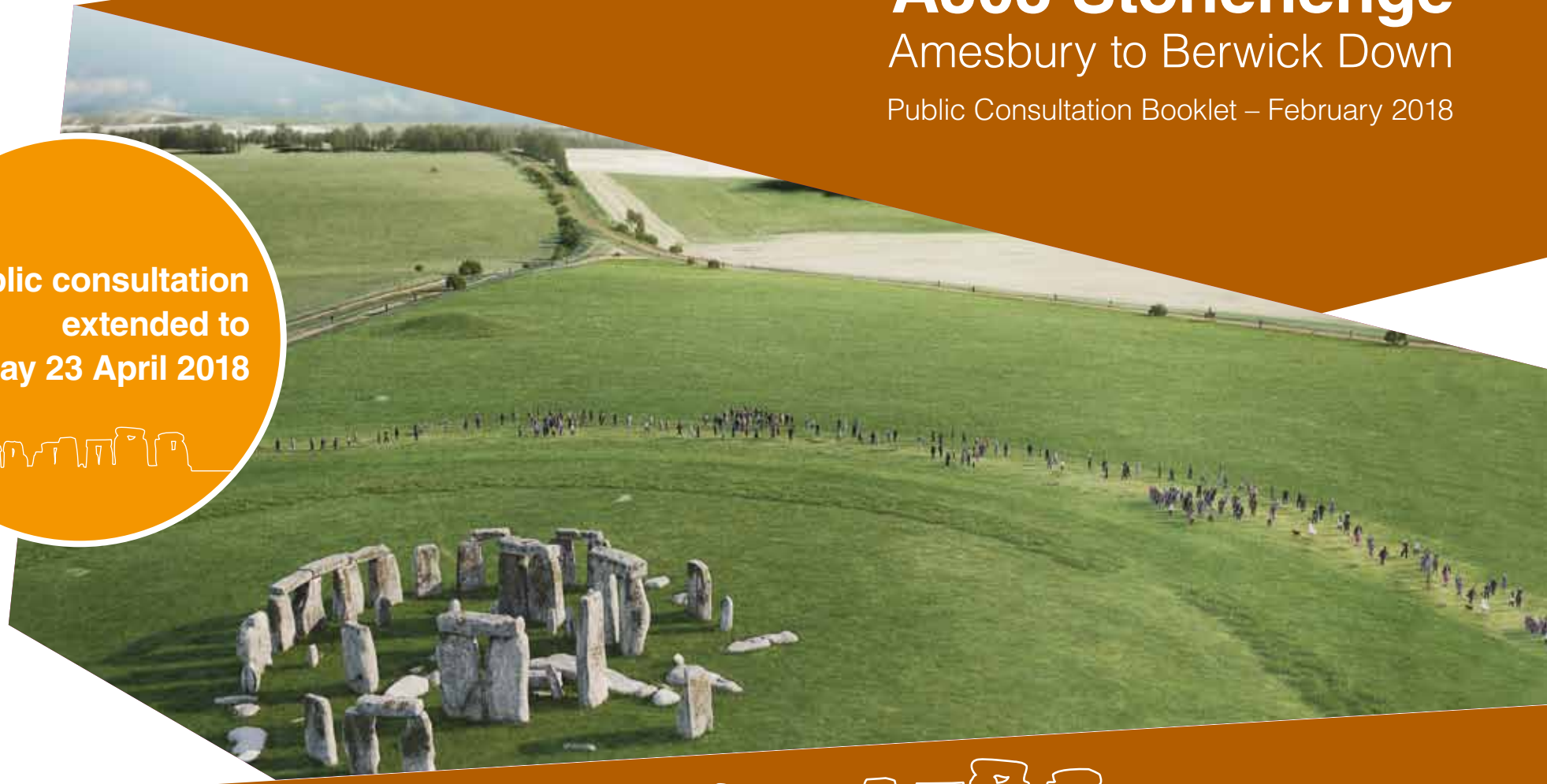
highways england

A303 Stonehenge

Amesbury to Berwick Down

Public Consultation Booklet – February 2018

Public consultation extended to Monday 23 April 2018



About this booklet

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

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

Contents

1 Foreword

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

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

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

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

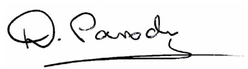
The scheme will also improve the quality of life for local communities by providing a bypass for Winterbourne Stoke and relieving rat running through local villages such as Shrewton, Larkhill and Durrington.

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

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

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

Please take this opportunity to get involved and let us know what you think by Monday 23 April 2018. Your feedback will help create the best possible scheme for this iconic, world-renowned landscape.



Derek Parody
A303 Stonehenge Project Director, Highways England

2 About Highways England

What we do

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

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

Our ambition is to ensure all our major roads are more dependable, durable and, most importantly, safe. In pursuit of that aim, we are delivering £23 billion of investment on our network as described in the Government's Road Investment Strategy (RIS).

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

3 Introduction

The story so far

As part of the most direct route between the South East and the South West, the A303 at Stonehenge plays a big part in the daily lives of tens of thousands of people, and for many it can be a daily struggle.

Average traffic flows along the single carriageway section between Amesbury and Berwick Down are twice what it was designed for and the road is even busier in the summer tourist period.

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

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

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

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

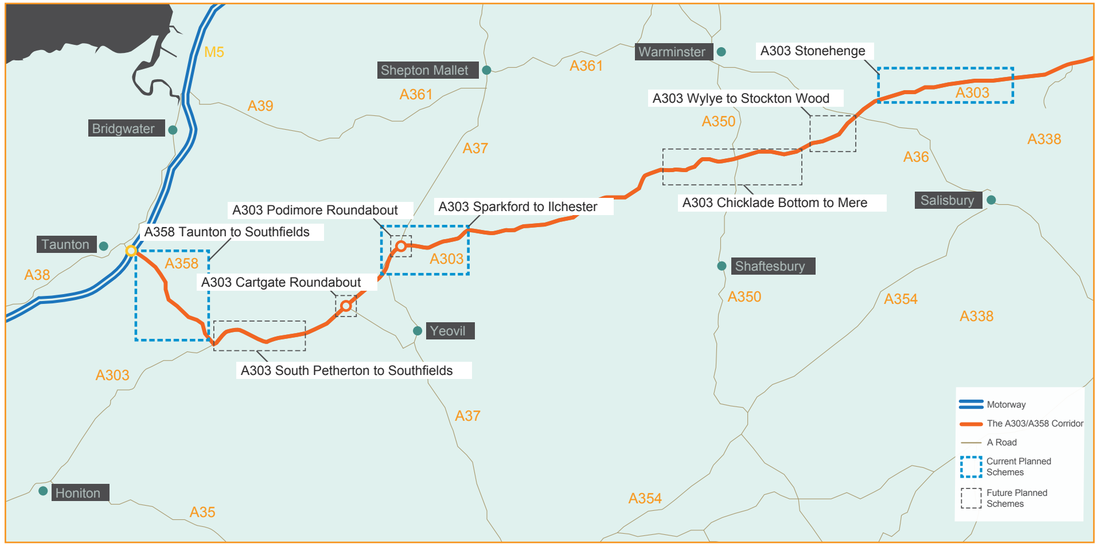


Figure 1: A303/A358 Corridor schemes

The aim of the scheme

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

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

1. **Transport:** To create a high quality reliable route between the South East and the South West that meets the future needs of traffic.
2. **Economic growth:** To enable growth in jobs and housing by providing a free-flowing and reliable connection between the South East and the South West.
3. **Cultural heritage:** To help conserve and enhance the World Heritage Site and to make it easier to reach and explore.
4. **Environment and community:** To improve biodiversity and provide a positive legacy for nearby communities.

More information

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

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

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

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

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

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

Timeline to statutory consultation

Late 2014

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

Throughout 2016

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

March-September 2017

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

September 2017 - February 2018

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

Early 2016

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

Early 2017

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

September 2017

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

4 What we are consulting on and why

What

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

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

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

Why

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

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

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

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

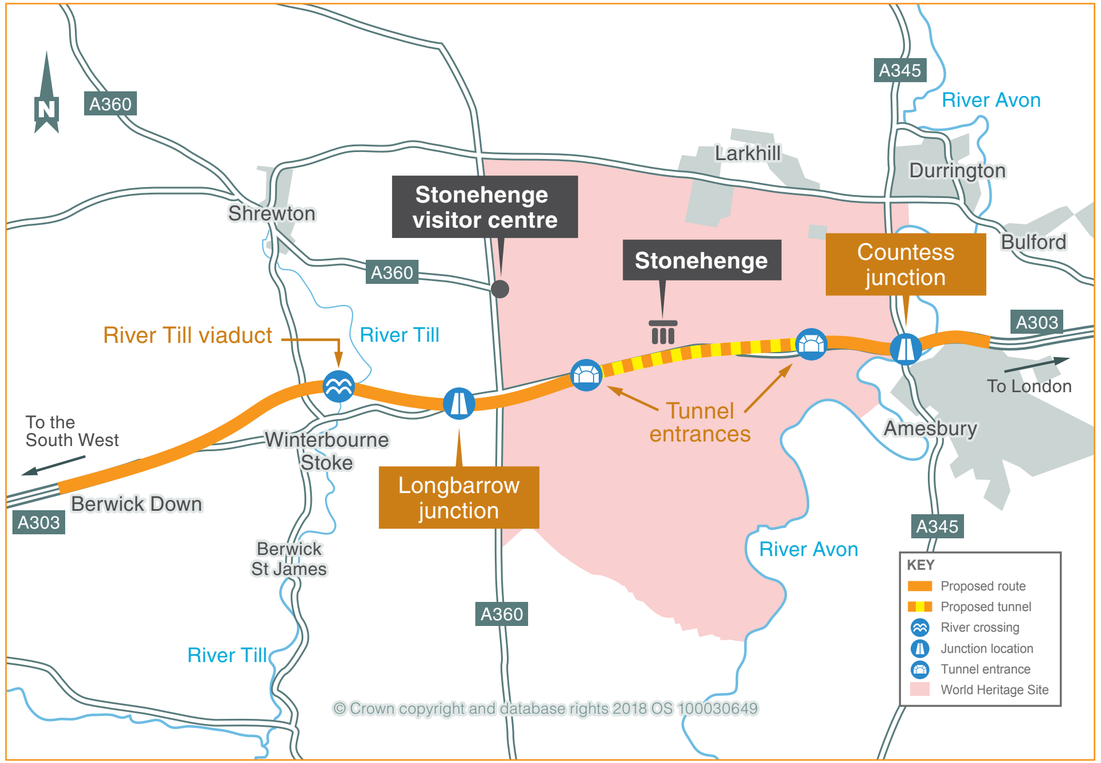


Figure 4.1: Key elements of the proposed scheme

5 The proposed scheme

Overview of the proposed scheme

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

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

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

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

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

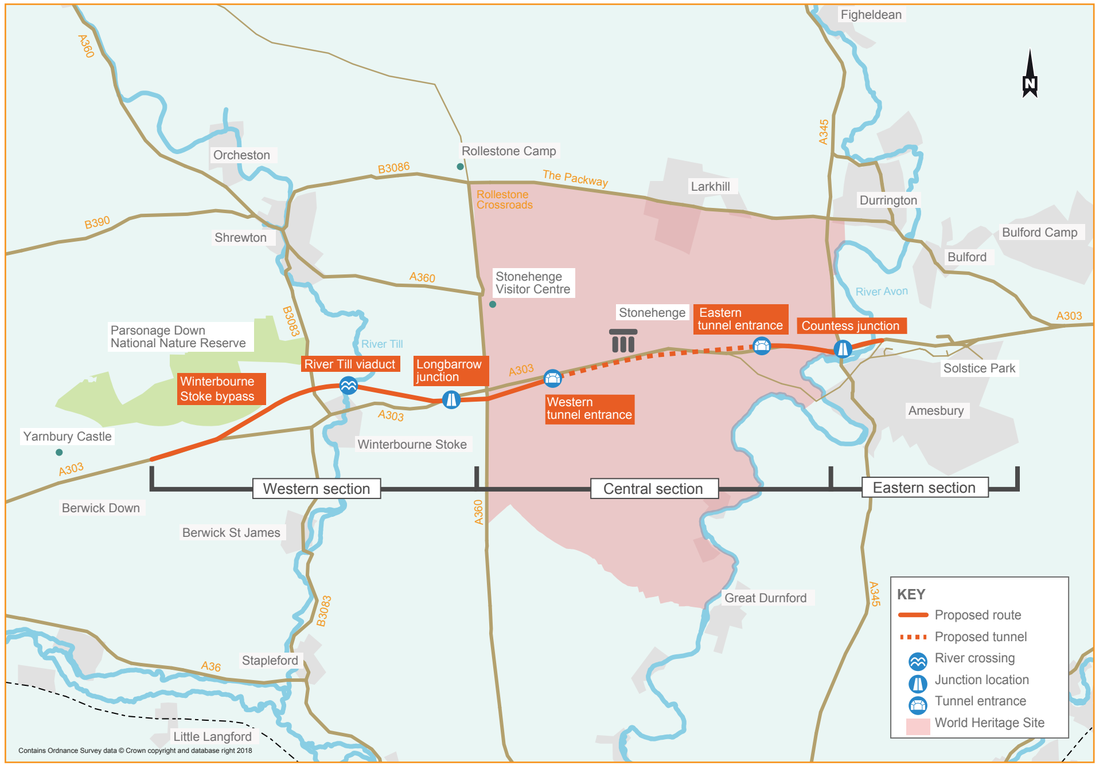


Figure 5.1: Proposed scheme sections

The western section - Winterbourne Stoke bypass to Longbarrow junction

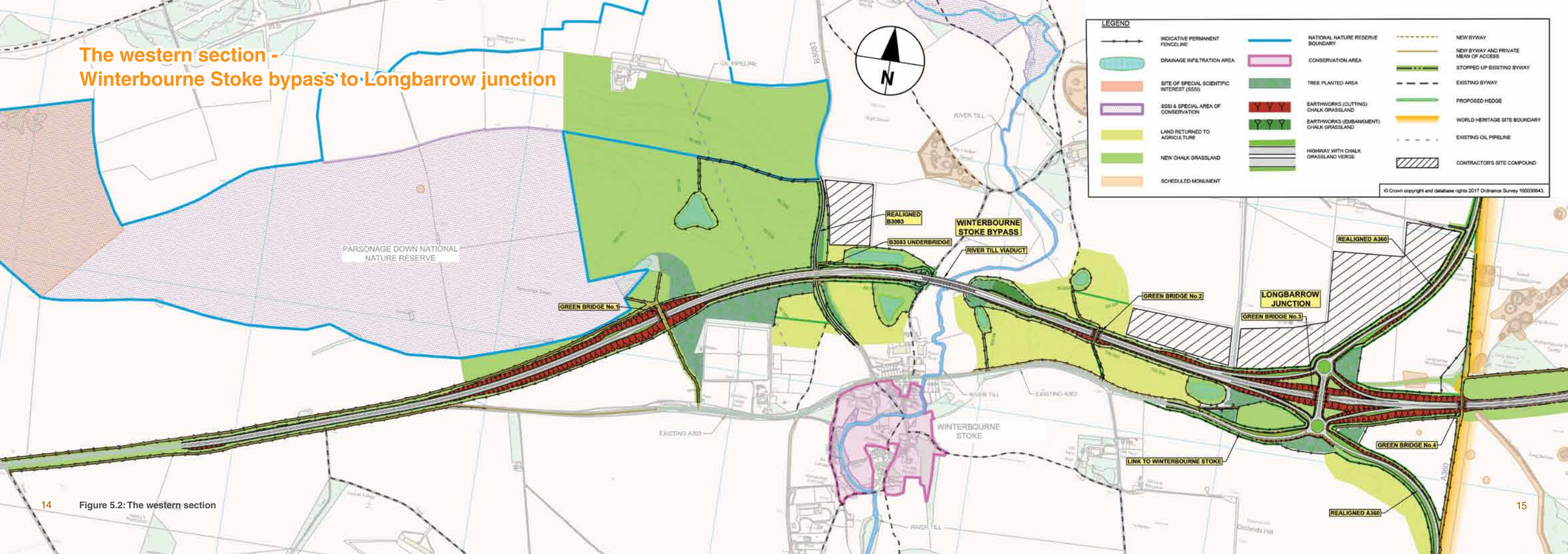


Figure 5.2: The western section

West of the Till Valley

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

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

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

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

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

Green bridges

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

Figure 5.3: Example of green bridge

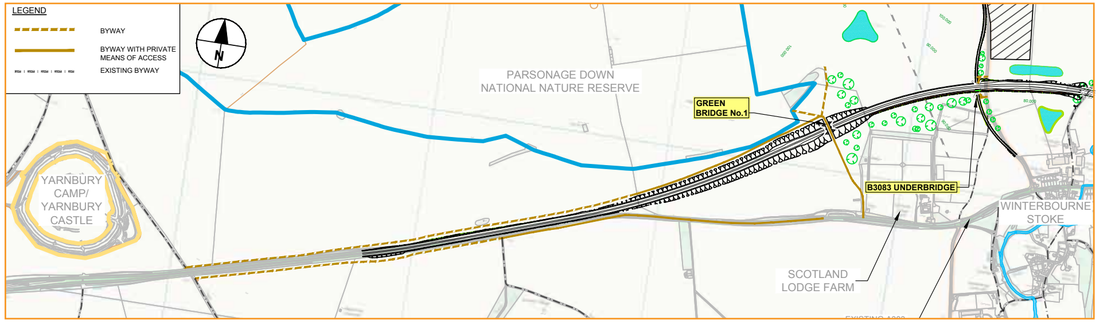


Figure 5.4 Proposed rights of way west of Winterbourne Stoke

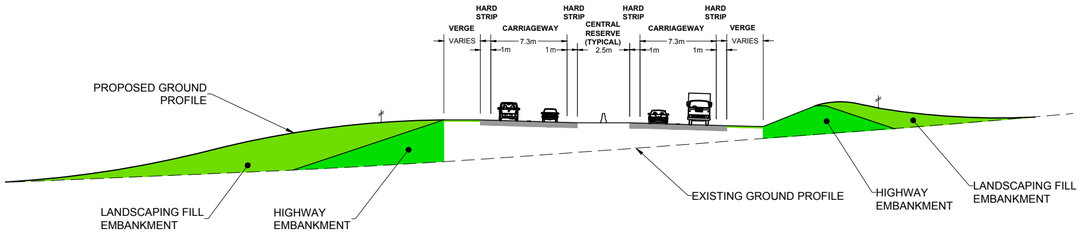


Figure 5.5: Typical cross section

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

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

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

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

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

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

River Till viaduct

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

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

Figure 5.8: Proposed viaduct across River Till valley

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

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

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

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

Figure 5.9: Existing view north from Winterbourne Stoke

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

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

East of the Till valley

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

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

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

Longbarrow junction

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

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

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

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

Figure 5.13: Visualisation of new Longbarrow junction

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

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

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

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

Figure 5.14: Visualisation of western approach to new Longbarrow junction

Existing A303 to and from Winterbourne Stoke

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

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

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

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

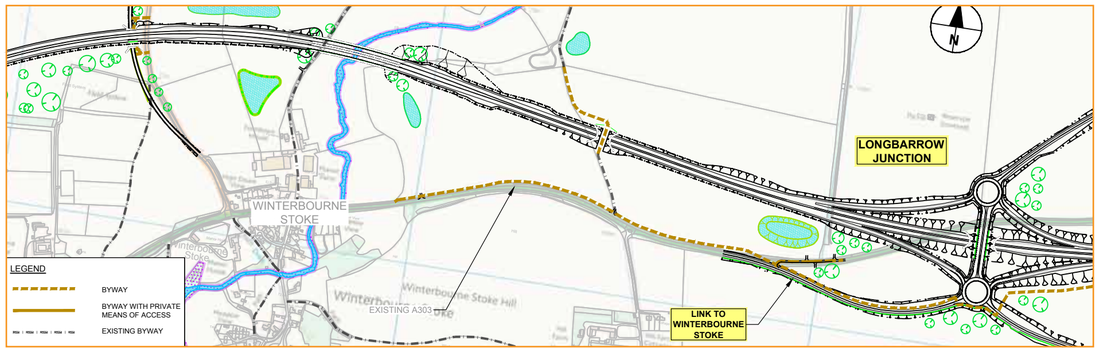


Figure 5.15: Link road from new Longbarrow junction to Winterbourne Stoke

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

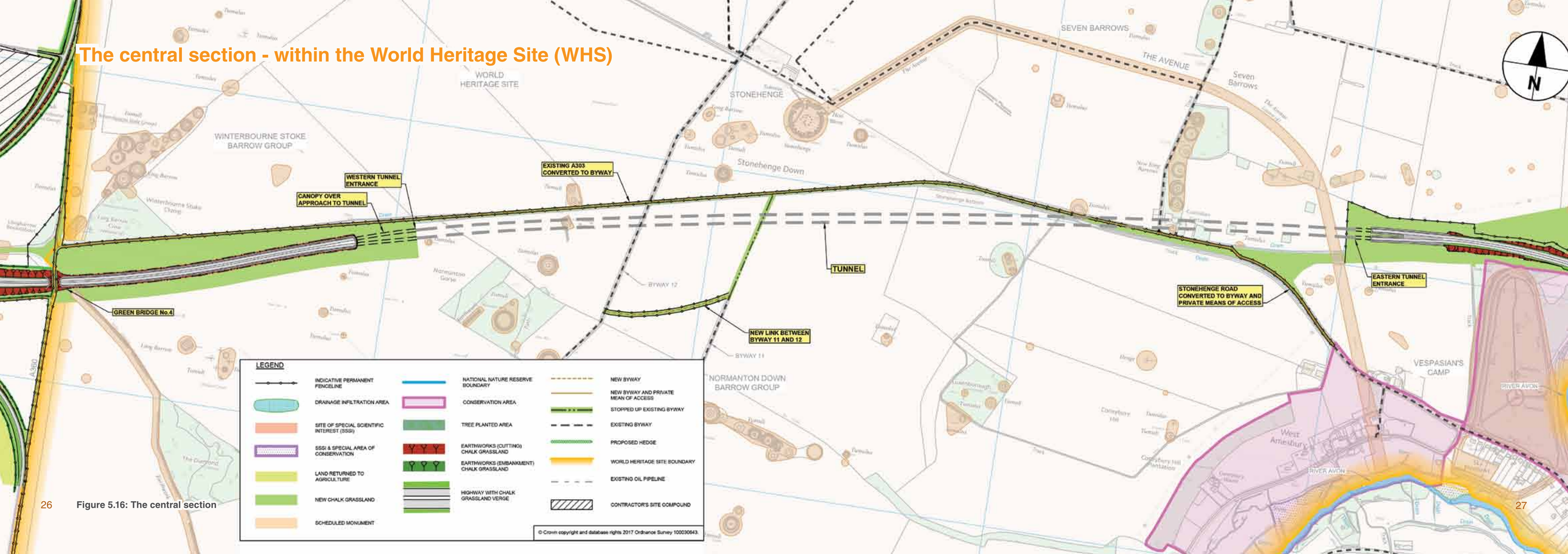


Figure 5.16: The central section

Bridge at Longbarrow roundabout

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

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

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

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

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

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

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

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

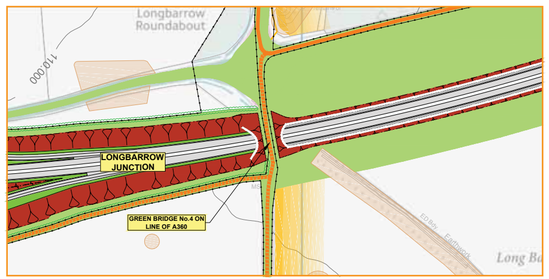


Figure 5.17: Green bridge No.4 along the line of the existing A303

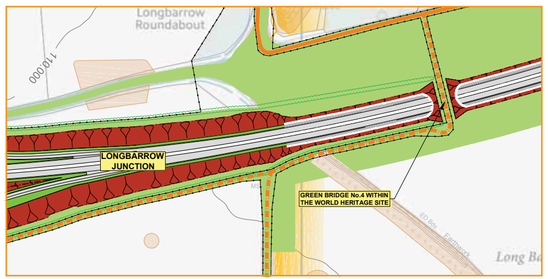


Figure 5.18: Green bridge No.4 located further east into the WHS

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

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

Approach to western tunnel entrance

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

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

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

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

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

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

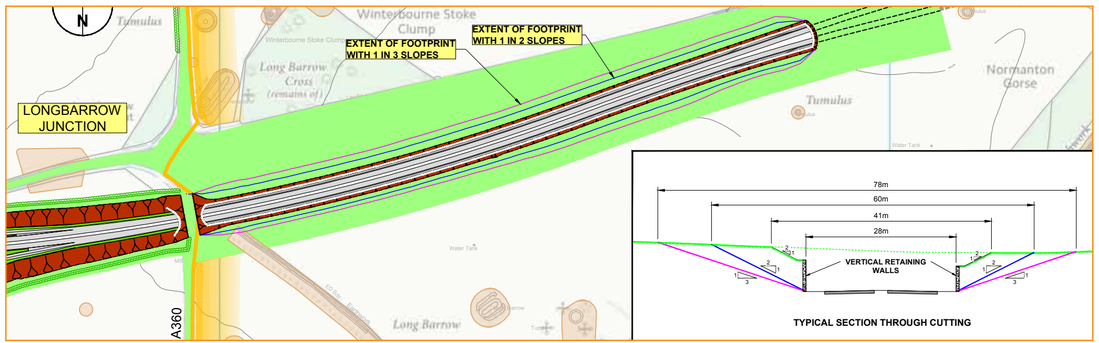


Figure 5.21: Land take footprints for the options for the approach to the western tunnel entrance

Figure 5.22: Approach option with vertical retaining walls

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

Figure 5.24: Approach option with grassed slopes

Figure 5.25: Driver's view of grassed slopes option

Western tunnel entrance

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

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

Figure 5.26: Western tunnel entrance - vertical retaining walls option

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

Figure 5.28: Western tunnel entrance - grassed slopes option

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

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

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

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

Figure 5.30: Fully grassed over canopy

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

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

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

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

Figure 5.33: Grassed over canopy with ventilation outlets

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

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

The Tunnel

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

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

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

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

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

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

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

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

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

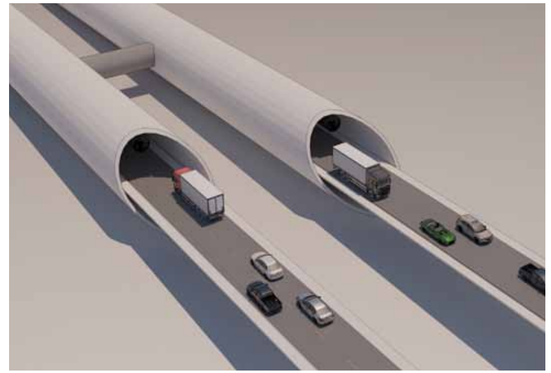


Figure 5.37: Illustration of the two tunnel bores

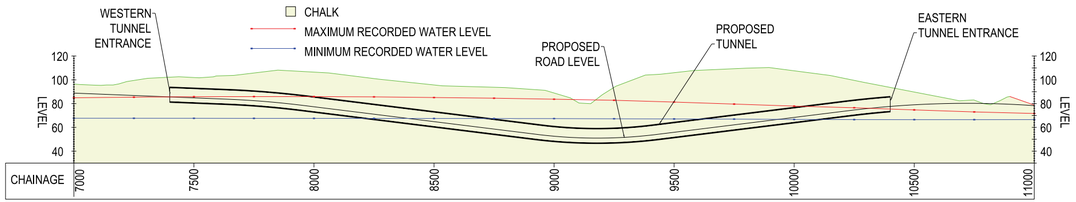


Figure 5.38: Cut away ground section along the tunnel route

Eastern tunnel entrance

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

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

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

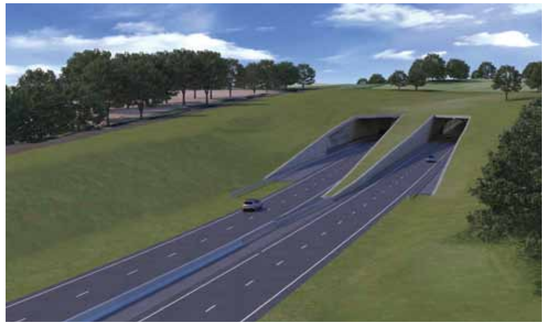


Figure 5.39: Eastern tunnel entrance

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

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

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

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

Existing A303: rights of way and diversion arrangements

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

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

The byway would also serve to provide:

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

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

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

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

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

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

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

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

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

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

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

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

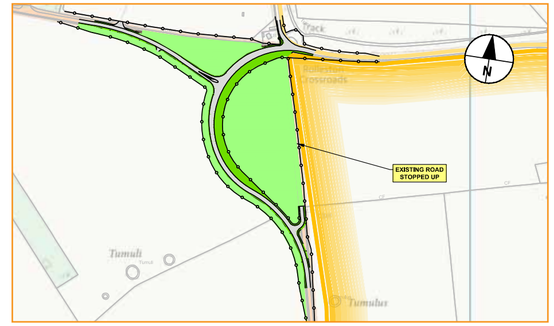


Figure 5.44: Proposed changes to Rollestone Crossroads

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

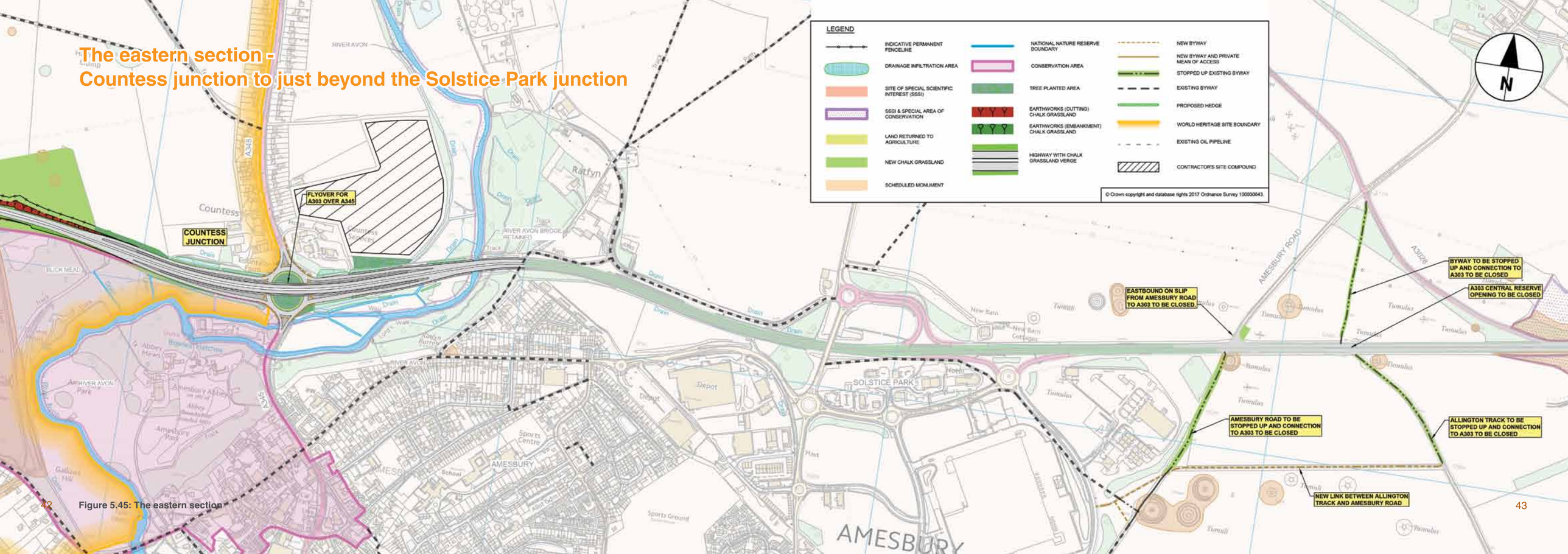


Figure 5.45: The eastern section

Countess junction

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

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

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

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

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

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

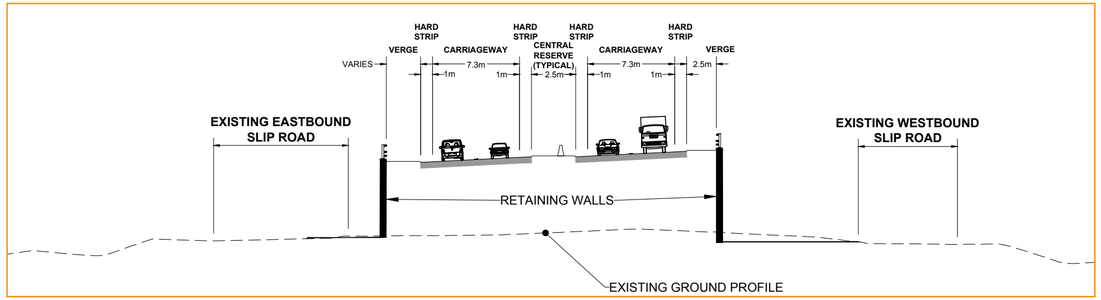


Figure 5.46: The cross-section above illustrates how the flyover would be constructed between the existing approaches to Countess roundabout which would then become the slip road connections between the new A303 and the A345.

Figure 5.47: Proposed Countess junction

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

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

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

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

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

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

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

Figure 5.48: Existing Countess roundabout

Figure 5.49: Proposed Countess junction – landscaped option

Figure 5.50: Proposed Countess junction - open option

Changes to local roads east of Solstice Park junction

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

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

The proposed changes are:

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

These changes are shown on Figure 5.51.

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

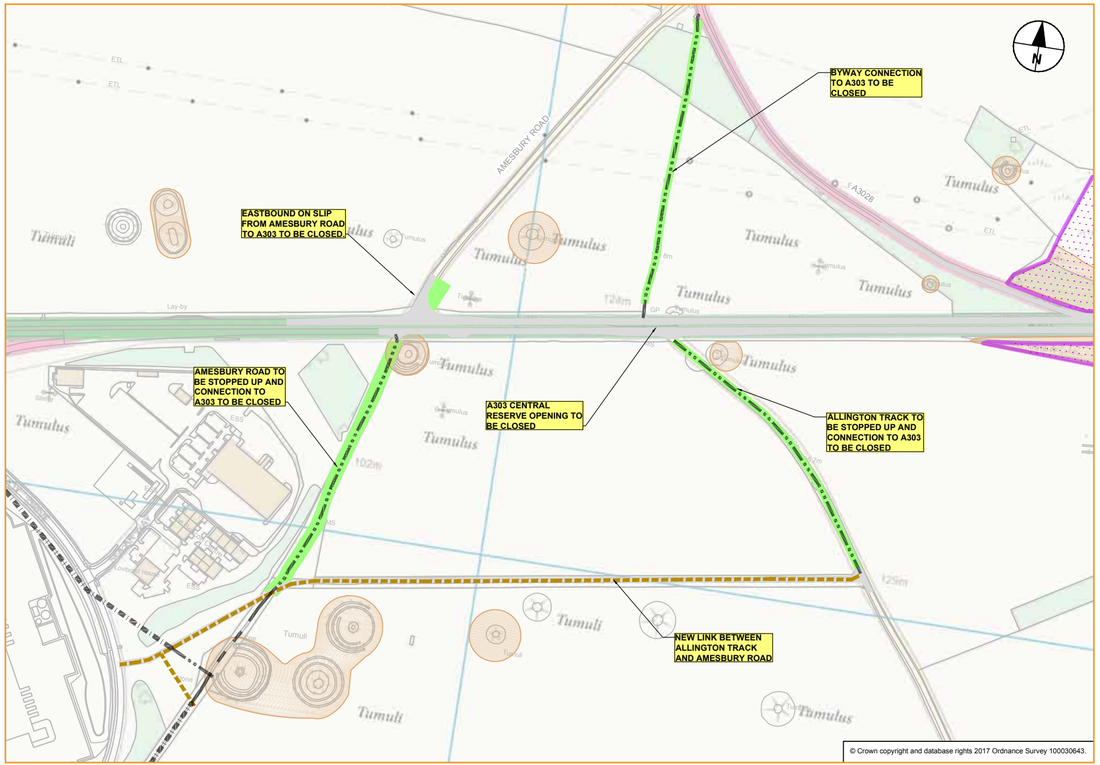


Figure 5.51: Proposed changes to local roads east of Solstice Park junction

6 What our scheme means for you

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

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

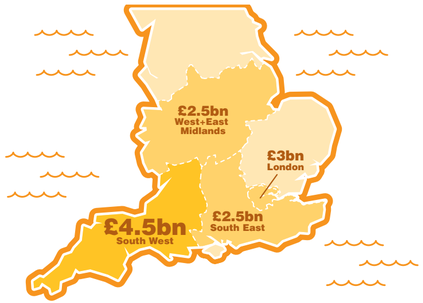
Economic growth

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

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

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

Tourism spending



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

Transport

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

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

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

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

Mile a minute journeys

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

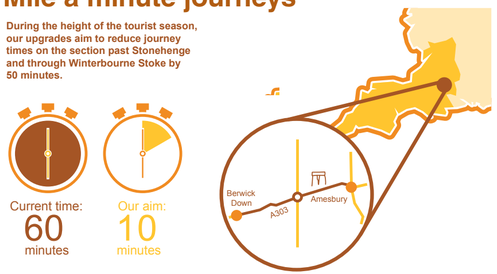


Figure 6.1: Traffic queuing through Winterbourne Stoke

Figure 6.2: Congestion at Countess junction

Cultural heritage

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

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

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

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

Figure 6.3: View from Stonehenge - existing

Figure 6.4: View from Stonehenge - after construction

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

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

Community

Providing a positive, lasting legacy for local communities

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

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

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

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

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

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

Figure 6.7: Shrewton village

Environment

Restoring a landscape fit for the setting of Stonehenge

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

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

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

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

Environmental Impact Assessment

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

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

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

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

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

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

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

Topic	Preliminary assessment of likely significant environmental effects*	
	Construction stage	**Operational Stage**
Air quality	■ No likely significant effects anticipated.	■ No likely significant effects anticipated.
Cultural heritage	■ Temporary **adverse** effects of construction activities on the setting of monuments within and outside the WHS. ■ Temporary and permanent **adverse** effects on the setting of listed buildings in the vicinity of Countess roundabout. ■ Permanent **adverse** effects due to the loss or truncation of non-designated assets, mostly outside the WHS. ■ Permanent **beneficial** effects, once built, on the setting of monuments within the WHS, including Stonehenge. ■ Permanent **beneficial** effects, once built, due to the removal of severance of the Avenue and of relationships between monuments in the WHS.	■ **Beneficial** effect on public access to the WHS. ■ **Beneficial** effect on the setting of monuments within the WHS due to the removal of traffic using the A303.
Landscape and visual	■ Temporary **adverse** effects of construction activities on the rural landscape, particularly the River Till valley and at Longbarrow Junction. ■ Temporary **adverse** visual effects of construction activities on residents of Amesbury and Winterbourne Stoke, visitors to the WHS and users of the public rights of way (PRoW) network. ■ Permanent **adverse** effects, once built, on the rural landscape, particularly the River Till valley. ■ Permanent **beneficial** effects, once built, on the landscape within the WHS.	■ **Adverse** visual effects on users of the PRoW network in the vicinity of the River Till valley. ■ **Beneficial** effects on the townscape within Winterbourne Stoke. ■ **Beneficial** visual effects on residents of Winterbourne Stoke, visitors to the WHS and users of the PRoW network within the WHS.
Biodiversity	■ Temporary **adverse** effects of construction activities on Stone Curlew. ■ **Beneficial** effect, once built, on chalk grassland habitat in vicinity of Parsonage Down.	■ Local **adverse** effects on Stone Curlew south of the A303, due to the increased public access across the WHS enabled by the proposed scheme. ■ **Beneficial** effect on ecological connectivity due to the tunnel and inclusion of green bridges.
Noise and vibration	■ Temporary **adverse** noise effects of construction activities for residential properties in close proximity to the works, such as the edge of Amesbury and the northern edge of Winterbourne Stoke.	■ **Adverse** noise effects for properties on the northern edge of Winterbourne Stoke closest to the section of the A303 which is realigned to the north of the village. ■ **Beneficial** noise effects for residents of Winterbourne Stoke located in close proximity to the existing A303 through the centre of the village. ■ **Beneficial** noise effects for visitors to the WHS.
Geology and soils	■ No likely significant effects anticipated.	■ No likely significant effects anticipated.
Road drainage and the water environment	■ No likely significant effects anticipated.	■ No likely significant effects anticipated.
Materials	■ No likely significant effects anticipated.	■ No likely significant effects anticipated.
People and communities	■ **Adverse** effects on best and most versatile agricultural land and agricultural holdings. ■ Temporary **adverse** effects on amenity for users of the PRoW network during construction. ■ Temporary **adverse** effects on drivers views and stress during construction.	■ **Adverse** effects on driver views. ■ **Beneficial** effects on amenity and connectivity for users of the PRoW network. ■ **Beneficial** effects on improved amenity and reduced severance for the community of Winterbourne Stoke. ■ **Beneficial** effects of improved journey time reliability and reduced stress for drivers on A303.
Major accidents and disasters	■ No likely significant effects anticipated.	■ No likely significant effects anticipated.
Climate	■ No likely significant effects anticipated.	■ No likely significant effects anticipated.
Human health	■ No likely significant issues anticipated.	■ No likely significant issues anticipated.

*Note - After inclusion of the proposed mitigation measures.

What our scheme would mean for you during construction

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

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

Location of construction compounds

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

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

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

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

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

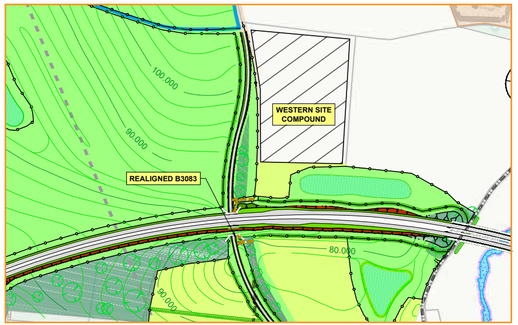


Figure 6.10: Plan showing location of smaller site compound at the western end of the scheme

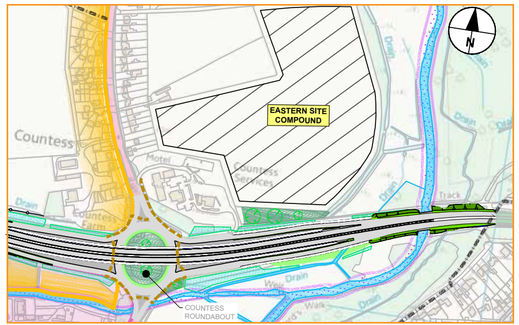


Figure 6.11: Plan showing location of smaller site compound at the eastern end of the scheme

Timing and phasing of construction works

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

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

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

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

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

Traffic Management

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

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

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

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

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

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

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

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

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

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

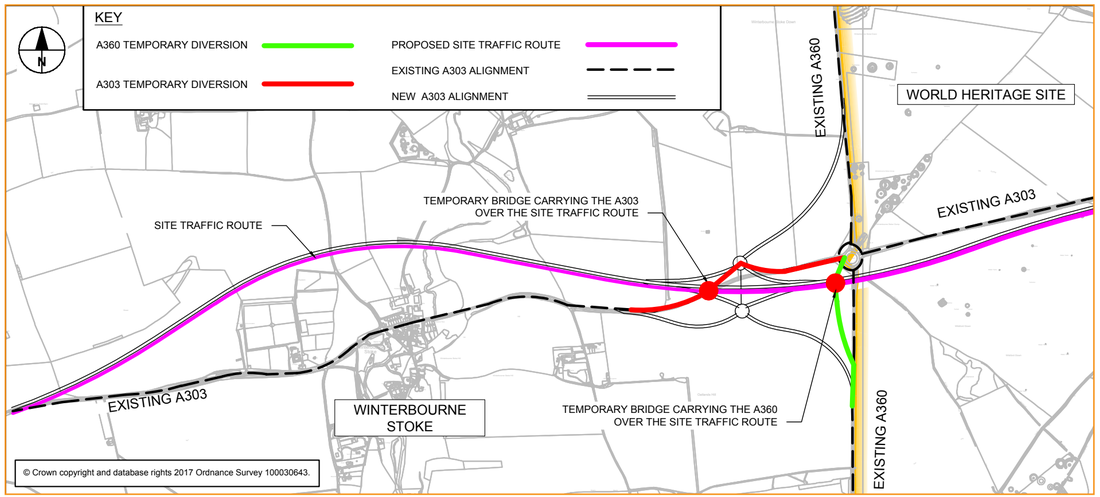


Figure 6.12: Plan showing continuous site traffic route

Public liaison and information centre

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

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

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

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

Post-construction tunnel operation

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

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

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

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

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

Figure 6.13: View of the inside of the tunnel

7 How to find out more

To find out more about our scheme proposals you can:

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

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

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

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

8 How to have your say

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

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

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

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

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

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

Contact us

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

A303Stonehenge@highwaysengland.co.uk
0300 123 5000
www.highways.gov.uk/A303Stonehenge/consultation

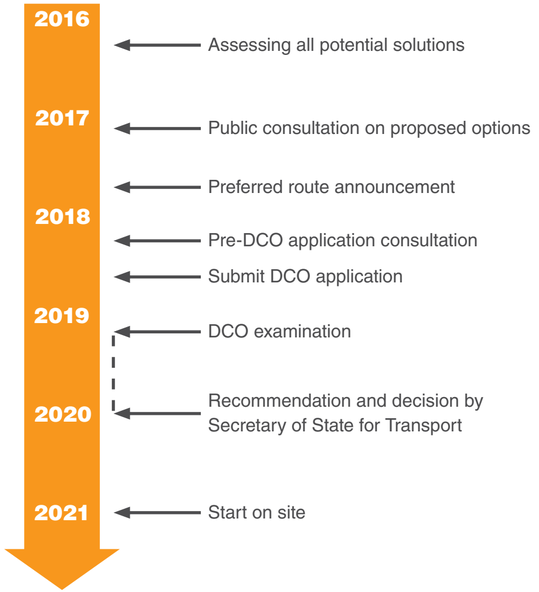
9 Next steps

If our application for a Development Consent Order is accepted by the Planning Inspectorate, there will be an examination of the application in which the public can participate. This examination will take a maximum of six months. The Planning Inspectorate then has three months to make a recommendation to the Secretary of State, who then has a further three months to make a final decision. If our application is approved, work on the scheme is planned to start in 2021 as indicated on the illustrated Timeline.

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

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

Timeline



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

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

If you have any enquiries about this publication email info@highwaysengland.co.uk or call 0300 123 5000*. Please quote the Highways England publications code PR184/17

Highways England creative job number BED18 0014

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

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

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

Highways England Company Limited registered in England and Wales number 09346363