

# A303 Stonehenge

Amesbury to Berwick Down  
Scheme Assessment Report

**Appendix E**  
Historic Environment Assessment

September 2017

# Appendix E Historic Environment Assessment

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# 1. Introduction

## 1.1 Background

1.1.1 This assessment reviews the likely impact on the historic environment of the three Options: 1Na, 1Sa and 1Nd. The assessment underpins the WebTAG assessment, ASTs and environmental conclusions. The assessment addresses:

- Potential impacts on the Outstanding Universal Value of the World Heritage Site using the methodology employed for Iteration 1 and Iteration 2 of the Heritage Impact Assessment; and
- Potential impacts on the setting and fabric of designated and non-designated heritage assets within defined study areas.

## 1.2 Route Options

### Option 1Na

1.2.1 As per previous Option 1N but with a local horizontal realignment to the west of the WHS through Oatlands Hill and across the existing A303; with an approximate 2.9km long tunnel and 300m cut-and-cover tunnel extension at the western portal within the WHS; and running in cutting between the western tunnel portal and the western boundary of the WHS. The new A360 junction would be located close to the crossing of the existing A303 as with Option 1N, with the existing Longbarrow Roundabout replaced by a simple 'T' junction.

### Option 1Nd

1.2.2 A variation on Option 1N with a similar approximate 2.9km long tunnel and 300m cut-and-cover tunnel extension at the western portal within the WHS but with the western portal moved north to a location just to the south of the existing A303 and with the new road running in cutting between the western tunnel portal and the western boundary of the WHS. The new A360 junction would be located closer to the existing A360 than with Option 1N, replacing the existing Longbarrow Roundabout.

### Option 1Sa

1.2.3 As per previous Option 1S with a similar approximate 2.9km long tunnel and a 300m cut-and-cover tunnel extension at the western portal within the WHS and running in cutting between the western tunnel portal and the western boundary of the WHS and The Park to the west. The new A360 junction would be located close to the existing A360 within The Park as with Option 1S.

## Working Assumptions

1.2.4 The assumptions used in the assessment are set out in Chapter 7 and Chapter 13 of the Scheme Assessment Report.

## 2. Methodology

### 2.1 Data sources utilised and surveys undertaken

2.1.1 The following sources of information have been used:

- The 2015 Operational Guidelines for the Implementation of the World Heritage Convention;
- The 2011 ICOMOS Guidance;
- The 2015 Management Plan;
- The Statement of Outstanding Universal Value (SoOUV);
- Designated asset data for the WHS and its environs;
- Non-designated asset data for the WHS and its environs;
- Results<sup>1</sup> of non-intrusive and intrusive archaeological surveys undertaken to inform the development of the scheme;
- Results of the assessment undertaken by the AAJV as part of PCF 1 Options 1N, 1S and F010; and
- Results of the Iteration 2 HIA report.

2.1.2 Figures 1 to 8 provide information on the designated and non-designated assets within and around the route options.

2.1.3 Figures 9 to 12 provide theoretical assessments of the height that development would need to reach for it to be visible from nominal viewpoints at four key monument complexes:

- Stonehenge;
- Winterbourne Stoke Barrow Group;
- Normanton Down Barrow Group; and
- Lake Barrow Group.

2.1.4 These models are based on theoretical digital elevation models i.e. they are bare earth models and do not take into account vegetation or buildings.

### 2.2 Approach to impact assessment

2.2.1 This assessment provides an overview of the likely historic environment impacts associated with the proposed options. For all options, the assessment provides:

- A narrative overview of the key issues and impacts;
- A summary of likely impacts on individual designated assets and on a series of key monument groups, this is supported by asset-by-asset impact assessment tables;
- A summary of physical impacts on known and potential archaeological remains and other non-designated assets, supported by asset-by-asset impact assessment tables; and
- An assessment on the potential impact on the attributes of OUV and on the OUV of the WHS in the round<sup>2</sup>.

2.2.2 The assessment also identifies potential mitigation measures.

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<sup>1</sup> This includes preliminary results of surveys and investigations

<sup>2</sup> The OUV HIA assessment process reflects that undertaken for previous iterations of the HIAs and assumes 'no change' to the previous D61 and D62 HIA assessment for the eastern portal and expressway, which is has not been revised in any way for option D061R, D062R and D081C

## Overview of the key issues and impacts

- 2.2.3 The likely impacts associated with the major components of each option are discussed narratively to enable consideration of likely key issues relating to individual assets, groups of asset and the OUV of the WHS. This is based on desk based analysis and a review of previous site inspection information.

## Impacts on designated assets and key monument groups

- 2.2.4 Impacts on the fabric and setting of designated assets with 1.5km of the proposed option, including lengths of the existing A303 to be decommissioned, were assessed on an individual basis. These are reported in the impact assessment tables in Appendix B. Additionally, the impacts on the following monument groupings have been briefly assessed to support analysis of the differences between the route options:
- Stonehenge;
  - Winterbourne Stoke Barrow Group;
  - Normanton Down Barrow Group;
  - Lake Barrow Group; and
  - Other Scheduled and nationally important assets.
- 2.2.5 This impact assessment addresses the potential adverse impacts of new road construction and operation on the fabric and setting of designated assets; and the beneficial impacts on the setting of designated and non-designated assets due to the removal of sections of the existing A303.
- 2.2.6 The assessment of impacts on the setting of heritage assets takes into account Historic England's "*Historic Environment Good Practice Advice in Planning, Note 3, The Setting of Heritage Assets*" (2015).

## Physical impacts on known and potential archaeological remains and other non-designated assets

- 2.2.7 Potential physical impacts on known and potential archaeological remains and other non-designated assets within the footprint of the proposed footprint of the scheme are described in the impact assessment tables in Appendix B. These are then summarised in the main text.

## Potential impact on the attributes of OUV

- 2.2.8 A qualitative assessment of the impact of the route options on the attributes of the OUV (as defined in the 2015 Management Plan), and the integrity and authenticity of the WHS, has been prepared. For each attribute a short description of the positive and negative impacts has been presented, with a summary conclusion on the balance of impacts in relation to that attribute. This has been prepared at same level of detail as in Iteration 1 and 2 of the HIA.
- 2.2.9 The scale of impact has been scored and the significance of effect for each attribute and the integrity and authenticity of the WHS has been established using the following table (as derived from the 2011 ICOMOS Guidance). Change / Impacts can be adverse or beneficial.

VALUE OF HERITAGE ASSET	SCALE & SEVERITY OF CHANGE/IMPACT				
	No Change	Negligible Change	Minor Change	Moderate Change	Major Change
For WH properties Very High – attributes which convey OUV	SIGNIFICANCE OF EFFECT OR OVERALL IMPACT (EITHER ADVERSE OR BENEFICIAL)				
	Neutral	Slight	Moderate/Large	Large / Very Large	Very Large

2.2.10 Following completion of the assessment of impact on attributes, authenticity and integrity an overall balance of adverse and beneficial impacts on the WHS is briefly discussed and an overall Impact and Significance of Effect score is presented for the WHS for each option.

## 3. Review and Assessment of Route Option 1Na

### 3.1 Overview of issues and impacts

#### Removal of A303

- 3.1.1 The existing A303 would be removed from between Stonehenge Road (other than for local access) and Longbarrow Roundabout, for all options this would deliver a range of benefits for important monuments in the WHS:
- Reconnecting the Avenue and removing the current severance from the A303.** This would restore physical connectivity along much of the length of this important prehistoric ceremonial route;
  - Removing the visual and aural presence of traffic from Stonehenge and its immediate environs.** The dominance of traffic around Stonehenge has long been recognised as an issue for the WHS and its removal would substantially enhance the setting and appreciation of this critically important monument and a large number of associated monuments in its immediate environs;
  - Removing the severance on King Barrow Ridge** and enabling the reconnection of the two important barrow grounds on the ridge (Old King Barrows and New King Barrows) with monuments and the landscape to the south; and
  - Removing the visual presence of traffic from views across the defined topographic bowl around Stonehenge** and between monuments within and on edge of that area. This includes views from individual barrows and barrow groups around the edge of the area towards Stonehenge in which traffic features in the foreground and backdrop – these visual relationships are an important element of the setting and significance of the barrows.
- 3.1.2 Additionally, Options 1Na and 1Sa would substantially reduce road infrastructure and traffic passing close to the Winterbourne Stoke Barrow group at the western edge of the WHS.

#### Eastern end (Countess roundabout to Eastern Portal)

- 3.1.3 At the eastern end, all options would share their alignment with the current A303 until shortly before they divert into the tunnel portal. This has the benefit of lessening additional impacts on the setting of monuments in the area. The assumption that there would be no lighting on the route would also lessen some aspects of its impact on the setting of monuments. However, for all options the approach to the tunnel portal would run closer (than the current A303) to a number of scheduled barrows in the area, this would adversely affect their setting.
- 3.1.4 The tunnel portal and approach would also be a very significant visual presence in views to and from King Barrow Ridge, particularly in terms of views towards the New King Barrows from locations in the landscape and monuments to the east. The new flyover at Countess Roundabout would also be a significant additional visual intrusion for many monuments in the area.

#### Western end (Western Portal to junction with A303)

- 3.1.5 At its western end, the tunnel portal and approach road for Option 1Na would be situated within open rural land away from existing transport infrastructure. The

area around the proposed route contains a large number of individual barrows and important barrow groups such as the Normanton Down Group and the Lake Group. There are also approximately 8 Neolithic long barrows (including two recently discovered examples) in the area around the T-shaped dry river valley crossed by the route. As well as barrows, there are a small number of henge-type enclosures (including one recently discovered example) and prehistoric and roman period field systems.

- 3.1.6 The western end of the tunnel plus 300m cut-and-cover tunnel extension would emerge from the landform to the west of the Normanton Down Barrow Group. This emergence point is situated c. 500m to 800m from the nearest monuments in the Normanton Down Barrow Group. The cut and cover tunnel extension would significantly reduce the depth of the portal face in views towards the barrows from the west compared to Option 1N (previous option) and would also create a greater degree of visual and physical separation between the barrows and road infrastructure. Consequently, Option 1Na has a significantly lesser impact on the Normanton Down Barrow Group compared to 1N. The option would still however have an impact on the wider landscape character and form of the area which forms part of the setting of numerous monuments.
- 3.1.7 On emergence, the route would cross a pronounced valley in a cutting of c. 5m in depth. In tangential views, vehicles would be largely screened, but in elevated locations to the southwest and north the upper portion of tall vehicles, i.e. HCVs and coaches, would be visible in tangential views as they cross the valley for c.200m. They would form a distinctive glimpsed moving element in the landscape from different views.
- 3.1.8 The route would then proceed in a c. 5m to 8m deep cutting across the WHS landscape including a stretch through The Diamond. The depth of cutting would mean that from many locations moving vehicles would be effectively screened, but the cutting would still adversely affect the setting of a number of individual scheduled and non-designated barrows to the south and north of the route before it crosses the Diamond. For the barrows that are located to the north of the route, the removal of the existing A303 would only partially reduce the overall impacts on setting. From elevated locations, the tops of the cutting and moving vehicles would be clearly visible, in particular from elevated locations to the east and west e.g. Normanton Down and Oatlands Hill. In this context, the Diamond would provide an important belt of screening breaking up long distance views of the cutting from elevated areas of ground. It would also break up views from the environs of the Lake Group to the south.
- 3.1.9 West of the Diamond the route would cross a scheduled Bronze Age linear feature (which is probably later in date than the main periods represented by the OUV of the WHS). It would also affect the setting of a scheduled henge monument and bowl barrow just east of the A360.
- 3.1.10 The option would affect visual and physical relationships between a known cluster of Neolithic long barrows spread across the landscape in the area, noting that all options would impact on the relationships between these monuments in differing ways. Option 1Na would divide the relationships between the two newly identified long barrows, albeit to a lesser extent than Option 1N due to the use of cutting to mask vehicle movements.
- 3.1.11 The cutting through Oatlands Hill would be a clearly visible feature in the landscape from both the north-west (outside of the WHS) and to the east (from within areas of the WHS). Landform mitigation and planting may be able to lessen the visual impact of the cutting, but it is still expected to be a significant



visual feature in views from elevated areas of the WHS to the southeast. There is also a slight risk that the headlights of vehicles using the cutting could distract from the appreciation of the Winter Solstice Sunset as viewed from Stonehenge; however this risk can probably be addressed through localised landscape design and vertical alignment of the road.

- 3.1.12 The junction adjacent to the A303 would probably be screened by topography from the WHS and known clusters of major monuments and should have a limited impact depending on detailed design. There may be physical impacts on non-designated Prehistoric, Roman and medieval / post-medieval remains. While much of the known archaeology represents ploughed out medieval / post-medieval ridge and furrow, there are small areas of Roman and prehistoric settlement and funerary activity.

### **Till crossing (Junction with A303 to western end of the Scheme)**

- 3.1.13 The option would cross the Till to the north of Winterbourne Stoke on viaduct and embankment. This would have a significant adverse impact on the setting of two scheduled barrow complexes, which contribute to OUV.
- 3.1.14 The northern routes (Options 1Na and 1Nd) would also have a physical impact on prehistoric settlement and agricultural remains, which could include highly significant remains, particularly associated with an Iron Age village identified during the previous 2004 scheme investigations. The route may also affect the setting of non-designated archaeological monuments.

## **3.2 Likely impacts on individual designated assets and selected key monument groups**

### **Individual designated assets**

- 3.2.1 Appendix B contains summary impact tables setting out the likely impacts on designated assets with 1.5km of the route option, including decommissioned elements of the A303. The following summarises the key effects arising from impacts on designated assets:
- 3.2.2 Impacts on scheduled monuments would result in:
- 1 very large beneficial effect and 7 very large adverse effects;
  - 23 large beneficial effects and 20 large adverse effects;
  - 23 moderate beneficial and 15 moderate adverse effects;
  - 15 slight beneficial and 17 slight adverse effects; and
  - 45 neutral effects.
- 3.2.3 Impacts on listed buildings would result in:
- 7 moderate adverse effects;
  - 10 slight adverse effects and 10 slight beneficial effects; and
  - 77 neutral effects.
- 3.2.4 Impacts on the Amesbury Abbey Registered Park and Garden would result in one moderate adverse effect.
- 3.2.5 Impacts on Conservation Areas would result in:
- 1 moderate adverse effect;
  - 1 moderate beneficial effect; and
  - 2 neutral effects.

## Selected monument groups

3.2.6 The following briefly describes potential impacts on key monument groups.

**Table 1: Summary of impacts on key monument groups**

Monument / Complex	Impact
Stonehenge	<b>Major Beneficial</b> - The removal of the A303 would significantly enhance the setting of the Stonehenge monument reconnecting it physically and visually with the wider WHS to the south. The route option should not affect the experience of the Winter Solstice Sunset, although there remains a slight risk that light associated car headlights through the cutting in Oatlands Hill would appear in the fringes of the view.
Winterbourne Stoke Barrow Group	<b>Moderate / Large Beneficial</b> - The removal of the A303 adjacent to the barrow group and down grading of Longbarrow Roundabout to a T junction would enhance the visual and aural setting of the group and restore connectivity to other individual round barrows and long barrows to the south of the current A303. There would however be a degree of severance between the long barrow and associated monuments to the south (including a nearly discovered long barrow) and long barrows at the Lake Group and towards Normanton Down).
Normanton Down Barrow Group	<b>Slight Adverse</b> – Removal of the existing A303 would visually and physically reconnect this group with Stonehenge and significantly improve views northwards. These are notable benefits. However, the proximity of the western portal emergence point would harm, to a degree, the setting of the monument group; although to a significantly lesser degree than Option 1N. The cut and cover section would reduce the visual impact of the Scheme on views towards the barrows from the west and views from the group looking west. The cutting further west, with traffic, would however be clearly visible from this elevated location; although the Diamond would reduce the overall visibility of the route.
Lake Barrow Group	<b>Slight / Moderate Adverse</b> – While traffic on the new route would be largely screened by the cutting, the emergence point cutting would still be a visual intrusion into the setting of the Lake Barrow Group and would affect the visual relationships towards Normanton Down. The cutting on Oatlands Hill would also be a clear and noticeable feature in the group's setting. The route would also sever physical relationships between the barrow group and other groups to the north.
Other Scheduled and nationally important assets	<b>Moderate / Major Adverse</b> – The route would adversely affect the setting of a number of scheduled monuments (mainly) barrows and related remains to the south of the existing A303. While the cutting would reduce visibility the road would still be a notable presence in the setting of these features, particularly in terms of views of the monument locations. It would also sever physical relationships relating to these monuments. The Diamond would screen some impacts. There would be lesser impacts on monuments further to the south. Outside of the WHS the route would very adversely affect the setting of two scheduled barrow groups to the north of Winterbourne Stoke which are related to the OUV of the WHS.

## 3.3 Physical impacts on known and potential archaeological remains

3.3.1 Appendix B contains summary impact tables setting out the likely impacts on non-designated assets.



- 3.3.2 At the eastern end, Option 1Na would utilise the existing alignment of the A303 until it deviates close to the proposed tunnel portal location. Consequently, the non-designated Mesolithic site of Blick Mead would not be physically affected by the works.
- 3.3.3 Previous archaeological investigations at Countess Farm recorded Mesolithic artefacts, indicating potential for further remains to survive from this period north of the existing A303 highway. Recent geophysical survey and trial trenching across the footprint of the eastern portal area [site NE2] revealed no significant archaeological remains.
- 3.3.4 At the western end, the portal location and associated carriageways / cuttings within the WHS would have a physical impact on multiple Prehistoric features including the a ‘droveway’ running through Normanton Gorse and on to Stonehenge, and Neolithic / Bronze Age field systems west of the Diamond.
- 3.3.5 To the west of the A360 and outside of the WHS, the route would have an impact on prehistoric, Roman and medieval / post-medieval remains. While the majority of the archaeology is likely to be remains of ploughed out medieval / post-medieval ridge and furrow, there will be small areas of Roman and prehistoric settlement and funerary activity that could also be physically affected.
- 3.3.6 The northern bypass routes, Options 1Na and 1Nd, would also have a physical impact on multiple prehistoric settlement and agricultural remains, which could include highly significant remains, particularly associated with an Iron Age village identified during the previous 2004 scheme investigations.
- 3.3.7 Geophysical survey of areas west of the A360, south of the A303 [SW3] have reinterpreted suspect Roman settlement to be ridge and furrow. While surveys north of the A303 [NW5] have identified no significant remains within part of the junction footprint covered by the investigations to date.
- 3.3.8 Overall, impacts on non-designated assets would result in:
  - 21 large adverse effects;
  - 8 moderate adverse effects;
  - 37 slight adverse effects and 25 slight beneficial effects; and
  - 85 neutral effects.

### 3.4 Potential impact on the attributes of OUV

**Table 2: Impact on Attributes of OUV**

Attribute	Impact
Stonehenge itself as a globally famous and iconic monument.	The removal of the A303 would significantly enhance the setting of the Stonehenge monument reconnecting it physically and visually with the wider WHS to the south. The removal of the A303 and associated traffic would improve views to and from the monument, relationships between the monument and other monuments in the landscape (e.g. the numerous barrow groups in elevated positions around the monument) and the visitor experience at the monument. The current environment is characterised by excessive and highly intrusive traffic including heavy commercial vehicles, and private cars. At peak times the monument’s immediate and near distance setting is dominated by stationary queues of traffic which are entirely at odds with its global status and iconic standing. The removal of the A303 would undoubtedly improve the aural and visual environment of the monument providing it with an uncluttered and respectful setting that would reflect the iconic status of the monument and its cultural

Attribute	Impact
	<p>significance within the WHS.</p> <p><b>Major Beneficial Impact / Very Large Beneficial Effect</b></p> <p>The construction of the route option largely within a c. 50-60m footprint would inevitably result in the loss of any archaeological remains within the footprint of the construction. The proposed alignment avoids major known concentrations of archaeological remains that make a significant contribution to the OUV of the WHS. At the east end the construction would affect a relatively limited area south of a known cluster of scheduled and non-scheduled Bronze Age barrows but would not physically affect those barrows. It could however affect remains associated with those barrows should they be located in the area although recent evaluation works identified limited remains of interest in the area.</p> <p>At the eastern end, the route option would also enable the re-connection of the Avenue removing the existing severance caused by the current A303.</p> <p>At the western end the route option runs through an area known to contain a diversity of archaeological remains from the Neolithic and Bronze Age periods, in particular there is evidence for Neolithic long barrows, early Bronze Age ceremonial / burial activity and later Bronze Age field systems. These include two long barrows and a potential henge type enclosure recently identified to the west of the Diamond, these and other features contribute to the OUV of the WHS. The 1Na route has been designed to physically avoid the long barrows and the henge type enclosure, although it does segregate them from each other and related remains.</p> <p>The route would also affect field system remains and scattered pits and other prehistoric features; these are not considered to be significant issues in relation to the OUV of the WHS. Further archaeological remains to the east of the Diamond may also be affected by the route option but survey work remains to be completed in this area.</p> <p>Overall, the construction of the route would have a negative impact on this attribute of OUV due to the inescapable loss of archaeological remains within the footprint of the scheme; however the scale of loss is currently considered to be limited in extent given the route's realignment away from concentrations of known archaeology that contribute to the OUV of the WHS.</p> <p><b>Minor Adverse Impact / Moderate Adverse Effect</b></p>
<p>The siting of Neolithic and Bronze Age funerary and ceremonial sites and monuments in relation to the landscape.</p>	<p>As for all options, the removal of the A303 in the central part of the WHS around Stonehenge would enable the physical reconnection of a number of significant monuments to the wider landscape e.g. Stonehenge, Winterbourne Stoke Barrow Group, barrow cemeteries on King Barrow Ridge and numerous barrows to the south of the A303. The removal of the A303 and the associated traffic would also improve peoples' ability to appreciate and understand the visual and spatial connections between the various monuments and the wider topographic landscape in particular the relationships with the rising ground to the south of Stonehenge around Normanton Down. These are significant benefits for this attribute of OUV</p> <p>The construction of a new dual carriageway and tunnel portals within the WHS would however have significant adverse impacts on the relationship between monuments and the landscape.</p> <p>At the eastern end the new approach road and tunnel portals would be clearly visible features in the landscape and would affect visual relationships between monuments and the landscape, in particular views towards the King Barrow cemeteries where the portal and</p>

Attribute	Impact
	<p>approach road would be major new elements of modern infrastructure that would disrupt the appreciation of the landscape relationship between the barrows on the ridge. Conversely, the removal of the A303 at the southern end of King Barrow Ridge would improve physical connectivity along the ridge, helping to physically reconnect the New King Barrows (an Old King Barrows) to the wider landscape and associated monuments to the south.</p> <p>The reconnection of the Avenue is also a consideration for this attribute. The route of the Avenue has a strong and clear relationship with the underlying form of the landscape, utilising the topography to create a journey through the landscape to and from Stonehenge. The reconnection of the Avenue would enable this journey to be better understood and appreciated.</p> <p>The new dual carriageway, cuttings and tunnel portals (with cut and cover section) in the west part of the scheme would run across the head of a dry river valley and would be an intrusive element in the landscape of the area. West of Normanton Down the route would lie in cutting and traffic would not be a clear visual intrusion into the visual relationships between many of the monuments and the landscape in which they were deliberately sited. The route would however adversely affect visual and physical relationships between the landscape and some monuments including the Lake Group, Normanton Down Barrow Group, single and pairs of barrows to the south of the A303, an isolated henge to the east of the A360 and a complex of c.8 Neolithic long barrows clustered around the head of the dry river valley. The line through the Diamond would break up views of the route.</p> <p>The overall assessment of impacts for this attribute requires a balanced judgement. The adverse impacts associated with introducing the route into the west of the site, and to a lesser degree to the east, are felt to be balanced by the benefits of removing the existing single carriageway road from across the central portion of the WHS.</p> <p><b>No Change – Neutral</b></p>
<p>The design of Neolithic and Bronze Age funerary and ceremonial sites and monuments in relation to the skies and astronomy.</p>	<p>The removal of the A303 to the south of Stonehenge particularly where it crosses the Winter Solstice Sunset alignment would benefit this attribute of OUV through the removal of traffic and modern road infrastructure from views towards the Winter Solstice Sunset.</p> <p>The Winter Solstice Sunset alignment continues (in plan form but not in terms of visibility) to the south-west of Normanton Down nominally crossing the line of the proposed tunnel approach dual carriageway. Initial analysis of potential visibility has indicated that a feature would need to reach c.13m to 15m above current ground levels along the length of dual carriageway east of the Diamond to be visible in views from a representative point at Stonehenge (see Figure 9). No features of that height are proposed in that area and there would be no visibility of any structures in the backdrop of the Winter Solstice Sunset alignment.</p> <p>No lighting is proposed for the route. There would therefore be no risk of roadside or tunnel approach lighting affecting the experience of the Winter Solstice Sunset. There would however be a risk that vehicular lights on the stretch east of the Diamond could create a glow but this is not currently anticipated given depth of cutting but further assessment may be required during later design and assessment stages.</p> <p>There is also a slight risk that the glow of lights from traffic driving east through the cutting on Oatlands Hill would potentially be visible in the fringes of the backdrop of views of the Winter Solstice Sunset</p>

Attribute	Impact
	<p>from Stonehenge. This would require detailed modelling to assess further. It is anticipated that landscape mitigation would address this risk.</p> <p>Overall, the impacts on this attribute are considered to be beneficial although very slightly tempered by the limited potential risk of lights from vehicles affecting the experience of the view</p> <p><b>Moderate Beneficial Impact / Large Beneficial Effect</b></p>
<p>The siting of Neolithic and Bronze Age funerary and ceremonial sites and monuments in relation to each other.</p>	<p>The removal of the A303 would be a clear benefit for many monuments within the central part of the WHS in terms of removing visual clutter and distraction from sightlines between different groups of monuments and also aiding the physical reconnection between monument groups. Of particular note are the improvements to the visual connections between the Normanton Down Barrow Group and monuments such as Stonehenge, the King Barrow cemeteries, and the Cursus barrows. There are also improvements in visual relationships between Stonehenge and a range of monuments to the south.</p> <p>The ability to physically move between important monument groupings for example between major barrow groups such as the Old and New King Barrows and Normanton Down Barrows, along the Avenue (which would be reconnected by this option), and between the dispersed barrows and other ritual / ceremonial sites in the central area of the WHS, would also be improved by the removal of the current A303. These physical connections are an important aspect of this attribute alongside the visual connections between different barrow groups and associated monuments, including henges and cursuses.</p> <p>The construction and operation of the route option would however have adverse impacts on visual and physical relationships elsewhere in the WHS. For all options, there would be some impacts on the visual relationships between barrow groups and isolated barrows at the eastern end with views from isolated barrows in the Countess Farm area towards the New King Barrows being affected by the presence of the portal in the foreground. The views would not however be fundamentally altered.</p> <p>Option 1Na at the west, would be largely screened from views from between barrows and other ceremonial monuments due to it being largely in cutting. The portal emergence point would be a slightly disruptive element in visual relationships towards Normanton Down, as would the road in cutting beyond that – but less so than Option 1N. The cutting along the route would also sever physical relationships between monuments, in particular the two associated newly discovered long barrows; this would harm the OUV of the WHS.</p> <p>On balance the benefits associated with the visual and physical reconnection of the large number of monuments in the central part of the WHS and the benefits to monuments such as the Winterbourne Stoke Barrow group are felt to outweigh the negative impacts.</p> <p><b>Minor - Moderate Beneficial Impact / Moderate - Large Beneficial Effect</b></p>
<p>The disposition, physical remains and settings of the key Neolithic and Bronze Age funerary, ceremonial and other monuments</p>	<p>All options would improve the setting of numerous important monuments within the WHS including (to varying degrees) Stonehenge, the Avenue, the Cursus, numerous barrow groups and other related features. The removal of the A303 would improve the setting of these and other monuments and better peoples’ ability to appreciate the disposition and relationships. These would be significant benefits for the WHS.</p>

Attribute	Impact
<p>and sites of the period, which together form a landscape without parallel.</p>	<p>As discussed above, Option 1Na would however have adverse effects on the setting of a number of important monuments including the Normanton Down Barrow Group, the Lake Group, two nearly identified long barrows, numerous Neolithic and Bronze Age barrows as well as two barrow groups to the north of Winterbourne Stoke. It would also result in the loss of some archaeological remains although it has been designed to avoid major known concentrations of archaeological remains that contribute to the OUV of the WHS.</p> <p>Overall, the use of cutting to reduce the visual presence of the route would significantly reduce the visual impact of Option 1Na compared to Option 1N, however it would result in a permanent and irreversible change to the landform of the WHS.</p> <p>On balance an overall benefit is recorded against this attribute; although this is in the context of some potentially significant adverse impacts in the western part of the route</p> <p><b>Minor Beneficial Impact / Slight - Moderate Beneficial Effect</b></p>
<p>The influence of the remains of the Neolithic and Bronze Age funerary and ceremonial monuments and their landscape setting on architects, artists, historians, archaeologists and others.</p>	<p>Stonehenge is the archetypal monument in terms of this attribute and the removal of the A303 from the immediate vicinity of the monument would consequently benefit this attribute. The area to the west of Normanton Down is less well celebrated in terms of artistic and historic works and the construction of the new road here would have less of an impact on this aspect of the attribute. The option would have mixed overall impact on this attribute but is considered to be essentially beneficial.</p> <p><b>Moderate Beneficial Impact – Large Beneficial Effect</b></p>

**Table 3: Summary of impact on the Integrity and Authenticity of the WHS**

Attribute	Impact
<p>Integrity</p>	<p>The removal of the current A303 would address a long standing and identified threat to the integrity of the WHS and would provide benefits for the integrity of the site in a number of ways, including:</p> <ul style="list-style-type: none"> <li>- The reconnection of the Avenue, which would enhance the integrity of this important monument;</li> <li>- The reconnection of the north and south parts of the WHS would create a more complete landscape that better represents the cultural heritage value of the site and enables visitors to fully engage with and explore key areas of site south of the current A303;</li> <li>- The removal of extensive visual and aural intrusion from road traffic and associated infrastructure across many area of the site including around Stonehenge itself;</li> <li>- The removal of severance from the King Barrow Ridge and the associated barrow groups; and</li> <li>- The partial removal of the severance around the Winterbourne Stoke Barrow Group.</li> </ul> <p>However, the route option would degrade the integrity of the Site by:</p> <ul style="list-style-type: none"> <li>- Severing physical relationships and adversely affecting visual relationships between important monument groups such as the Lake group, Winterbourne Stoke Barrow Group and the associated group of c. 8 Neolithic long barrows; and</li> <li>- Severing the physical landscape in this area dividing a notably dry river</li> </ul>



Attribute	Impact
	<p>valley east of the current A360.</p> <p>The overall assessment of impacts on the integrity of the Site requires a balanced judgement. The removal of the current A303 would bring very substantial and widespread benefits for the integrity of the WHS, including for keynote monuments such as Stonehenge and the Avenue. These benefits are considered to outweigh the undoubted impacts on the site's integrity at the western end of the route.</p> <p><b>Moderate Beneficial – Moderate / Large Beneficial Effect</b></p>
Authenticity	<p>Three main factors have been used to assess potential impact on authenticity:</p> <ul style="list-style-type: none"> <li>- <i>form and design – in terms of the form and design of monuments and the interrelationships between those monuments:</i> As discussed above, 1Na would have a mixture of positive and negative impacts on the designed relationships between monuments; it would therefore both strengthen and degrade this aspect of authenticity</li> <li>- <i>materials and substance – in terms of the materials used to construct monuments and the continuing conservation of those materials:</i> 1Na would not require significant loss of archaeological remains associated with the OUV of the WHS. The cuttings would affect the authenticity of the landform in the WHS.</li> <li>- <i>location and setting – in terms of the many and varied relationships between monuments, between monuments and the landscape and the celestial / astronomical arrangements:</i> The assessment of attributes above addresses the potential impacts on these aspects of authenticity. There is a mix of positive and negative impacts, with areas of the WHS seeing a marked improvement in the experience and display of these aspects of authenticity, and others experiencing a negative impact.</li> </ul> <p>On balance, Option 1Na would result in a range of positive and negative impacts on the OUV of the WHS. These impacts are broadly felt to balance each other and no material change in the authenticity of the site as a whole would be anticipated.</p> <p><b>No Change – Neutral</b></p>

**Table 4: Summary of OUV assessment**

Attribute	Impact Score	Resultant Effect
Stonehenge itself as a globally famous and iconic monument.	Major Beneficial Change	Very Large Beneficial Effect
The physical remains of the Neolithic and Bronze Age funerary and ceremonial sites and monuments in relation to the landscape.	Minor Adverse Change	Moderate Adverse Effect
The siting of Neolithic and Bronze Age funerary and ceremonial sites and monuments in relation to the landscape.	No change	Neutral
The design of Neolithic and Bronze Age funerary and ceremonial sites and monuments in relation to the skies and astronomy.	Moderate Beneficial Change	Large Beneficial Effect
The siting of Neolithic and Bronze Age funerary and ceremonial sites and monuments in relation to each other.	Minor / Moderate Beneficial Change	Moderate / Large Beneficial Effect
The disposition, physical remains and settings of the key Neolithic and Bronze Age funerary, ceremonial and other monuments and sites of the period, which	Minor Beneficial Change	Slight / Moderate Beneficial Effect

Attribute	Impact Score	Resultant Effect
together form a landscape without parallel.		
The influence of the remains of the Neolithic and Bronze Age funerary and ceremonial monuments and their landscape setting on architects, artists, historians, archaeologists and others.	Moderate Beneficial Change	Large Beneficial Effect
Integrity	Moderate Beneficial Change	Moderate / Large Beneficial Effect
Authenticity	No change	Neutral
<b>Overall impact of Route Option 1Na on OUV</b>	<b>Minor / Moderate Beneficial Change</b>	<b>Moderate / Large Beneficial Effect</b>

### 3.5 Mitigation

#### Cutting vs Grade

3.5.1 Option 1Na would use cuttings in an attempt to mask vehicle movements in the landscape and hence reduce impacts on the visual interrelationships between monuments. The use of cuttings would however result in a potentially greater physical impact on known and potential archaeological remains (they require a greater footprint) and also is essentially irreversible. By the latter, it is meant that an at grade road has the theoretical capability of being returned to current ground level should it ever not be required – a deep cutting does to have this eventuality and is therefore a permanent change to the landscape of the WHS and wider area. Additionally, the use of cuttings does little to address views along the trace and potentially exacerbates them. It is therefore recommended that further detailed analysis and consultation is undertaken at the next design stage to review the need for, extent of and location of cuttings.

## 4. Review and Assessment of Route Option 1Sa

### 4.1 Overview of issues and impacts

#### Removal of A303

4.1.1 Paragraphs 3.1.1 and 3.1.2 set out the benefits associated with the removal of the A303 for Options 1Na and 1Sa.

#### Eastern end (Countess to Eastern Portal)

4.1.2 Paragraphs 3.1.3 and 3.1.4 set out the issues associated with works at the eastern end of the scheme for Options 1Na, 1Sa and 1Nd.

#### Western end (Western Portal to junction with A360)

4.1.3 As with Option 1Na, the western tunnel portal and approach road for Option 1Sa is situated within open rural land away from existing transport infrastructure. The area around the proposed route contains a number of individual barrows and important barrow groups such as the Normanton Down Group and the Lake group. There are also approximately 8 Neolithic long barrows (including two recently discovered examples) in the area around the T-shaped dry river valley

crossed by the route. As well as barrows there is at least one henge-type enclosure (recently discovered) and prehistoric and roman period field systems.

- 4.1.4 The western end of the tunnel, with a 300m cut-and-cover tunnel extension, would emerge from the landform to the west of the Normanton Down Barrow Group. This emergence point is situated c. 500m to 800m from the nearest monuments in the Normanton Down Barrow Group. The cut and cover section reduces the depth of the portal face in views towards the barrows from the west compared to Option 1S (previous option) but less so than Option 1Na. The cut-and-cover section emergence point would lie close to the base of the valley and would create a considerable degree of visual and physical separation between the barrows and road infrastructure. Consequently, Option 1Sa has a significantly lesser impact on the Normanton Down Barrow Group compared to Option 1S. The option would still however have an impact on the wider landscape character and form of the area which forms part of the setting of numerous monuments.
- 4.1.5 On emergence, the route would cross a pronounced valley in a cutting of c. 6-7m in depth. In tangential views, vehicles would be entirely screened, but in elevated locations to the southwest and north it is possible that the upper portion of some tall vehicles, i.e. certain HCVs and coaches, would be visible as they cross the valley for c.100m; but to a significantly lesser degree than Option 1Na.
- 4.1.6 The route then proceeds in a c. 5m to 12m deep cutting across the WHS landscape including a stretch through The Diamond. The depth of cutting would mean that from many locations, moving vehicles would be effectively screened, but the cutting would still adversely affect the setting of a number of individual scheduled and non-designated barrows to the south and north of the route before it crosses the Diamond, in particular it would affect the wider landscape setting of the Lake Group. West of the Diamond the route would cross a scheduled Bronze Age linear feature (which is probably later in date than the main periods represented by the OUV of the WHS).
- 4.1.7 The option would affect visual and physical relationships between a known cluster of 9 Neolithic long barrows spread across the landscape in the area (all options impact on the relationships between these monuments in differing ways). Unlike Options 1Na it would not divide the relationships between the two newly identified long barrows.
- 4.1.8 The route would run into the Park<sup>3</sup> in deep cutting with a new at grade junction with the A360 above. The junction lies on the alignment of the Winter Solstice Sunset as viewed from Stonehenge. While the proposed junction and roads would be screened from the view by intervening topography and vegetation there remains a risk that vehicle lights on the junction could interfere with the experience of the alignment. Within the Park itself a number of round barrows have been identified in recent geophysical surveys. These would probably not be physically affected by the works, but their setting would be significantly adversely affected.

### **Till crossing (Junction with A360 to western end of scheme)**

- 4.1.9 Option 1Sa would cross the Till to the south of Winterbourne Stoke on viaduct and embankment. Recent archaeological work has identified a number of possible sites close to or on the alignment including a potential Roman or Medieval building. These could be adversely affected by the Scheme. The route

<sup>3</sup> The Park is a large field enclosed by established wooded belt planting just west of the A360 and WHS



makes use of local topography to minimise its impact on the setting of the two settlements (Winterbourne Stoke and Berwick St James). No significant impacts on the setting of the conservation areas or listed buildings are currently predicted.

## 4.2 Likely impacts on individual designated assets and selected key monument groups

### Individual designated assets

4.2.1 Appendix B contains summary impact tables setting out the likely impacts on designated assets with 1.5km of the route option, including decommissioned elements of the A303. In summary:

4.2.2 Impacts on scheduled monuments would result in:

- 1 very large beneficial effect and 2 very large adverse effects;
- 23 large beneficial effects and 21 large adverse effects;
- 23 moderate beneficial and 16 moderate adverse effects;
- 18 slight beneficial and 11 slight adverse effects; and
- 40 neutral effects.

4.2.3 Impacts on listed buildings would result in:

- 7 moderate adverse effects;
- 23 slight adverse effects and 10 slight beneficial effects; and
- 78 neutral effects.

4.2.4 Impacts on the Amesbury Abbey Registered Park and Garden would result in one moderate adverse effect.

4.2.5 Impacts on Conservation Areas would result in:

- 1 moderate adverse effect;
- 1 slight adverse effect;
- 1 moderate beneficial; and
- 2 neutral effects.

### Selected monument groups

4.2.6 The following briefly describes potential impacts on key monument groups.

**Table 5: Summary of impacts on key monument groups and other assets**

Monument / Complex	Impact
Stonehenge	<b>Moderate Beneficial</b> - The removal of the A303 would significantly enhance the setting of the Stonehenge monument reconnecting it physically and visually with the wider WHS to the south. There is a risk that the route option would affect the experience of the Winter Solstice Sunset, although the risk could be addressed by mitigation design.
Winterbourne Stoke Barrow Group	<b>Moderate / Large Beneficial</b> - The removal of the A303 adjacent to the barrow group and downgrading of Longbarrow Roundabout to a T-junction would enhance the setting and restore connectivity to other individual round barrows and long barrows to the south of the current A303. There would however be a limited degree of severance between the long barrow and associated monuments to the south (including long barrows at the Lake and towards Normanton Down).

Monument / Complex	Impact
Normanton Down Barrow Group	<b>Slight Adverse</b> – Removal of the existing A303 would visually and physically reconnect this group with Stonehenge and significantly improve views northwards. These are notable benefits. However, the siting of the western portal emergence point in proximity to this barrow group would harm, to a degree, the setting of the monument group; although to a significantly lesser degree than 1N and 1S. The cut and cover section would reduce the visual impact of the scheme of views towards the barrows from the west and views from the group looking west. The cutting further west, with traffic, would however be clearly visible from this elevated location; although the Diamond would reduce the overall visibility of the route.
Lake Barrow Group	<b>Slight Adverse</b> – While traffic on the new route would be largely screened by the cutting, the emergence point cutting would still be a visual intrusion into the setting and would affect the visual relationships towards Normanton Down. The route would also sever physical relationships between the barrow group and other groups to the north.
Other Scheduled and nationally important assets	<b>Slight Adverse</b> – The route would improve the setting of a number of scheduled monuments (mainly) barrows and related remains to the south of the existing A303 through the removal of the A303. The alignment of Option 1Sa is unlikely to have a significant impact on any of these monuments but it would sever some physical relationships relating to these monuments. The route would sever a single linear scheduled monument and adversely affect the setting of a number of newly discovered round barrows within the Park.

### 4.3 Physical impacts on known and potential archaeological remains

- 4.3.1 Appendix B contains summary impact tables setting out the likely impacts on non-designated assets.
- 4.3.2 At the eastern end the impacts are as described in paragraphs 3.3.2 and 3.3.3.
- 4.3.3 At the western end the portal location and associated carriageways / cuttings within the WHS would have a physical impact on multiple Prehistoric features including the a ‘droveway’ running through Normaton Gorse and on to Stonehenge, and Neolithic / Bronze Age field systems to the south of the Diamond. The horizontal alignment of Option 1Sa has been developed to avoid known concentrations of archaeological remains that make a significant contribution to the OUV of the WHS including avoiding recently discovered Neolithic long barrows and a henge-type enclosure. It also avoids the main concentration on non-designated remains on Oatlands Hill.
- 4.3.4 West of the A360 the junction would have a physical impact on possible further prehistoric funerary remains associated in the Park including three recently identified round barrows. The remainder of the southern bypass route would have a physical impact of mostly isolated agricultural features associated with Prehistoric, Roman and medieval/post-medieval activity in the area. This includes a potential Roman settlement site.
- 4.3.5 Overall, impacts on non-designated assets would result in:
- 13 large adverse effects;
  - 16 moderate adverse effects;
  - 25 slight adverse effects and 28 slight beneficial effects; and

- 67 neutral effects.

## 4.4 Potential impact on the attributes of OUV

**Table 6: Impact on Attributes of OUV**

Attribute	Impact
Stonehenge itself as a globally famous and iconic monument.	As per Option 1Na. <b>Major Beneficial Impact / Very Large Beneficial Effect</b>
The physical remains of the Neolithic and Bronze Age funerary and ceremonial sites and monuments in relation to the landscape.	<p>The construction of the route option largely within a c. 50-60m footprint would inevitably result in the loss of any archaeological remains within the footprint of the construction. The proposed alignment would avoid major known concentrations of archaeological remains that make a significant contribution to the OUV of the WHS.</p> <p>Impacts at the east end as per Option 1Na.</p> <p>At the western end the Option 1Sa would run through a broad area known to contain a diversity of archaeological remains from the Neolithic and Bronze Age periods which contribute to OUV. Option 1Sa would physically avoid concentrations of remains which contribute to OUV.</p> <p>The route would affect field system remains and scattered pits and other prehistoric features; these are not considered to be significant issues in relation to the OUV of the WHS. Further archaeological remains to the east of the Diamond could also be affected by the route option.</p> <p>Overall, the construction of the route would have a limited negative impact on this attribute of OUV due to the inescapable loss of archaeological remains within the footprint of the scheme; however the scale of loss is currently considered to be limited in extent given the route's realignment away from concentrations of known archaeology that contribute to the OUV of the WHS.</p> <p><b>Minor Adverse Impact / Moderate Adverse Effect</b></p>
The siting of Neolithic and Bronze Age funerary and ceremonial sites and monuments in relation to the landscape.	<p>Benefits for central part of the WHS around Stonehenge same as Option 1Na.</p> <p>Beneficial and adverse impacts at the eastern end as per Option 1Na.</p> <p>As with Option 1Na the construction of a new dual carriageway and tunnel portals within the western part of WHS would have significant adverse impacts on the relationship between monuments and the landscape. The new dual carriageway, cuttings and tunnel portals (with the cut and cover section) would run across the head of a dry river valley and would be an intrusive element in the landscape of the area. West of Normanton Down the route would lie in cutting and traffic would not be a clear visual intrusion into the visual relationships between many of the monuments and the landscape in which they were deliberately sited. The route would however adversely affect visual and physical relationships between the landscape and some monuments including the Lake Group, Normanton Down Barrow Group and a complex of c.8 Neolithic long barrows clustered around the head of the dry river valley. The line through the Diamond would break up views of the route.</p> <p>The overall assessment of impacts for this attribute requires</p>

Attribute	Impact
	<p>a balanced judgement. The adverse impacts associated with introducing the route into the west of the site, and to a lesser degree to the east, are felt to be slightly outweighed by the benefits of removing the existing single carriageway road from across the central portion of the site.</p> <p><b>Minor Beneficial Impact – Slight Beneficial Effect</b></p>
<p>The design of Neolithic and Bronze Age funerary and ceremonial sites and monuments in relation to the skies and astronomy.</p>	<p>The removal of the A303 to the south of Stonehenge particularly where it crosses the Winter Solstice Sunset alignment would benefit this attribute of OUV through the removal of traffic and modern road infrastructure from views.</p> <p>No lighting is proposed for the route. There would therefore be no risk of roadside or tunnel approach lighting affecting the experience of the Winter Solstice Sunset. There is however a risk that vehicular lights on the stretch east of the Diamond could create a glow but this is not currently anticipated given depth of cutting but further assessment may be required during later design and assessment stages.</p> <p>As set out above (para 4.1.8), the junction within the Park lies on to the Winter Solstice Sunset Alignment and as such there is a risk that vehicular lights could adversely affect this alignment as experienced from Stonehenge. Detailed design in the form of landform and planting has not yet been undertaken and consequently this risk cannot be excluded from consideration. Further detailed modelling is required, but it is anticipated that detailed landscape mitigation could address this risk, however the potential impact score has been adjusted to allow for the risk.</p> <p><b>Moderate Adverse Impact / Moderate Adverse Effect</b> (Would become <b>beneficial</b> if detailed landscape design can be shown to address risks associated with Park junction and Winter Solstice Sunset alignment).</p>
<p>The siting of Neolithic and Bronze Age funerary and ceremonial sites and monuments in relation to each other.</p>	<p>Benefits associated with removal of the A303 as reported for Option 1Na</p> <p>Impacts at the eastern end as per Option 1Na</p> <p>At the western end, Option 1Sa would be largely screened from views from between barrows and other ceremonial monuments due to it being largely in cutting and its location further south than Option 1Na. The western portal emergence point would be a slightly disruptive element in visual relationships towards Normanton Down, as would the road in cutting beyond that – but less so than for Option 1Na. The cutting along the route would also sever physical relationships between monuments but less significantly than Option 1Na as it would avoid the two newly discovered long barrows.</p> <p>On balance, the benefits associated with the visual and physical reconnection of the large number of monuments in the central part of the WHS and the benefits to monuments such as the Winterbourne Stoke Barrow group are felt to outweigh the negative impacts.</p> <p><b>Moderate Beneficial Impact / Large Beneficial Effect</b></p>
<p>The disposition, physical remains and settings of the key Neolithic and Bronze Age funerary, ceremonial</p>	<p>Essentially as per Option 1Na, but slightly less harmful impact at western end.</p> <p>On balance an overall benefit is recorded against this attribute; although this is in the context of some potentially</p>

Attribute	Impact
and other monuments and sites of the period, which together form a landscape without parallel.	significant adverse impacts in the western part of the route. <b>Minor – Moderate Beneficial Impact / Moderate Beneficial Effect</b>
The influence of the remains of the Neolithic and Bronze Age funerary and ceremonial monuments and their landscape setting on architects, artists, historians, archaeologists and others.	As per Option 1Na. <b>Moderate Beneficial Impact – Large Beneficial Effect</b>

**Table 7: Summary of impact on the Integrity and Authenticity of the WHS**

Attribute	Impact
Integrity	As per Option 1Na but with less impact on the integrity of the long barrow group to the west, with a potentially more significant impact on the integrity of the solstice connections. <b>Moderate Beneficial – Moderate / Large Beneficial Effect</b>
Authenticity	Essentially as per Option 1Na. <b>No Change – Neutral</b>

**Table 8: Summary of OUV assessment**

Attribute	Impact Score	Resultant Effect
Stonehenge itself as a globally famous and iconic monument.	Major Beneficial Change	Very Large Beneficial Effect
The physical remains of the Neolithic and Bronze Age funerary and ceremonial sites and monuments in relation to the landscape.	Minor Adverse Change	Moderate Adverse Effect
The siting of Neolithic and Bronze Age funerary and ceremonial sites and monuments in relation to the landscape.	Minor Beneficial Change	Moderate Beneficial Effect
The design of Neolithic and Bronze Age funerary and ceremonial sites and monuments in relation to the skies and astronomy.	Moderate Adverse Change <sup>4</sup> (possibly beneficial)	Moderate Adverse Effect (possibly beneficial)
The siting of Neolithic and Bronze Age funerary and ceremonial sites and monuments in relation to each other.	Moderate Beneficial Change	Large Beneficial Effect
The disposition, physical remains and settings of the key Neolithic and Bronze Age funerary, ceremonial and other monuments and sites of the period, which together form a landscape without parallel.	Minor / Moderate Beneficial Change	Moderate Beneficial Effect
The influence of the remains of the Neolithic and Bronze Age funerary and ceremonial monuments and their landscape setting on architects, artists, historians,	Moderate Beneficial Change	Large Beneficial Effect

<sup>4</sup> Would become beneficial if detailed landscape design can be shown to address risks associated with Park junction and Winter Solstice Sunset Alignment

Attribute	Impact Score	Resultant Effect
archaeologists and others.		
Integrity	Moderate Beneficial Change	Moderate / Large Beneficial Effect
Authenticity	No change	Neutral
<b>Overall impact of Route Option 1Na on OUV</b>	<b>Minor / Moderate Beneficial Change</b>	<b>Moderate / Large Beneficial Effect</b>

## 4.5 Mitigation

4.5.1 As per Option 1Na see paragraphs 3.5.1 and 3.5.2.

### Junction design

4.5.2 The development of a junction within the Park represents the most significant mitigation design challenge for the option. The relationship with the Winter Solstice Sunset alignment is a critical risk for the option and would need to be addressed through detailed earthwork and planting design.



## 5. Review and Assessment of Route Option 1Nd

### 5.1 Overview of the issues and impacts

#### Removal of A303

- 5.1.1 Paragraphs 3.1.1 sets out the benefits associated with the removal of the A303.
- 5.1.2 Unlike Options 1Na and 1Sa, the benefits associated with the removal of the A303 south of the Winterbourne Stoke Barrow Group are partially offset by the construction of Option 1Nd just to the south.

#### Eastern end (Countess to Eastern Portal)

- 5.1.3 Paragraphs 3.1.3 and 3.1.4 set out the issues associated with works at the eastern end of the scheme for all options.

#### Western end (Western Portal to junction with A360)

- 5.1.4 The western portal emergence point would lie northwest of Normanton Gorse in a cutting. The emergence point would lie north of the Normanton Down Barrow Group in proximity to an important cluster of scheduled barrows, including a long barrow which forms part of a wider group of related monuments in the area.
- 5.1.5 The 300m cut-and-cover tunnel extension would reduce the impact on the setting of the Normanton Down Barrow Group and other scheduled monuments. A single scheduled round barrow would lie close to land required for construction although it has been assumed that works would not result in its removal; its setting would be subject to significant impacts. The emergence point would lie close to the valley base, which would reduce the size of the visible cutting. It would still be very noticeable in eastward views from the Winterbourne Stoke Barrow Group.
- 5.1.6 Exiting the tunnel, the route would be in a c. 5-8m deep cutting, which would obscure traffic in tangential views. The route along the valley here would lie close to a number of scheduled barrows and the vehicles would also be clearly seen from areas of the Normanton Down Group (although some screening would be afforded by Normanton Gorse) and elevated locations to the west i.e. the western end of the Winterbourne Stoke Group. There would also be impacts on the setting of the long barrow and associated monument to the east of the tunnel emergence.
- 5.1.7 As the route moves west, it passes below the Winterbourne Stoke Clump. Without the screening afforded by the clump there would significant views down the trace, with traffic, from the Winterbourne Stoke Group, the clump fractures these views but visual intrusion is still anticipated. The route remains in cutting under the proposed A360 junction.
- 5.1.8 The junction location with new slip roads would enable the removal of the existing junction beside the Winterbourne Stoke group. The new junction would however be clearly visible from the group, and other monuments in the wider landscape.
- 5.1.9 The option would affect visual and physical relationships between a known cluster of 9 Neolithic long barrows spread across the landscape in the area, this impact is common impact to all options. 1Nd would not sever the relationship between the two newly identified long barrows but it would however sever the relationships, in a significant manner, between the Winterbourne Stoke long

barrow and the three barrows just south of the A303; as well as being a significant new element in views west from the long barrow at the northern end of the Normanton Down Group.

**Till crossing (Junction with A360 to western end of scheme)**

- 5.1.10 The construction of the route would have a physical impact on the Bronze Age field systems adjacent to the A360 and A303 and on as yet undiscovered Prehistoric remains. West of the A360 the main route, junction and link roads to the A360 would have a physical impact on Prehistoric, Roman and possible medieval / post-medieval settlement and agricultural remains of moderate to high significance. In particular, it may affect remains of a significant Bronze Age settlement north of the Winterbourne Stoke long barrow and may impact on several suspected round barrows south of the A303 and north-east of Oatlands Hill.
- 5.1.11 As with Option 1Na, there would be significant impacts on the setting of scheduled barrow groups to the north of Winterbourne Stoke.

**5.2 Likely impacts on key monument groups and other assets**

**Individual designated assets**

- 5.2.1 Appendix B contains summary impact tables setting out the likely impacts on designated assets with 1.5km of the route option, including decommissioned elements of the A303. In summary:
- 5.2.2 Impacts on scheduled monuments would result in:
  - 1 very large beneficial and 8 very large adverse effects;
  - 14 large beneficial effects and 21 large adverse effects;
  - 23 moderate beneficial and 26 moderate adverse effects;
  - 14 slight beneficial and 15 slight adverse effects; and
  - 54 neutral effects.
- 5.2.3 Impacts on listed buildings would result in:
  - 7 moderate adverse effects;
  - 10 slight adverse effects and 10 slight beneficial effects; and
  - 77 neutral effects.
- 5.2.4 Impacts on the Amesbury Abbey Registered Park and Garden would result in one moderate adverse effect.
- 5.2.5 Impacts on Conservation Areas would result in:
  - 1 moderate adverse effect;
  - 1 moderate beneficial effect; and
  - 2 neutral effects.

**Selected monument groups**

5.2.6 The following briefly describes potential impacts on key monument groups.

**Table 9: Summary of impacts on key monument groups and other assets**

Monument / Complex	Impact
Stonehenge	<b>Major Beneficial</b> - The removal of the A303 would significantly enhance the setting of the Stonehenge monument reconnecting it



Monument / Complex	Impact
	physically and visually with the wider WHS to the south.
Winterbourne Stoke Barrow Group	<b>Slight / Moderate Adverse</b> – The removal of the existing roundabout and roads would do much to improve the immediate setting of the monument group. There would however be significant visual impacts to the east with clear views towards the tunnel portal and approach road with traffic. To the west the new junction would be a visible feature, which although further way than the existing junction would be more substantial. The route would also physically sever the group from other related barrows to the south; this is already the case with A303. Overall, an increase in the scale of infrastructure in the vicinity of the barrow group is considered to slightly outweigh the benefits of removing the existing junction and A303.
Normanton Down Barrow Group	<b>Slight / Moderate Adverse</b> – Removal of the existing A303 would visually and physically reconnect this group with Stonehenge and significantly improve views northwards. These would be notable benefits. The proposed western portal emergence point would lie in proximity to the barrow group but would not substantially harm its setting, although it would still adversely affect the setting of the northern elements of the group. The portal and associated road would also interface with the visual relationships between the Winterbourne Stoke Barrow Group and Normanton Down.
Lake Barrow Group	<b>Neutral</b> – No significant impacts are anticipated
Other Scheduled and nationally important assets	<b>Moderate / Major Adverse</b> - The route would adversely affect the setting of a number of scheduled monuments (mainly) barrows and related remains to the south of the A303 and to the east of the tunnel emergence point; including a scheduled long barrow and the Wilsford Shaft. While the cutting would reduce visibility in tangential views, the road and its traffic would still be a notable presence in the setting of these features. It would also sever physical relationships relating to these monuments and other monuments. There would be lesser impacts on monuments further to the south.  Outside of the WHS the route would very adversely affect two barrow groups to the north of Winterbourne Stoke, which are related to the OUV of the WHS.

### 5.3 Physical impacts on known and potential archaeological remains

- 5.3.1 Appendix B contains summary impact tables setting out the likely impacts on non-designated assets.
- 5.3.2 At the eastern end the impacts are as described in paragraphs 3.3.2 and 3.3.3. The impacts associated with northern bypass are described in 3.3.6.
- 5.3.3 The western portal, cuttings and approach roads within the WHS would have a physical impact on potential Prehistoric field systems south of the A303 and immediately south of the Winterbourne Barrow group. There is also a high potential for significant archaeological remains in the vicinity of the Normanton Down Group around the proposed location for the Western portal emergence point.
- 5.3.4 The junction to the west of the A360 would have a physical impact on medieval / post-medieval ridge and furrow, formerly interpreted as a Roman ladder settlement. It would also remove part of the Bronze Age enclosure and settlement remains around the Winterbourne Stoke Long Barrow. Construction

in the area may also affect several suspected round barrows south of the A303 and north-east of Oatlands Hill.

5.3.5 Geophysical surveys and trial trenching was undertaken as part of the 2004 scheme and identified significant areas of Prehistoric settlement and agricultural activity across the scheme corridor.

5.3.6 Overall, impacts on non-designated assets would result in:

- 18 large adverse effects;
- 13 moderate adverse effects, 1 moderate beneficial effect;
- 40 slight adverse effects and 27 slight beneficial effects; and
- 87 neutral effects.

## 5.4 Potential impact on the attributes of OUV

Table 10: Impact on Attributes of OUV

Attribute	Impact
Stonehenge itself as a globally famous and iconic monument.	As per 1Na <b>Major Beneficial Impact - Very Large Beneficial Effect</b>
The physical remains of the Neolithic and Bronze Age funerary and ceremonial sites and monuments in relation to the landscape.	The construction of the route option with a c. 50m to 60m footprint would inevitably result in the loss of any archaeological remains within the footprint of the construction. Impacts at the east end as per Option 1Na. At the western end Option 1Nd would cross land which is likely to contain relatively low densities of archaeological remains from the Neolithic and Bronze Age periods, albeit in a wider area that contains significant concentrations of important archaeological remains relating to OUV. The tunnel cutting and the cut-and-cover section would however lie close to the Normanton Down Barrow Group in an area known to contain archaeological remains, with the possibility that significant archaeological remains could be encountered. It has been assumed that the scheduled barrow which lies close to the portal approach cutting would be avoided by construction. In other areas the route would avoid known concentrations of remains. Overall, the construction of the route would have a limited negative impact on this attribute of OUV due to the inescapable loss of archaeological remains within the footprint of the scheme; however, the scale of loss is currently considered to be limited in extent given the route's realignment away from concentrations of known archaeology that contribute to the OUV of the WHS; but further survey would be required to confirm this. <b>Minor Adverse Impact / Moderate Adverse Effect</b>
The siting of Neolithic and Bronze Age funerary and ceremonial sites and monuments in relation to the landscape.	General benefits in central area and for Avenue, and potential adverse impacts at eastern end as per Option 1Na. Option 1Nd would be situated in a cutting within the western part of the WHS and much of the traffic would be screened from the landscape. The views along the trace particularly from the east and west would be significant intrusions into the visual relationships between monuments and the landscape in which they were deliberately sited. This would include adversely affecting the Winterbourne Stoke Barrow Group, elements of the Normanton Down Group (including long barrows sited around the valley). The route would also affect other important monuments

Attribute	Impact
	<p>south of the A303. The route (as with all options) would also sever physical connections between monuments and the landscape.</p> <p>The junction west of the A360 would also be a notably intrusive element in the setting of monuments in relation to the topography of the western area outside of the WHS.</p> <p>The overall assessment of impacts for this attribute requires a balanced judgement. The adverse impacts associated with introducing the route into the west of the site, and to a lesser degree to the east, are felt to slightly outweigh the benefits of removing the existing single carriageway road from across the central portion of the site.</p> <p><b>Minor Adverse Impact – Slight / Moderate Adverse Effect</b></p>
<p>The design of Neolithic and Bronze Age funerary and ceremonial sites and monuments in relation to the skies and astronomy.</p>	<p>The removal of the A303 to the south of Stonehenge particularly where it would cross the Winter Solstice Sunset alignment would benefit this attribute of OUV through the removal of traffic and modern road infrastructure from views towards the Winter Solstice Sunset.</p> <p><b>Moderate / Large Beneficial Impact – Very Large Beneficial Effect</b></p>
<p>The siting of Neolithic and Bronze Age funerary and ceremonial sites and monuments in relation to each other.</p>	<p>General benefits in central area, and potential adverse / beneficial impacts at eastern end as per Option 1Na.</p> <p>The construction and operation of the Option 1Nd would have adverse impacts on visual and physical relationships in the western part of the WHS. The option, would affect visual and physical relationships between the Winterbourne Stoke Barrow Group and the Normanton Down Barrow Group; it would also affect relationships between other similar monuments south of the A303. The route would also affect the visual and physical relationships between monuments in the large grouping of Neolithic barrows in the area. The proximity of the route to the Winterbourne Stoke Barrow Group would have a marked impact on these relationships, particularly when coupled with views west from the long barrow above the tunnel. The cutting would also sever physical relationships between monuments in this part of the WHS. On balance an overall benefit is recorded against this attribute</p> <p><b>Minor Beneficial Impact – Moderate Beneficial Effect</b></p>
<p>The disposition, physical remains and settings of the key Neolithic and Bronze Age funerary, ceremonial and other monuments and sites of the period, which together form a landscape without parallel.</p>	<p>All options would improve the setting of numerous important monuments within the WHS including (to varying degrees) Stonehenge, the Avenue, the Cursus, numerous barrow groups and other related features. The removal of the A303 would improve the setting of these and other monuments and better peoples' ability to appreciate the disposition and relationships. These are significant benefits for the WHS.</p> <p>As discussed above the option would however have adverse effects on the setting of a number of important monuments including the Normanton Down Barrow Group, the Winterbourne Stoke Barrow Group, a number of Neolithic and Bronze Age barrows and other monuments south of the A303 as well as two barrow groups to the north of Winterbourne Stoke. It would also result in the loss of some archaeological remains although it has been designed to avoid major known concentrations of archaeological remains that contribute to the OUV of the WHS.</p> <p>On balance an overall benefit is recorded against this attribute.</p> <p><b>Minor Beneficial Impact – Slight / Moderate Beneficial Effect</b></p>
<p>The influence of the remains of the</p>	<p>As per Option 1Na.</p>

Attribute	Impact
Neolithic and Bronze Age funerary and ceremonial monuments and their landscape setting on architects, artists, historians, archaeologists and others.	<b>Moderate Beneficial Impact – Large Beneficial Effect</b>

**Table 11: Summary of impact on the Integrity and Authenticity of the WHS**

Attribute	Impact
Integrity	<p>Benefits as per Option 1Na but with less benefits for the Winterbourne Stoke Barrow Group.</p> <p>Option 1Nd would degrade the integrity of the Site by:</p> <ul style="list-style-type: none"> <li>- Severing physical relationships and adversely affecting visual relationships between important monument groups such as the Winterbourne Stoke Barrow group, Normanton Down Barrow Group and the associated group of c. 9 Neolithic long barrows; and</li> <li>- Severing the physical landscape in this area dividing a notably dry river valley east of the current A360 although to a lesser extent than other routes to the south due to the maintenance of impacts within a pre-existing transport corridor in the WHS.</li> </ul> <p>The overall assessment of impacts on the integrity of the Site requires a balanced judgement. The removal of the current A303 would bring widespread benefits for the integrity of the site including for key note monuments such as Stonehenge and the Avenue. These benefits are considered to outweigh the undoubted impacts on the site's integrity at the western end of the route.</p> <p><b>Minor Beneficial Impact – Moderate Beneficial Effect</b></p>
Authenticity	As per 1Na

**Table 12: Summary of OUV assessment**

Attribute	Impact Score	Resultant Effect
Stonehenge itself as a globally famous and iconic monument.	Major Beneficial Change	Very Large Beneficial Effect
The physical remains of the Neolithic and Bronze Age funerary and ceremonial sites and monuments in relation to the landscape.	Minor Adverse Change	Moderate Adverse Effect
The siting of Neolithic and Bronze Age funerary and ceremonial sites and monuments in relation to the landscape.	Minor Adverse Change	Slight / Moderate Adverse Effect
The design of Neolithic and Bronze Age funerary and ceremonial sites and monuments in relation to the skies and astronomy.	Moderate / Large Beneficial Change	Very Large Beneficial Effect
The siting of Neolithic and Bronze Age funerary and ceremonial sites and monuments in relation to each other.	Minor Beneficial Change	Moderate Beneficial Effect
The disposition, physical remains and settings of the key Neolithic and Bronze Age funerary, ceremonial and other monuments and sites of the period, which	Minor Beneficial Change	Moderate Beneficial Effect

Attribute	Impact Score	Resultant Effect
together form a landscape without parallel.		
The influence of the remains of the Neolithic and Bronze Age funerary and ceremonial monuments and their landscape setting on architects, artists, historians, archaeologists and others.	Moderate Beneficial Change	Large Beneficial Effect
Integrity	Minor Beneficial Change	Moderate Beneficial Effect
Authenticity	No change	Neutral
<b>Overall impact of Route Option 1Nd on OUV</b>	<b>Minor / Moderate Beneficial Change</b>	<b>Moderate / Large Beneficial Effect</b>

## 5.5 Mitigation

5.5.1 As per Option 1Na see paragraph 3.5.1.

### Junction Location

5.5.2 The current junction location lies on an elevated shoulder and would be visible from the Winterbourne Stoke Barrow Group and western parts of the WHS. Relocation of the junction further westwards, would reduce these potential impacts.



## 6. Conclusions

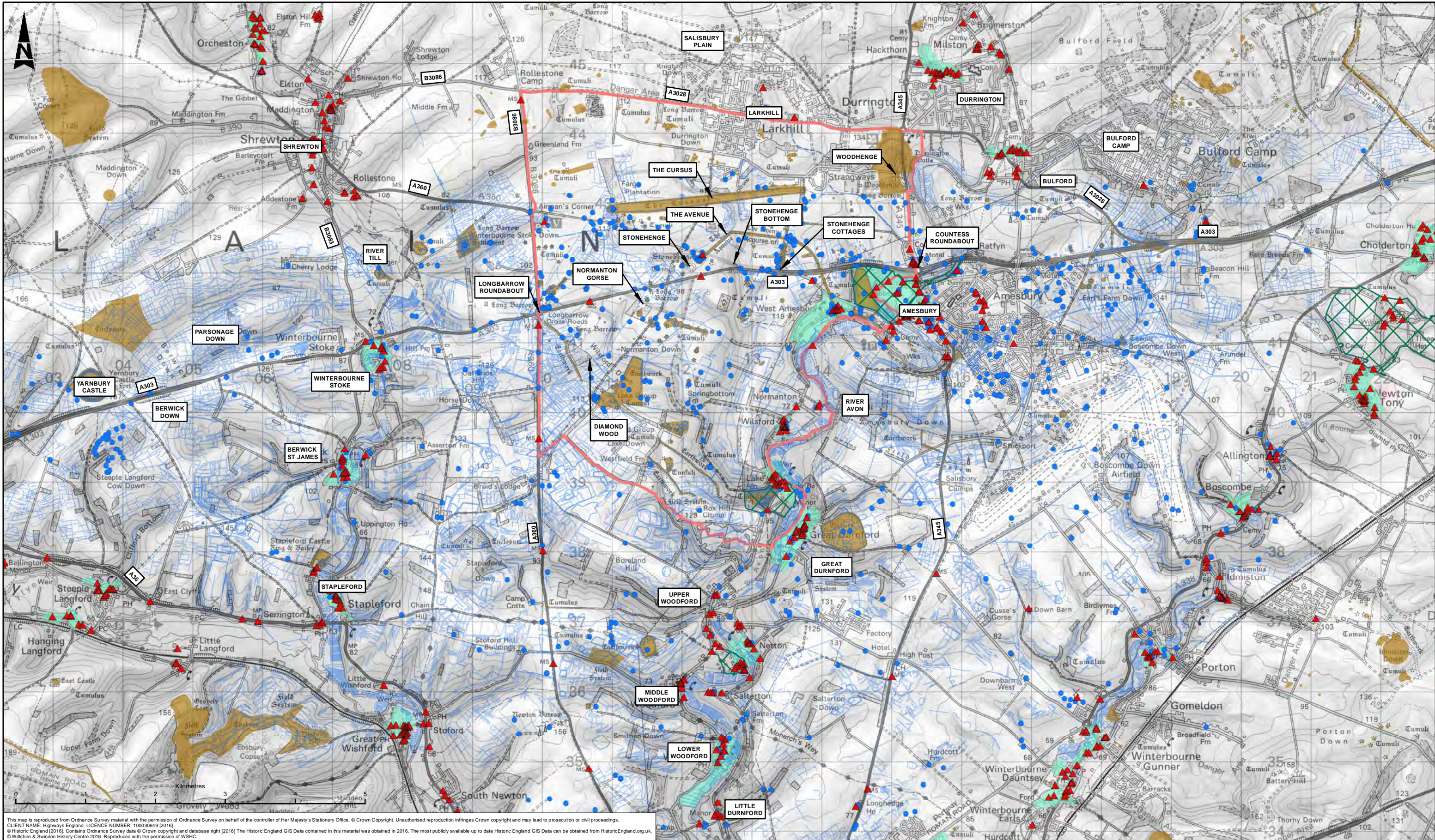
- 6.1.1 Primary historic environment considerations in identifying a preferred route option include the attributes, authenticity and integrity of the WHS, which together comprise the OUV of the WHS; and potential impacts on the setting and fabric of numerous scheduled monuments and on areas of archaeological remains. These are key considerations in terms of national planning policy and international obligations.
- 6.1.2 The known and potential remains (designated and non-designated) form a cohesive archaeological landscape and the interrelationships between them are of considerable importance and a key consideration in consenting regimes. The monuments do not stop at the boundary of the WHS and there are also important remains to the west.
- 6.1.3 While all the route options are different in terms of horizontal alignment, they all have similar levels of impact and effects on the attributes of OUV, setting of scheduled monuments and non-designated archaeological remains, reflecting the complexity of the prehistoric landscapes through which they pass. There are however differentiating factors in terms of risks relating to deliverability and their ability to be mitigated through further design. These predominately relate to the manner in which the three options exit the WHS to the west.
- 6.1.4 For Option 1Na, the exit location from the WHS would result in a large cutting through Oatlands Hill, a new significant manmade feature and detrimental impact on the setting of the WHS and many scheduled monuments, as well as adversely impacting on the open landscape character. This weighs against Option 1Na. Additionally, key stakeholders have raised concerns about the alignment of Option 1Na as it passes between two newly discovered and potentially related Neolithic long barrows.
- 6.1.5 Option 1Sa would exit the WHS through the Park and on the broad alignment of the Winter Solstice Sunset (as viewed from Stonehenge). While the existing woodland and potential landscaping would screen the route and associated junction there remains a risk that this option would interfere with the Winter Solstice Sunset Alignment. A number of key stakeholders have indicated that this risk make the route undesirable and could seriously adversely affect the OUV of the WHS. Although it should be possible to design the route to avoid these impacts this cannot be guaranteed at this stage in the design process.
- 6.1.6 Option 1Nd would exit the WHS through a shallow topographic shoulder of land in proximity to the Winterbourne Barrow Group. The route avoids the need for a wide cutting in Oatlands Hill and is located some distance from the Winter Solstice Sunset alignment. The route through the WHS would adversely affect the setting of a number of barrows and the OUV of the WHS, but not to a significantly worse degree than Options 1Na and 1Sa.
- 6.1.7 In relation to the historic environment there are substantive issues with the northern (1Na and 1Nd) and southern bypass options (1Sa). To the south there are a number of newly discovered archaeological sites including a potential Roman or medieval building, while to the North and the crossing of the Till would have a significant adverse impact on the setting of two important barrow complexes. The principal issue however with the route to the south is the need to exit the World Heritage Site (WHS) using a route that crosses the Winter Solstice Sunset alignment (as viewed from Stonehenge). As set out above, a number of key stakeholders have indicated that the southern bypass route (Option 1Sa)

poses a risk to the alignment. Although it should be possible to design the route to avoid these impacts this cannot be guaranteed at this stage in the design process and therefore given this and the likely archaeological impacts a Northern bypass is slightly preferred in historic environment terms.

- 6.1.8 The route alignment of Option 1Nd would facilitate a preferred exit location from the WHS as it avoids the Winter Solstice Sunset alignment and the need for a large cutting through Oatlands Hill. The route would also be closer to the current A303 and existing infrastructure through an area already subject to various levels of disturbance from noise, lighting etc. Whilst there still exists the potential for significant harm to the attributes of OUV and impacts on the fabric and setting of important archaeological remains, Option 1Nd provides more options to bring overall benefits to the WHS and opportunities for mitigation as part of the design development.
- 6.1.9 The second preferred route is Option 1Sa, this is assuming that a design can be developed for the junction in the Park to address potential impacts on the Winter Solstice Sunset alignment.

# Appendix A. Figures and Route Plans





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LEGEND	
	WORLD HERITAGE SITE
	REGISTERED PARKS AND GARDENS
	SCHEDULED MONUMENTS
	CONSERVATION AREAS
	LISTED BUILDINGS
	HER MONUMENTS (POINT)
	HER MONUMENTS (LINE)
	HER MONUMENTS (POLYGON)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
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Maintenance / Cleaning	None		
Use	None		
Decommission / Demolition	None		
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Rev	Date	Description	By Chk'd App'd

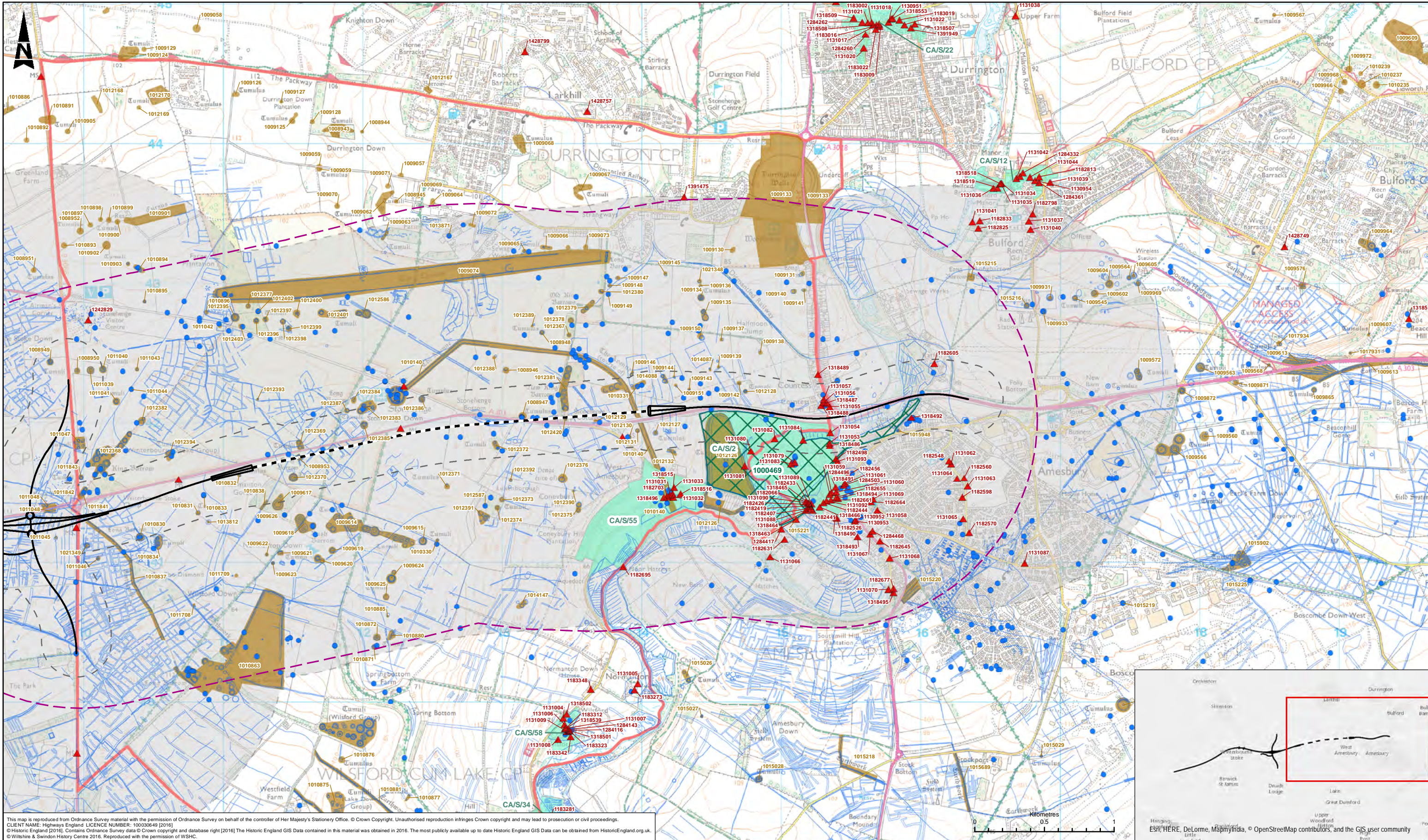
Drawing Status: FIT FOR INTERNAL REVIEW & COMMENT  
 Client: highways england  
 Designers: ARUP ATKINS

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Checked	LB	Date	22/05/17	Authorised	SH
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Location	Type	Role	Number		

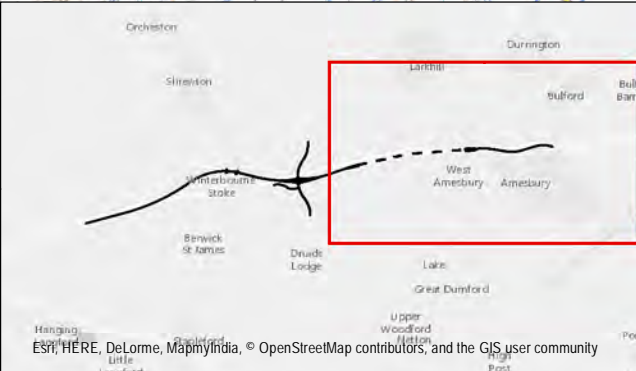








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**LEGEND**

- PROPOSED ROUTE OPTION 1Nd
- TUNNEL SECTION
- 250M FROM CENTRE LINE OF PROPOSED ROUTE OPTION
- 1.5KM FROM CENTRE LINE OF PROPOSED ROUTE OPTION
- 1.5KM FROM CENTRE LINE OF EXISTING A303 SECTION
- PROPOSED STRUCTURE (RIVER CROSSING)
- INDICATIVE TUNNEL PORTAL (WESTERN PORTALS WITH CUT AND COVER CANOPY)
- WORLD HERITAGE SITE
- SCHEDULED MONUMENTS
- REGISTERED PARKS AND GARDENS
- CONSERVATION AREAS
- LISTED BUILDINGS
- HISTORIC ENVIRONMENT RECORD MONUMENTS (POINT)
- HISTORIC ENVIRONMENT RECORD MONUMENTS (LINE)
- HISTORIC ENVIRONMENT RECORD MONUMENTS (POLYGON)

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

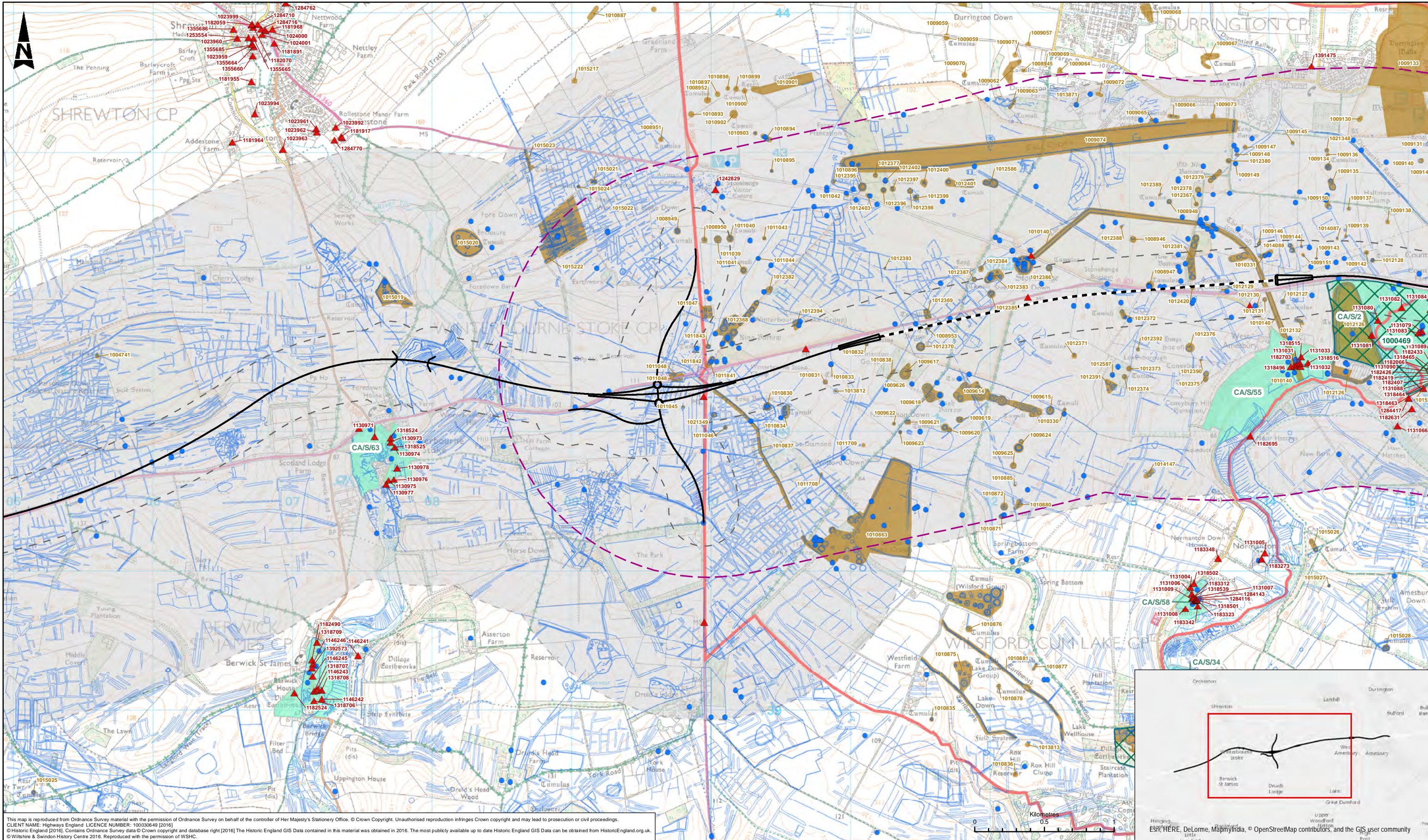
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Maintenance / Cleaning	None
Use	None
Decommission / Demolition	None

Drawing Status			FIT FOR INTERNAL REVIEW & COMMENT		
Client			highways england		
Designers			ARUP ATKINS		
P04	30/08/17	FINAL ISSUE	SD	LB	SH
Rev	Date	Description	By	Chkd	App'd

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Original Size	A3	Date	N/A	Date	30/08/17	Date	30/08/17
Drawing Number	HE551506 - AA - EHR - D_SWI - DR - YE - 000080	Originator	Volume	Revision		P04	
Location	Type	Number					





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**LEGEND**

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	TUNNEL SECTION		SCHEDULED MONUMENTS
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	1.5KM FROM CENTRE LINE OF PROPOSED ROUTE OPTION		CONSERVATION AREAS
	1.5KM FROM CENTRE LINE OF EXISTING A303 SECTION		LISTED BUILDINGS
	PROPOSED STRUCTURE (RIVER CROSSING)		HISTORIC ENVIRONMENT RECORD MONUMENTS (POINT)
	INDICATIVE TUNNEL PORTAL (WESTERN PORTALS WITH CUT AND COVER CANOPY)		HISTORIC ENVIRONMENT RECORD MONUMENTS (LINE)
			HISTORIC ENVIRONMENT RECORD MONUMENTS (POLYGON)

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

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Maintenance / Cleaning	None
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Decommission / Demolition	None

Rev	Date	Description	By	Chkd	App'd
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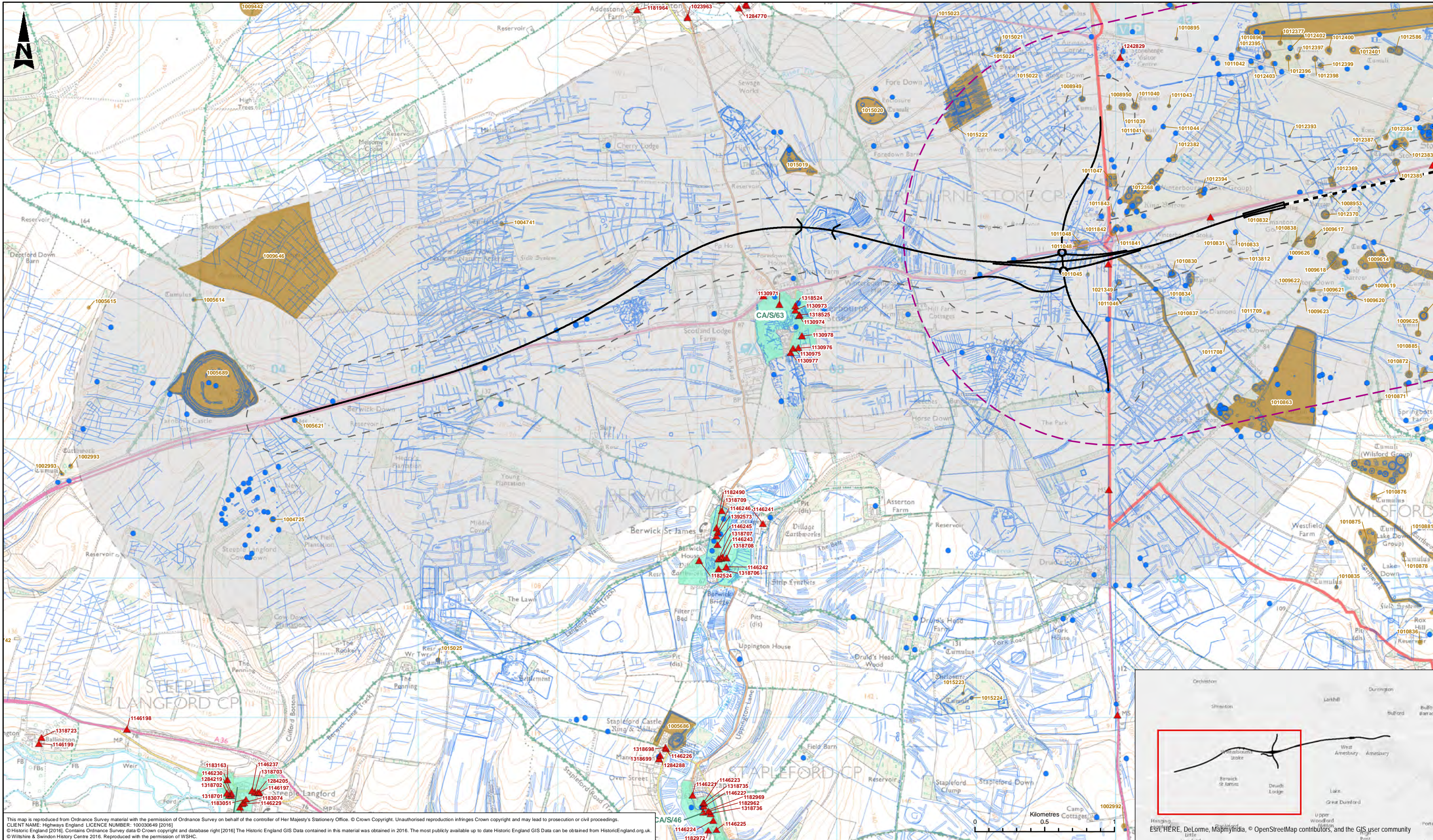
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Client:

Designers:

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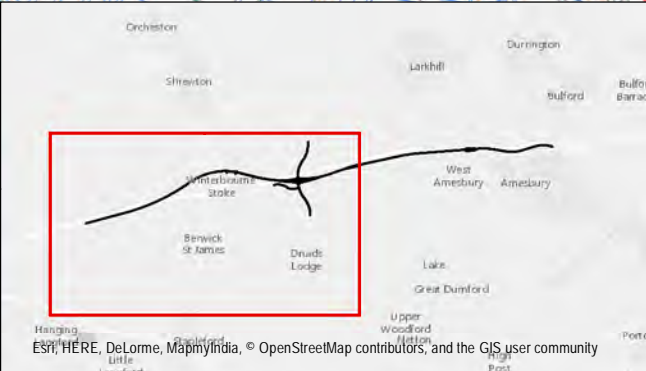


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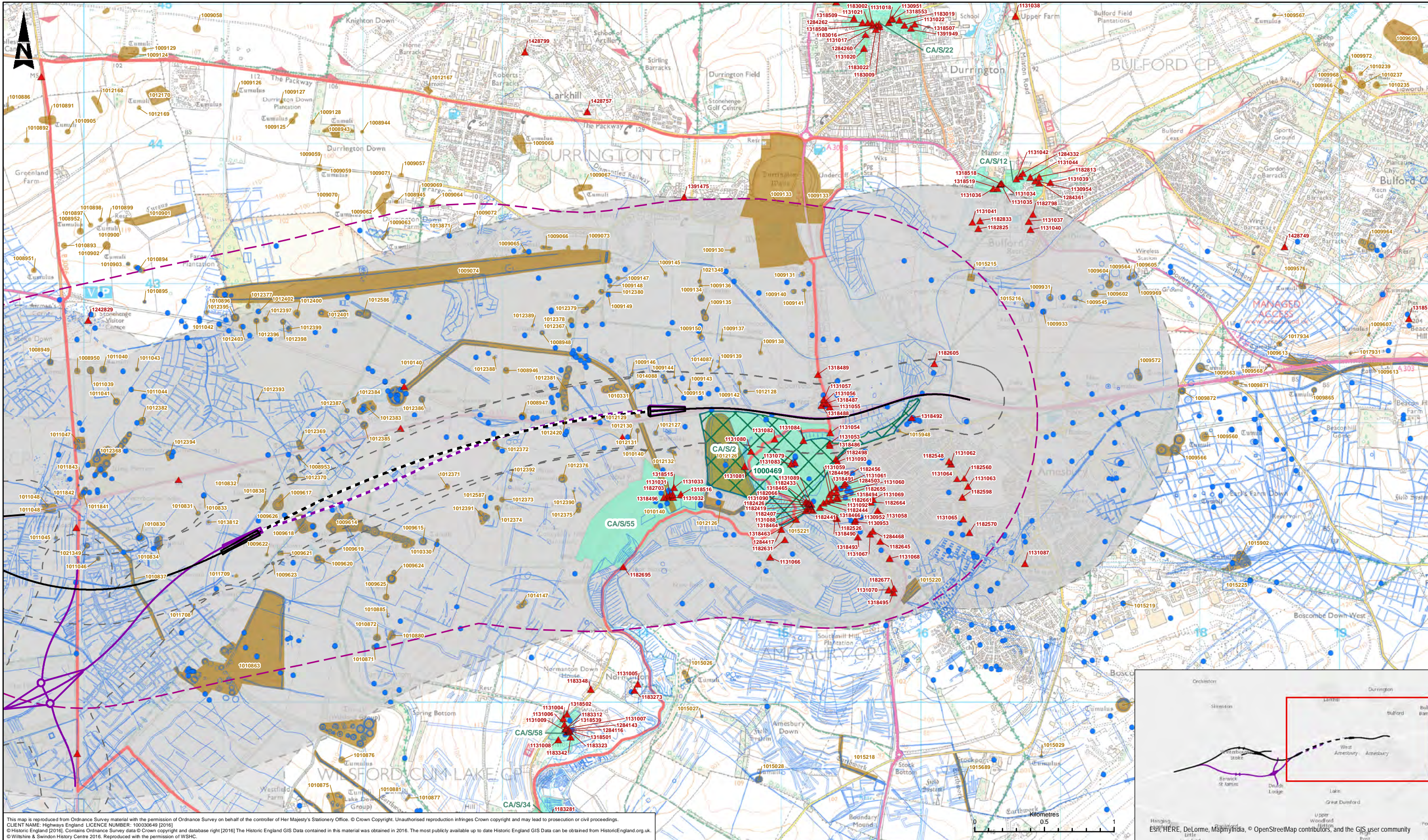
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	INDICATIVE TUNNEL PORTAL (WESTERN PORTALS WITH CUT AND COVER CANOPY)
	WORLD HERITAGE SITE
	SCHEDULED MONUMENTS
	REGISTERED PARKS AND GARDENS
	CONSERVATION AREAS
	LISTED BUILDINGS
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	HISTORIC ENVIRONMENT RECORD MONUMENTS (LINE)
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Drawing Number	Project	Originator	Volume	Revision	HE551506 - AA - EHR - D_SWI - DR - YE - 000082			P04			
Location	Type	Role	Number								







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LEGEND	
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	PROPOSED ROUTE OPTION 1Sa
	TUNNEL SECTION
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	1.5KM FROM CENTRE LINE OF PROPOSED ROUTE OPTION
	1.5KM FROM CENTRE LINE OF EXISTING A303 SECTION
	PROPOSED STRUCTURE (RIVER CROSSING)
	INDICATIVE TUNNEL PORTAL (WESTERN PORTALS WITH CUT AND COVER CANOPY)
	WORLD HERITAGE SITE
	SCHEDULED MONUMENTS
	REGISTERED PARKS AND GARDENS
	CONSERVATION AREAS
	LISTED BUILDINGS
	HISTORIC ENVIRONMENT RECORD MONUMENTS (POINT)
	HISTORIC ENVIRONMENT RECORD MONUMENTS (LINE)
	HISTORIC ENVIRONMENT RECORD MONUMENTS (POLYGON)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made in the design hazard log)	
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Use	None
Decommission / Demolition	None

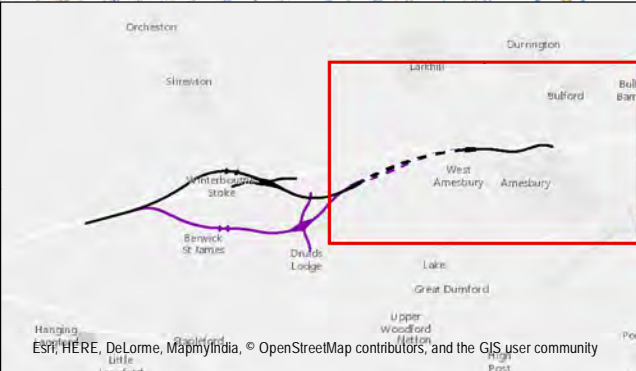
Rev	Date	Description	By	Chkd	App'd
P04	30/08/17	FINAL ISSUE			

Drawing Status: **FIT FOR INTERNAL REVIEW & COMMENT**

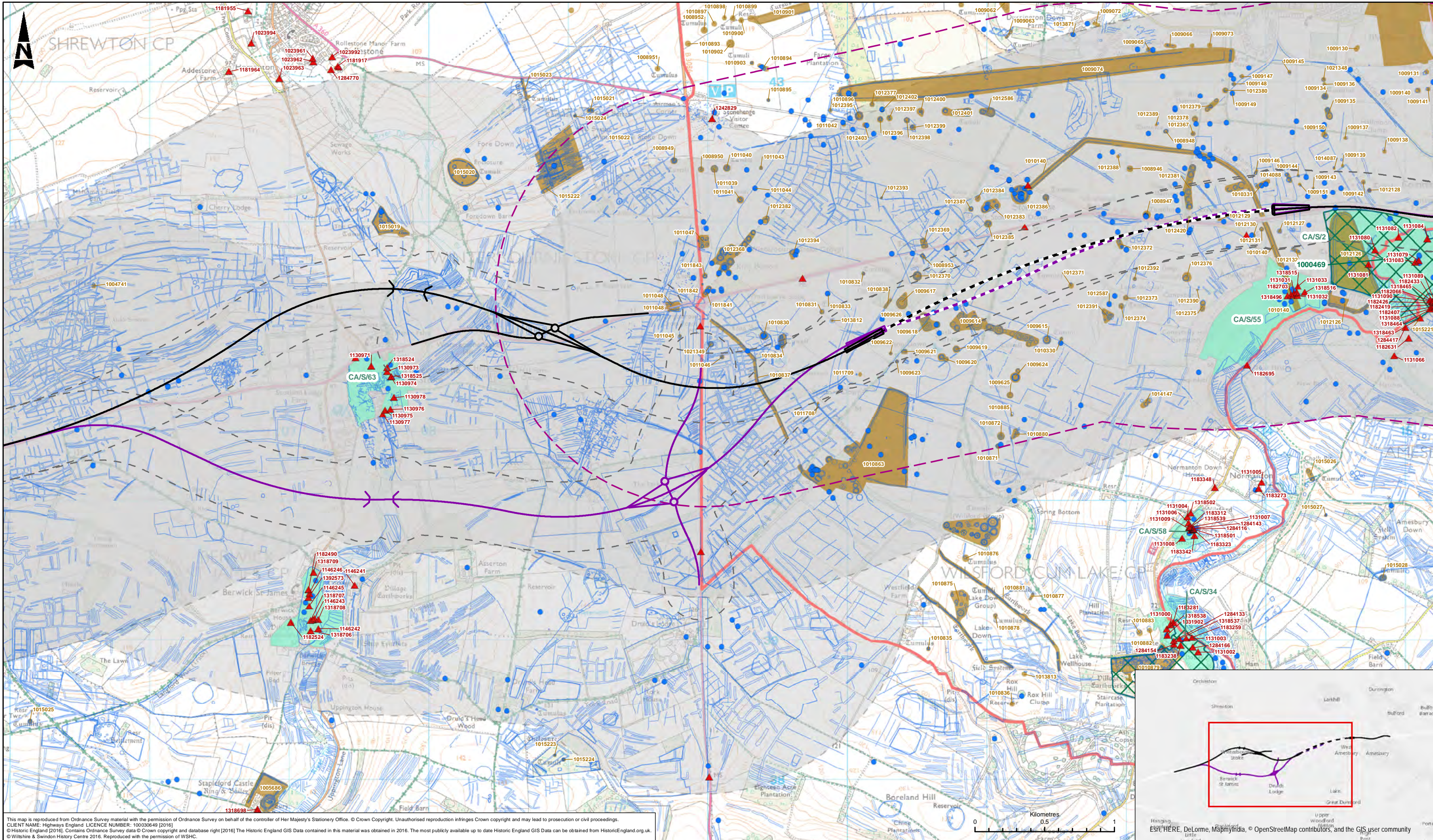
Client:

Designers:

Project Title		Drawing Title	
A303 AMESBURY TO BERWICK DOWN		HISTORIC ENVIRONMENT ASSESSMENT FIGURE 3 - PROPOSED ROUTE ALIGNMENTS AND HERITAGE ASSETS - ROUTES 1Na & 1Sa SHEET 1 OF 3	
Scale	1:25,000	Designed / Drawn	N/A
Original Size	A3	Drawn	SD
Date	N/A	Checked	LB
Date	30/08/17	Authorised	SH
Date	30/08/17	Volume	
Date	30/08/17	Revision	P04







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LEGEND	
	PROPOSED ROUTE OPTION 1Na
	PROPOSED ROUTE OPTION 1Sa
	TUNNEL SECTION
	250M FROM CENTRE LINE OF PROPOSED ROUTE OPTION
	1.5KM FROM CENTRE LINE OF PROPOSED ROUTE OPTION
	1.5KM FROM CENTRE LINE OF EXISTING A303 SECTION
	PROPOSED STRUCTURE (RIVER CROSSING)
	INDICATIVE TUNNEL PORTAL (WESTERN PORTALS WITH CUT AND COVER CANOPY)
	WORLD HERITAGE SITE
	SCHEDULED MONUMENTS
	REGISTERED PARKS AND GARDENS
	CONSERVATION AREAS
	LISTED BUILDINGS
	HISTORIC ENVIRONMENT RECORD MONUMENTS (POINT)
	HISTORIC ENVIRONMENT RECORD MONUMENTS (LINE)
	HISTORIC ENVIRONMENT RECORD MONUMENTS (POLYGON)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made in the design hazard log)	
Construction	None
Maintenance / Cleaning	None
Use	None
Decommission / Demolition	None

Revision	
Rev	Date Description
P04	30/08/17 FINAL ISSUE
By	Chkd App'd
	SD LB SH

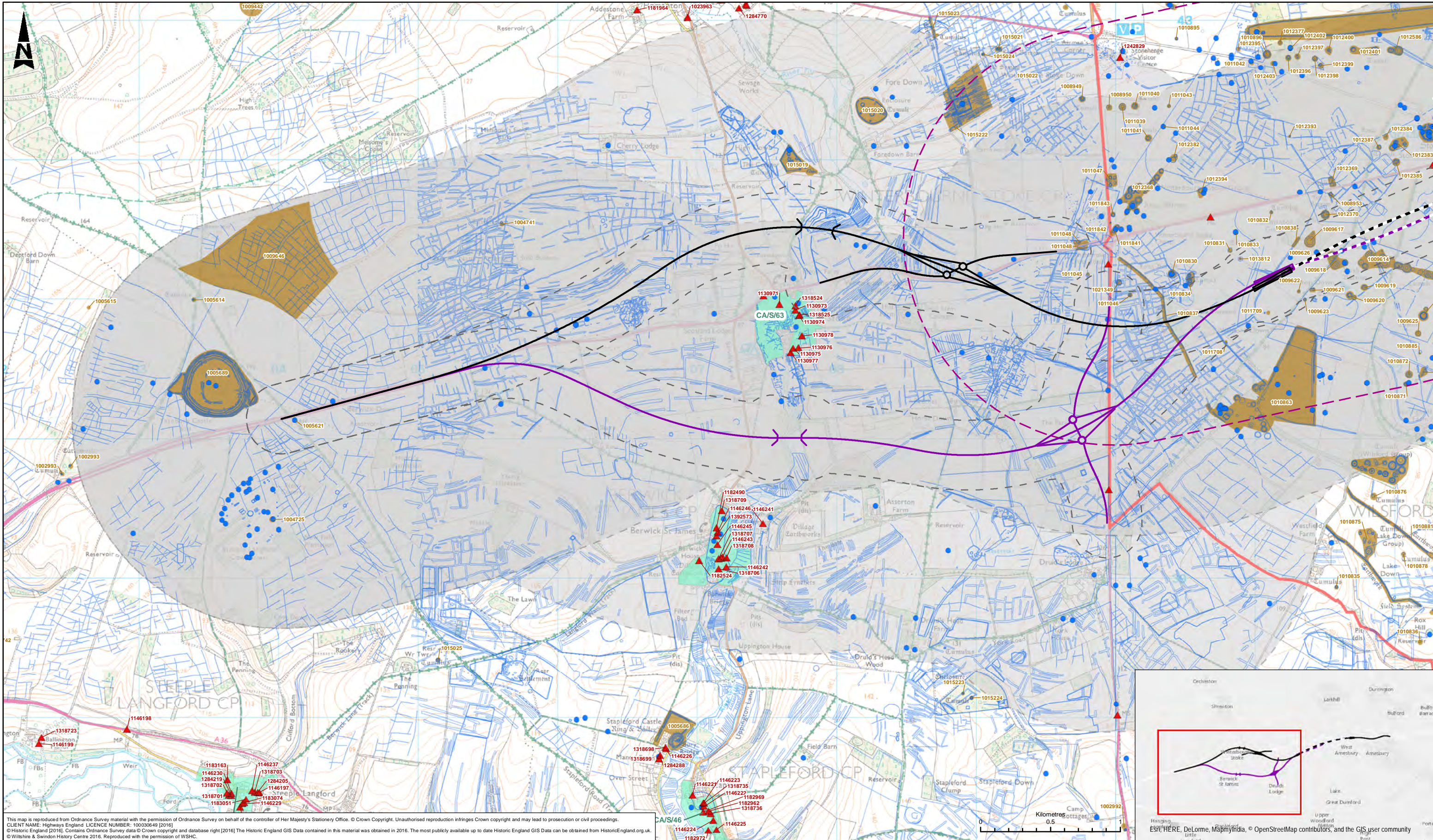
Drawing Status: FIT FOR INTERNAL REVIEW & COMMENT

Client:

Designers:

Project Title	
A303 AMESBURY TO BERWICK DOWN	
Drawing Title	
HISTORIC ENVIRONMENT ASSESSMENT FIGURE 4 - PROPOSED ROUTE ALIGNMENTS AND HERITAGE ASSETS - ROUTES 1Na & 1Sa SHEET 2 OF 3	
Scale	1:25,000
Designed / Drawn	N/A
Drawn	SD
Checked	LB
Authorised	SH
Original Size	A3
Date	N/A
Date	30/08/17
Date	30/08/17
Date	30/08/17
Drawing Number	HE551506 - AA - EHR - D_SWI - DR - YE - 000084
Project	
Originator	
Volume	
Revision	P04
Location	
Type	
Role	
Number	





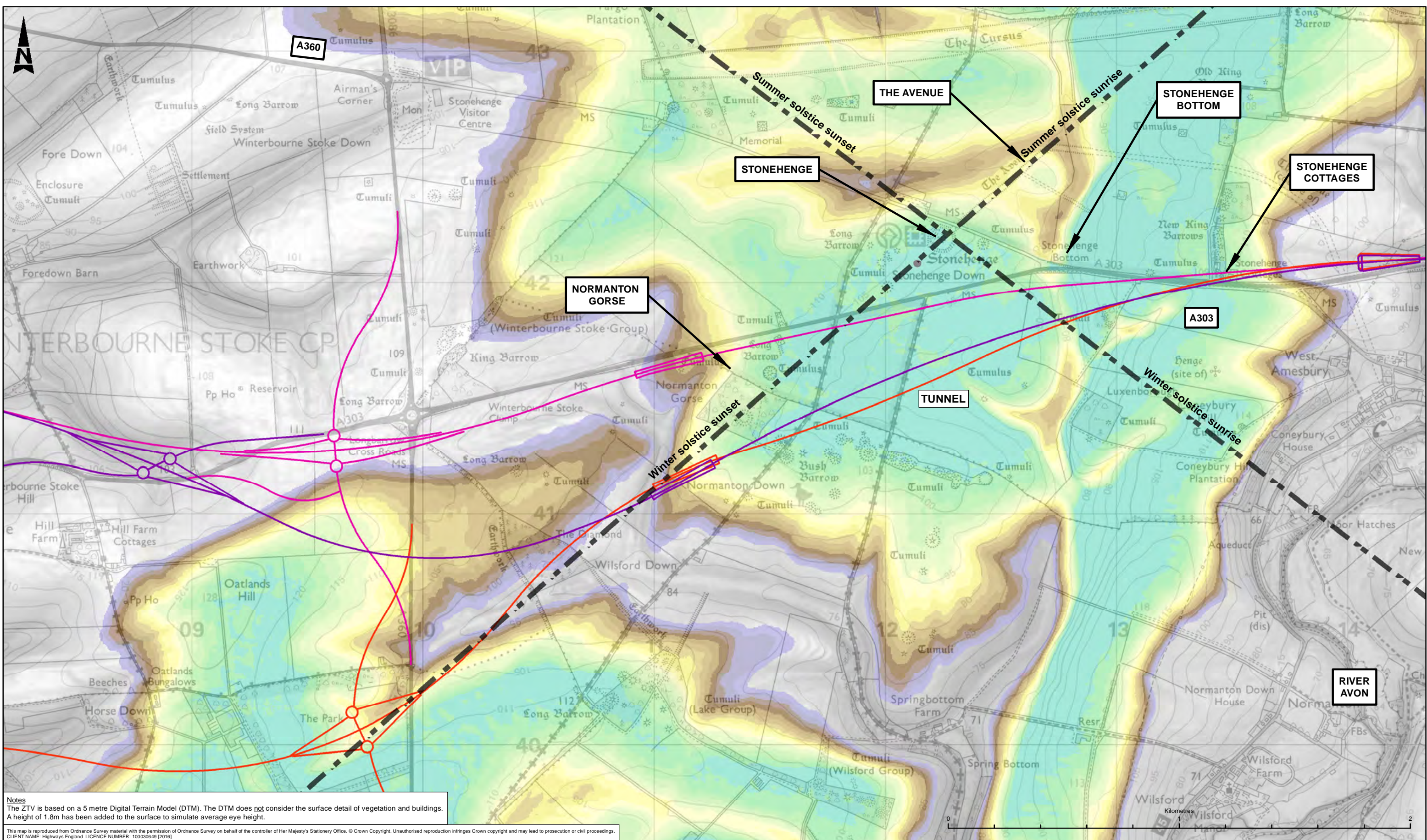
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LEGEND	
	PROPOSED ROUTE OPTION 1Na
	PROPOSED ROUTE OPTION 1Sa
	TUNNEL SECTION
	250M FROM CENTRE LINE OF PROPOSED ROUTE OPTION
	1.5KM FROM CENTRE LINE OF PROPOSED ROUTE OPTION
	1.5KM FROM CENTRE LINE OF EXISTING A303 SECTION
	PROPOSED STRUCTURE (RIVER CROSSING)
	INDICATIVE TUNNEL PORTAL (WESTERN PORTALS WITH CUT AND COVER CANOPY)
	WORLD HERITAGE SITE
	SCHEDULED MONUMENTS
	REGISTERED PARKS AND GARDENS
	CONSERVATION AREAS
	LISTED BUILDINGS
	HISTORIC ENVIRONMENT RECORD MONUMENTS (POINT)
	HISTORIC ENVIRONMENT RECORD MONUMENTS (LINE)
	HISTORIC ENVIRONMENT RECORD MONUMENTS (POLYGON)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made in the design hazard log)			
Construction	None		
Maintenance / Cleaning	None		
Use	None		
Decommission / Demolition	None		
P04	30/08/17	FINAL ISSUE	SD LB SH
Rev	Date	Description	By Chk'd App'd

Drawing Status	FIT FOR INTERNAL REVIEW & COMMENT		Suitability	S3	Project Title	A303 AMESBURY TO BERWICK DOWN						
Client			Drawing Title	HISTORIC ENVIRONMENT ASSESSMENT FIGURE 5 - PROPOSED ROUTE ALIGNMENTS AND HERITAGE ASSETS - ROUTES 1Na & 1Sa SHEET 3 OF 3								
Designers			Scale	1:25,000	Designed / Drawn	N/A	Drawn	SD	Checked	LB	Authorised	SH
Project	HE551506 - AA - EHR - D_SWI - DR - YE - 000085		Original Size	A3	Date	N/A	Date	30/08/17	Date	30/08/17	Date	30/08/17
Volume	P04		Drawing Number	Project		Originator		Volume		Revision		
Location	Type	Role	Number									





**Notes**  
 The ZTV is based on a 5 metre Digital Terrain Model (DTM). The DTM does not consider the surface detail of vegetation and buildings. A height of 1.8m has been added to the surface to simulate average eye height.

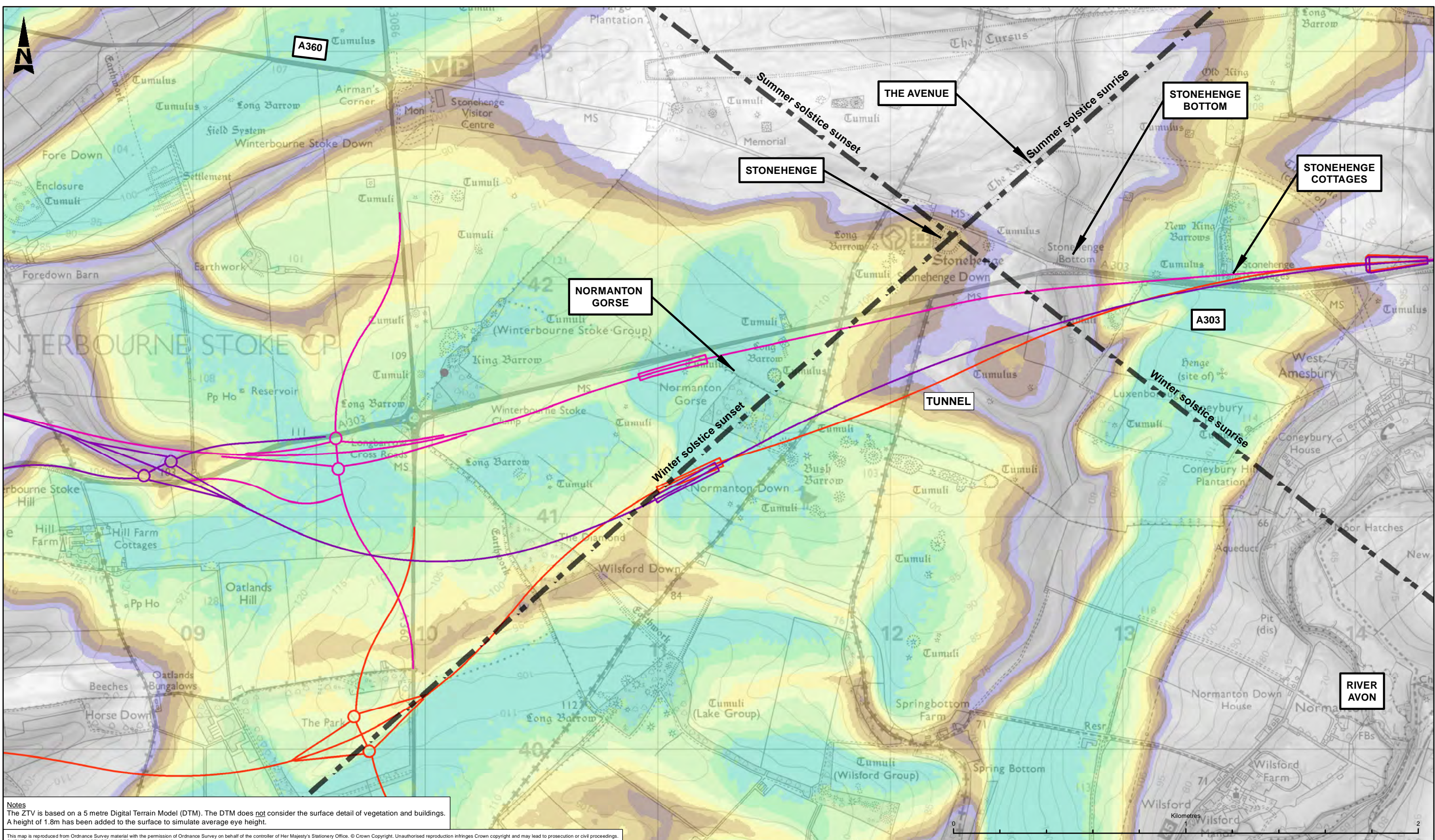
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 CLIENT NAME: Highways England LICENCE NUMBER: 100030649 [2016]

LEGEND					
	ROUTE OPTION 1Na		1M ABOVE GROUND LEVEL		9M ABOVE GROUND LEVEL
	ROUTE OPTION 1Sa		2M ABOVE GROUND LEVEL		10M ABOVE GROUND LEVEL
	ROUTE OPTION 1Nd		3M ABOVE GROUND LEVEL		11M ABOVE GROUND LEVEL
	INDICATIVE TUNNEL PORTAL (WESTERN PORTALS WITH CUT AND COVER CANOPY)		4M ABOVE GROUND LEVEL		12M ABOVE GROUND LEVEL
	OBSERVER POINT TO SOUTH WEST OF STONEHENGE		5M ABOVE GROUND LEVEL		13M ABOVE GROUND LEVEL
	GROUND LEVEL		6M ABOVE GROUND LEVEL		14M ABOVE GROUND LEVEL
			7M ABOVE GROUND LEVEL		15M ABOVE GROUND LEVEL
			8M ABOVE GROUND LEVEL		

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made in the design hazard log)					
Construction None					
Maintenance / Cleaning None					
Use None					
Decommission / Demolition None					
P04	30/08/17	FINAL ISSUE	SD	LB	SH
Rev	Date	Description	By	Chk'd	App'd

Drawing Status	FIT FOR INTERNAL REVIEW & COMMENT		Suitability	S3	Project Title	A303 AMESBURY TO BERWICK DOWN						
Client			Client		Drawing Title	HISTORIC ENVIRONMENT ASSESSMENT FIGURE 9 - APPROX. HEIGHT DEVELOPMENT WOULD NEED TO REACH TO BE VISIBLE FROM AN IDENTIFIED VIEWPOINT ADJACENT TO STONEHENGE						
Designers			Scale	1:15,000	Designed	N/A	Drawn	SD	Checked	LB	Authorised	SH
	Original Size	A3	Date	N/A	Date	30/08/17	Date	30/08/17	Date	30/08/17		
Drawing Number	Project	Originator	Volume	Revision	HE551506 - AA - EHR - D_SWI - DR - YE - 000086							
				P04								





**Notes**  
 The ZTV is based on a 5 metre Digital Terrain Model (DTM). The DTM does not consider the surface detail of vegetation and buildings. A height of 1.8m has been added to the surface to simulate average eye height.

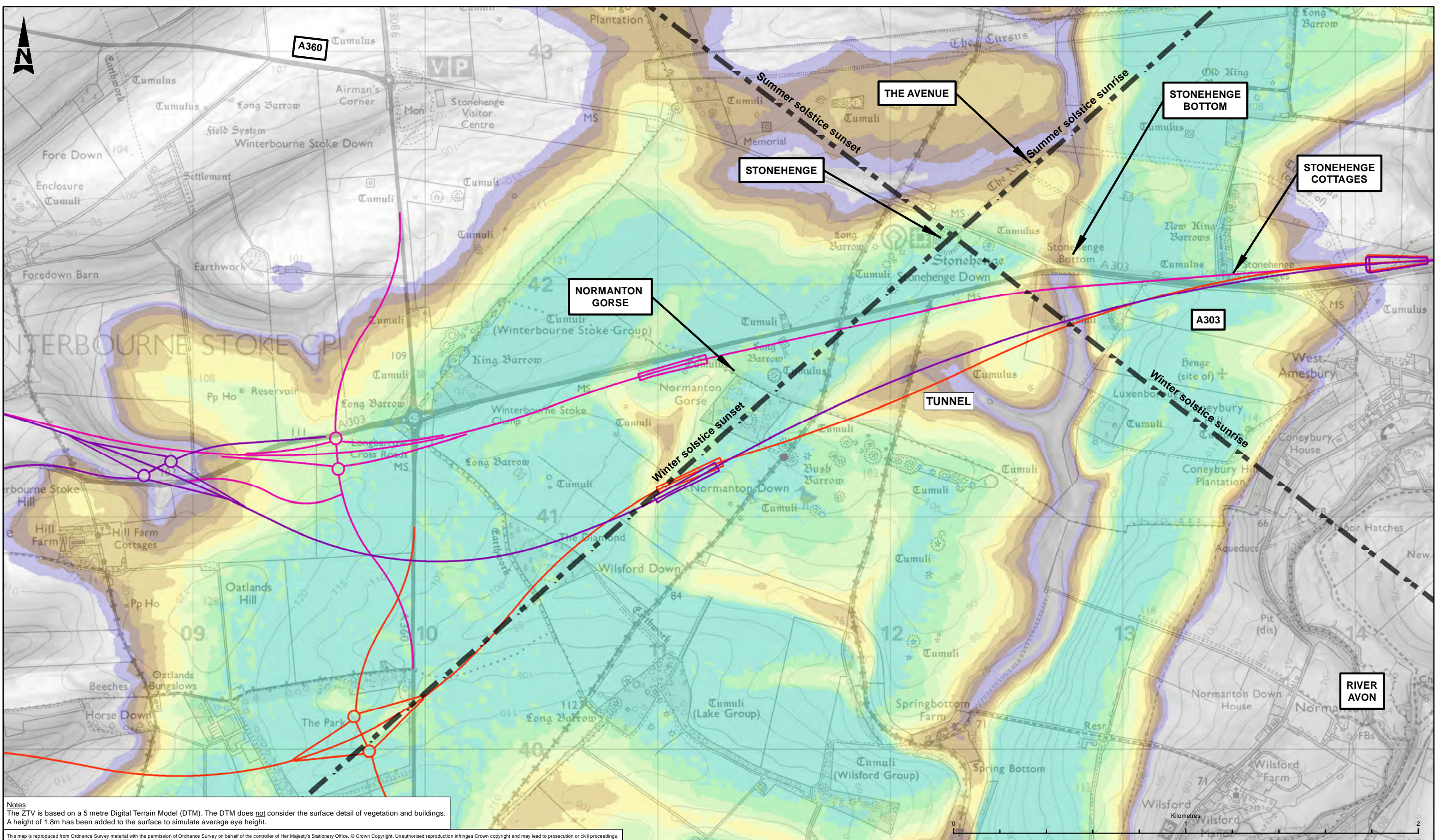
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 CLIENT NAME: Highways England LICENCE NUMBER: 100030649 [2016]

LEGEND	
	ROUTE OPTION 1Na
	ROUTE OPTION 1Sa
	ROUTE OPTION 1Nd
	INDICATIVE TUNNEL PORTAL (WESTERN PORTALS WITH CUT AND COVER CANOPY)
	OBSERVER POINT AT WINTERBOURNE
	GROUND LEVEL
	1M ABOVE GROUND LEVEL
	3M ABOVE GROUND LEVEL
	5M ABOVE GROUND LEVEL
	7M ABOVE GROUND LEVEL
	9M ABOVE GROUND LEVEL
	11M ABOVE GROUND LEVEL
	13M ABOVE GROUND LEVEL
	15M ABOVE GROUND LEVEL

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made in the design hazard log)			
Construction	None		
Maintenance / Cleaning	None		
Use	None		
Decommission / Demolition	None		
P04	30/08/17	FINAL ISSUE	SD LB SH
Rev	Date	Description	By Chk'd App'd

Drawing Status	FIT FOR INTERNAL REVIEW & COMMENT		Suitability	S3	Project Title	A303 AMESBURY TO BERWICK DOWN						
Client			Drawing Title	HISTORIC ENVIRONMENT ASSESSMENT FIGURE 10 - APPROX. HEIGHT DEVELOPMENT WOULD NEED TO BE VISIBLE FROM AN IDENTIFIED VIEWPOINT AT THE WINTERBOURNE STOKE BARROW GROUP								
Designers			Scale	1:15,000	Designed	N/A	Drawn	SD	Checked	LB	Authorised	SH
Project	HE551506 - AA - EHR - D_SWI - DR - YE - 000087		Original Size	A3	Date	N/A	Date	30/08/17	Date	30/08/17	Date	30/08/17
Location	Type	Role	Number	Volume		Revision		P04				





**Notes**  
 The ZTV is based on a 5 metre Digital Terrain Model (DTM). The DTM does not consider the surface detail of vegetation and buildings. A height of 1.8m has been added to the surface to simulate average eye height.

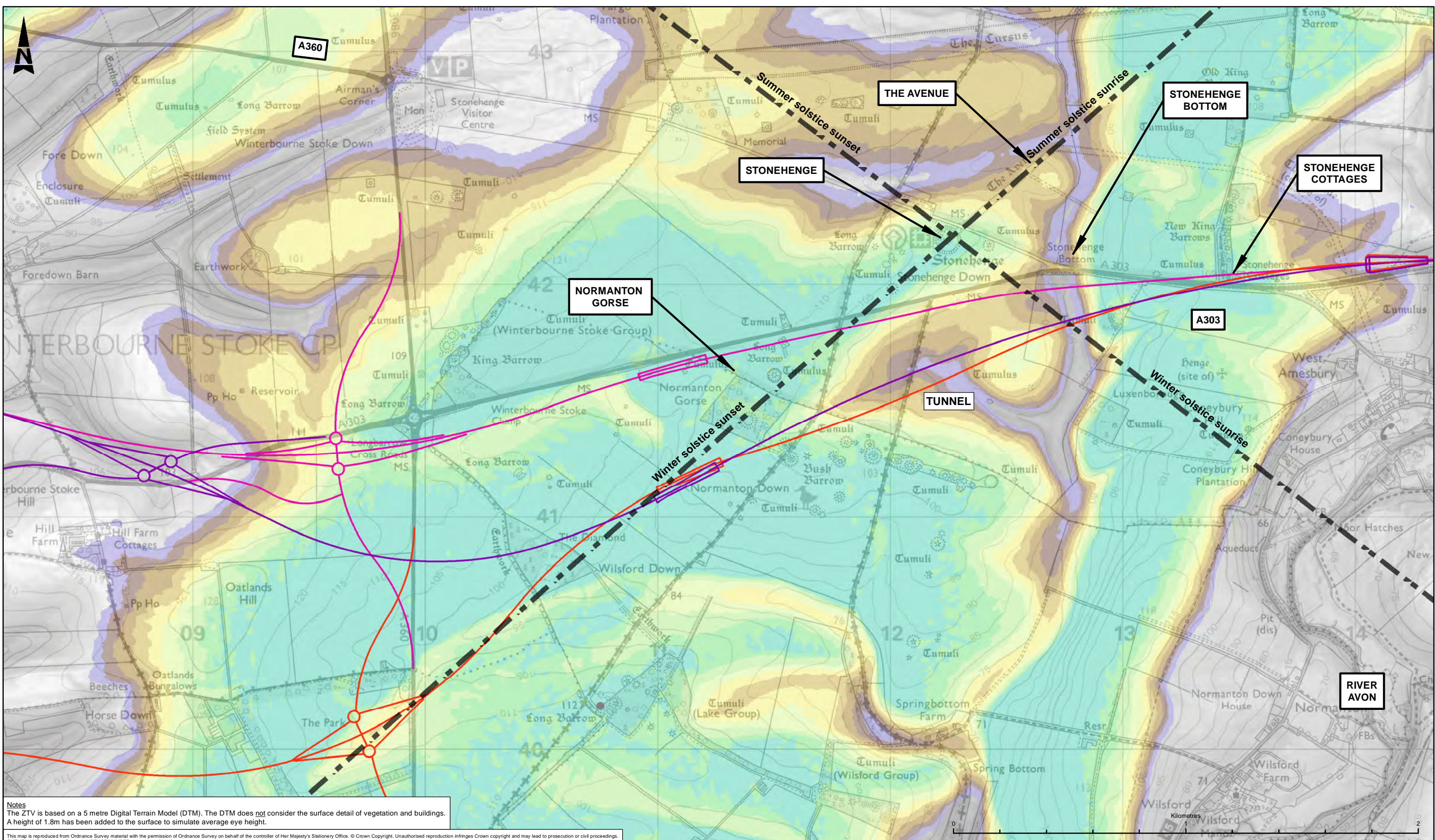
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 CLIENT NAME: Highways England LICENCE NUMBER: 100030649 [2016]

LEGEND	
	ROUTE OPTION 1Na
	ROUTE OPTION 1Sa
	ROUTE OPTION 1Nd
	INDICATIVE TUNNEL PORTAL (WESTERN PORTALS WITH CUT AND COVER CANOPY)
	OBSERVER POINT AT NORMANTON
	GROUND LEVEL
	1M ABOVE GROUND LEVEL
	3M ABOVE GROUND LEVEL
	5M ABOVE GROUND LEVEL
	7M ABOVE GROUND LEVEL
	9M ABOVE GROUND LEVEL
	11M ABOVE GROUND LEVEL
	13M ABOVE GROUND LEVEL
	15M ABOVE GROUND LEVEL

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made in the design hazard log)			
Construction	None		
Maintenance / Cleaning	None		
Use	None		
Decommission / Demolition	None		
P04	30/08/17	FINAL ISSUE	SD LB SH
Rev	Date	Description	By Chk'd App'd

Drawing Status	FIT FOR INTERNAL REVIEW & COMMENT		Suitability	S3	Project Title	A303 AMESBURY TO BERWICK DOWN						
Client					Drawing Title	HISTORIC ENVIRONMENT ASSESSMENT FIGURE 11 - APPROX. HEIGHT DEVELOPMENT WOULD NEED TO BE VISIBLE FROM AN IDENTIFIED VIEWPOINT AT THE NORMANTON DOWN BARROW GROUP						
Designers			Scale	1:15,000	Designed	N/A	Drawn	SD	Checked	LB	Authorised	SH
	Original Size	A3	Date	N/A	Date	30/08/17	Date	30/08/17	Date	30/08/17		
	Drawing Number	HE551506 - AA - EHR - D_SWI - DR - YE - 000088		Project	Originator		Volume		Revision			
	Location	Type	Role	Number	P04							





**Notes**  
 The ZTV is based on a 5 metre Digital Terrain Model (DTM). The DTM does not consider the surface detail of vegetation and buildings. A height of 1.8m has been added to the surface to simulate average eye height.

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 CLIENT NAME: Highways England LICENCE NUMBER: 100030649 [2016]

LEGEND	
	ROUTE OPTION 1Na
	ROUTE OPTION 1Sa
	ROUTE OPTION 1Nd
	INDICATIVE TUNNEL PORTAL (WESTERN PORTALS WITH CUT AND COVER CANOPY)
	OBSERVER POINT AT LAKE
	GROUND LEVEL
	1M ABOVE GROUND LEVEL
	3M ABOVE GROUND LEVEL
	5M ABOVE GROUND LEVEL
	7M ABOVE GROUND LEVEL
	9M ABOVE GROUND LEVEL
	11M ABOVE GROUND LEVEL
	13M ABOVE GROUND LEVEL
	15M ABOVE GROUND LEVEL

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made in the design hazard log)			
Construction	None		
Maintenance / Cleaning	None		
Use	None		
Decommission / Demolition	None		
P04	30/08/17	FINAL ISSUE	SD LB SH
Rev	Date	Description	By Chk'd App'd

Drawing Status	FIT FOR INTERNAL REVIEW & COMMENT		Suitability	S3	Project Title	A303 AMESBURY TO BERWICK DOWN						
Client			Drawing Title	HISTORIC ENVIRONMENT ASSESSMENT FIGURE 12 - APPROX. HEIGHT DEVELOPMENT WOULD NEED TO REACH TO BE VISIBLE FROM AN IDENTIFIED VIEWPOINT AT THE LAKE BARROW GROUP								
Designers			Scale	1:15,000	Designed	N/A	Drawn	SD	Checked	LB	Authorised	SH
	Original Size	A3	Date	N/A	Date	30/08/17	Date	30/08/17	Date	30/08/17		
Drawing Number	Project	Originator	Volume	Revision								
	HE551506 - AA - EHR - D_SWI - DR - YE - 000089			P04								
Location	Type	Role	Number									



# Appendix B. Impact assessment tables

Option 1Na							
Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Conservation Area	CA/S/12	Bulford Conservation Area. Outside WHS.	The conservation area already experiences setting impacts from the current A303. No changes are anticipated.	Medium	No Change	Neutral	No
Conservation Area	CA/S/2	Amesbury Conservation Area. Partially within WHS.	Route runs immediately adjacent to the conservation area, predominantly following the alignment of the current A303 and staying within the existing highways boundaries. As opposed to the Amesbury Abbey park and garden there should be no land take from the conservation area. The flyover at Countess Roundabout would impact the setting of the conservation area due to the added height of the flyover.	Medium	Moderate Adverse	Moderate Adverse	No
Conservation Area	CA/S/55	West Amesbury Conservation Area adjacent to Amesbury Conservation Area and Grade II* Amesbury Registered Park and Garden. Within WHS.	Although the conservation area is relatively close to the eastern portal, a recent draft visibility study has shown that the conservation area will have no clear sight of the portal location or proposed route alignment in summer/winter. Therefore, no change based on this route is anticipated for the conservation area.	Medium	No Change	Neutral	No
Conservation Area	CA/S/63	Winterbourne Stoke Conservation Area. Outside WHS.	Northern bypass and associated A303/A360 junction of Winterbourne Stoke will partially degrade the setting of the conservation area, particularly the views from the north into the valley. Noise impacts are also possible (NB. no noise data was available at the time of writing and will be assessed separately). However, the bypass would significantly reduce the amount of traffic currently using the A303 through Winterbourne Stoke, therefore lowering the traffic/noise impact currently experienced by the conservation area.	Medium	Moderate Beneficial	Moderate Beneficial	No
Registered Park and Garden	1000469	Grade II* Amesbury Abbey Registered Park and Garden. Partially within WHS.	Route runs immediately adjacent to the northern boundary of the park, following the alignment of the current A303 and staying within existing highways boundaries. The northern boundary of the park is heavily wooded allowing screening from the route. Flyover plans at Countess Roundabout would impact the setting of the park due to the added height of the flyover.	High	Moderate Adverse	Moderate Adverse	No
Listed Building	1182825 1182833 1131041 1182798 1131037 1131040	Bulford Group: Group of 6 Grade II Listed Buildings. Outside WHS.	No change of impact is anticipated to these buildings. They lie just within the study area and are anticipated to be too far away from the scheme to be affected by it.	Medium	No Change	Neutral	No
Listed Building	1318489 1131057 1131056 1318488 1318487 1131055	Countess Road Group: Group of 6 Grade II listed buildings. Within WHS.	Major grade separated junction and flyover at Countess Roundabout would further degrade the setting of these Listed Buildings.	Medium	Moderate Adverse	Moderate Adverse	No
Listed Building	1182605	Grade II listed Ratfyn Farmhouse. Outside WHS.	No change in impacts is anticipated to this building as the current alignment of the A303 already impacts on it.	Medium	No Change	Neutral	No
Listed Buildings	1130952 1130953 1131058-65 1131067 1131069 1131089 1131090-93 1182066 1182407 1182419 1182426 1182433 1182441 1182444 1182456 1182526 1182548	Amesbury Town Group: Group of 54 Listed Buildings (1 Grade I, 48 Grade II and 5 Grade II*). Outside WHS.	The majority of buildings this group are not expected to experience further setting impacts due to this proposed route as it largely follows the existing A303 alignment towards the north of Amesbury until the proposed flyover at Winterbourne Stoke.	Medium	No Change	Neutral	No



Option 1Na							
Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
	1182560 1182570 1182598 1182631 1182645 1182655 1182661 1182664 1284417 1284468 1284496 1318463-66 1318490-94 1131087 1131068 1182677 1131070 1318495 1131066 1284503						
Listed Building	1131054	Grey Bridge: Grade II listed structure south of Countess Roundabout.	This asset will experience additional setting impacts due to its proximity to the Countess Roundabout flyover (it is located approx. 10m from the A345 leading to the roundabout).	Medium	Moderate Adverse	Moderate Adverse	No
Listed Buildings	1182498 1131053 1318486 1131088 1131081 1131080 1131082 1131084 1131079 1131083	Amesbury Registered Park & Garden Group: Group of 10 Listed Buildings (1 Grade I, 6 Grade II* and 3 Grade II). In WHS [1131080, 1131081] and rest outside WHS.	Listed Buildings towards the north-eastern section of the park will experience minor setting impacts as they will have clear sight of the route, particularly the Countess Roundabout flyover. Affected buildings include 1131053, 1318486 and 1131084.	Medium	Minor Adverse	Slight Adverse	No
Listed Building	1131071 1131033 1318516 1131032 1318515 1131031 1182703 1318496 1182695	West Amesbury Group: Group of 9 Listed Buildings (8 Grade II, 1 Grade I). Within WHS.	Although the conservation area in which this group of buildings is located is relatively close to the eastern portal, a recent draft visibility study has shown that the area will have no clear sight of the portal location or proposed route alignment in summer/winter, which suggests that this would also apply to the buildings. Therefore, no change based on this route is anticipated for this group.	Medium	No Change	Neutral	No
Listed Building	1391475	Buildings 455 and 456 (Five Aircraft Hangars), Durrington Camp (Grade II*). Within WHS.	No physical or setting impacts due to its location within Durrington Camp.	Medium	No Change	Neutral	No
Listed Building	1131086	Grade II Milestone opposite Stonehenge. Within WHS.	The milestone is located opposite Stonehenge along the former alignment of the A345. It is not anticipated the milestone would have to be moved as the A303 would become redundant for vehicular traffic and only to be used by NMUs. The milestone would therefore retain its roadside setting and experience no physical or setting impacts.	Medium	No Change	Neutral	No
Listed Building	1130999 1131085	A303 Milestone Group: 2 Grade II listed Milestones. Within WHS.	As the milestones are located along the current alignment of the A303, it is not anticipated that they would have to be moved as the A303 would become redundant for vehicular traffic and only to be used by NMUs. The milestones would therefore retain their roadside setting and experience no physical or setting impacts.	Medium	No Change	Neutral	No
Listed Building	1242829	Airmen's Cross near Stonehenge	The asset is located within the land of the Stonehenge Visitor Centre. There cross will retain its setting and experience no physical or setting impacts.	Medium	No Change	Neutral	No

Option 1Na							
Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Listed Building	1130972	Milestone approximately 100 metres south of Longbarrow Roundabout at junction with A303. Outside WHS.	It is not anticipated that the milestone would have to be moved due to the scheme and as it is already located within a road network setting along the A360, the milestone will retain its current roadside setting.	Medium	No Change	Neutral	No
Listed Building	1318705	Grade II Milestone next to A360, Devizes Road. Within WHS.	It is not anticipated that the milestone would have to be moved due to the scheme and as it is already located within a road network setting along the A360, the milestone will retain its current roadside setting.	Medium	No Change	Neutral	No
Listed Buildings	1130977 1130975 1130976 1130978 1130974 1318525 1130973 1318524 1130971 1131010	Winterbourne Stoke Group: Group of 10 Listed Buildings (2 Grade II*, 8 Grade II). Outside WHS.	The northern bypass for Winterbourne Stoke would potentially affect the setting of a small number of listed buildings in the northern part of the conservation area; but this will be lessened by vegetation and topography. Noise impacts are also possible (NB. no noise data was available at the time of writing and will be assessed separately). However, the bypass would significantly reduce the amount of traffic currently using the A303 through Winterbourne Stoke, therefore lowering the traffic/noise impact currently experienced by some building in the conservation area.	Medium	Minor Beneficial	Slight Beneficial	No
Scheduled Monument	1009931 1009933 1015216 1009545 1009602 1009604 1009564 1009605 1009969	Barrows south of Bulford. Outside WHS.	Route aligns with footprint of current A303; no change predicted.	High	No Change	Neutral	Yes
Scheduled Monument	1009572 1009566 1009872	Barrows east of Solstice Park. Outside WHS.	Route aligns with footprint of current A303; no change predicted.	High	No Change	Neutral	Yes
Scheduled Monument	1015215	Long barrow at Longbarrow Clump. Outside WHS	Route aligns with footprint of current A303; no change predicted.	High	No Change	Neutral	Yes
Scheduled Monument	1015220	Lynchets at Southmill Hill. Outside WHS.	Route aligns with footprint of current A303; no change predicted.	High	No Change	Neutral	No
Scheduled Monument	1015948	Ratfyn Barrow. Outside WHS.	Route aligns with footprint of current A303; no change predicted.	High	No Change	Neutral	Yes
Scheduled Monument	1015221	Queensberry Bridge. Outside WHS.	Route aligns with footprint of current A303; no change predicted.	High	No Change	Neutral	No
Scheduled Monument	1009140 1009141 1009131	Barrows more than 450m north of the A303, on Countess Farm. Within WHS.	Distant visual intrusion into setting of monuments from the eastern portal and slightly re-aligned carriageway.	High	Minor Adverse	Slight Adverse	Yes
Scheduled Monument	1009130 1009133	Henge monuments and barrows at Durrington Walls and Woodhenge. Within WHS.	Route lies between 1km and 2km from the monuments. There may be relatively distant and oblique views of the Eastern Portal from the edge of the Woodhenge scheduled area but notable changes to the setting of the monuments are not predicted.	Very High	Negligible Adverse	Slight Adverse	Yes
Scheduled Monument	1014087 1009142 1009139 1012128	Barrows less than 450m north of the A303 on Countess Farm. Within WHS.	Visual intrusion on setting from the East Portal and re-alignment northwards of carriageway.	High	Moderate Adverse	Large Adverse	Yes
Scheduled Monument	1012126	Vespasian's Camp. Within WHS.	Notable visual intrusion into the setting of the monument from the eastern portal and upgrade of dual carriageway, moderated to a limited degree by slight beneficial impact from northwards re-alignment of carriageway.	High	Moderate Adverse	Large Adverse	Yes
Scheduled Monument	1009138	Bowl barrow 400m north of the A303, on Countess Farm. Within WHS.	Visual intrusion on setting from the eastern portal and approach.	High	Moderate Adverse	Moderate Adverse	Yes
Scheduled Monument	1009137 1009134 1009136	Barrows more than 450m north of the A303, on Countess Farm. Within WHS.	Visual intrusion on setting from the eastern portal and approach.	High	Moderate Adverse	Moderate Adverse	Yes

Option 1Na							
Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
	1021348 1009135 1009150						
Scheduled Monument	1009145	Bowl barrow 170m south east of Strangways on Countess Farm. Within WHS.	Very slight setting effects from distant views of the eastern portal.	High	Negligible Adverse	Slight Adverse	Yes
Scheduled Monument	1010331 1014088 1009146 1009144	Barrows east of The Avenue on Countess Farm. Within WHS.	Substantial visual intrusion in setting, increased noise probable and substantive change to character or environment around assets due to proximity of eastern portal and re-alignment northwards of carriageway.	High	Major Adverse	Very Large Adverse	Yes
Scheduled Monument	1009151 1009143	Bowl barrows north of A303, Countess Farm. Within WHS.	Substantial visual intrusion in setting, increased noise probable and substantive change to character or environment around assets due to proximity of eastern portal and re-alignment northwards of carriageway.	High	Major Adverse	Very Large Adverse	Yes
Scheduled Monument	1012132 1012127	Barrows west of Vespasian's Camp. Within WHS.	Visual intrusion on setting from the eastern portal and associated infrastructure, with some benefit from re-alignment of carriageway.	High	Moderate Adverse	Moderate Adverse	Yes
Scheduled Monument	1010140	Barrows alongside The Avenue. Within WHS.	Benefits from removal of existing A303 outweighed by significant intrusion of eastern portal and new alignment into setting of this barrow group.	High	Moderate Adverse	Moderate Adverse	Yes
Scheduled Monument	1010140	The Avenue. Within WHS.	Proposals would enable the reconnection of the Avenue and remove the current severe severance. This overall benefit is reduced by the large impact on the setting of the asset arising from the tunnel portal, associated infrastructure and realigned road.	Very High	Moderate Beneficial	Large Beneficial	Yes
Scheduled Monument	1010140	Stonehenge. Within WHS.	Considerable beneficial impact from removal of existing A303.	Very High	Major Beneficial	Very Large Beneficial	Yes
Scheduled Monument	1012378 1012380 1009149 1012367 1009147 1012379	Barrow cemetery known as Old King Barrows. Within WHS.	Setting effects from distant views of the eastern portal and new alignment outweighed by the beneficial impact from the removal of the A303 to the southwest (and hence from views towards and over Stonehenge) and removal of severance of wider ridgeline to south.	High	Minor Beneficial	Slight Beneficial	Yes
Scheduled Monument	1012129	Bowl barrow 150m east of Stonehenge Cottages on A303. Within WHS.	Removal of A303 removes the severance of the asset to other monuments and reduces aural intrusion into the setting of assets. Also improves views westwards towards and over Stonehenge; as well as views to the monuments from the west and southwest. New eastern portal and connection would however adversely affect views to and from the asset.	High	Minor Beneficial	Slight Beneficial	Yes
Scheduled Monument	1009148	Bowl barrow 300m south-west of Stangeways forming part of a linear round barrow cemetery known as the Old King Barrows. Within WHS.	Setting effects from distant views of the eastern portal and new alignment outweighed by the beneficial impact from the removal of the A303 to the southwest (and hence from views towards and over Stonehenge) and removal of severance of wider ridgeline to south.	High	Negligible Beneficial	Slight Beneficial	Yes
Scheduled Monument	1014147	Two bowl barrows 700m north-west of Normanton Down House. Within WHS.	Very slight improvement to setting from removal of A303 which is approximately 1200m north of the assets.	High	Minor Beneficial	Slight Beneficial	Yes
Scheduled Monument	1012392 1012374 1012390 1012375 1012373 1012371	Barrows in and east of Luxenborough Plantation. Within WHS.	Beneficial impact on views from and to the monuments and beneficial change to aural environment arising from removal of existing A303.	High	Moderate Beneficial	Moderate Beneficial	Yes
Scheduled Monument	1012376	Henge monument 400m south of Stonehenge Cottages. Within WHS.	Beneficial impact on views from and to the monument and beneficial change to aural environment arising from removal of existing A303.	High	Moderate Beneficial	Moderate Beneficial	Yes
Scheduled Monument	1012372	Three bowl barrows 150m south of the A303, north of Luxenborough Plantation. Within WHS.	Beneficial impact on views from and to the monument and beneficial change to aural environment arising from removal of existing A303.	High	Moderate Beneficial	Large Beneficial	Yes
Scheduled Monument	1012381 1012420	Barrow cemetery known as the New King Barrows. Within WHS.	Removal of A303 removes the severance of the King Barrow Ridge and reduces aural intrusion into the setting of assets. Also improves views westwards towards and over Stonehenge; as well as views to the monuments from the west and southwest. New portal and connection would however adversely affect views to and from the group on their distinctive ridgeline.	High	Moderate Beneficial	Large Beneficial	Yes

Option 1Na							
Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Scheduled Monument	1008947	Bowl barrow 300m south west of New King Barrows. Within WHS	Removal of A303 removes the severance of the King Barrow Ridge and reduces aural intrusion into the setting of assets. Also improves views westwards towards and over Stonehenge; as well as views of the monument.	High	Major Beneficial	Large Beneficial	Yes
Scheduled Monument	1012130 1012131	Barrows west of Vespasian's Camp and west of The Avenue. Within WHS.	Removal of A303 would benefit the setting of the assets; however eastern portal and associated infrastructure will remain a significant feature in the setting.	High	Minor Beneficial	Slight Beneficial	Yes
Scheduled Monument	1009072 1013871 1009063	Barrows north of The Cursus. Within WHS.	No change to setting.	High	No Change	Neutral	Yes
Scheduled Monument	1012388 1008946	Bowl barrows South of the Avenue, east of Stonehenge. Within WHS.	Beneficial impact on views from and to the monuments and beneficial change to aural environment arising from removal of existing A303.	High	Moderate Beneficial	Large Beneficial	Yes
Scheduled Monument	1012384 1012383 1012385 1012387 1012393	Barrows West of Stonehenge. Within WHS.	Beneficial impact on views from and to the monument and beneficial change to aural environment arising from removal of existing A303.	High	Major Beneficial	Large Beneficial	Yes
Scheduled Monument	1012386	Bell barrow 100m east of Stonehenge immediately south of the A344. Within WHS.	Beneficial impact on views from and to the monument and beneficial change to aural environment arising from removal of existing A303.	High	Major Beneficial	Large Beneficial	Yes
Scheduled Monument	1012369	Three bowl barrows immediately north of the A303 on Stonehenge Down. Within WHS.	Beneficial impact on views from and to the monument and beneficial change to aural environment arising from removal of existing A303.	High	Major Beneficial	Large Beneficial	Yes
Scheduled Monument	1008953 1012370	Barrows situated north of Normanton Gorse. Within WHS.	Beneficial impact on views from and to the monuments and beneficial change to aural environment arising from removal of existing A303.	High	Major Beneficial	Large Beneficial	Yes
Scheduled Monument	1010832	Bowl barrow south of the A303 and north-west of Normanton Gorse. Within WHS.	Beneficial impact on views from and to the monuments and beneficial change to aural environment arising from removal of existing A303. Very limited visual intrusion from western portal and dual carriageway.	High	Major Beneficial	Large Beneficial	Yes
Scheduled Monument	1010838 1009617 1009626	Barrows and other features within Normanton Gorse. Within WHS.	Western portal and approach would be a visible feature in views to the group and there may be some increases in noise. The route would affect the rural setting of the monuments and visual relationships with other assets. Visual intrusion moderated by limited visibility from within wooded area and separation from portal location.	High	Moderate Adverse	Moderate Adverse	Yes
Scheduled Monument	1012391 1012587	Barrows in and south of Luxenborough Plantation. Within WHS.	Some beneficial impact on views from and to the monuments and likely change to aural environment arising from removal of existing A303.	High	Minor Beneficial	Slight Beneficial	Yes
Scheduled Monument	1009614 1009615	Long barrow, round barrows and bowl barrows, forming the greater part of Normanton Down round barrow cemetery. Within WHS.	Western portal and approach would be a visible feature in views to the group and there may be some increases in noise, particularly in western half of group.	High	Minor Adverse	Slight Adverse	Yes
Scheduled Monument	1009616 1010330	Barrows forming part of the Normanton Down round barrow cemetery. Within WHS.	No intervisibility with the proposed scheme. Removal existing A303 slightly improves their landscape setting and relationships to monuments to the north.	High	Minor Beneficial	Slight Beneficial	Yes
Scheduled Monument	1009619 1009621 1011709 1009620 1009622 1009623	Barrows south of Normanton Gorse. Within WHS.	Western portal and approach would be a visible feature in views to and from the group and there would be increases in noise, route would significantly change the rural setting of the monuments and visual relationships with other assets.	High	Moderate Adverse	Large Adverse	Yes
Scheduled Monument	1011043 1011044 1011041 1012382 1008950 1011040 1011039	Barrows south of the A344 on Winterbourne Stoke Down. Within WHS.	No substantive changes due to removal of A303 or development of new route	High	No Change	Neutral	Yes
Scheduled Monument	1008949	Bowl barrow 450m SSW of Airman's Corner on Winterbourne Stoke Down. Outside WHS.	No substantive changes due to removal of A303 or development of new route	High	No Change	Neutral	Yes
Scheduled Monument	1012368 1011842 1011843	Barrows at Winterbourne Stoke crossroads. Within WHS.	Removal of existing A303 and downgrading of junction to a T-Junction significantly improves setting of barrow group and restores connectivity to other individual round barrows and long barrows to the south of the current A303.	High	Moderate beneficial	Large beneficial	Yes

Option 1Na							
Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
	1011841						
Scheduled Monument	1012394	Four bowl barrows 140m north of the A303 on Stonehenge Down. Within WHS.	Notable improvement in setting due to removal of existing A303.	High	Moderate Beneficial	Large Beneficial	Yes
Scheduled Monument	1011047	Barrows at Winterbourne Stoke crossroads. Within WHS.	No substantive changes due to removal of A303 or development of new route	High	No Change	Neutral	Yes
Scheduled Monument	1011048	Bronze Age enclosure and bowl barrow 100m west of Longbarrow Cross Roads on Winterbourne Stoke Down. Outside WHS.	Asset divided by existing road, no change to that situation. Downgrading o roundabout slightly reduces infrastructure in setting.	High	Minor Beneficial	Slight Beneficial	Yes
Scheduled Monument	1011045	Bowl barrow 250m south west of Longbarrow Cross Roads, west of A360. Outside WHS.	Downgrading of roundabout slightly reduces infrastructure in setting, however, the proposed alignment to the south of the asset would alter its setting and relationship with other monuments in the wider landscape.	High	Minor Adverse	Slight Adverse	Yes
Scheduled Monument	1021349 1011046	Henge monument and barrow south of Longbarrow Cross Roads, east of A360. Within WHS.	Proximity of proposed alignment and proposed A360 junction would substantially change the visual and aural setting of the monuments and affect visual relationships with other assets, even with the downgrading of Longbarrow Roundabout to the north. These adverse impacts are not ameliorated by the benefits associated with the removal of the current alignment of the A303.	High	Major Adverse	Large Adverse	Yes
Scheduled Monument	1012389 1008948	Two Bowl barrows west of Old King Barrows, north of the A303. Within WHS.	Beneficial impact on views from and to the monument and beneficial change to aural environment arising from removal of existing A303.	High	Moderate Beneficial	Moderate Beneficial	Yes
Scheduled Monument	1009065 1009066 1009073 1009074	Barrows north of the Cursus. Within WHS.	No change to setting.	High	No Change	Neutral	Yes
Scheduled Monument	1009132	The Cursus monument, including, two round barrows situated within its western end, and a long barrow situated at its eastern end. Within WHS.	Beneficial impact on views from and to the monument and beneficial change to aural environment arising from removal of existing A303.	Very High	Minor Beneficial	Moderate Beneficial	Yes
Scheduled Monument	1012401 1012399 1012396 1012400 1012397 1012403 1012402 1012398 1012586 1010896 1012395 1011042 1012377	Cursus Ridge and Fargo Plantation barrows. Within WHS.	Beneficial impact on visual, and to a lesser degree, aural, setting of the monuments due to removal of existing carriageway.	High	Minor Beneficial	Moderate Beneficial	Yes
Scheduled Monument	1009618	Bowl barrow known as 'Bush Barrow' and two disc barrows south east of Normanton Gorse forming part of Normanton Down round barrow cemetery. Within WHS.	Western portal (c. 600m from assets) and approach would be a visible feature in views to the asset and there may be increases in noise, route would change the rural setting of the monument and visual relationships with other assets.	High	Moderate Adverse	Moderate Adverse	Yes
Scheduled Monument	1010885 1009625 1009624	Barrows north of Springbottom Farm. Within WHS.	New carriageway and portal would have a limited visual impact on the landscape setting of the monuments and visual relationships with other assets to west northwest.	High	Minor Adverse	Slight Adverse	Yes
Scheduled Monument	1010871 1010872 1010880	Barrows north of Springbottom Farm. Within WHS.	New carriageway and portal would have a limited visual impact on the landscape setting of the monuments and visual relationships with other assets to west northwest.	High	Minor Adverse	Slight Adverse	Yes
Scheduled Monument	1010863	Lake Barrow Group, North Kite earthwork enclosure, four sections of linear boundary, and a bowl barrow within the North Kite. Within WHS.	Western portal and elements of the approach and the cutting on Oatlands Hill would be a visible feature in views to and from the group. Existing woodland may ameliorate some adverse impacts.	High	Moderate Adverse	Moderate Adverse	Yes
Scheduled Monument	1011708	Bowl barrow 100m south-east of the southern edge of The Diamond south of the A303. Within WHS.	Western portal and approach would be a dominant feature in the setting of the asset.	High	Major Adverse	Large Adverse	Yes

Option 1Na							
Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Scheduled Monument	1010831 1013812	Barrows west of Normanton Gorse. Within WHS.	Proximity of proposed alignment and tunnel portal would change the visual and aural setting of the monuments and affect visual relationships with other assets.	High	Moderate Adverse	Large Adverse	Yes
Scheduled Monument	1010833	Pond barrow south of the A303 and 400m west of Normanton Gorse containing the 'Wilsford Shaft'. Within WHS.	Proximity of proposed alignment and tunnel portal would change the visual and aural setting of the monument and affect visual relationships with other assets. These adverse impacts are ameliorated to a degree by the benefits associated with the removal of the current alignment of the A303.	High	Minor Adverse	Slight Adverse	Yes
Scheduled Monument	1010837	Linear boundary from south east of Winterbourne Stoke crossroads to south west of The Diamond on Wilsford Down. Within WHS.	Proposed scheme bisects linear feature resulting in physical removal of a portion of the asset. Visual impact from new alignment and West Portal. Negligible benefit resulting from the removal of effects from existing carriageway.	High	Major Adverse	Large Adverse	No
Scheduled Monument	1010874	Ten bowl barrows, five disc barrows, a bell barrow, a pond barrow and a saucer barrow forming the Wilsford round barrow cemetery. Within WHS.	Western portal, Oatlands Hill cutting and parts of the route would be a visible feature in views from the group. Existing woodland may ameliorate some adverse impacts.	High	Minor Adverse	Slight Adverse	No
Scheduled Monument	1010830 1010834	Long barrow and seven bowl barrows on Wilsford Down north of The Diamond Wood. Within WHS.	Proximity of proposed alignment and tunnel portal would change the visual and aural setting of the monuments and affect physical relationships with other assets.	High	Major Adverse	Large Adverse	Yes
Scheduled Monument	1004741	Barrow SSW of Melsome's Field barn. Outside WHS.	No change as the barrow faces north away from route.	High	No Change	Neutral	Yes
Scheduled Monument	1009646	Parsonage Down Camp earthwork enclosure and associated field system. Outside WHS.	Route lies on footprint of existing A303. No change to the existing situation.	High	No Change	Neutral	No
Scheduled Monument	1004725 1005614	Round barrow 230yds (210m) north west of New Field Plantation. Outside WHS.	Route lies on footprint of existing A303. No change to the existing situation.	High	No Change	Neutral	No
Scheduled Monument	1005689	Yarnbury camp (Yarnbury Castle). Outside WHS.	Route lies on footprint of existing A303. No change to the existing situation.	High	No Change	Neutral	No
Scheduled Monument	1005621	Milestone SE of Yarnbury Castle. Outside WHS.	Route lies on footprint of existing A303. No change to the existing situation.	High	No Change	Neutral	No
Scheduled Monument	1015020	Winterbourne Stoke East round barrow cemetery and earthwork enclosure on Fore Down. Within WHS.	River Till crossing forms a new major intrusive element into the setting of the monument affecting its relationship to the valley.	High	Moderate Adverse	Large Adverse	No
Scheduled Monument	1015019	Winterbourne Stoke West round barrow cemetery, The Coniger enclosure and section of linear boundary earthwork. Within WHS.	River Till crossing forms a new major intrusive element into the setting of the monument seriously harming its relationship to the valley and rural character of its setting.	High	Major Adverse	Very Large Adverse	No
Scheduled Monument	1015222 1015022	Romano-British settlement on Winterbourne Stoke Down. Outside WHS.	Minor setting impacts from distant views to new alignment and A303/A360 junction east of Winterbourne Stoke.	High	No Change	Neutral	Yes
Scheduled Monument	1010895 1010894	Pond barrow 50m north of A344 west of The Cursus. Within WHS.	No change to setting.	High	No Change	Neutral	Yes
Scheduled Monument	1015023 1015021 1015024	Bowl barrows, long barrow and section of linear boundary south of A360. Outside of WHS.	No change to setting.	High	No Change	Neutral	Yes

Option 1Na							
Non-Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Building	MWI70671	18th Century farmstead in Ratfyn. Outside WHS.	The buildings within this group are not anticipated to be affected by this scheme as there is no visibility to and from the buildings to the proposed route.	Low	No Change	Neutral	No
Building	MWI70778 MWI70543	Farmstead near Winterbourne Stoke and Bridge House in Winterbourne Stoke. Outside WHS.	No direct physical impact alignment runs to the north	Low	No Change	Neutral	No
Monument	MWI12603	Modern Military Railway, south & south-west of Durrington Walls. Outside WHS.	No substantive change from existing situation.	Medium	No Change	Neutral	No
Monument	MWI12030 MWI12036 MWI12043	Excavated Romano-British building, four Anglo Saxon sunken features and Ratfyn medieval settlement near Countess East. Outside WHS.	No substantive change from existing situation.	Medium	No Change	Neutral	No



Option 1Na							
Non-Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Monument	MWI11893 MWI12360 MWI12359 MWI12200 MWI12308	Ratfyn undated mounds and barrows and Neolithic pit. Outside WHS.	No substantive change from existing situation	Medium	No Change	Neutral	No
Monument	MWI12109	Sub-circular feature found during a watching brief along A303, north of Ratfyn Road. Outside WHS.	No substantive change from existing situation.	Medium	No Change	Neutral	No
Monument	MWI11958 MWI11979	Ratfyn LBA to LIA settlement and Roman cemetery. Outside WHS.	No substantive change from existing situation.	Medium	No Change	Neutral	No
Monument	MWI11909	Group of four excavated Neolithic-Early Bronze Age pits north-east of Countess Roundabout. Outside WHS.	No substantive change from existing situation.	Medium	No Change	Neutral	No
Monument	MWI12055 MWI70666	Medieval to 17th century Countess Farmstead. Within WHS.	No substantive change from existing situation.	Low	No Change	Neutral	No
Monument	MWI12085 MWI12084	Water Meadows, east and south of Countess Farm. Within WHS.	On alignment of existing A303	Low	No Change	Neutral	No
Monument	MWI13138	Garden feature, Amesbury Abbey Park. Inside WHS.	Route runs immediately adjacent to the southern boundary of the asset, predominantly following the alignment of the current A303 and staying within existing highways boundaries. Flyover plans at Countess Roundabout would impact the setting of the park due to the added height of the flyover.	Low	Moderate Adverse	Slight Adverse	No
Monument	MWI70644	Out farm west of Countess, north east of Vespasian's Camp on the alignment of the A303. Within WHS.	On existing alignment	Low	No change	Neutral	No
Monument	MWI12660 MWI12965 MWI12959 MWI13157 MWI12964 MWI12659	Barrow, ring ditches north-west of Vespasian's Camp. Within WHS.	Substantial visual intrusion in setting, increased noise probable and substantive change to character or environment around assets due to proximity of Eastern Portal and approach. Southern most asset (12964) may be at risk of direct construction impact if any alteration to the construction zone falls within 10m of the asset.	Medium	Major Adverse	Large Adverse	Yes
Monument	MWI12951 MWI12952 MWI12945 MWI12725 MWI12743	Barrows and circular feature east of the Avenue, north-west of Vespasian's Camp. Within WHS.	Substantial visual intrusion in setting, increased noise probable and substantive change to character or environment around assets due to proximity of Eastern Portal and approach.	Medium	Major Adverse	Large Adverse	Yes
Monument	MWI12462 MWI12477 MWI12646 MWI12647 MWI12648 MWI12548	Pits, ditches and round barrows west of Old & New King Barrows. Within WHS.	No substantive change from existing situation.	Medium	No Change	Neutral	No
Monument	MWI12687 MWI12700	Ditches and post-medieval road between the Avenue and New King's Barrows. Within WHS.	Benefits from possible reconnection of monument.	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI12921	Undated Round Barrow East of New King Barrows. Within WHS	On current alignment – presumed excavated.	Medium	No Change	Neutral	No
Monument	MWI12942	Ring ditch East of New King's Barrows. Within WHS.	Removal of A303 would benefit the setting of the assets; however Eastern Portal and associated infrastructure will remain a significant feature in the setting	Medium	Minor Beneficial	Slight Beneficial	Yes
Monument	MWI73483 MWI13150	Sewers works Stonehenge Down and undated curvilinear feature	No impact.	Low	No Change	Neutral	No
Monument	MWI12466 MWI12558 MWI12502	Neolithic to Iron Age pits near West of New King's Barrow Wood. Within WHS.	No substantive change from existing situation.	Low	No Change	Neutral	No
Monument	MWI70631	Former site of 19th century outfarm. Within WHS.	No substantive change from existing situation.	Low	No Change	Neutral	No
Monument	MWI12817	Buried medieval ridge and furrow.	Physical impact from East Portal will result in the loss of a small proportion of the asset surviving north of the A303.	Low	Minor Adverse	Slight Adverse	No

Option 1Na							
Non-Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Monument	MWI12688	Undated ditch. Within WHS.	No substantive change from existing situation.	Low	No Change	Neutral	No
Monument	MWI12504	Early Neolithic pit east of the Avenue, north-west of Vespasian's Camp, north of A303. Within WHS.	No substantive change from existing situation.	Low	No Change	Neutral	No
Monument	MWI12478 MWI12654	Long barrow and Late Bronze Age barrow, north of West Amesbury (west of Vespasian's Camp, south of A303). Within WHS.	Removal of A303 would benefit the setting of the asset; however Eastern Portal and associated infrastructure will remain a significant feature in the setting	Medium	Minor Adverse	Slight Adverse	Yes
Monument	MWI74676	Undated rectangular ditched enclosure. Within WHS.	Realignment of A303 will benefit the setting to the asset. No direct physical impact as the alignment will be in tunnel at this point.	Low	Moderate Beneficial	Slight Beneficial	Yes
Monument	MWI73460	Prehistoric to Roman field system, Durrington Field. Within WHS.	Removal of effects from existing carriageway beneficial to setting	Medium	Minor Beneficial	Slight Beneficial	No
Monument	MWI12731 MWI12501 MWI12533 MWI13050	Prehistoric to Roman field system, undated ditch enclosure, undated rectangular enclosures, settlement south of Stonehenge Cottages and ring ditch, Durrington Field. Within WHS.	Removal of effects from existing carriageway beneficial to setting	Medium	Minor Beneficial	Slight Beneficial	No
Monument	MWI73256	20th century Military Railway, West of The Cursus. Modern. Within WHS.	No substantive change from existing situation.	Low	No Change	Neutral	No
Monument	MWI74675 MWI74674	Possible prehistoric or Romano-British ditches, south of New King's Barrows. Within WHS.	Realignment of A303 will benefit the setting to the assets. No direct physical impact.	Low	Minor Beneficial	Slight Beneficial	Yes
Monument	MWI12859 MWI13146	Ditches north-east of Luxenborough Plantation and Trackways (south of Stonehenge Bottom and A303). Within WHS.	Removal of effects from existing carriageway beneficial to setting	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI12627	Medieval to Late 19th century Trackways, Stonehenge Bottom. Within WHS.	Removal of effects from existing carriageway beneficial to setting	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI12797 MWI12798 MWI12799 MWI12810	Undated ring ditches and mound, south-east of Stonehenge (south of A303). Within WHS.	Removal of effects from existing carriageway beneficial to setting	Low	Minor Beneficial	Slight Beneficial	Yes
Monument	MWI12606	Former Stonehenge Aerodrome. Within WHS.	Realignment of A303 will benefit the setting to the asset. No direct physical impact as the alignment will be in tunnel at this point.	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI12685	Undated Enclosure on Stonehenge Down. Within WHS.	Realignment of A303 will benefit the setting to the asset. No direct physical impact as the alignment will be in tunnel at this point.	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI74642 MWI12714 MWI12491	Undated pits and ditch, Normanton Down. Within WHS.	The majority of an extensive group of features lies outside of the study area. No direct physical impacts as the alignment will be in tunnel at this point.	Low	No Change	Neutral	No
Monument	MWI13122 MWI13027 MWI13123 MWI12693	Undated and Bronze Age enclosures and associated finds south east of Normanton Gorse. Within WHS.	Removal of effects from existing carriageway beneficial to setting.	Low	Minor Beneficial	Slight Beneficial	Yes
Monument	MWI13149	Undated linear features south-west of Normanton Gorse. Within WHS.	Route and west portal construction will result in removal of a proportion of the asset and splitting the asset in two, impacting on integrity of asset. Further, significant setting and operation impacts will also be detrimental.	Medium	Moderate Adverse	Moderate Adverse	No
Monument	MWI12754 MWI12755 MWI12690 MWI74641	Early Bronze Age to Late Iron Age linear earthworks, field system and pits through Normanton Gorse To Wilsford and between Druids Lodge & Wilsford Down. Within WHS.	Route and west portal construction will result in removal of a proportion of the various asset and splitting them in two, impacting on integrity of assets. Further, significant setting and operational impacts will also be detrimental.	Medium	Moderate Adverse	Moderate Adverse	No

Option 1Na							
Non-Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Monument	MWI13159	Long barrow south-east of Longbarrow Crossroads (identified during 2015/2016 geophysical surveys). Within WHS.	Route will alter setting of assets and its relationship to wider topography and assets to south.	High	Major Adverse	Large Adverse	Yes
Monument	MWI12695	Undated ditches south and west of a long barrow. Inside WHS.	Removal of settings effects from existing carriageway are beneficial; however, the western portal location will create a new settings impact to this feature.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI12783	Undated round barrow. Outside WHS.	Adverse effect due to proximity of route	Low	Minor Adverse	Slight Adverse	No
Monument	MWI7128	Bronze Age enclosure west of Winterbourne Stoke Crossroads	Removal of effects from existing carriageway beneficial to setting.	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI6924	Later Bronze Age settlement excavated in 1967. Outside WHS.	Asset divided by existing road, no change to that situation. Some increase in appreciable infrastructure development in landscape setting	Medium	Minor Adverse	Slight Adverse	Yes
Monument	MWI6405	Enclosure north of Winterbourne Stoke Crossroads. Partially within WHS.	Adverse effect due to proximity of route.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI6406	Boundary ditch south of Winterbourne Stoke Crossroads. Outside WHS.	Adverse effect due to proximity of route.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI73295 MWI13155 MWI12748 MWI74632 MWI74633	Features identified during geophysical survey on Boreland Farm (Diamond's Field), linear earthworks and ditches. Within WHS.	Adverse effect due to proximity of route.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI73483 MWI13150	Sewage Works, Stonehenge Down and undated curvilinear features	No impact.	Low	No Change	Neutral	No
Monument	MWI12975 MWI12972 MWI12976 MWI12977 MWI12971	Barrows, Wilsford Down. Within WHS.	Notable visual intrusion into the setting of these barrow monument from the West Portal and new dual carriageway, moderated to a degree by moderate beneficial impact from removal of existing A303 carriageway to north.	High	Moderate Adverse	Large Adverse	Yes
Monument	MWI13128 MWI13135	Field system, linear features between Druid's Lodge and Wilsford Down. Within WHS.	Route construction will result in removal of a small portion of the asset and will divide the field system in two, impacting on integrity of asset.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI7094	Field system north and east of Oatlands Hill.	Extensive ridge and furrow field systems crossed by proposed route. Direct impact from construction of proposed route on small proportion of this asset.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI6407	Boundary ditch, north-east of Oatlands Hill	Although this boundary ditch will not be physically impacted by the A303/A360 junction, it runs to the east and north of it, meaning that its setting will further be impacted by infrastructure.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI6054	Druid's Lodge Airfield	The north-western portion of the asset will be physically affected by the link road leading south of the proposed A360 junction. However, as the asset primarily lies on the adjacent side of the A360 (opposite Druid's Lodge), this will lead to a minimal loss only.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI70781	Grant's Barn site of 19th century Out farm. Outside WHS.	The construction of the junction for the northern bypass of Winterbourne Stoke is likely to remove this asset.	Low	No Change	Neutral	No
Monument	MWI7125	Late prehistoric ditch, Oatlands Hill. Outside WHS.	Extensive linear feature (1km long) a small proportion of which experience a direct physical impact from the construction of the proposed alignment (where the asset is located between the A303/A360 junction and the A360).	Low	Moderate Adverse	Slight Adverse	No
Monument	MWI6984	20th century Oatlands Hill Aerodrome. Outside WHS.	Route construction will cross the aerodrome boundary. Where this survives in buried form there will be a direct physical impact.	Low	Minor Adverse	Neutral	No
Monument	MWI6932 MWI7002 MWI6944 MWI7003 MWI7004 MWI7005	Pits north-east of Oatlands Hill. Iron Age, Bronze Age and Undated. Outside WHS.	No impact.	Low	No Change	Neutral	No

Option 1Na							
Non-Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
	MWI6933 MWI6934 MWI6945 MWI6946						
Monument	MWI6991 MWI6990	Features revealed during 2005 archaeological watching brief along the A360, between Longbarrow Roundabout and Druid's Lodge. Partially within WHS.	No impact.	Low	No Change	Neutral	No
Monument	MWI7155	Prehistoric to Roman Settlement and enclosure, Oatlands Hill. Outside WHS.	The majority of an extensive group of features lies outside of the study area. No impacts.	Medium	No Change	Neutral	No
Monument	MWI7210	Bronze Age Enclosure, Oatlands Hill. Outside WHS.	No impacts.	Low	No Change	Neutral	No
Monument	MWI7153 MWI7154	Bronze Age Barrows north of Oatlands Hill. Outside WHS.	Assets within 30m of proposed alignment centre line. Direct physical impact from construction likely to result in removal of all of one barrow and part of the other barrow.	High	Major Adverse	Large Adverse	No
Monument	MWI7136	Bronze Age barrow north of Oatlands Hill. Outside WHS.	Asset approximately 100m from proposed route centre line. Setting likely to be affected by proximity of new alignment.	Medium	Moderate Adverse	Slight Adverse	No
Monument	MWI7158	Undated enclosures, ridge and furrow, ring ditch, boundary ditch and Roman settlement Winterbourne Stoke Hill. Outside WHS.	Large asset, geographically spread out, will have direct impact on these assets.	Medium	Moderate Adverse	Moderate Adverse	No
Monument	MWI73338	Undated enclosures bisecting A303 at Winterbourne Stoke Hill. Outside WHS.	Group of features part of which lie within 30m of the route, direct physical impact from construction of proposed route.	Low	Moderate Adverse	Slight Adverse	No
Monument	MWI7111	Ridge and furrow field system Winterbourne Stoke Hill/horse Down. Medieval. Outside WHS.	Large asset, geographically spread out, will have physical impact on a small proportion of the asset as the western extent of the A303/A360 junction will truncate some of the ridge and furrow earthworks.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI73343	Late prehistoric ditch, Winterbourne Stoke Hill. Outside WHS.	Majority of the asset falls out of the study area. Direct physical impact from route construction on northern extremity.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI7201	Undated linear features at Longbarrow Crossroads. Outside WHS.	Extensive group of features, the majority of which lie outside of the study area. Possibility of direct physical impact from construction of proposed route on a small proportion of the features within the study area. NB possibility that features have been incorrectly grouped by Wilts HER.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI6948	Iron Age ditch south of Parsonage Down. Outside WHS.	Feature lies within proposed route and will be directly impacted.	Low	Moderate Adverse	Slight Adverse	No
Monument	MWI6959	Roman settlement near Parsonage Down. Outside WHS.	Proposed route passes within 40m of the settlement. No direct physical impact.	Medium	No Change	Neutral	No
Monument	MWI7009	Undated ditch Winterbourne Stoke Hill/Horse Down. Outside WHS.	Direct physical impacts on majority of the asset.	Low	Major Adverse	Slight Adverse	No
Monument	MWI7137 MWI7199	Two undated sites approximately 10m south of bypass alignment. Outside WHS.	No direct physical impact but setting of the assets will be compromised by the alignment due to its proximity of proposed route alignment.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI7207 MWI7208	Barrows on Winterbourne Stoke Hill. Outside WHS.	No direct physical impacts.	Medium	No Change	Neutral	Yes
Monument	MWI7209	Bronze Age Barrow, Winterbourne Stoke Hill. Outside WHS.	No direct physical impacts.	Medium	No Change	Neutral	No
Monument	MWI6987	Post-medieval water meadow. Outside WHS.	Direct physical impact from route on a small proportion of the asset.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI73341	Late prehistoric ditch, High Down (north of Winterbourne Stoke). Outside WHS.	No direct physical impact.	Low	No Change	Neutral	No

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Non-Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Monument	MWI6947 MWI7008	Undated and Iron Age features north of Winterbourne Stoke. Outside WHS.	Direct physical impact on small concentration of features, which are likely to be removed by the route.	Low	Major Adverse	Slight Adverse	No
Monument	MWI6975	Medieval settlement south of Winterbourne Stoke. Outside WHS.	All but one element of the settlement is outside of the study area. One outlying linear feature falls within the construction zone of the proposed scheme.	Medium	Negligible adverse	Slight adverse	No
Monument	MWI7112	Undated enclosure Berwick Down, south of Winterbourne Stoke. Outside WHS.	No direct physical impact.	Low	No Change	Neutral	No
Monument	MWI7098	Roman settlement, High Down. Outside WHS.	No direct physical impact.	Medium	No Change	Neutral	No
Monument	MWI7095	Multi period field system, Parsonage Down. Outside WHS.	Extensive asset with direct physical impact on a small proportion of the whole.	Medium	Minor Adverse	Slight Adverse	No
Monument	MWI6994	Undated portion of field system Parsonage Down. Outside WHS.	No direct physical impact.	Low	No Change	Neutral	No
Monument	MWI6396	Barrow north-west of Scotland Lodge (south of Parsonage Down). Outside WHS.	No direct physical impact.	Medium	No Change	Neutral	Yes
Monument	MWI6917	Prehistoric pit south of Parsonage Down. Outside WHS.	No direct physical impact.	Low	No Change	Neutral	No
Monument	MWI6993	Undated pit at Parsonage Down. Outside WHS.	No direct physical impact.	Low	No Change	Neutral	No
Monument	MWI7001	Undated linear feature at Parsonage Down. Outside WHS.	No direct physical impact.	Low	No Change	Neutral	No
Monument	MWI6999	Undated linear feature at Parsonage Down. Outside WHS.	No direct physical impact.	Low	No Change	Neutral	No
Monument	MWI6943 MWI7133	Settlement and Enclosures, South of Parsonage Down. Outside WHS.	Route construction will result in removal of part of the asset and dividing the asset in two, impacting on its integrity.	Medium	Moderate Adverse	Moderate Adverse	No
Monument	MWI7099 MWI6935	Sheepfold and settlements on Parsonage Down. Outside WHS.	No direct physical impact from proposed route which lies over 150m-200m from the assets.	Medium	No Change	Neutral	No
Monument	MWI6930 MWI6995 MWI6996 MWI6997 MWI6931 MWI6998	Undated or Bronze Age pits and ditches on Parsonage Down. Outside WHS.	No direct impacts from the proposed scheme as all features are located outside of the construction zone.	Medium	No Change	Neutral	No
Monument	MWI7000	Undated Pit Parsonage Down. Outside WHS	No direct physical impact.	Low	No Change	Neutral	No
Monument	MWI7206	Bronze Age barrow north-west of Scotland Lodge, Winterbourne Stoke. Outside WHS.	No direct physical impact.	Medium	No Change	Neutral	Yes
Monument	MWI7235	Field system east of Yarnbury Castle. Outside WHS.	Extensive field system. Small portion of the system lies within the proposed scheme and will be impacted.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI7223	Iron Age ditch, Berwick Down. Outside WHS.	Extensive field system. Small portion of the system lies within the proposed scheme and will be impacted.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI7261	Undated enclosure Berwick Down. Outside WHS.	No physical impact.	Low	No Change	Neutral	No
Building	MWI7226	Milestone south-east of Yarnbury Castle. Outside WHS.	There will be no additional setting or physical impacts due to the proposed scheme	Low	No Change	Neutral	No
Monument	MWI7245	Undated linear feature south-east of Yarnbury Castle. Outside WHS.	Extensive linear feature already severed by the existing A303. Some further localised removal of remains likely.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI6232 MWI7267	Field System and undated ditch system, south of Yarnbury Castle. Outside WHS.	Extensive field system, the majority of which falls outside of the study area and no element of which falls nearer than 20m from the construction zone.	Low	No Change	Neutral	No
Monument	Not assigned at this time	Long Barrow (south of MWI13159 also identified during 2016 geophysical survey). Within WHS.	The scheme would avoid the feature and there would be no physical impact. The route would however affect the setting of the monument and its relationship to other funerary monuments of this period.	High	Major Adverse	Large Adverse	Yes

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Non-Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Monument	Not assigned at this time	Henge-type enclosure (south-west of MW13159 also identified during 2016 geophysical survey). Within WHS.	The scheme would avoid the feature and there would be no physical impact. The route would however affect the setting of the monument and its relationship to other funerary monuments of this period.	High	Moderate Adverse	Large Adverse	Yes
Monument	Not assigned at this time	Blick Mead archaeological site. Within WHS.	Blick Mead is located to the east of Vespasian's Camp and immediate south of the A303 within the Grade II* Amesbury Registered Park and Garden. Route runs to the northern boundary of the site, following the alignment of the current A303 and staying within existing highways boundaries. The northern boundary of the park is heavily wooded allowing screening from the current A303; however, the proposed flyover at Countess Roundabout would potentially have an adverse impact the setting of the Mesolithic site due to the increased visibility of vehicles passing by.	High	Minor Adverse	Slight Adverse	Yes



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Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Conservation Area	CA/S/12	Bulford Conservation Area. Outside WHS.	The conservation area already experiences setting impacts from the current A303. No changes are anticipated.	Medium	No Change	Neutral	No
Conservation Area	CA/S/2	Amesbury Conservation Area. Partially within WHS.	Route runs immediately adjacent to the conservation area, predominantly following the alignment of the current A303 and staying within the existing highways boundaries. As opposed to the Amesbury Abbey park and garden there should be no land take from the conservation area. The flyover at Countess Roundabout would impact the setting of the conservation area due to the added height of the flyover.	Medium	Moderate Adverse	Moderate Adverse	No
Conservation Area	CA/S/55	West Amesbury Conservation Area adjacent to Amesbury Conservation Area and Grade II* Amesbury Registered Park and Garden. Within WHS.	Although the conservation area is relatively close to the eastern portal, a recent draft visibility study has shown that the conservation area will have no clear sight of the portal location or proposed route alignment in summer/winter. Therefore, no change based on this route is anticipated for the conservation area.	Medium	No Change	Neutral	No
Conservation Area	CA/S/63	Winterbourne Stoke Conservation Area. Outside WHS.	Southern bypass of Winterbourne Stoke will essentially be screened from the conservation area by topography and vegetation. The bypass would significantly reduce the amount of traffic currently using the A303 through Winterbourne Stoke, therefore lowering the traffic/noise impact currently experienced by the conservation area.	Medium	Moderate Beneficial	Moderate Beneficial	No
Conservation Area	CA/S/5	Berwick St James Conservation Area. Outside WHS.	The southern bypass route is situated between the Winterbourne Stoke and Berwick St James Conservation Areas. Intervening topography and vegetation will reduce visibility between the conservation area and the route option but some limited impacts are possible.	Medium	Minor Adverse	Slight Adverse	No
Registered Park and Garden	1000469	Grade II* Amesbury Abbey Registered Park and Garden. Partially within WHS.	Route runs immediately adjacent to the northern boundary of the park, predominantly following the alignment of the current A303 and staying within existing highways boundaries. The northern boundary of the park is heavily wooded allowing screening from the route. Flyover plans at Countess Roundabout would impact the setting of the park due to the added height of the flyover.	High	Moderate Adverse	Moderate Adverse	No
Listed Building	1182825 1182833 1131041 1182798 1131037 1131040	Bulford Group: Group of 6 Grade II Listed Buildings. Outside WHS.	No change of impact is anticipated to these buildings. They lie just within the study area and are anticipated to be too far away from the scheme to be affected by it.	Medium	No Change	Neutral	No
Listed Building	1318489 1131057 1131056 1318488 1318487 1131055	Countess Road Group: Group of 6 Grade II listed buildings. Within WHS.	Major grade separated junction and flyover at Countess Roundabout would further degrade the setting of these Listed Buildings.	Medium	Moderate Adverse	Moderate Adverse	No
Listed Building	1182605	Grade II listed Ratfyn Farmhouse. Outside WHS.	No change in impacts is anticipated to this building as the current alignment of the A303 already impacts on it.	Medium	No change	Neutral	No
Listed Buildings	1130952 1130953 1131058-65 1131067 1131069 1131089 1131090-93 1182066 1182407 1182419 1182426 1182433 1182441 1182444 1182456 1182526	Amesbury Town Group: Group of 54 Listed Buildings (1 Grade I, 48 Grade II and 5 Grade II*). Outside WHS.	The majority of buildings this group are not expected to experience further setting impacts due to this proposed route as it largely follows the existing A303 alignment towards the north of Amesbury until the proposed flyover at Winterbourne Stoke.	Medium	No Change	Neutral	No

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Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
	1182548 1182560 1182570 1182598 1182631 1182645 1182655 1182661 1182664 1284417 1284468 1284496 1318463-66 1318490-94 1131087 1131068 1182677 1131070 1318495 1131066 1284503						
Listed Building	1131054	Grey Bridge: Grade II listed structure south of Countess Roundabout.	This asset will experience additional setting impacts due to its proximity to the Countess Roundabout flyover (it is located approx. 10m from the A345 leading to the roundabout).	Medium	Moderate Adverse	Moderate Adverse	No
Listed Buildings	1131053 1318486 1182498 1131088 1131081 1131080 1131082 1131084 1131079 1131083	Amesbury Registered Park & Garden Group: Group of 10 Listed Buildings (1 Grade I, 6 Grade II* and 3 Grade II). In WHS [1131080, 1131081] and rest outside WHS.	Listed Buildings towards the north-eastern section of the park will experience minor setting impacts as they will have clear sight of the route, particularly the Countess Roundabout flyover. Affected buildings include 1131053, 1318486 and 1131084.	Medium	Minor Adverse	Slight Adverse	No
Listed Building	1131071 1131033 1318516 1131032 1318515 1131031 1182703 1318496 1182695	West Amesbury Group: Group of 9 Listed Buildings (8 Grade II, 1 Grade I). Within WHS.	Although the conservation area in which this group of buildings is located is relatively close to the eastern portal, a recent draft visibility study has shown that the area will have no clear sight of the portal location or proposed route alignment in summer/winter, which suggests that this would also apply to the buildings. Therefore, no change based on this route is anticipated for this group.	Medium	No Change	Neutral	No
Listed Building	1391475	Buildings 455 and 456 (Five Aircraft Hangars), Durrington Camp (Grade II*). Within WHS.	No physical or setting impacts due to its location within Durrington Camp.	Medium	No Change	Neutral	No
Listed Building	1131086	Grade II Milestone opposite Stonehenge. Within WHS.	The milestone is located opposite Stonehenge along the former alignment of the A345. It is not anticipated the milestone would have to be moved as the A303 would become redundant for vehicular traffic and only to be used by NMUs. The milestone would therefore retain its roadside setting and experience no physical or setting impacts.	Medium	No Change	Neutral	No
Listed Building	1130999 1131085	A303 Milestone Group: 2 Grade II listed Milestones. Within WHS.	As the milestones are located along the current alignment of the A303, it is not anticipated that they would have to be moved as the A303 would become redundant for vehicular traffic and only to be used by NMUs. The milestones would therefore retain their roadside setting and experience no physical or setting impacts.	Medium	No Change	Neutral	No
Listed Building	1242829	Airmen's Cross near Stonehenge	The asset is located within the land of the Stonehenge Visitor Centre. There cross will retain its setting and experience no physical or setting impacts.	Medium	No Change	Neutral	No

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Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Listed Building	1130972	Milestone approximately 100 metres south of Longbarrow Roundabout at junction with A303. Outside WHS.	It is not anticipated that the milestone would have to be moved due to the scheme and as it is already located within a road network setting along the A360, the milestone will retain its current roadside setting.	Medium	No Change	Neutral	No
Listed Building	1318705	Grade II Milestone next to A360, Devizes Road. Within WHS.	It is not anticipated that the milestone would have to be moved due to the scheme and as it is already located within a road network setting along the A360, the milestone will retain its current roadside setting.	Medium	No Change	Neutral	No
Listed Building	1182996	Grade II Milestone, next to A360, Devizes Road. Outside WHS.	It is not anticipated that the milestone would have to be moved due to the scheme and as it is already located within a road network setting along the A360, the milestone will retain its current roadside setting.	Medium	No Change	Neutral	No
Listed Buildings	1130977 1130975 1130976 1130978 1130974 1318525 1130973 1318524 1130971 1131010	Winterbourne Stoke Group: Group of 10 Listed Buildings (2 Grade II*, 8 Grade II). Outside WHS.	The southern bypass for Winterbourne Stoke would potentially affect the setting of a small number of listed buildings in the southern part of the conservation area; but this will be lessened by vegetation and topography. Noise impacts are also possible (NB. no noise data was available at the time of writing and will be assessed separately). However, the bypass would significantly reduce the amount of traffic currently using the A303 through Winterbourne Stoke, therefore lowering the traffic/noise impact currently experienced by some building in the conservation area.	Medium	Minor Beneficial	Slight Beneficial	No
Listed Buildings	1182490 1318709 1146246 1146241 1392573 1146245 1318707 1146243 1318708 1146242 1318706 1182524 1146244	Berwick St James Group: Group of 13 Listed Buildings (1 Grade I, 12 Grade II)	The southern bypass for Winterbourne Stoke would potentially affect the setting of a small number of listed buildings to the north of Berwick St James Conservation Area; but this will be lessened by vegetation and topography. Noise impacts are also possible (NB. no noise data was available at the time of writing and will be assessed separately).	Medium	Minor Adverse	Slight Adverse	No
Scheduled Monument	1009931 1009933 1015216 1009545 1009602 1009604 1009564 1009605 1009969	Barrows south of Bulford. Outside WHS.	Route aligns with footprint of current A303; no change predicted.	High	No Change	Neutral	Yes
Scheduled Monument	1009572 1009566 1009872	Barrows east of Solstice Park. Outside WHS.	Route aligns with footprint of current A303; no change predicted.	High	No Change	Neutral	Yes
Scheduled Monument	1015215	Long barrow at Longbarrow Clump. Outside WHS	Route aligns with footprint of current A303; no change predicted.	High	No Change	Neutral	Yes
Scheduled Monument	1015220	Lynchets at Southmill Hill. Outside WHS.	Route aligns with footprint of current A303; no change predicted.	High	No Change	Neutral	No
Scheduled Monument	1015948	Ratfyn Barrow. Outside WHS.	Route aligns with footprint of current A303; no change predicted.	High	No Change	Neutral	Yes
Scheduled Monument	1015221	Queensberry Bridge. Outside WHS.	Route aligns with footprint of current A303; no change predicted.	High	No Change	Neutral	No
Scheduled Monument	1009140 1009141	Barrows more than 450m north of the A303, on Countess Farm. Within WHS.	Distant visual intrusion into setting of monuments from the eastern portal and slightly re-aligned carriageway.	High	Minor Adverse	Slight Adverse	Yes

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Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
	1009131						
Scheduled Monument	1009130 1009133	Henge monuments and barrows at Durrington Walls and Woodhenge. Within WHS.	Route lies between 1km and 2km from the monuments. There may be relatively distant and oblique views of the Eastern Portal from the edge of the Woodhenge scheduled area but notable changes to the setting of the monuments are not predicted.	Very High	Negligible Adverse	Slight Adverse	Yes
Scheduled Monument	1014087 1009142 1009139 1012128	Bowl barrows less than 450m north of the A303 on Countess Farm. Within WHS.	Visual intrusion on setting from the East Portal and re-alignment northwards of carriageway.	High	Moderate Adverse	Large Adverse	Yes
Scheduled Monument	1012126	Vespasian's Camp. Within WHS.	Notable visual intrusion into the setting of the monument from the eastern portal and upgrade of dual carriageway, moderated to a limited degree by slight beneficial impact from northwards re-alignment of carriageway.	High	Moderate Adverse	Large Adverse	Yes
Scheduled Monument	1009138	Bowl barrow 400m north of the A303, on Countess Farm. Within WHS.	Visual intrusion on setting from the eastern portal and approach.	High	Moderate Adverse	Moderate Adverse	Yes
Scheduled Monument	1009137 1009134 1009136 1021348 1009135 1009150	Barrows more than 450m north of the A303, on Countess Farm. Within WHS.	Visual intrusion on setting from the eastern portal and approach.	High	Moderate Adverse	Moderate Adverse	Yes
Scheduled Monument	1009145	Bowl barrow 170m south east of Strangways on Countess Farm. Within WHS.	Very slight setting effects from distant views of the eastern portal.	High	Negligible Adverse	Slight Adverse	Yes
Scheduled Monument	1010331 1014088 1009146 1009144	Barrows east of The Avenue on Countess Farm. Within WHS.	Substantial visual intrusion in setting, increased noise probable and substantive change to character or environment around assets due to proximity of eastern portal and re-alignment northwards of carriageway.	High	Major Adverse	Large Adverse	Yes
Scheduled Monument	1009151 1009143	Bowl barrows north of A303, Countess Farm. Within WHS.	Substantial visual intrusion in setting, increased noise probable and substantive change to character or environment around assets due to proximity of eastern portal and re-alignment northwards of carriageway.	High	Major Adverse	Very Large Adverse	Yes
Scheduled Monument	1012132 1012127	Barrows west of Vespasian's Camp. Within WHS.	Visual intrusion on setting from the eastern portal and associated infrastructure, with some benefit from re-alignment of carriageway.	High	Moderate Adverse	Moderate Adverse	Yes
Scheduled Monument	1010140	Barrows alongside The Avenue. Within WHS.	Benefits from removal of existing A303 outweighed by significant intrusion of eastern portal and new alignment into setting of this barrow group.	High	Moderate Adverse	Moderate Adverse	Yes
Scheduled Monument	1010140	The Avenue. Within WHS.	Proposals would enable the reconnection of the Avenue and remove the current severe severance. This overall benefit is reduced by the large impact on the setting of the asset arising from the tunnel portal, associated infrastructure and realigned road.	Very High	Moderate Beneficial	Large Beneficial	Yes
Scheduled Monument	1010140	Stonehenge. Within WHS.	Considerable beneficial impact from removal of existing A303.	Very High	Major Beneficial	Very Large Beneficial	Yes
Scheduled Monument	1012378 1012380 1009149 1012367 1009147 1012379	Barrow cemetery known as Old King Barrows. Within WHS.	Setting effects from distant views of the eastern portal and new alignment outweighed by the beneficial impact from the removal of the A303 to the southwest (and hence from views towards and over Stonehenge) and removal of severance of wider ridgeline to south.	High	Minor Beneficial	Slight Beneficial	Yes
Scheduled Monument	1009148	Bowl barrow 300m south-west of Stangeways forming part of a linear round barrow cemetery known as the Old King Barrows. Within WHS.	Setting effects from distant views of the eastern portal and new alignment outweighed by the beneficial impact from the removal of the A303 to the southwest (and hence from views towards and over Stonehenge) and removal of severance of wider ridgeline to south.	High	Negligible Beneficial	Slight Beneficial	Yes
Scheduled Monument	1014147	Two bowl barrows 700m north-west of Normanton Down House. Within WHS.	Very slight improvement to setting from removal of A303 which is approximately 1200m north of the assets.	High	Minor Beneficial	Slight Beneficial	Yes
Scheduled Monument	1012392 1012374	Barrows in and east of Luxenborough Plantation. Within WHS.	Beneficial impact on views from and to the monuments and beneficial change to aural environment arising from removal of existing A303.	High	Moderate Beneficial	Moderate Beneficial	Yes

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Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
	1012390 1012375 1012373 1012371						
Scheduled Monument	1012376	Henge monument 400m south of Stonehenge Cottages. Within WHS.	Beneficial impact on views from and to the monument and beneficial change to aural environment arising from removal of existing A303.	High	Moderate Beneficial	Moderate Beneficial	Yes
Scheduled Monument	1012372	Three bowl barrows 150m south of the A303, north of Luxenborough Plantation. Within WHS.	Beneficial impact on views from and to the monument and beneficial change to aural environment arising from removal of existing A303.	High	Moderate Beneficial	Large Beneficial	Yes
Scheduled Monument	1012129 1012381 1012420	Barrow cemetery known as the New King Barrows. Within WHS.	Removal of A303 removes the severance of the King Barrow Ridge and reduces aural intrusion into the setting of assets. Also improves views westwards towards and over Stonehenge; as well as views to the monuments from the west and southwest. New portal and connection would however adversely affect views to and from the group on their distinctive ridgeline.	High	Moderate Beneficial	Large Beneficial	Yes
Scheduled Monument	1008947	Bowl barrow 300m south west of New King Barrows. Within WHS.	Removal of A303 removes the severance of the King Barrow Ridge and reduces aural intrusion into the setting of assets. Also improves views westwards towards and over Stonehenge; as well as views of the monument.	High	Major Beneficial	Large Beneficial	Yes
Scheduled Monument	1012130 1012131	Barrows west of Vespasian's Camp and west of The Avenue. Within WHS.	Removal of A303 would benefit the setting of the assets; however eastern portal and associated infrastructure will remain a significant feature in the setting.	High	Minor Beneficial	Slight Beneficial	Yes
Scheduled Monument	1009072 1013871 1009063	Barrows north of The Cursus. Within WHS.	No change to setting.	High	No change	Neutral	Yes
Scheduled Monument	1012388 1008946	Bowl barrows South of the Avenue, east of Stonehenge. Within WHS.	Beneficial impact on views from and to the monuments and beneficial change to aural environment arising from removal of existing A303.	High	Moderate Beneficial	Large Beneficial	Yes
Scheduled Monument	1012384 1012383 1012385 1012387 1012393	Barrows West of Stonehenge. Within WHS.	Beneficial impact on views from and to the monument and beneficial change to aural environment arising from removal of existing A303.	High	Major Beneficial	Large Beneficial	Yes
Scheduled Monument	1012386	Bell barrow 100m east of Stonehenge immediately south of the A344. Within WHS.	Beneficial impact on views from and to the monument and beneficial change to aural environment arising from removal of existing A303.	High	Major Beneficial	Large Beneficial	Yes
Scheduled Monument	1012369	Three bowl barrows immediately north of the A303 on Stonehenge Down.	Beneficial impact on views from and to the monuments and beneficial change to aural environment arising from removal of existing A303.	High	Major Beneficial	Large Beneficial	Yes
Scheduled Monument	1008953 1012370	Barrows situated north of Normanton Gorse. Within WHS.	Beneficial impact on views from and to the monuments and beneficial change to aural environment arising from removal of existing A303.	High	Major Beneficial	Large Beneficial	Yes
Scheduled Monument	1010832	Bowl barrow south of the A303 and north-west of Normanton Gorse. Within WHS.	Beneficial impact on views from and to the monuments and beneficial change to aural environment arising from removal of existing A303. Very limited visual intrusion from West Portal and dual carriageway.	High	Major Beneficial	Large Beneficial	Yes
Scheduled Monument	1010838 1009617 1009626	Barrows and other features within Normanton Gorse. Within WHS.	Western portal and approach would be a visible feature in views to the group and there may be some increases in noise. The route would affect the rural setting of the monuments and visual relationships with other assets. Visual intrusion moderated by limited visibility from within wooded area and separation from portal location.	High	Moderate Adverse	Moderate Adverse	Yes
Scheduled Monument	1012391 1012587	Barrows in and south of Luxenborough Plantation. Within WHS.	Some beneficial impact on views from and to the monuments and likely change to aural environment arising from removal of existing A303.	High	Minor Beneficial	Slight Beneficial	Yes
Scheduled Monument	1009614 1009615	Long barrow, round barrows and bowl barrows, forming the greater part of Normanton Down round barrow cemetery. Within WHS.	Western portal and approach would be a visible feature in views to the group and there may be some increases in noise, particularly in western half of group.	High	Minor Adverse	Slight Adverse	Yes
Scheduled Monument	1009616 1010330	Barrows forming part of the Normanton Down round barrow cemetery. Within WHS.	No intervisibility with the proposed scheme. Removal existing A303 slightly improves their landscape setting and relationships to monuments to the north.	High	Minor Beneficial	Slight Beneficial	Yes
Scheduled Monument	1009619 1009621 1011709 1009620 1009622 1009623	Barrows south of Normanton Gorse. Within WHS.	Western portal and approach would be a visible feature in views to and from the group and there would be increases in noise, route would significantly change the rural setting of the monuments and visual relationships with other assets.	High	Moderate Adverse	Large Adverse	Yes

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Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Scheduled Monument	1011043 1011044 1011041 1012382 1008950 1011040 1011039	Barrows south of the A344 on Winterbourne Stoke Down. Within WHS.	No substantive changes due to removal of A303 or development of new route.	High	No Change	Neutral	Yes
Scheduled Monument	1008949	Bowl barrow 450m SSW of Airman's Corner on Winterbourne Stoke Down. Outside WHS.	No substantive changes due to removal of A303 or development of new route	High	No Change	Neutral	Yes
Scheduled Monument	1012368 1011842 1011843 1011841	Barrows at Winterbourne Stoke crossroads. Within WHS.	Removal of existing A303 and downgrading of junction to a T-Junction significantly improves setting of barrow group and restores connectivity to other individual round barrows and long barrows to the south of the current A303.	High	Moderate beneficial	Large beneficial	Yes
Scheduled Monument	1012394	Four bowl barrows 140m north of the A303 on Stonehenge Down. Within WHS.	Notable improvement in setting due to removal of existing A303.	High	Moderate Beneficial	Large Beneficial	Yes
Scheduled Monument	1011047	Barrows at Winterbourne Stoke crossroads. Within WHS.	No substantive changes due to removal of A303 or development of new route.	High	No Change	Neutral	Yes
Scheduled Monument	1011048	Bronze Age enclosure and bowl barrow 100m west of Longbarrow Cross Roads on Winterbourne Stoke Down. Outside WHS.	Asset divided by existing road, no change to that situation. Downgrading o roundabout slightly reduces infrastructure in setting.	High	Minor Beneficial	Slight Beneficial	Yes
Scheduled Monument	1011045	Bowl barrow 250m south west of Longbarrow Cross Roads, west of A360. Outside WHS.	Downgrading of roundabout slightly reduces infrastructure in setting.	High	Minor Beneficial	Slight Beneficial	Yes
Scheduled Monument	1021349 1011046	Henge monument and barrow south of Longbarrow Cross Roads, east of A360. Within WHS.	Downgrading of roundabout and removal of A303 slightly reduces infrastructure in setting.	High	Minor Beneficial	Slight Beneficial	Yes
Scheduled Monument	1012389 1008948	Two Bowl barrows west of Old King Barrows, north of the A303. Within WHS.	Beneficial impact on views from and to the monument and beneficial change to aural environment arising from removal of existing A303.	High	Moderate Beneficial	Moderate Beneficial	Yes
Scheduled Monument	1009065 1009066 1009073 1009074	Barrows north of the Cursus. Within WHS.	No change to setting.	High	No change	Neutral	Yes
Scheduled Monument	1009132	The Cursus monument – including two round barrows situated within its western end, and a long barrow situated at its eastern end. Within WHS.	Beneficial impact on views from and to the monument and beneficial change to aural environment arising from removal of existing A303.	Very High	Minor Beneficial	Moderate Beneficial	Yes
Scheduled Monument	1012401 1012399 1012396 1012400 1012397 1012403 1012402 1012398 1012586 1010896 1012395 1011042 1012377	Cursus Ridge and Fargo Plantation barrows. Within WHS.	Beneficial impact on views, and to a lesser degree, aural, setting of the monuments due to removal of existing carriageway.	High	Minor Beneficial	Moderate Beneficial	Yes
Scheduled Monument	1009618	Bowl barrow known as 'Bush Barrow' and two disc barrows south east of Normanton Gorse forming part of Normanton Down round barrow cemetery. Within WHS.	Western portal (c. 600m from assets) and approach would be a visible feature in views to the asset and there may be increases in noise, route would change the rural setting of the monument and visual relationships with other assets.	High	Moderate Adverse	Moderate Adverse	Yes
Scheduled Monument	1010885 1009625 1009624	Barrows north of Springbottom Farm. Within WHS.	New carriageway and portal would have a limited visual impact on the landscape setting of the monuments and visual relationships with other assets to west northwest.	High	Minor Adverse	Slight Adverse	Yes
Scheduled Monument	1010871 1010872	Barrows north of Springbottom Farm. Within WHS.	New carriageway and portal would have a limited visual impact on the landscape setting of the monuments and visual relationships with other assets to west northwest.	High	Minor Adverse	Slight Adverse	Yes

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Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
	1010880						
Scheduled Monument	1010863	Lake Barrow Group, North Kite earthwork enclosure, four sections of linear boundary, and a bowl barrow within the North Kite. Within WHS.	Western portal and elements of the approach and the cutting on Oatlands Hill would be a visible feature in views to and from the group. Existing woodland may ameliorate some adverse impacts.	High	Moderate Adverse	Moderate Adverse	Yes
Scheduled Monument	1011708	Bowl barrow 100m south-east of the southern edge of The Diamond south of the A303. Within WHS.	Western portal and approach would be a dominant feature in the setting of the asset.	High	Major Adverse	Large Adverse	Yes
Scheduled Monument	1010831 1013812	Barrows west of Normanton Gorse. Within WHS.	Proximity of proposed alignment and tunnel portal would change the visual and aural setting of the monuments and affect visual relationships with other assets.	High	Moderate Adverse	Large Adverse	Yes
Scheduled Monument	1010833	Pond barrow south of the A303 and 400m west of Normanton Gorse containing the 'Wilsford Shaft'. Within WHS.	Proximity of proposed alignment and tunnel portal would change the visual and aural setting of the monument and affect visual relationships with other assets. These adverse impacts are ameliorated to a degree by the benefits associated with the removal of the current alignment of the A303.	High	Minor Adverse	Slight Adverse	Yes
Scheduled Monument	1010837	Linear boundary from south east of Winterbourne Stoke crossroads to south west of The Diamond on Wilsford Down. Within WHS.	Proposed scheme bisects partial feature resulting in physical removal of a portion of the asset. Visual impact from new alignment and West Portal. Negligible benefit resulting from the removal of effects from existing carriageway.	High	Major Adverse	Large Adverse	No
Scheduled Monument	1010874	Ten bowl barrows, five disc barrows, a bell barrow, a pond barrow and a saucer barrow forming the Wilsford round barrow cemetery. Within WHS.	Western portal, Oatlands Hill cutting and parts of the route would be a visible feature in views from the group. Existing woodland may ameliorate some adverse impacts.	High	Minor Adverse	Slight Adverse	No
Scheduled Monument	1010830 1010834	Long barrow and seven bowl barrows on Wilsford Down north of The Diamond Wood. Within WHS.	Proximity of proposed alignment and tunnel portal would change the visual and aural setting of the monuments and affect physical relationships with other assets.	High	Major Adverse	Large Adverse	Yes
Scheduled Monument	1004741	Barrow SSW of Melsome's Field barn. Outside WHS.	No change as the barrow faces north away from route.	High	No Change	Neutral	Yes
Scheduled Monument	1009646	Parsonage Down Camp earthwork enclosure and associated field system. Outside WHS.	Route lies on footprint of existing A303. No change to the existing situation.	High	No Change	Neutral	No
Scheduled Monument	1004725 1005614	Round barrow 230yds (210m) north west of New Field Plantation. Outside WHS.	Route lies on footprint of existing A303. No change to the existing situation.	High	No Change	Neutral	No
Scheduled Monument	1005689	Yarnbury camp (Yarnbury Castle). Outside WHS.	Route lies on footprint of existing A303. No change to the existing situation.	High	No Change	Neutral	No
Scheduled Monument	1005621	Milestone SE of Yarnbury Castle. Outside WHS.	Route lies on footprint of existing A303. No change to the existing situation.	High	No Change	Neutral	No
Scheduled Monument	1010895 1010894	Pond barrow 50m north of A344 west of The Cursus. Within WHS.	No change to setting.	High	No Change	Neutral	Yes

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Non-Designated Heritage Assets							
Monument or building	Asset ID(s)	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Building	MWI70671	18 <sup>th</sup> Century farmstead in Ratfyn. Outside WHS.	No substantive change from existing situation.	Medium	No Change	Neutral	No
Monument	MWI12603	Modern Military Railway, South & South-west of Durrington Walls. Outside WHS.	No substantive change from existing situation.	Medium	No Change	Neutral	No
Monument	MWI12030 MWI12036 MWI12043	Excavated Romano-British building, four Anglo Saxon sunken features and Ratfyn medieval settlement near Countess East. Outside WHS.	No substantive change from existing situation.	Medium	No Change	Neutral	No



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Non-Designated Heritage Assets							
Monument or building	Asset ID(s)	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Monument	MWI11893 MWI12360 MWI12359 MWI12200 MWI12308	Ratfyn undated mounds and barrows and Neolithic pit. Outside of WHS.	No substantive change from existing situation.	Medium	No Change	Neutral	No
Monument	MWI12109	Sub circular feature found during a Watching Brief along A303, north of Ratfyn Road. Outside of WHS.	No substantive change from existing situation.	Medium	No Change	Neutral	No
Monument	MWI11958 MWI11979	Ratfyn LBA to LIA settlement and Roman cemetery. Outside WHS.	No substantive change from existing situation.	Medium	No Change	Neutral	No
Monument	MWI11909	Group of four excavated Neolithic-Early Bronze Age pits north-east of Countess Roundabout. Outside of WHS.	No substantive change from existing situation.	Medium	No Change	Neutral	No
Monument	MWI12055 MWI70666	Medieval to 17th century Countess Farmstead and settlement. Within WHS.	No substantive change from existing situation.	Low	No Change	Neutral	No
Monument	MWI12085 MWI12084	Water Meadows, east and south of Countess Farm. Within WHS.	On existing A303 route, no change anticipated.	Low	No Change	Neutral	No
Monument	MWI13138	Garden feature, Amesbury Abbey Park. Inside WHS.	Route runs immediately adjacent to the southern boundary of the asset, predominantly following the alignment of the current A303 and staying within existing highways boundaries. Flyover plans at Countess Roundabout would impact the setting of the park due to the added height of the flyover.	Low	Moderate Adverse	Slight Adverse	No
Monument	MWI70644	Out farm west of Countess, north east of Vespasian's Camp on the alignment of the A303. Within WHS.	On existing A303 route, no change anticipated.	Low	No Change	Neutral	No
Monument	MWI12660 MWI12965 MWI12959 MWI13157 MWI12964 MWI12659	Barrow, ring ditches north-west of Vespasian's Camp. Within WHS.	Substantial visual intrusion in setting, increased noise probable and substantive change to character or environment around assets due to proximity of Eastern Portal and approach. Southern most asset (12964) may be at risk of direct construction impact if any alteration to the construction zone falls within 10m of the asset.	Medium	Major Adverse	Large Adverse	Yes
Monument	MWI12951 MWI12952 MWI12945 MWI12718	Barrows and circular feature east of the Avenue, north-west of Vespasian's Camp. Within WHS.	Substantial visual intrusion in setting, increased noise probable and substantive change to character or environment around assets due to proximity of Eastern Portal and approach.	Medium	Major Adverse	Large Adverse	Yes
Monument	MWI12462 MWI12477 MWI12646 MWI12647 MWI12648 MWI12548	Pits, ditches and round barrows west of Old & New King Barrows. Within WHS.	No substantive change from existing situation.	Medium	No Change	Neutral	No
Monument	MWI12687 MWI12700	Ditches and post medieval road between the Avenue and New King's Barrows. Within WHS.	Benefits from possible reconnection of monument.	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI12921	Undated Round Barrow East of New King Barrows. Within WHS	On current alignment – presumed excavated.	Medium	No Change	Neutral	No
Monument	MWI12942	Ring ditch East of New King's Barrows. Within WHS.	Removal of A303 would benefit the setting of the assets; however Eastern Portal and associated infrastructure will remain a significant feature in the setting.	Medium	Minor Beneficial	Slight Beneficial	Yes

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Non-Designated Heritage Assets							
Monument or building	Asset ID(s)	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Monument	MWI73483 MWI13150	Sewers works Stonehenge Down and undated curvilinear feature	No impact.	Low	No Change	Neutral	Np
Monument	MWI12466 MWI12558 MWI12502	Neolithic to Iron Age pits near West of New King's Barrow Wood. Within WHS	No substantive change from existing situation.	Low	No Change	Neutral	No
Monument	MWI70631	Former site of 19th century outfarm. Within WHS.	No substantive change from existing situation.	Low	No Change	Neutral	N/A
Monument	MWI12817	Buried medieval ridge and furrow.	Physical impact from East Portal will result in the loss of a small proportion of the asset surviving north of the A303.	Low	Minor Adverse	Slight Adverse	N/A
Monument	MWI12688	Undated ditch. Within WHS.	No substantive change from existing situation.	Low	No Change	Neutral	N/A
Monument	MWI12504	Neolithic pit west of Vespasian's Camp, north of A303. Within WHS.	No substantive change from existing situation.	Low	No Change	Neutral	N/A
Monument	MWI12478 MWI12654	Long barrow and Late Bronze Age barrow, north of West Amesbury (west of Vespasian's Camp, south of A303). Within WHS.	Removal of A303 would benefit the setting of the asset; however Eastern Portal and associated infrastructure will remain a significant feature in the setting.	Medium	Minor Adverse	Slight Adverse	Yes
Monument	MWI74676	Undated rectangular ditched enclosure. Within WHS.	Realignment of A303 will benefit the setting to the asset. No direct physical impact as the alignment will be in tunnel at this point.	Low	Moderate Beneficial	Slight Beneficial	Yes
Monument	MWI73460	Prehistoric to Roman Field System, Durrington Field. Within WHS.	Removal of effects from existing carriageway beneficial to setting.	Medium	Minor Beneficial	Slight Beneficial	No
Monument	MWI12731 MWI12501 MWI12533 MWI13050	Prehistoric to Roman Field System, undated ditch enclosure, undated rectangular enclosures, settlement south of Stonehenge Cottages and ring ditch, Durrington Field. Within WHS.	Removal of effects from existing carriageway beneficial to setting.	Medium	Minor Beneficial	Slight Beneficial	No
Monument	MWI73256	20th century Military Railway, west of The Cursus. Modern. Within WHS	No substantive change from existing situation.	Low	No Change	Neutral	No
Monument	MWI74675 MWI74674	Possible prehistoric or Romano-British ditches, south of New King's Barrows. Within WHS.	Realignment of A303 will benefit the setting to the assets. No direct physical impact.	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI12859 MWI13146	Ditches north-east of Luxenborough Plantation and Trackways (south of Stonehenge Bottom and A303). Within WHS.	Removal of effects from existing carriageway beneficial to setting.	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI12627	Medieval to late 19th century trackways, Stonehenge Bottom. Within WHS.	Removal of effects from existing carriageway beneficial to setting.	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI12797 MWI12798 MWI12799 MWI12810	Undated ring ditches and mound, south-east of Stonehenge (south of A303). Within WHS.	Removal of effects from existing carriageway beneficial to setting.	Medium	Minor Beneficial	Slight Beneficial	No
Monument	MWI12606	Former Stonehenge Aerodrome. Within WHS.	Realignment of A303 will benefit the setting to the asset. No direct physical impact as the alignment will be in tunnel at this point.	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI12685	Undated Enclosure on Stonehenge Down. Within WHS.	Realignment of A303 will benefit the setting to the asset. No direct physical impact as the alignment will be in tunnel at this point.	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI74642 MWI12714 MWI12491	Undated pits and ditch, Normanton Down. Within WHS.	The majority of an extensive group of features lies outside of the study area. No direct physical impacts as the alignment will be in tunnel at this point.	Low	No Change	Neutral	No

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Non-Designated Heritage Assets							
Monument or building	Asset ID(s)	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Monument	MWI13122 MWI13027 MWI13123 MWI12693	Undated and Bronze Age enclosures and associated finds south east of Normanton Gorse. Within WHS.	Removal of effects from existing carriageway beneficial to setting.	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI12821	Ditch on Normanton Down. Within WHS.	Tunnel portal and approach would alter landscape setting of feature.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI13149	Undated Linear features south-west of Normanton Gorse. Within WHS.	Route and west portal construction will result in removal of a proportion of the asset and splitting the asset in two, impacting on integrity of asset. Further, significant setting and operation impacts will also be detrimental.	Medium	Moderate Adverse	Moderate Adverse	No
Monument	MWI13128	Field System between Druid's Lodge & Wilsford Down. Within WHS.	Route and west portal construction will result in removal of a small proportion of the asset and splitting the asset in two, impacting on integrity of assets. Further, significant setting and operational impacts will also be detrimental.	Low	Moderate Adverse	Moderate Adverse	No
Monument	MWI12754 MWI12755 MWI12690 MWI74641	Early Bronze Age to Late Iron Age Linear Earthworks, field system and pits through Normanton Gorse To Wilsford and between Druids Lodge & Wilsford Down. Within WHS.	Route and west portal construction will result in removal of a proportion of the various asset and splitting them in two, impacting on integrity of assets. Further, significant setting and operational impacts will also be detrimental.	Medium	Moderate Adverse	Moderate Adverse	No
Monument	MWI13159	Long barrow south-east of Longbarrow Crossroads (identified during 2015/2016 geophysical surveys). Within WHS.	Route will alter setting of assets and its relationship to wider topography and assets to south.	High	Minor Adverse	Slight Adverse	Yes
Monument	MWI12541 MWI12543	Pits between Druid's Lodge and Wilsford Down (along Longbarrow Roundabout). Outside WHS.	Removal of effects from existing carriageway beneficial to setting.	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI13139	Drinking Stone east of Longbarrow Crossroads. Within WHS.	Removal of effects from existing carriageway beneficial to setting.	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI7128	Bronze Age enclosure west of Winterbourne Stoke Crossroads	Removal of effects from existing carriageway beneficial to setting.	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI73295	Features identified during geophysical survey on Boreland Farm (Diamond's Field), linear earthworks and ditches. Within WHS.	No impact.	Low	No Change	Neutral	No
Monument	MWI13135	Field system, linear features between Druid's Lodge and Wilsford Down. Within WHS.	Route construction will result in removal of a portion of the asset and will divide the field system in two, impacting on integrity of asset.	Low	Moderate Adverse	Large Adverse	No
Monument	MWI12745	Pit North West of the Diamond. Within WHS.	No direct impact.	Low	Negligible	Neutral	No
Monument	MWI12760	A Bronze Age barrow. Outside WHS.	Route would affect landscape setting of monument and affect relationships with other visible monuments.	Medium	Moderate adverse	Moderate Adverse	No
Monument	MWI7094 MWI7006	Undated field system, north & east of Oatland Hill. Undated. Outside WHS.	No impact.	Low	No Change	Neutral	No
Monument	MWI6407	Bronze Age boundary ditch on Oatlands Hill. Outside WHS.	Long linear feature (1km) a small proportion of which will experience a physical impact from the construction of the proposed alignment.	Low	Moderate Adverse	Slight Adverse	No
Monument	MWI7102	Linear earthwork, circular enclosure late prehistoric ditch on Oatlands Hill. Outside WHS.	Route connecting roads may result in removal of a small proportion of the asset and splitting the asset in two, impacting on integrity of asset. Further, setting and operational impacts will also be detrimental.	Low	Moderate Adverse	Moderate Adverse	No
Monument	MWI6984 MWI6400 MWI73335	20th century Oatlands Hill Aerodrome, The Park and lynchets. Outside WHS.	Route passes directly through site and the proposed new indicative A360 junction is located directly within the parameters of The Park.	Low	Moderate Adverse	Slight Adverse	No
Monument	MWI12813 MWI13151	Dewpond near Oatlands Hill and Oatlands Hill, east of the A360. Outside WHS.	Route passes directly through site.	Low	Major Adverse	Slight Adverse	No
Monument	MWI6060 MWI6087	Traces of undated field system visible on aerial photographs, a large Prehistoric or Roman settlement is visible as cropmarks	No Impact.	Low	Negligible	Neutral	No

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Non-Designated Heritage Assets							
Monument or building	Asset ID(s)	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
	MWI6090	and have been mapped from aerial photographs and a Prehistoric and/or Roman oval enclosure north-west of Druid's Lodge. Outside WHS.					
Monument	MWI10638	Medieval ridge and furrow fields east of Druid's Lodge. Outside WHS.	No Impact.	Low	Negligible	Neutral	No
Monument	MWI10757	Field system, north-west of Westfield Farm. Inside WHS.	The link road off the proposed A360 junction runs adjacent to the northern section of this asset, east of the A360. The asset will therefore experience further setting impacts due to the proposed scheme.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI6115 MWI6117	An undated square enclosure and a series of undated linear ditches north-west of Druid's Lodge. Outside WHS.	No Impact.	Low	Negligible	Neutral	No
Monument	MWI73294 MWI74632 MWI74633	Barrows on Wilsford Down and anomalies identified during geophysical survey adjacent to 1010834	Position of West portal would change the visual and aural setting of these barrows and affect visual relationships with wider barrow groups. These adverse impacts are not ameliorated by the benefits associated with the removal of the current alignment of the A303.	Low	Moderate Adverse	Moderate Adverse	No
Monument	MWI10767	Undated kidney-shaped enclosure visible on aerial photographs. Within WHS.	No Impact.	Low	Negligible	Neutral	No
Monument	MWI6054	A First World War military airfield. Outside WHS.	Route passes through part of the site.	Low	Moderate Adverse	Slight Adverse	No
Monument	MWI6991 MWI6990	Features revealed during watching brief in 2005 along the A360 between Longbarrow Roundabout, towards Druid's Lodge. Outside WHS.	No Impact.	Low	Negligible	Neutral	No
Monument	MWI7155 MWI6928	Prehistoric to Roman settlement and enclosure, Oatlands Hill and Oatlands Dairy Unit. Outside WHS.	Route passes to the south of the asset with no physical impact on it or related features,	Medium	No Change	Neutral	No
Monument	MWI73339	Ridge and furrow and prehistoric trackway on Oatlands Hill. Outside WHS.	Route passes to the south of the asset with no physical impact on it or related features.	Medium	No Change	Neutral	No
Monument	MWI7111	Enclosures, ridge and furrow, ring ditch, boundary ditch and Roman settlement Winterbourne Stoke Hill. Undated. Outside WHS.	Extensive area of features the majority of which lie outside of the study area. No direct physical impact from construction of proposed route. No possibility that features have been incorrectly grouped by Wilts HER.	Medium	No Change	Neutral	No
Monument	MWI6975	Medieval settlement south of Winterbourne Stoke. Outside WHS.	Extensive group of features along the valley floor south of Winterbourne Stoke. No known elements affected physically by the route.	Medium	No Change	Neutral	No
Monument	MWI7112	Undated field system on Berwick Down (west of Winterbourne Stoke). Outside WHS.	Extensive field system, a small portion of which will physically removed by the construction of the scheme. The feature will also be severed by construction.	Low	Moderate Adverse	Slight Adverse	No
Monument	MWI7095	Roman settlement (High Down), field system, enclosure and Iron Age ditch (Parsonage Down). Outside WHS.	A large area of multi-period settlement and field systems spread across the down. The core of the known extents lie to the north of the existing A303, but there are remains to the south, predominately in the form of field systems. The southern portion of these assets will be physically impacted by the route option.	Medium	Moderate Adverse	Moderate Adverse	No
Monument	MWI6994	Undated portion of field system Parsonage Down. Outside WHS.	A large area of multi-period field systems spread across the down. The core of the known extents lie to the north of the existing A303, but there are remains to the south, which will be physically impacted by the route option.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI6993	Undated pit on Parsonage Down. Outside WHS.	Feature may be removed by construction.	Low	Major Adverse	Moderate Adverse	No
Monument	MWI6930 MWI6995 MWI6996	Undated or Bronze Age pits and ditches on Parsonage Down. Outside WHS.	No physical impact from the proposed scheme.	Low	No Change	Neutral	No
Monument	MWI6052	Post-Medieval water meadows. Berwick St James. Outside WHS.	No physical impact from the proposed scheme.	Medium	No Change	Neutral	No
Monument	MWI6107 MWI6108	An undated ring ditch, oval ditch and enclosure north-west of Berwick St James. Outside WHS.	No physical impacts but route would affect setting of features.	Medium	Moderate Adverse	Slight Adverse	No

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Non-Designated Heritage Assets							
Monument or building	Asset ID(s)	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
	MWI6109						
Monument	MWI73334	Possible medieval and/or post medieval lynchets are visible as cropmarks on aerial photographs, north-east of Asserton Farm (Berwick St James). Outside WHS.	Route passes directly through site.	Low	Moderate Adverse	Slight Adverse	No
Monument	MWI7135	Undated, roughly circular feature revealed as a cropmark and barrow south-west of Winterbourne Stoke. Outside WHS.	Features lie outside of likely construction area and should not be physically affected. Their settings will be significantly altered.	Low	Moderate Adverse	Slight Adverse	No
Monument	MWI7172	Bronze Age barrow, southwest of Winterbourne Stoke. Not in WHS.	No physical impact.	Low	No Change	Neutral	No
Monument	MWI7235	Undated field system east of Yarnbury Castle. Outside WHS.	Extensive field system to the north and south of the existing A3903. A small portion of the system lies within the construction zone of the proposed scheme and may be subject to physical impact.	Medium	Minor Adverse	Slight Adverse	No
Monument	MWI7223	Iron Age Ditch Berwick Down. Outside WHS.	Extensive field system to the north and south of the existing A3903. A small portion of the system lies within the construction zone of the proposed scheme and may be subject to physical impact.	Medium	Minor Adverse	Slight Adverse	No
Monument	MWI7261	Undated enclosure Berwick Down. Outside WHS.	No physical impact from proposed scheme anticipated, however asset lies close to likely construction zone.	Low	No Change	Neutral	No
Building	MWI7226	Milestone south-east of Yarnbury Castle. Outside WHS.	There will be no additional setting or physical impacts due to the proposed scheme.	Low	No Change	Neutral	No
Monument	MWI7245	Undated linear feature south-east of Yarnbury Castle. Outside WHS.	Extensive linear feature already severed by the existing A303. Some further localised removal of remains likely.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI6232	Field System and undated ditch system, south of Yarnbury Castle. Outside WHS.	Extensive field system, the majority of which falls outside of the study area and no element of which falls nearer than 20m from the construction zone.	Low	No Change	Neutral	No
Monument	MWI7267	Undated ditch system south of Yarnbury Castle. Outside WHS.	Extensive linear feature , the majority of which falls outside of the study area and nowhere closer than 240m to the construction zone .	Low	No Change	Neutral	No
Monument	Not assigned at this time	Long Barrow (south of MWI13159 also identified during 2016 geophysical survey). Within WHS.	The scheme would avoid the feature and there would be no physical impact. The route would however affect the visual setting of the monument and its relationship to other related assets	High	Moderate Adverse	Slight Adverse	Yes
Monument	Not assigned at this time	Henge-type enclosure (south-west of MWI13159 also identified during 2016 geophysical survey). Within WHS.	The scheme would avoid the feature and there would be no physical impact. The route would however affect the visual setting of the monument and its relationship to other related assets.	High	Minor Adverse	Slight Adverse	Yes
Monument	Not assigned at this time	Blick Mead archaeological site. Within WHS.	Blick Mead is located to the east of Vespasian's Camp and immediate south of the A303 within the Grade II* Amesbury Registered Park and Garden. Route runs to the northern boundary of the site, following the alignment of the current A303 and staying within existing highways boundaries. The northern boundary of the park is heavily wooded allowing screening from the current A303; however, the proposed flyover at Countess Roundabout would potentially have an adverse impact the setting of the Mesolithic site due to the increased visibility of vehicles passing by.	High	Minor Adverse	Slight Adverse	No
Monument	Not assigned at this time	Possible site of Roman villa. North of MWI6052 on west side of River Till. Outside WHS.	The scheme would have a physical impact on the site for construction of highway bridge.	High	Major Adverse	Large Adverse	Yes
Monument	Not assigned at this time	Three ring ditch features associated with barrows within The Park. Outside WHS.	The scheme may have a physical impact on these assets for construction of the junction.	High	Major Adverse	Large Adverse	Yes
Monument	Not assigned at this time	Multiple Prehistoric field systems and enclosures south of Diamond wood. Within WHS.	Extensive physical impacts on assets from eastern boundary of Diamond wood to boundary of A360.	Medium	Moderate Adverse	Moderate Adverse	Yes

1Nd							
Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Conservation Area	CA/S/12	Bulford Conservation Area. Outside WHS.	The conservation area already experiences setting impacts from the current A303. No changes are anticipated.	Medium	No Change	Neutral	No
Conservation Area	CA/S/2	Amesbury Conservation Area. Partially within WHS.	Route runs immediately adjacent to the conservation area, predominantly following the alignment of the current A303 and staying within the existing highways boundaries. As opposed to the Amesbury Abbey park and garden there should be no land take from the conservation area. The flyover at Countess Roundabout would impact the setting of the conservation area due to the added height of the flyover.	Medium	Moderate Adverse	Moderate Adverse	No
Conservation Area	CA/S/55	West Amesbury Conservation Area adjacent to Amesbury Conservation Area and Grade II* Amesbury Registered Park and Garden. Within WHS.	Although the conservation area is relatively close to the eastern portal, a recent draft visibility study has shown that the conservation area will have no clear sight of the portal location or proposed route alignment in summer/winter. Therefore, no change based on this route is anticipated for the conservation area.	Medium	No Change	Neutral	No
Conservation Area	CA/S/63	Winterbourne Stoke Conservation Area. Outside WHS.	Northern bypass and associated A303/A360 junction of Winterbourne Stoke will partially degrade the setting of the conservation area, particularly the views from the north into the valley. Noise impacts are also possible (NB. no noise data was available at the time of writing and will be assessed separately). However, the bypass would significantly reduce the amount of traffic currently using the A303 through Winterbourne Stoke, therefore lowering the traffic/noise impact currently experienced by the conservation area.	Medium	Moderate Beneficial	Moderate Beneficial	No
Registered Park and Garden	1000469	Grade II* Amesbury Abbey Registered Park and Garden. Partially within WHS.	Route runs immediately adjacent to the northern boundary of the park, predominantly following the alignment of the current A303 and staying within existing highways boundaries. The northern boundary of the park is heavily wooded allowing screening from the route. Flyover plans at Countess Roundabout would impact the setting of the park due to the added height of the flyover.	High	Moderate Adverse	Moderate Adverse	No
Listed Building	1182825 1182833 1131041 1182798 1131037 1131040	Bulford Group: Group of 6 Grade II Listed Buildings. Outside WHS.	No change of impact is anticipated to these buildings. They lie just within the study area and are anticipated to be too far away from the scheme to be affected by it.	Medium	No Change	Neutral	No
Listed Building	1318489 1131057 1131056 1318488 1318487 1131055	Countess Road Group: Group of 6 Grade II listed buildings. Within WHS.	Major grade separated junction and flyover at Countess Roundabout would further degrade the setting of these Listed Buildings.	Medium	Moderate Adverse	Moderate Adverse	No
Listed Building	1182605	Grade II listed Ratfyn Farmhouse. Outside WHS.	No change in impacts is anticipated to this building as the current alignment of the A303 already impacts on it.	Medium	No Change	Neutral	No
Listed Buildings	1130952 1130953 1131058-65 1131067 1131069 1131089 1131090-93 1182066 1182407 1182419 1182426 1182433 1182441 1182444 1182456 1182526	Amesbury Town Group: Group of 54 Listed Buildings 1 Grade I, 48 Grade II and 5 Grade II*). Outside WHS.	The majority of buildings this group are not expected to experience further setting impacts due to this proposed route as it largely follows the existing A303 alignment towards the north of Amesbury until the proposed flyover at Winterbourne Stoke.	Medium	No Change	Neutral	No

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Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
	1182548 1182560 1182570 1182598 1182631 1182645 1182655 1182661 1182664 1284417 1284468 1284496 1318463-66 1318490-94 1131087 1131068 1182677 1131070 1318495 1131066 1284503						
Listed Building	1131054	Grey Bridge: Grade II listed structure south of Countess Roundabout.	This asset will experience additional setting impacts due to its proximity to the Countess Roundabout flyover (it is located approx. 10m from the A345 leading to the roundabout).	Medium	Moderate Adverse	Moderate Adverse	No
Listed Buildings	1182498 1131053 1318486 1131088 1131081 1131080 1131082 1131084 1131079 1131083	Amesbury Registered Park & Garden Group: Group of 10 Listed Buildings (1 Grade I, 6 Grade II* and 3 Grade II). In WHS [1131080, 1131081] and rest outside WHS.	Listed Buildings towards the north-eastern section of the park will experience minor setting impacts as they will have clear sight of the route, particularly the Countess Roundabout flyover. Affected buildings include 1131053, 1318486 and 1131084.	Medium	Minor Adverse	Slight Adverse	No
Listed Building	1131071 1131033 1318516 1131032 1318515 1131031 1182703 1318496 1182695	West Amesbury Group: Group of 9 Listed Buildings (8 Grade II, 1 Grade I). Within WHS.	Although the conservation area in which this group of buildings is located is relatively close to the eastern portal, a recent draft visibility study has shown that the area will have no clear sight of the portal location or proposed route alignment in summer/winter, which suggests that this would also apply to the buildings. Therefore, no change based on this route is anticipated for this group.	Medium	No Change	Neutral	No
Listed Building	1391475	Buildings 455 and 456 (Five Aircraft Hangars), Durrington Camp (Grade II*). Within WHS.	No physical or setting impacts due to its location within Durrington Camp.	Medium	No Change	Neutral	No
Listed Building	1131086	Grade II Milestone opposite Stonehenge. Within WHS.	The milestone is located opposite Stonehenge along the former alignment of the A345. It is not anticipated the milestone would have to be moved as the A303 would become redundant for vehicular traffic and only to be used by NMUs. The milestone would therefore retain its roadside setting and experience no physical or setting impacts.	Medium	No Change	Neutral	No
Listed Building	1130999 1131085	A303 Milestone Group: 2 Grade II listed Milestones. Within WHS.	As the milestones are located along the current alignment of the A303, it is not anticipated that they would have to be moved as the A303 would become redundant for vehicular traffic and only to be used by NMUs. The milestones would therefore retain their roadside setting and experience no physical or setting impacts.	Medium	No Change	Neutral	No
Listed Building	1242829	Airmen's Cross near Stonehenge	The asset is located within the land of the Stonehenge Visitor Centre. There cross will retain its setting and experience no physical or setting impacts.	Medium	No Change	Neutral	No



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Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Listed Building	1130972	Milestone approximately 100 metres south of Longbarrow Roundabout at junction with A303. Outside WHS.	It is not anticipated that the milestone would have to be moved due to the scheme and as it is already located within a road network setting along the A360, the milestone will retain its current roadside setting.	Medium	No Change	Neutral	No
Listed Building	1318705	Grade II Milestone next to A360, Devizes Road. Within WHS.	It is not anticipated that the milestone would have to be moved due to the scheme and as it is already located within a road network setting along the A360, the milestone will retain its current roadside setting.	Medium	No Change	Neutral	No
Listed Buildings	1130977 1130975 1130976 1130978 1130974 1318525 1130973 1318524 1130971 1131010	Winterbourne Stoke Group: Group of 10 Listed Buildings (2 Grade II*, 8 Grade II). Outside WHS.	The northern bypass for Winterbourne Stoke would potentially affect the setting of a small number of listed buildings in the northern part of the conservation area; but this will be lessened by vegetation and topography. Noise impacts are also possible (NB. no noise data was available at the time of writing and will be assessed separately). However, the bypass would significantly reduce the amount of traffic currently using the A303 through Winterbourne Stoke, therefore lowering the traffic/noise impact currently experienced by some building in the conservation area.	Medium	Minor Beneficial	Slight Beneficial	No
Scheduled Monument	1009931 1009933 1015216 1009545 1009602 1009604 1009564 1009605 1009969	Barrows south of Bulford. Outside WHS.	Route aligns with footprint of current A303; no change predicted.	High	No Change	Neutral	Yes
Scheduled Monument	1009572 1009566 1009872	Barrows east of Solstice Park. Outside WHS.	Route aligns with footprint of current A303; no change predicted.	High	No Change	Neutral	Yes
Scheduled Monument	1015215	Long barrow at Longbarrow Clump. Outside WHS	Route aligns with footprint of current A303; no change predicted.	High	No Change	Neutral	Yes
Scheduled Monument	1015220	Lynchets at Southmill Hill. Outside WHS.	Route aligns with footprint of current A303; no change predicted.	High	No Change	Neutral	No
Scheduled Monument	1015948	Ratfyn Barrow. Outside WHS.	Route aligns with footprint of current A303; no change predicted.	High	No Change	Neutral	Yes
Scheduled Monument	1015221	Queensberry Bridge. Outside WHS.	Route aligns with footprint of current A303; no change predicted.	High	No Change	Neutral	No
Scheduled Monument	1009140 1009141 1009131	Barrows more than 450m north of the A303, on Countess Farm. Within WHS.	Distant visual intrusion into setting of monuments from the eastern portal and slightly re-aligned carriageway.	High	Minor Adverse	Slight Adverse	Yes
Scheduled Monument	1009130 1009133	Henge monuments and barrows at Durrington Walls and Woodhenge. Within WHS.	Route lies between 1km and 2km from the monuments. There may be relatively distant and oblique views of the Eastern Portal from the edge of the Woodhenge scheduled area but notable changes to the setting of the monuments are not predicted.	Very High	Negligible Adverse	Slight Adverse	Yes
Scheduled Monument	1014087 1009142 1009139 1012128	Barrows less than 450m north of the A303 on Countess Farm. Within WHS.	Visual intrusion on setting from the East Portal and re-alignment northwards of carriageway.	High	Moderate Adverse	Large Adverse	Yes
Scheduled Monument	1012126	Vespasian's Camp. Within WHS.	Notable visual intrusion into the setting of the monument from the eastern portal and upgrade of dual carriageway, moderated to a limited degree by slight beneficial impact from northwards re-alignment of carriageway.	High	Moderate Adverse	Large Adverse	Yes
Scheduled Monument	1009138	Bowl barrow 400m north of the A303, on Countess Farm. Within WHS.	Visual intrusion on setting from the eastern portal and approach.	High	Moderate Adverse	Moderate Adverse	Yes
Scheduled Monument	1009137 1009134 1009136	Barrows more than 450m north of the A303, on Countess Farm. Within WHS.	Visual intrusion on setting from the eastern portal and approach.	High	Moderate Adverse	Moderate Adverse	Yes

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Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
	1021348 1009135 1009150						
Scheduled Monument	1009145	Bowl barrow 170m south east of Strangways on Countess Farm. Within WHS.	Very slight setting effects from distant views of the eastern portal.	High	Negligible Adverse	Slight Adverse	Yes
Scheduled Monument	1010331 1014088 1009146 1009144	Barrows east of The Avenue on Countess Farm. Within WHS.	Substantial visual intrusion in setting, increased noise probable and substantive change to character or environment around assets due to proximity of eastern portal and re-alignment northwards of carriageway.	High	Major Adverse	Very Large Adverse	Yes
Scheduled Monument	1009151 1009143	Bowl barrows north of A303, Countess Farm. Within WHS.	Substantial visual intrusion in setting, increased noise probable and substantive change to character or environment around assets due to proximity of eastern portal and re-alignment northwards of carriageway.	High	Major Adverse	Very Large Adverse	Yes
Scheduled Monument	1012132 1012127	Barrows west of Vespasian's Camp. Within WHS.	Visual intrusion on setting from the eastern portal and associated infrastructure, with some benefit from re-alignment of carriageway.	High	Moderate Adverse	Moderate Adverse	Yes
Scheduled Monument	1010140	Barrows alongside The Avenue. Within WHS.	Benefits from removal of existing A303 outweighed by significant intrusion of eastern portal and new alignment into setting of this barrow group.	High	Moderate Adverse	Moderate Adverse	Yes
Scheduled Monument	1010140	The Avenue. Within WHS.	Proposals would enable the reconnection of the Avenue and remove the current severe severance. This overall benefit is reduced by the large impact on the setting of the asset arising from the tunnel portal, associated infrastructure and realigned road.	Very High	Moderate Beneficial	Large Beneficial	Yes
Scheduled Monument	1010140	Stonehenge. Within WHS.	Considerable beneficial impact from removal of existing A303.	Very High	Major Beneficial	Very Large Beneficial	Yes
Scheduled Monument	1012378 1012380 1009149 1012367 1009147 1012379	Barrow cemetery known as Old King Barrows. Within WHS.	Setting effects from distant views of the eastern portal and new alignment outweighed by the beneficial impact from the removal of the A303 to the southwest (and hence from views towards and over Stonehenge) and removal of severance of wider ridgeline to south.	High	Minor Beneficial	Slight Beneficial	Yes
Scheduled Monument	1009148	Bowl barrow 300m south-west of Stangeways forming part of a linear round barrow cemetery known as the Old King Barrows. Within WHS.	Setting effects from distant views of the eastern portal and new alignment outweighed by the beneficial impact from the removal of the A303 to the southwest (and hence from views towards and over Stonehenge) and removal of severance of wider ridgeline to south.	High	Negligible Beneficial	Slight Beneficial	Yes
Scheduled Monument	1014147	Two bowl barrows 700m north-west of Normanton Down House. Within WHS.	Very slight improvement to setting from removal of A303 which is approximately 1200m north of the assets.	High	Minor Beneficial	Slight Beneficial	Yes
Scheduled Monument	1012392 1012374 1012390 1012375 1012373 1012371	Barrows in and east of Luxenborough Plantation. Within WHS.	Beneficial impact on views from and to the monuments and beneficial change to aural environment arising from removal of existing A303.	High	Moderate Beneficial	Moderate Beneficial	Yes
Scheduled Monument	1012376	Henge monument 400m south of Stonehenge Cottages. Within WHS.	Beneficial impact on views from and to the monument and beneficial change to aural environment arising from removal of existing A303.	High	Moderate Beneficial	Moderate Beneficial	Yes
Scheduled Monument	1012372	Three bowl barrows 150m south of the A303, north of Luxenborough Plantation. Within WHS.	Beneficial impact on views from and to the monument and beneficial change to aural environment arising from removal of existing A303.	High	Moderate Beneficial	Large Beneficial	Yes
Scheduled Monument	1012129 1012381 1012420	Barrow cemetery known as the New King Barrows. Within WHS.	Removal of A303 removes the severance of the King Barrow Ridge and reduces aural intrusion into the setting of assets. Also improves views westwards towards and over Stonehenge; as well as views to the monuments from the west and southwest. New portal and connection would however adversely affect views to and from the group on their distinctive ridgeline.	High	Moderate Beneficial	Large Beneficial	Yes
Scheduled Monument	1008947	Bowl barrow 300m south west of New King Barrows. Within WHS	Removal of A303 removes the severance of the King Barrow Ridge and reduces aural intrusion into the setting of assets. Also improves views westwards towards and over Stonehenge; as well as views of the monument.	High	Major Beneficial	Large Beneficial	Yes
Scheduled Monument	1012130 1012131	Barrows west of Vespasian's Camp and west of The Avenue. Within WHS.	Removal of A303 would benefit the setting of the assets; however eastern portal and associated infrastructure will remain a significant feature in the setting.	High	Minor Beneficial	Slight Beneficial	Yes

1Nd							
Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Scheduled Monument	1009072 1013871 1009063	Barrows north of The Cursus. Within WHS.	No change to setting.	High	No Change	Neutral	Yes
Scheduled Monument	1012388 1008946	Bowl barrows South of the Avenue, east of Stonehenge. Within WHS.	Beneficial impact on views from and to the monuments and beneficial change to aural environment arising from removal of existing A303.	High	Moderate Beneficial	Large Beneficial	Yes
Scheduled Monument	1012384 1012383 1012385 1012387 1012393	Barrows West of Stonehenge. Within WHS.	Beneficial impact on views from and to the monument and beneficial change to aural environment arising from removal of existing A303.	High	Major Beneficial	Large Beneficial	Yes
Scheduled Monument	1012386	Bell barrow 100m east of Stonehenge immediately south of the A344. Within WHS.	Beneficial impact on views from and to the monument and beneficial change to aural environment arising from removal of existing A303.	High	Major Beneficial	Large Beneficial	Yes
Scheduled Monument	1012369	Three bowl barrows immediately north of the A303 on Stonehenge Down. Within WHS.	Beneficial impact on views from and to the monument and beneficial change to aural environment arising from removal of existing A303., however, the western portal is likely to be visible from this asset, thus also leading to an increase in noise.	High	Minor Adverse	Moderate Adverse	Yes
Scheduled Monument	1008953 1012370	Barrows situated north of Normanton Gorse. Within WHS.	Beneficial change to aural environment arising from removal of existing A303, however, the western portal will be located just to the west of these monuments, meaning that they will experience minor adverse setting impacts.	High	Moderate Adverse	Large Adverse	Yes
Scheduled Monument	1010832	Bowl barrow south of the A303 and north-west of Normanton Gorse. Within WHS.	Proximity of proposed alignment and tunnel portal would substantially change the visual and aural setting of the monuments and affect visual relationships with other assets. No physical impacts are currently anticipated; however, this would depend on detailed design. These adverse impacts are not ameliorated by the benefits associated with the removal of the current alignment of the A303.	High	Major Adverse	Large Adverse	Yes
Scheduled Monument	1010838 1009617 1009626	Barrows and other features within Normanton Gorse. Within WHS.	The assets are largely shielded from view to and from the proposed alignment and the western portal by the wooded area at Normanton Gorse. Visual intrusion is therefore slightly moderated by limited visibility from within wooded area, however, it is anticipated that there will be an increase in noise.	High	Minor Adverse	Moderate Adverse	Yes
Scheduled Monument	1012391 1012587	Barrows in and south of Luxenborough Plantation. Within WHS.	Some beneficial impact on views from and to the monuments and likely change to aural environment arising from removal of existing A303.	High	Minor Beneficial	Slight Beneficial	Yes
Scheduled Monument	1009614 1009615	Long barrow, round barrows and bowl barrows, forming the greater part of Normanton Down round barrow cemetery. Within WHS.	Western portal and approach would be a visible feature in views to and from the group and there would be likely increases in noise, particularly in northern half of group. However, the wooded area at Normanton Gorse will provide some screening to and from the asset to the western portal.	High	Minor Adverse	Slight Adverse	Yes
Scheduled Monument	1009616 1010330	Barrows forming part of the Normanton Down round barrow cemetery. Within WHS.	No intervisibility with the proposed scheme. Removal existing A303 slightly improves their landscape setting and relationships to monuments to the north.	High	Minor Beneficial	Slight Beneficial	Yes
Scheduled Monument	1009619 1009621 1011709 1009620 1009622 1009623	Barrows south of Normanton Gorse. Within WHS.	Western portal and approach would be a partially visible feature in views to and from the group and there would be increases in noise, route would slightly change the rural setting of the monuments and visual relationships with other assets, however, as the route alignment largely stays within a 10-20m buffer from the existing A303, such changes are thought to be minimal.	High	Minor Adverse	Moderate Adverse	Yes
Scheduled Monument	1011043 1011044 1011041 1012382 1008950 1011040 1011039	Barrows south of the A344 on Winterbourne Stoke Down. Within WHS.	No substantive changes due to removal of A303 or development of new route.	High	No Change	Neutral	Yes
Scheduled Monument	1008949	Bowl barrow 450m SSW of Airman's Corner on Winterbourne Stoke Down. Outside WHS.	No substantive changes due to removal of A303, but there might be visibility to the link road leading from the proposed junction to the north of the A360.	High	Minor Adverse	Slight Adverse	Yes
Scheduled Monument	1012368 1011842 1011843 1011841	Barrows at Winterbourne Stoke crossroads. Within WHS.	Significant visual intrusion from western portal and new alignment (including crossing with A360 and junction to the west of Long Barrow Roundabout). This is partially balanced by reduction of effects from existing carriageway, but as the proposed route	High	Moderate Adverse	Large Adverse	Yes

1Nd							
Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
			runs just south of the exiting route, and a new junction would be located to the south-west of these monuments, this benefit is considered to be of minimal impact.				
Scheduled Monument	1012394	Four bowl barrows 140m north of the A303 on Stonehenge Down. Within WHS.	Slight improvement in setting due to removal of existing A303, but as there will only be an approx. 10m adjustment to the road to the south and the introduction of the western portal approx. 50m south-east of the monument, the additional impacts outweigh the benefits of the existing A303 removal.	High	Moderate Adverse	Large Adverse	Yes
Scheduled Monument	1011047	Barrows at Winterbourne Stoke crossroads. Within WHS.	No substantive changes due to removal of A303 or development of new route, however, there may be a slight increase in noise due to the link road from the A360 to the proposed junction opposite the A360.	High	Minor Adverse	Moderate Adverse	Yes
Scheduled Monument	1011048	Bronze Age enclosure and bowl barrow 100m west of Longbarrow Cross Roads on Winterbourne Stoke Down. Outside WHS.	Asset divided by existing road, no change to that situation. New route will not physically impact on the monument, but will introduce a new road circa 10-20m south of it and the A303/A360 junction to the west, therefore further impacting on the setting of this monument.	High	Moderate Adverse	Moderate Adverse	Yes
Scheduled Monument	1011045	Bowl barrow 250m south west of Longbarrow Cross Roads, west of A360. Outside WHS.	Proposed alignment would alter the wider visual setting of the monument and affect visual relationships with other assets. Adverse impacts are not ameliorated by the removal of the current alignment of the A303.	High	Moderate Adverse	Moderate Adverse	Yes
Scheduled Monument	1021349 1011046	Henge monument and barrow south of Longbarrow Cross Roads, east of A360. Within WHS.	These monuments are already impacted on by the existing A303 to the north. With the downgrading of the existing A303, and the introduction of a new route approx. 20m north of 1021349, as opposed to the current 30m, there will be minimal changes to the visual and aural setting of the monuments. Therefore, these adverse impacts are not ameliorated by the benefits associated with the removal of the current alignment of the A303.	High	Minor Adverse	Moderate Adverse	Yes
Scheduled Monument	1012389 1008948	Two Bowl barrows west of Old King Barrows, north of the A303. Within WHS.	Beneficial impact on views from and to the monument and beneficial change to aural environment arising from removal of existing A303.	High	Moderate Beneficial	Moderate Beneficial	Yes
Scheduled Monument	1009065 1009066 1009073 1009074	Barrows north of the Cursus. Within WHS.	No change to setting.	High	No Change	Neutral	Yes
Scheduled Monument	1009132	The Cursus monument, including, two round barrows situated within its western end, and a long barrow situated at its eastern end. Within WHS.	Beneficial impact on views from and to the monument and beneficial change to aural environment arising from removal of existing A303.	Very High	Minor Beneficial	Moderate Beneficial	Yes
Scheduled Monument	1012401 1012399 1012396 1012400 1012397 1012403 1012402 1012398 1012586 1010896 1012395 1011042 1012377	Cursus Ridge and Fargo Plantation barrows. Within WHS.	Beneficial impact on visual, and to a lesser degree, aural, setting of the monuments due to removal of existing carriageway.	High	Minor Beneficial	Moderate Beneficial	Yes
Scheduled Monument	1009618	Bowl barrow known as 'Bush Barrow' and two disc barrows south east of Normanton Gorse forming part of Normanton Down round barrow cemetery. Within WHS.	Visibility to Western portal and approach would largely be shielded by wooded area at Normanton Gorse, however, there might be increases in noise.	High	Minor Adverse	Moderate Adverse	Yes
Scheduled Monument	1010885 1009625 1009624	Barrows north of Springbottom Farm. Within WHS.	New carriageway and portal would have a limited visual impact on the landscape setting of the monuments and visual relationships with other assets to west northwest.	High	Minor Adverse	Slight Adverse	Yes
Scheduled Monument	1010871 1010872 1010880	Barrows north of Springbottom Farm. Within WHS.	New carriageway and portal would have a limited visual impact on the landscape setting of the monuments and visual relationships with other assets to west northwest.	High	Minor Adverse	Slight Adverse	Yes

1Nd							
Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Scheduled Monument	1010863	Lake Barrow Group, North Kite earthwork enclosure, four sections of linear boundary, and a bowl barrow within the North Kite. Within WHS.	Western portal and approach would be a visible feature in views to and from the group and there may be increases in noise. Existing woodland may ameliorate some adverse impacts.	High	Major Adverse	Large Adverse	Yes
Scheduled Monument	1011708	Bowl barrow 100m south-east of the southern edge of The Diamond south of the A303. Within WHS.	Western portal and approach would be a visible feature in views to and from the asset and there may be increases in noise. Woodland at The Diamond and at Normanton Gorse may ameliorate some of the adverse impacts.	High	Major Adverse	Very Large Adverse	Yes
Scheduled Monument	1010831 1013812	Barrows west of Normanton Gorse. Within WHS.	Proximity of proposed alignment and tunnel portal would substantially change the visual and aural setting of the monuments and affect visual relationships with other assets. These adverse impacts are not ameliorated by the benefits associated with the removal of the current alignment of the A303, especially as the proposed route runs approx. 10m south of the existing A303.	High	Moderate Adverse	Large Adverse	Yes
Scheduled Monument	1010833	Pond barrow south of the A303 and 400m west of Normanton Gorse containing the 'Wilsford Shaft'. Within WHS.	Proximity of proposed alignment and tunnel portal would change the visual and aural setting of the monument and affect visual relationships with other assets. These adverse impacts are not ameliorated by the benefits associated with the removal of the current alignment of the A303, especially as the proposed route runs approx. 10m south of the existing A303.	High	Moderate Adverse	Large Adverse	Yes
Scheduled Monument	1010837	Linear boundary from south east of Winterbourne Stoke crossroads to south west of The Diamond on Wilsford Down. Within WHS.	There will be visual impacts from new alignment and West Portal. Negligible benefit resulting from the removal of effects from existing carriageway.	High	Moderate Adverse	Large Adverse	No
Scheduled Monument	1010830 1010834	Long barrow and seven bowl barrows on Wilsford Down north of The Diamond Wood. Within WHS.	Proximity of proposed alignment and tunnel portal would change the visual and aural setting of the monuments and affect physical relationships with other assets.	High	Major Adverse	Large Adverse	Yes
Scheduled Monument	1004741	Barrow SSW of Melsome's Field barn. Outside WHS.	No change as the barrow faces north away from route.	High	No Change	Neutral	Yes
Scheduled Monument	1009646	Parsonage Down Camp earthwork enclosure and associated field system. Outside WHS.	Route lies on footprint of existing A303. No change to the existing situation.	High	No Change	Neutral	No
Scheduled Monument	1004725 1005614	Round barrow 230yds (210m) north west of New Field Plantation. Outside WHS.	Route lies on footprint of existing A303. No change to the existing situation.	High	No Change	Neutral	No
Scheduled Monument	1005689	Yarnbury camp (Yarnbury Castle). Outside WHS.	Route lies on footprint of existing A303. No change to the existing situation.	High	No Change	Neutral	No
Scheduled Monument	1005621	Milestone SE of Yarnbury Castle. Outside WHS.	Route lies on footprint of existing A303. No change to the existing situation.	High	No Change	Neutral	No
Scheduled Monument	1015020	Winterbourne Stoke East round barrow cemetery and earthwork enclosure on Fore Down. Within WHS.	River Till crossing forms a new major intrusive element into the setting of the monument affecting its relationship to the valley.	High	Moderate Adverse	Large Adverse	No
Scheduled Monument	1015019	Winterbourne Stoke West round barrow cemetery, The Coniger enclosure and section of linear boundary earthwork. Within WHS.	River Till crossing forms a new major intrusive element into the setting of the monument seriously harming its relationship to the valley and rural character of its setting.	High	Major Adverse	Very Large Adverse	No
Scheduled Monument	1015222 1015022	Romano-British settlement on Winterbourne Stoke Down. Outside WHS.	Minor setting impacts from distant views to new alignment and the proposed A303/A360 junction.	High	No Change	Neutral	Yes
Scheduled Monument	1010895 1010894	Pond barrow 50m north of A344 west of The Cursus. Within WHS.	No change to setting.	High	No Change	Neutral	Yes
Scheduled Monument	1015023 1015021 1015024	Bowl barrows, long barrow and section of linear boundary south of A360. Outside of WHS.	No change to setting.	High	No Change	Neutral	Yes
Scheduled Monument	1010903 1010902 1010893 1010900 1008952 1010897 1010898 1010899 1010901	Bell and bowl barrows and The Lesser Cursus on Winterbourne Stoke Down. Within WHS.	No impact or significant change in setting.	High	No Change	Neutral	Yes

1Nd							
Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Scheduled Monument	1008951 1015217	Bowl barrows 300m north-west of Airman's Corner and 830m south-west of Greenlands Bungalow, east of Shrewton. Outside of WHS.	No impact or significant change in setting.	High	No Change	Neutral	Yes

1Nd							
Non-Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Building	MWI70671	18th Century farmstead in Ratfyn. Outside WHS.	The buildings within this group are not anticipated to be affected by this scheme as there is no visibility to and from the buildings to the proposed route.	Low	No Change	Neutral	No
Monument	MWI12603	Modern Military Railway, south and south-west of Durrington Walls. Outside WHS.	No substantive change from existing situation.	Medium	No Change	Neutral	No
Monument	MWI12030 MWI12036 MWI12043	Excavated Romano-British building, four Anglo-Saxon sunken featured buildings and Ratfyn medieval settlement near Countess East. Outside WHS.	No substantive change from existing situation.	Medium	No Change	Neutral	No
Monument	MWI11893 MWI12360 MWI12359 MWI12200 MWI12308	Ratfyn undated mounds and barrows and Neolithic pit. Outside WHS.	No substantive change from existing situation	Medium	No Change	Neutral	No
Monument	MWI12109	Sub-circular feature found during a watching brief along A303, north of Ratfyn Road. Outside WHS.	No substantive change from existing situation.	Medium	No Change	Neutral	No
Monument	MWI11958 MWI11979	Ratfyn LBA to LIA settlement and Roman cemetery. Outside WHS.	No substantive change from existing situation.	Medium	No Change	Neutral	No
Monument	MWI11909	Group of four excavated Neolithic-Early Bronze Age pits north-east of Countess Roundabout. Outside WHS.	No substantive change from existing situation.	Medium	No Change	Neutral	No
Monument	MWI12055 MWI70666	Medieval to 17th century Countess Farmstead. Within WHS.	No substantive change from existing situation.	Low	No Change	Neutral	No
Monument	MWI12085 MWI12084	Water Meadows, east and south of Countess Farm. Within WHS.	On alignment of existing A303	Low	No Change	Neutral	No
Monument	MWI70644	Out farm west of Countess, north east of Vespasian's Camp on the alignment of the A303. Within WHS.	On existing alignment	Low	No change	Neutral	No
Monument	MWI12660 MWI12965 MWI12959 MWI13157 MWI12964 MWI12659	Barrow, ring ditches north-west of Vespasian's Camp. Within WHS.	Substantial visual intrusion in setting, increased noise probable and substantive change to character or environment around assets due to proximity of Eastern Portal and approach. Southern most asset (12964) may be at risk of direct construction impact if any alteration to the construction zone falls within 10m of the asset.	Medium	Major Adverse	Large Adverse	Yes
Monument	MWI12951 MWI12952 MWI12945 MWI12725 MWI12743	Barrows, circular feature and unclassified feature east of the Avenue, north-west of Vespasian's Camp. Within WHS.	Substantial visual intrusion in setting, increased noise probable and substantive change to character or environment around assets due to proximity of Eastern Portal and approach.	Medium	Major Adverse	Large Adverse	Yes
Monument	MWI12744	Undated, possibly natural feature.	No impact.	Low	No Change	Neutral	No
Monument	MWI12747	Undated linear feature on line of the parish boundary. Within WHS.	The linear feature is located north of the existing A303, meaning that there will be minor setting impacts due to the proposed scheme due to the new road and location of the western portal.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI13028	Possible undated barrow mound. Within WHS.	The proximity to the western portal will lead to setting impacts to this monument. There will, however, be a slight beneficial impact due to the removal of the existing A303 as the barrow lies within a 10m radius from the current road.	High	Minor Beneficial	Moderate Beneficial	No

1Nd							
Non-Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Monument	MWI13145	A Prehistoric or Roman field system. Within WHS.	Although there will be no physical impacts on this field system, the setting of it will be affected by the western portal and the proposed road. As the existing A303 is already impacting on the setting of this feature, these new impacts are not thought to lead to a substantial change.	Medium	Minor Adverse	Slight Adverse	No
Monument	MWI73483 MWI13150	Sewage Works, Stonehenge Down and undated curvilinear features	No impact.	Low	No Change	Neutral	No
Monument	MWI12462 MWI12477 MWI12646 MWI12647 MWI12648 MWI12548 MWI12649	Pits, ditches and round barrows west of Old & New King Barrows. Within WHS.	No substantive change from existing situation	Medium	No Change	Neutral	No
Monument	MWI12687 MWI12700	Ditches and post-medieval road between the Avenue and New King's Barrows. Within WHS.	Benefits from possible reconnection of monument.	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI12921	Undated Round Barrow East of New King Barrows. Within WHS	On current alignment – presumed excavated	Medium	No Change	Neutral	No
Monument	MWI12942	Ring ditch East of New King's Barrows. Within WHS.	Removal of A3030 would benefit the setting of the assets; however Eastern Portal and associated infrastructure will remain a significant feature in the setting	Medium	Minor Beneficial	Slight Beneficial	Yes
Monument	MWI12466 MWI12558 MWI12502	Neolithic to Iron Age pits near West of New King's Barrow Wood. Within WHS.	No substantive change from existing situation.	Low	No Change	Neutral	No
Monument	MWI70631	Former site of 19th century outfarm. Within WHS.	No substantive change from existing situation.	Low	No Change	Neutral	N/A
Monument	MWI12817	Buried medieval ridge and furrow.	Physical impact from East Portal will result in the loss of a small proportion of the asset surviving north of the A303.	Low	Minor Adverse	Slight Adverse	N/A
Monument	MWI12688	Undated ditch. Within WHS.	No substantive change from existing situation.	Low	No Change	Neutral	N/A
Monument	MWI12504	Neolithic pit west of Vespasian's Camp, north of A303. Within WHS.	No substantive change from existing situation.	Medium	No Change	Neutral	N/A
Monument	MWI12478 MWI12654	Long barrow and Late Bronze Age barrow, north of West Amesbury (west of Vespasian's Camp, south of A303). Within WHS.	Removal of A303 would benefit the setting of the asset; however Eastern Portal and associated infrastructure will remain a significant feature in the setting	Medium	Minor Adverse	Slight Adverse	No
Monument	MWI74676	Undated rectangular ditched enclosure. Within WHS.	Realignment of A303 will benefit the setting to the asset. No direct physical impact as the alignment will be in tunnel at this point.	Low	Moderate Beneficial	Slight Beneficial	No
Monument	MWI73460	Prehistoric to Roman field system, Durrington Field. Within WHS.	Removal of effects from existing carriageway beneficial to setting	Medium	Minor Beneficial	Slight Beneficial	No
Monument	MWI12731 MWI12501 MWI12533 MWI13050	Prehistoric to Roman field system, undated ditch enclosure, undated rectangular enclosures, settlement south of Stonehenge Cottages and ring ditch, Durrington Field. Within WHS.	Removal of effects from existing carriageway beneficial to setting	Medium	Minor Beneficial	Slight Beneficial	No
Monument	MWI73256	20th century Military Railway, West of The Cursus. Modern. Within WHS.	No substantive change from existing situation.	Low	No Change	Neutral	No
Monument	MWI74675 MWI74674	Possible prehistoric or Romano-British ditches, south of New King's Barrows. Within WHS.	Realignment of A303 will benefit the setting to the assets. No direct physical impact.	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI12859 MWI13146	Ditches north-east of Luxenborough Plantation and Trackways (south of Stonehenge Bottom and A303). Within WHS.	Removal of effects from existing carriageway beneficial to setting	Low	Minor Beneficial	Slight Beneficial	No



1Nd							
Non-Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Monument	MWI12627	Medieval to Late 19th century trackways, Stonehenge Bottom. Within WHS.	Removal of effects from existing carriageway beneficial to setting	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI12797 MWI12798 MWI12799 MWI12810	Undated ring ditches and mound, south-east of Stonehenge (south of A303). Within WHS.	Removal of effects from existing carriageway beneficial to setting	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI74644	A number of Aubrey holes identified through geophysical surveys in ditches at Stonehenge. Within WHS.	Removal of effects from existing carriageway beneficial to setting	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI12606	Former Stonehenge Aerodrome. Within WHS.	Realignment of A303 will benefit the setting to the asset. No direct physical impact as the alignment will be in tunnel at this point.	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI12685	Undated enclosure on Stonehenge Down. Within WHS.	Realignment of A303 will benefit the setting to the asset. No direct physical impact as the alignment will be in tunnel at this point.	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI12714	Undated pits and ditch, Normanton Down. Within WHS.	The majority of an extensive group of features lies outside of the study area. No direct physical impacts as the alignment will be in tunnel at this point.	Low	No Change	Neutral	No
Monument	MWI13149	Undated linear features south-west of Normanton Gorse. Within WHS.	Route and west portal construction will result in removal of a proportion of the asset and splitting the asset in two, impacting on integrity of asset. Further, significant setting and operation impacts will also be detrimental.	Medium	Moderate Adverse	Slight Adverse	No
Monument	MWI12541 MWI12543	Pits between Druid's Lodge and Wilsford Down (along Longbarrow Roundabout). Outside WHS.	Removal of effects from existing carriageway beneficial to setting.	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI13139	Drinking Stone east of Longbarrow Crossroads. Within WHS.	Removal of effects from existing carriageway beneficial to setting.	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI12623	An undated human burial found at Longbarrow Crossroads. Outside WHS.	Removal of effects from existing carriageway beneficial to setting.	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI12695	Undated ditches south and west of a long barrow. Outside WHS.	Removal of settings effects from existing carriageway are beneficial; however, the western portal location will create a new settings impact to this feature.	Medium	Minor Adverse	Slight Adverse	No
Monument	MWI7128	Bronze Age enclosure west of Winterbourne Stoke Crossroads	Removal of effects from existing carriageway beneficial to setting.	Medium	Minor Beneficial	Slight Beneficial	No
Monument	MWI6924	Later Bronze Age settlement excavated in 1967. Outside WHS.	Asset divided by existing road, no change to that situation. Some increase in appreciable infrastructure development in landscape setting	Medium	Minor Adverse	Slight Adverse	Yes
Monument	MWI7080	Bowl Barrow north-east of Winterbourne Stoke Crossroads. Outside WHS.	Adverse effect due to proximity of route	Low	Minor Adverse	Slight Adverse	No
Monument	MWI6405	Enclosure north of Winterbourne Stoke Crossroads. Partially within WHS.	Adverse effect due to proximity of route	Low	Minor Adverse	Slight Adverse	No
Monument	MWI6406	Boundary ditch south of Winterbourne Stoke Crossroads. Outside WHS.	Adverse effect due to proximity of route	Low	Minor Adverse	Slight Adverse	No
Monument	MWI73295 MWI12748	Features identified during geophysical survey on Boreland Farm (Diamond's Field), linear earthworks and ditches. Within WHS.	Adverse effect due to proximity of route.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI12526	Five Bronze Age secondary burials. Within WHS.	No impacts.	Low	No Change	Neutral	No
Monument	MWI12542	Two excavated Bronze Age burials with associated find. Within WHS.	No impacts.	Low	No Change	Neutral	No
Monument	MWI12626	Undated excavated linear feature with no finds. Within WHS.	No impacts.	Low	No Change	Neutral	No
Monument	MWI12628	Undated excavated shallow gully. Within WHS.	No impacts.	Low	No Change	Neutral	No
Monument	MWI73244	Ditches of an unknown date are visible as cropmarks on Stonehenge Down. Within WHS.	The asset would experience setting impacts due to the western portal as they are located immediately opposite it on the other side of the A303.	Low	Minor Adverse	Moderate Adverse	No
Monument	MWI12745	Pit North West of the Diamond. Within WHS.	Route construction may result in removal of a small portion of the asset	Low	Moderate Adverse	Moderate adverse	No
Monument	MWI7094	Field systems, boundary ditch and bowl barrow north and east of Oatlands Hill.	Extensive ridge and furrow field systems crossed by proposed route. Direct impact from construction of proposed route on small proportion of this asset.	Low	Minor Adverse	Slight Adverse	No

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Non-Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Monument	MWI6407	Boundary Ditch, north-east of Oatlands Hill	This asset will be physically impacted due to the construction of the A303/A360 junction which will lead to the removal of at least 10% of the asset.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI74649	Trackways South of Amesbury 5-9 barrows. Within WHS.	Beneficial settings impacts due to the removal of the existing A303.	Low	Minor Beneficial	Slight Beneficial	No
Monument	MWI74632 MWI74633	Anomalies identified during geophysical surveys. Within WHS.	Proximity of proposed alignment and tunnel portal would further change the visual and aural setting of the monuments and affect visual relationships with other assets. These adverse impacts are not ameliorated by the benefits associated with the removal of the current alignment of the A303, as the alignment is closer to these monuments than the existing A303.	Low	Moderate adverse	Slight Adverse	No
Monument	MWI70781	Grant's Barn site of 19th century Out farm. Outside WHS.	No direct physical impacts are currently anticipated, however, pending detailed junction design, this asset may be required to be removed to allow construction of the A303/A360 junction.	Low	No Change	Neutral	No
Monument	MWI12625 MWI12608	Two undated linear features and remnants of Military railway.	Extensive linear feature (1km long) a small proportion of which experience a direct physical impact from the construction of the proposed alignment.	Low	Moderate Adverse	Slight Adverse	No
Monument	MWI7125	Late prehistoric ditch, Oatlands Hill. Outside WHS.	Extensive linear feature (1km long) a small proportion of which experience a direct physical impact from the construction of the proposed alignment.	Low	Moderate Adverse	Slight Adverse	No
Monument	MWI6984	20th century Oatlands Hill Aerodrome. Outside WHS.	Route construction will cross the aerodrome boundary. Where this survives in buried form there will be a direct physical impact.	Low	Minor Adverse	Neutral	No
Monument	MWI7003 MWI7004 MWI7005 MWI7006 MWI6933 MWI6934 MWI6946	Pits north-east of Oatlands Hill. Iron Age, Bronze Age and Undated. Outside WHS.	No impact.	Low	No Change	Neutral	No
Monument	MWI6945 MWI6944 MWI6932 MWI7002	Pits north-east of Oatlands Hill.	These assets are likely to be removed as a result of the A303/A360 junction east of Winterbourne Stoke.	Low	Moderate Adverse	Moderate Adverse	No
Monument	MWI7210	Bronze Age Enclosure, Oatlands Hill. Outside WHS.	No impacts.	Low	No Change	Neutral	No
Monument	MWI73338	Undated enclosures bisecting A303 at Winterbourne Stoke Hill. Outside WHS.	Group of features part of which lie within 30m of the route, direct physical impact from construction of proposed route.	Low	Moderate Adverse	Slight Adverse	No
Monument	MWI7111	Ridge and furrow field system Winterbourne Stoke Hill/horse Down. Medieval. Outside WHS.	Large asset, geographically spread out, will be physically impacted on a small proportion of the asset, especially towards the western end of the A303/A360 junction	Low	Minor Adverse	Slight Adverse	No
Monument	MWI73343	Late prehistoric ditch, Winterbourne Stoke Hill. Outside WHS.	Majority of the asset falls out of the study area. Direct physical impact from route construction on northern extremity.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI7201	Undated linear features at Longbarrow Crossroads. Outside WHS.	Extensive group of features, the majority of which lie outside of the study area. Possibility of direct physical impact from construction of proposed route on a small proportion of the features within the study area. NB possibility that features have been incorrectly grouped by Wilts HER.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI6948	Iron Age ditch south of Parsonage Down. Outside WHS.	Feature lies within proposed route and will be directly impacted.	Low	Moderate Adverse	Slight Adverse	No
Monument	MWI6959	Roman settlement near Parsonage Down. Outside WHS.	Proposed route passes within 40m of the settlement. No direct physical impact.	Medium	No Change	Neutral	No

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Non-Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Monument	MWI7009	Undated ditch Winterbourne Stoke Hill/Horse Down. Outside WHS.	Direct physical impacts on majority of the asset.	Low	Moderate Adverse	Slight Adverse	No
Monument	MWI7137 MWI7199	Two undated sites approximately 10m south of bypass alignment. Outside WHS.	No direct physical impact but setting of the assets will be compromised by the alignment due to its proximity of proposed route alignment.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI7207 MWI7208	Barrows on Winterbourne Stoke Hill. Outside WHS.	No direct physical impacts.	Medium	No Change	Neutral	Yes
Monument	MWI7209	Bronze Age Barrow, Winterbourne Stoke Hill. Outside WHS.	No direct physical impacts.	Medium	No Change	Neutral	No
Monument	MWI6987	Post-medieval water meadow. Outside WHS.	Direct physical impact from route on a small proportion of the asset.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI73341	Late prehistoric ditch, High Down (north of Winterbourne Stoke). Outside WHS.	No direct physical impact.	Low	No Change	Neutral	No
Monument	MWI6947 MWI7008	Undated and Iron Age features north of Winterbourne Stoke. Outside WHS.	Direct physical impact on small concentration of features, which are likely to be removed by the route.	Low	Major Adverse	Slight Adverse	No
Monument	MWI6975	Medieval settlement south of Winterbourne Stoke. Outside WHS.	All but one element of the settlement is outside of the study area. One outlying linear feature falls within the construction zone of the proposed scheme.	Medium	Negligible	Slight adverse	No
Monument	MWI7112	Undated enclosure Berwick Down, south of Winterbourne Stoke. Outside WHS.	No direct physical impact.	Low	No Change	Neutral	No
Monument	MWI7098	Roman settlement, High Down. Outside WHS.	No direct physical impact.	Medium	No Change	Neutral	No
Monument	MWI7095	Multi period field system, Parsonage Down. Outside WHS.	Extensive asset with direct physical impact on a small proportion of the whole.	Medium	Minor Adverse	Slight Adverse	No
Monument	MWI6994	Undated portion of field system Parsonage Down. Outside WHS.	No direct physical impact.	Low	No Change	Neutral	No
Monument	MWI6396	Barrow north-west of Scotland Lodge (south of Parsonage Down). Outside WHS.	No direct physical impact.	Medium	No Change	Neutral	Yes
Monument	MWI6917	Prehistoric pit south of Parsonage Down. Outside WHS.	No direct physical impact.	Low	No Change	Neutral	No
Monument	MWI6993	Undated pit at Parsonage Down. Outside WHS.	No direct physical impact.	Low	No Change	Neutral	No
Monument	MWI7001	Undated linear feature at Parsonage Down. Outside WHS.	No direct physical impact.	Low	No Change	Neutral	No
Monument	MWI6999	Undated linear feature at Parsonage Down. Outside WHS.	No direct physical impact.	Low	No Change	Neutral	No
Monument	MWI6943 MWI7133	Settlement and Enclosures, South of Parsonage Down. Outside WHS.	Route construction will result in removal of part of the asset and dividing the asset in two, impacting on its integrity.	Medium	Moderate Adverse	Moderate Adverse	No
Monument	MWI7099 MWI6935	Sheepfold and settlements on Parsonage Down. Outside WHS.	No direct physical impact from proposed route which lies over 150m-200m from the assets.	Medium	No Change	Neutral	No
Monument	MWI6930 MWI6995 MWI6996 MWI6997 MWI6931 MWI6998	Undated or Bronze Age pits and ditches on Parsonage Down. Outside WHS.	No direct impacts from the proposed scheme as all features are located outside of the construction zone.	Medium	No Change	Neutral	No
Monument	MWI7000	Undated Pit Parsonage Down. Outside WHS	No direct physical impact.	Low	No Change	Neutral	No
Monument	MWI7206	Bronze Age barrow north-west of Scotland Lodge, Winterbourne Stoke. Outside WHS.	No direct physical impact.	High	No Change	Neutral	Yes
Monument	MWI7235	Field system east of Yarnbury Castle. Outside WHS.	Extensive field system. Small portion of the system lies within the proposed scheme and will be impacted.	Low	Minor Adverse	Slight Adverse	No

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Non-Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Monument	MWI7223	Iron Age ditch, Berwick Down. Outside WHS.	Extensive field system. Small portion of the system lies within the proposed scheme and will be impacted.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI7261	Undated enclosure Berwick Down. Outside WHS.	No physical impact.	Low	No Change	Neutral	No
Building	MWI7226	Milestone south-east of Yarnbury Castle. Outside WHS.	There will be no additional setting or physical impacts due to the proposed scheme	Low	No Change	Neutral	No
Monument	MWI7245	Undated linear feature south-east of Yarnbury Castle. Outside WHS.	Extensive linear feature already severed by the existing A303. Some further localised removal of remains likely.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI6232 MWI7267	Field System and undated ditch system, south of Yarnbury Castle. Outside WHS.	Extensive field system, the majority of which falls outside of the study area and no element of which falls nearer than 20m from the construction zone.	Low	No Change	Neutral	No
Monument	Not assigned at this time	Long Barrow (south of MWI13159 also identified during 2016 geophysical survey). Within WHS.	The scheme would avoid the feature and there would be no physical impact. The route would however affect the setting of the monument and its relationship to other funerary monuments of this period.	High	Moderate Adverse	Large Adverse	Yes
Monument	Not assigned at this time	Henge-type enclosure (south-west of MWI13159 also identified during 2016 geophysical survey). Within WHS.	The scheme would avoid the feature and there would be no physical impact. The route would however affect the setting of the monument and its relationship to other funerary monuments of this period.	High	Moderate Adverse	Large Adverse	Yes
Monument	Not assigned at this time	Blick Mead archaeological site. Within WHS.	Blick Mead is located to the east of Vespasian's Camp and immediate south of the A303 within the Grade II* Amesbury Registered Park and Garden. Route runs to the northern boundary of the site, following the alignment of the current A303 and staying within existing highways boundaries The northern boundary of the park is heavily wooded allowing screening from the current A303; however, the proposed flyover at Countess Roundabout would potentially have an adverse impact the setting of the Mesolithic site due to the increased visibility of vehicles passing by.	High	Minor Adverse	Slight Adverse	No
Monument	Not assigned at this time	Single ring ditch feature adjacent to Sun Barrow and north-east boundary of Normanton Gorse. Within WHS.	The scheme would have a settings impact on this asset due to proximity of West Portal.	High	Major Adverse	Large Adverse	Yes
Monument	MWI13138	Garden feature, Amesbury Abbey Park. Inside WHS.	Route runs immediately adjacent to the southern boundary of the asset, predominantly following the alignment of the current A303 and staying within existing highways boundaries. Flyover plans at Countess Roundabout would impact the setting of the park due to the added height of the flyover.	Low	Moderate Adverse	Slight Adverse	No
Monument	MWI13121	Enclosure, North of WBS Group, enclosing four barrows. Within WHS.	Setting impact due to slip road onto A360.	High	Moderate Adverse	Moderate Adverse	No
Monument	MWI13159	Long barrow visible as cropmark, south of Longbarrow Crossroads. Within WHS.	Setting impact due to junction and slip road onto A360.	High	Moderate Adverse	Moderate Adverse	Yes
Monument	MWI2690	Ditch west of The Diamond. Within WHS.	No impacts.	Low	No Change	Neutral	No
Monument	MWI7120 MWI7121 MWI6402 MWI6403	Undated ring ditches north of Winterbourne Stoke Barrow Group. Within WHS.	Setting impact due to slip road onto A360.	High	Moderate Adverse	Moderate Adverse	No
Monument	MWI73257	Field system, Winterbourne Stoke Down. Outside WHS.	Setting impact due to slip road onto A360.	Low	Minor Adverse	Slight Adverse	No
Monument	MWI6990 MWI6991	Undated ditch discovered during Watching Brief. Within WHS.	No impacts.	Low	No Change	Neutral	No
Monument	MWI12813	Dewpond next to The Diamond wood. Within WHS.	No impacts.	Low	No Change	Neutral	No
Monument	MWI13151 MWI6400 MWI7102	Oatlands Hill, The Park and linear feature north of The Park. Within WHS.	No impacts	Low	No Change	Neutral	No
Monument	MWI7153 MWI7154 MWI7136	Barrows north of Oatlands Farm. Outside WHS.	Settings impact due to proposed junction and link roads.	High	Major Adverse	Large Adverse	Yes

1Nd							
Non-Designated Heritage Assets							
Type of Asset	Asset ID	Summary description of asset	Summary of impact	Value of asset	Scale of impact	Scale of effect	Contribution to OUV
Monument	MWI7155	Prehistoric and Roman settlement on Oatlands Hill. Outside WHS.	Settings impact due to proposed junction and link roads.	High	Moderate Adverse	Moderate Adverse	Yes
Monument	MWI70781 MWI7173	Grant's Barn site of 19th century Out farm. Outside WHS.	Direct physical impacts on any surviving asset remains from construction from junction and slip road.	Low	Moderate Adverse	Slight Adverse	No

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