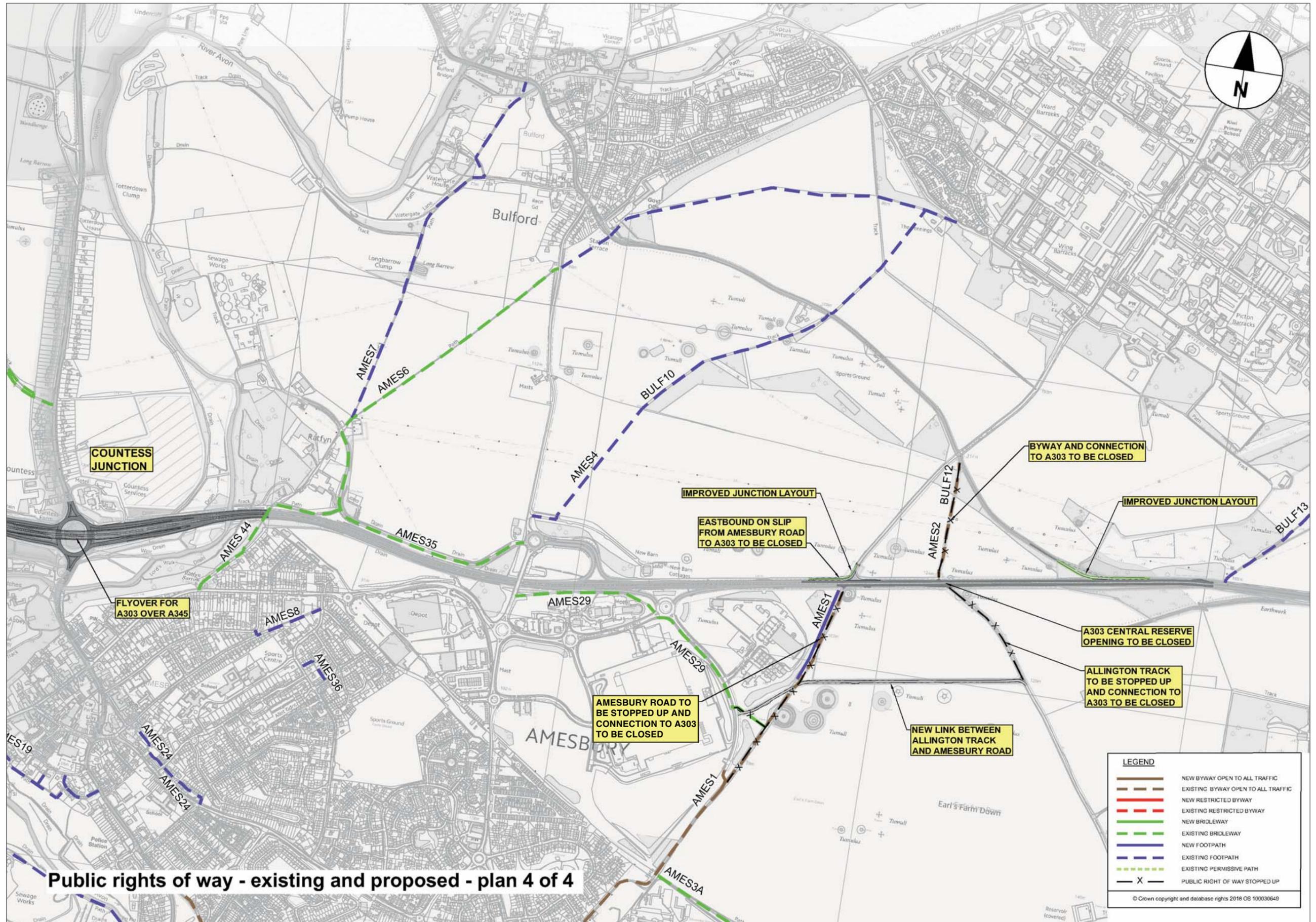
The plans on the following pages show clearly the types of public rights of way we're proposing along the scheme and how they will link with existing ones.











Public rights of way - existing and proposed - plan 4 of 4

LEGEND	
	NEW BYWAY OPEN TO ALL TRAFFIC
	EXISTING BYWAY OPEN TO ALL TRAFFIC
	NEW RESTRICTED BYWAY
	EXISTING RESTRICTED BYWAY
	NEW BRIDLEWAY
	EXISTING BRIDLEWAY
	NEW FOOTPATH
	EXISTING FOOTPATH
	EXISTING PERMISSIVE PATH
	PUBLIC RIGHT OF WAY STOPPED UP

© Crown copyright and database rights 2018 OS 100030649



The changes we are consulting on

1) Removing the previously proposed link between Byways 11 and 12

Byways 11 and 12 are BOATs that run through the WHS and link up with the existing A303 (see plan 3 of 4 on pages 8 and 9). We previously proposed a new link between Byways 11 and 12 to the south of the A303, accompanied by stopping up the northern part of Byway 11.

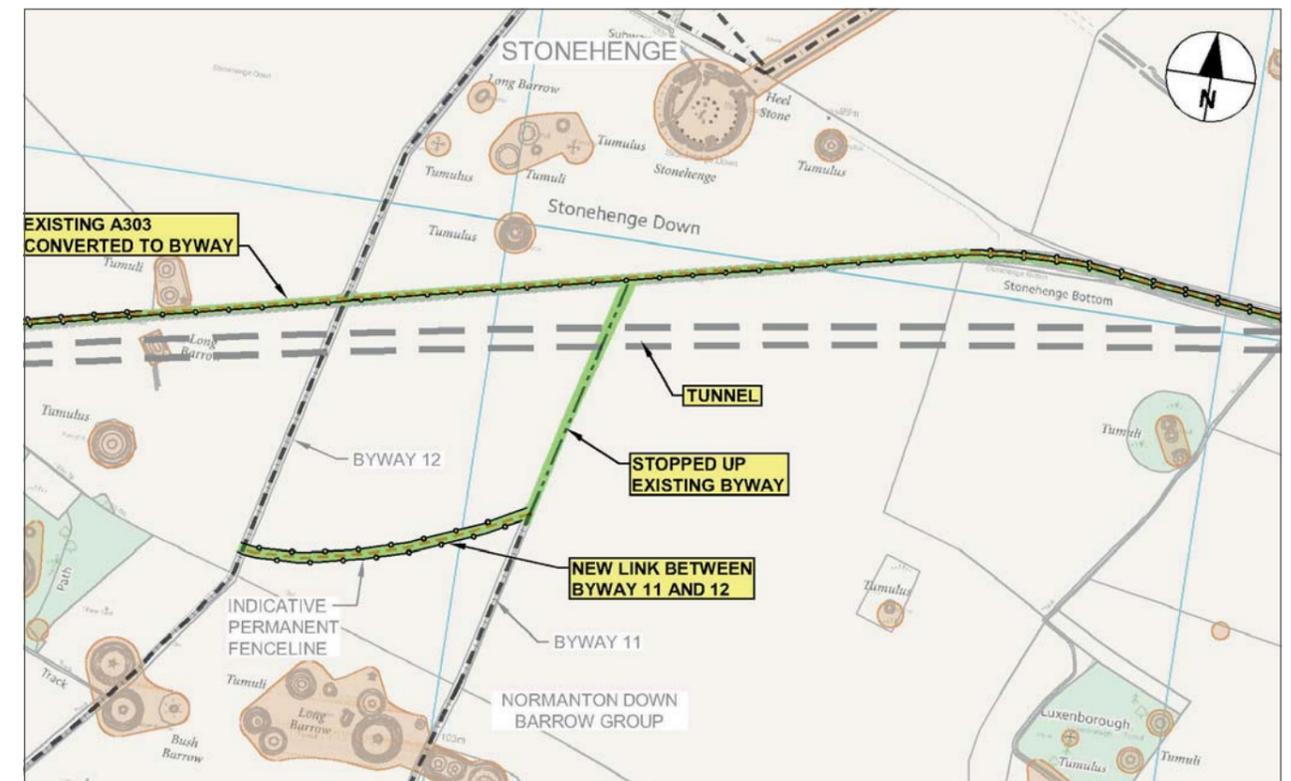
However, respondents were concerned that vehicles on the new link would have an adverse impact on the adjacent Normanton Down barrow group and on the tranquillity of the WHS at this location.

Following further consideration, we are no longer proposing this new link or stopping up part of Byway 11. The plans opposite show the change. The change means that motor vehicles will no longer be able to travel between Byways 11 and 12 because motorised access will be removed

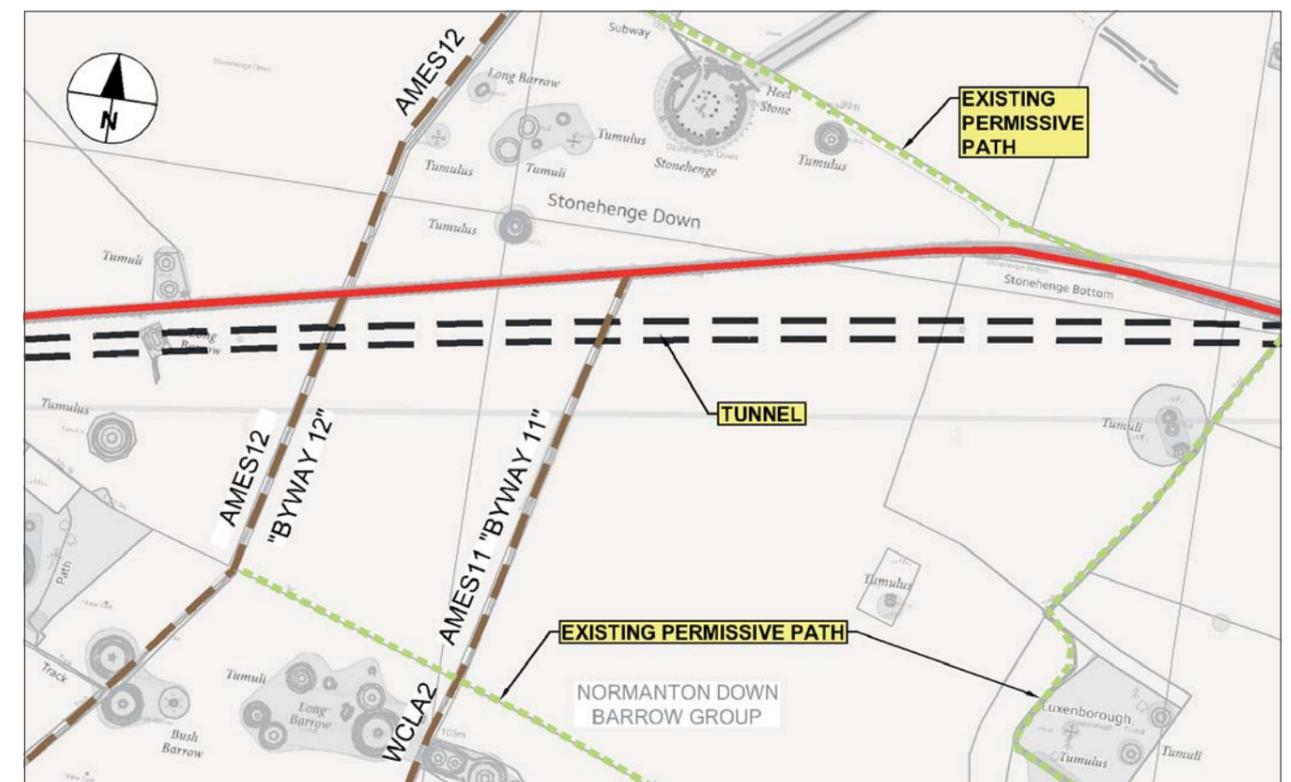
along the existing A303 when the tunnel is constructed. Non-motorised users will still have access between Byways 11 and 12 via the proposed new restricted byway along the line of the existing A303.

This will help achieve our objective to remove the sight and sound of traffic from much of the WHS landscape, a key aspiration also of the WHS Management Plan.

Question 1 in the response form gives you an opportunity to comment on our removal of the previously proposed link between Byways 11 and 12.



Plan showing previously proposed link between Byways 11 and 12

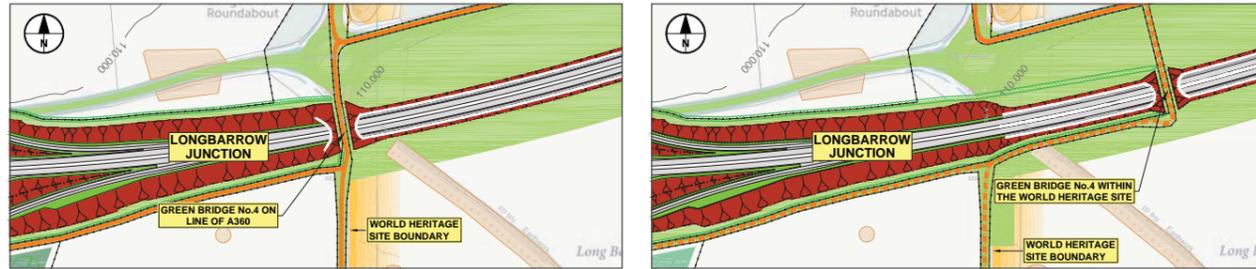


Plan showing new proposal without link between Byways 11 and 12



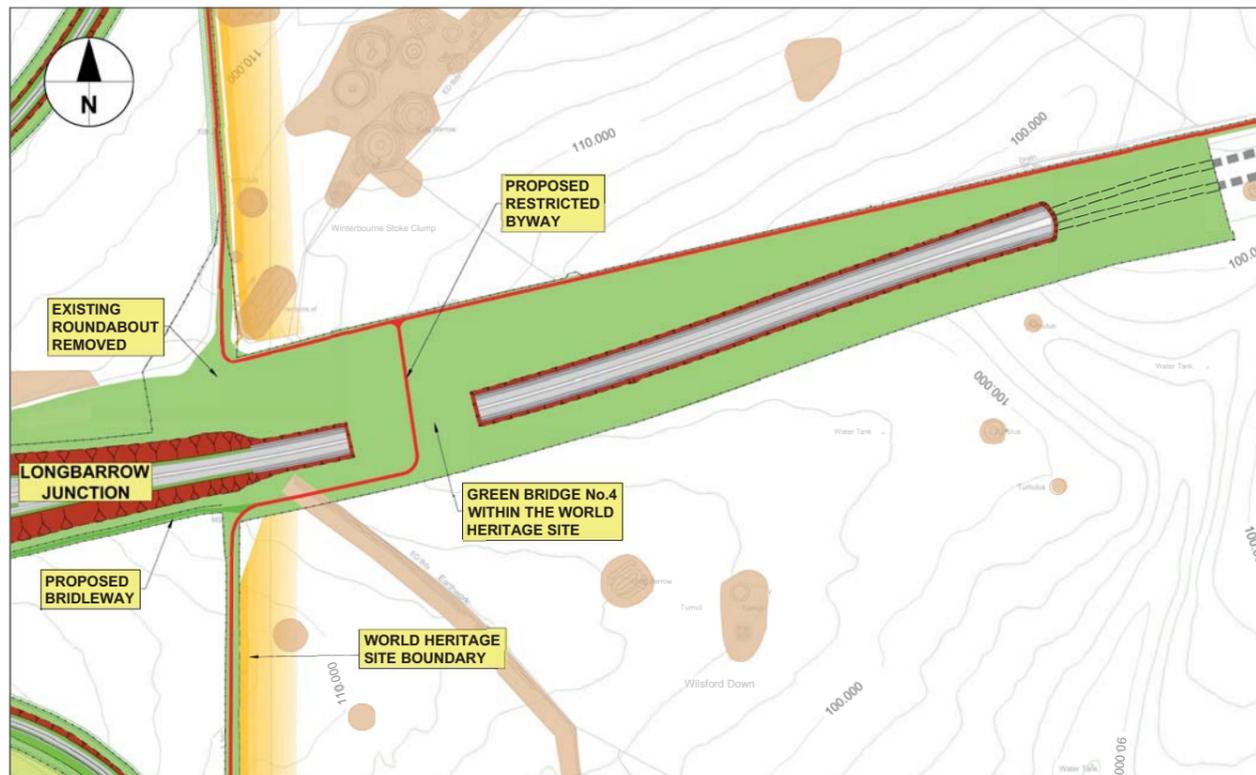
2) Green bridge near the existing Longbarrow roundabout

Our previous consultation options for the green bridge near Longbarrow (also known as green bridge No.4) were to either locate it on the line of the existing A360 or further east, within the WHS. These options are shown on the plans below:



Green bridge No.4 along the line of the existing A303 Green bridge No.4 located further east into the WHS

Having analysed the responses, we have chosen to locate the green bridge within the WHS. We also propose to widen the bridge to approximately 150 metres. The location and width of the green bridge are shown on the plan below:



Plan showing revised location and width of green bridge

A wider green bridge at the proposed location will improve the physical and visual connection between the northern and southern parts of the WHS and the monuments within it.

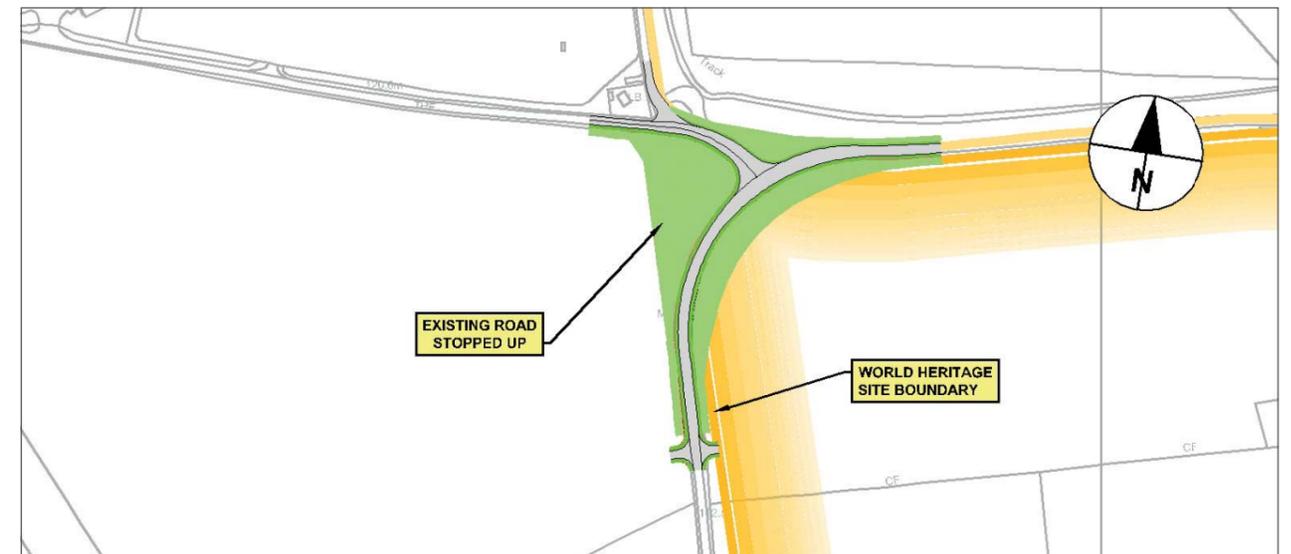
Question 2 in the response form gives you an opportunity to comment on our proposals for the green bridge near Longbarrow.

3) Rollestone crossroads

As part of the scheme, we are proposing to modify the layout of Rollestone crossroads to alter the traffic flow priorities and accommodate long vehicles. The new layout is more compact than that previously proposed, as illustrated on the plans below.



Plan showing statutory consultation proposal for Rollestone crossroads



Plan showing new layout now proposed for Rollestone crossroads

The change means the junction will be located just inside the north west corner of the WHS. However, the area has been surveyed and found to be free of archaeological remains and there will be no adverse effect on the Outstanding Universal Value of the WHS.

Question 3 in the response form gives you an opportunity to comment on the proposed change at Rollestone crossroads.



Preliminary environmental information relating to the changes

The following tables summarise the main preliminary environmental effects of the changes we are consulting on now, compared with the effects of the proposals presented for statutory consultation.

Where a topic is not covered in the tables, there are no differences against the effects assessed for the statutory consultation proposals.

Change: removing the previously proposed link between Byways 11 and 12	
Preliminary environmental effects at statutory consultation	Preliminary environmental effects after change
<p>Cultural heritage</p> <p>The previous proposal would have accommodated the movement of vehicles via a new link running close to the Normanton Down Barrow Group. This would have resulted in adverse impacts on the setting of the barrows and on the integrity of the WHS.</p>	<p>The change will avoid adverse impacts on the Normanton Down Barrow Group and on the integrity of this part of the WHS.</p>
<p>People and communities</p> <p>The byways are used by motorised and non-motorised users. The link would have maintained full connectivity between the byways.</p>	<p>The change will disadvantage motorised users by removing connectivity between the byways for motorised vehicles, while non-motorised users will be able to travel in a more tranquil environment between Byways 11 and 12 via the existing A303 that will become a restricted byway.</p>
<p>Biodiversity</p> <p>The previously proposed link would have run close to the Normanton Down RSPB Reserve. This would have resulted in the disturbance of nesting stone curlew.</p>	<p>The change will avoid adverse impacts on the Normanton Down RSPB Reserve and stone curlew.</p>

Change: widening the green bridge proposed near Longbarrow roundabout	
Preliminary environmental effects at statutory consultation	Preliminary environmental effects after change
<p>Cultural heritage</p> <p>The existing A303 within the WHS acts as a physical barrier to the connectivity between monuments and to users of public rights of way. The options at statutory consultation represented beneficial effects on setting, connectivity and accessibility.</p>	<p>There will be an increase to the beneficial effects on the setting of monuments within the WHS, due to enhanced connectivity within the WHS created by the wider bridge, in particular between the Winterbourne Stoke and Normanton Down and Diamond Barrow Groups.</p>
<p>Landscape and visual</p> <p>The statutory consultation options represented beneficial effects for improved connectivity.</p>	<p>There will be a slight increase to the beneficial effects due to the wider bridge giving improved connectivity and greater visual screening of the new road in this part of the WHS.</p>
<p>Biodiversity</p> <p>The existing A303 acts as a barrier to the movement of flora and fauna. The statutory consultation options represented beneficial effects for ecological connectivity.</p>	<p>There will be a slight increase to the beneficial effect on ecological connectivity due to a wider green expanse.</p>

Change: moving the proposed modification of Rollestone crossroads	
Preliminary environmental effects at statutory consultation	Preliminary environmental effects after change
<p>Cultural heritage</p> <p>The existing B3086 is adjacent to the WHS and runs past several scheduled monuments. The previous proposal would have moved the road closer to scheduled monuments, involving landtake in an area with high potential for buried archaeology.</p>	<p>The junction will be placed further from scheduled monuments and recent archaeological evaluation shows that no buried remains will be affected. Although the proposal requires new landtake within the WHS, this will have no adverse effect on its Outstanding Universal Value.</p>
<p>Landscape and visual</p> <p>The previous proposal would have increased the area of road footprint in this location.</p>	<p>The change will have a smaller footprint, resulting in a slight reduction of the adverse effect to the landscape.</p>
<p>People and communities</p> <p>The previous proposal for the junction would have resulted in loss of agricultural land.</p>	<p>The change will need less landtake, resulting in a slight reduction of the adverse effect on agricultural land.</p>



How to have your say

This is your opportunity to give your views on our proposals. You can do so:



Online: www.highways.gov.uk/A303Stonehenge/consultation



By email: A303Stonehenge@highwaysengland.co.uk



By post: **Freepost A303 Stonehenge Consultation (you do not need a stamp)**

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

Please submit your response by 23:59 on 14 August 2018.

Next steps

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.

Data protection statement

Your comments will be analysed by Highways England and 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 General Data

Protection Regulations 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.

If you'd like more information about how we manage data, or a copy of our privacy notice, please contact **DataProtectionAdvice@Highwaysengland.co.uk**

Contact us

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



Online: www.highways.gov.uk/A303Stonehenge/consultation



By email: A303Stonehenge@highwaysengland.co.uk



By phone: **0300 123 5000**



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

© Crown copyright 2018.

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence: visit www.nationalarchives.gov.uk/doc/open-government-licence/ write to the **Information Policy Team, The National Archives, Kew, London TW9 4DU**, or email psi@nationalarchives.gsi.gov.uk.

Mapping (where present): © Crown copyright and database rights 2018 OS 100030649. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

This document is also available on our website at www.highwaysengland.co.uk
For an accessible version of this publication please call **0300 123 5000** and we will help you.

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 **PR71/18**.

Highways England creative job number BRS18_0159

*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 when issued directly by Highways England.

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