

# A303 Stonehenge

Amesbury to Berwick Down  
Technical Appraisal Report

## Appendix C

Development of route options within preferred corridors  
(Design Fix B)

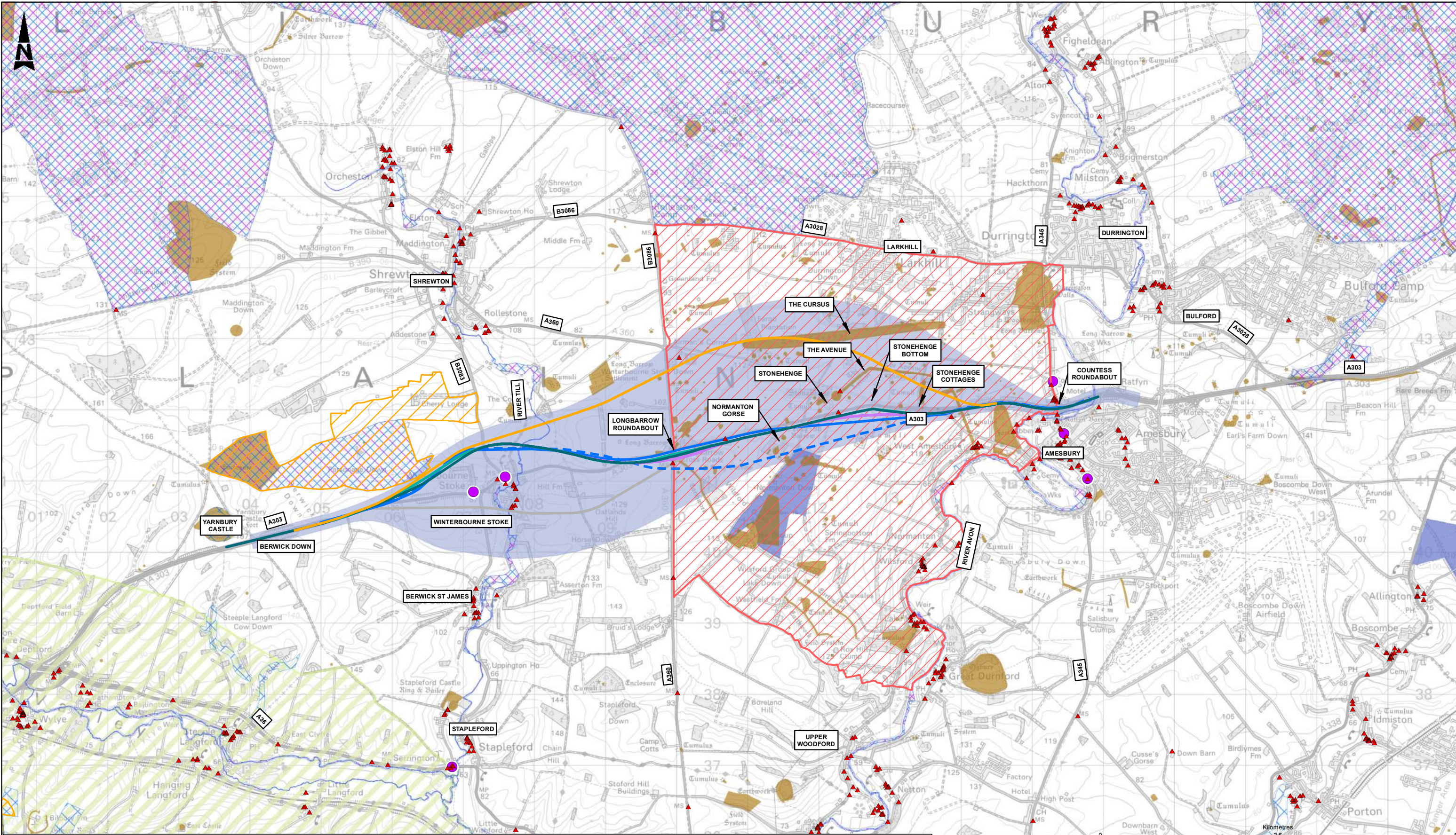
Volume 4

Public Consultation 2017

# Appendix C Development of route options within preferred corridors (Design Fix B)

# C.1 Corridor D with historic routes





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LEGEND		
HISTORICAL ROUTES	— 2006 4KM TUNNEL ROUTE (JTE)	AREAS OF OUTSTANDING NATURAL BEAUTY (AONB)
— 1991_1993 W5	— CORRIDOR D TUNNEL ROUTES (INSIDE WHS)	— RSPB RESERVES
— 1999-2KM TUNNEL CUT AND COVER	— WORLD HERITAGE SITE	— SCHEDULED MONUMENTS
— 1999-WINTERBOURNE STOKE BYPASS	— SPECIAL AREAS OF CONSERVATION (SAC)	▲ LISTED BUILDINGS
— 2003 PUBLISHED SCHEME AND LONGER TUNNEL ALTERNATIVES	— SITES OF SPECIAL SCIENTIFIC INTEREST (SSSI)	● NOISE IMPORTANT AREAS
— 2015 2.5KM TUNNEL	— NATIONAL NATURE RESERVES (NNR)	
— 2015 2.9KM TUNNEL		

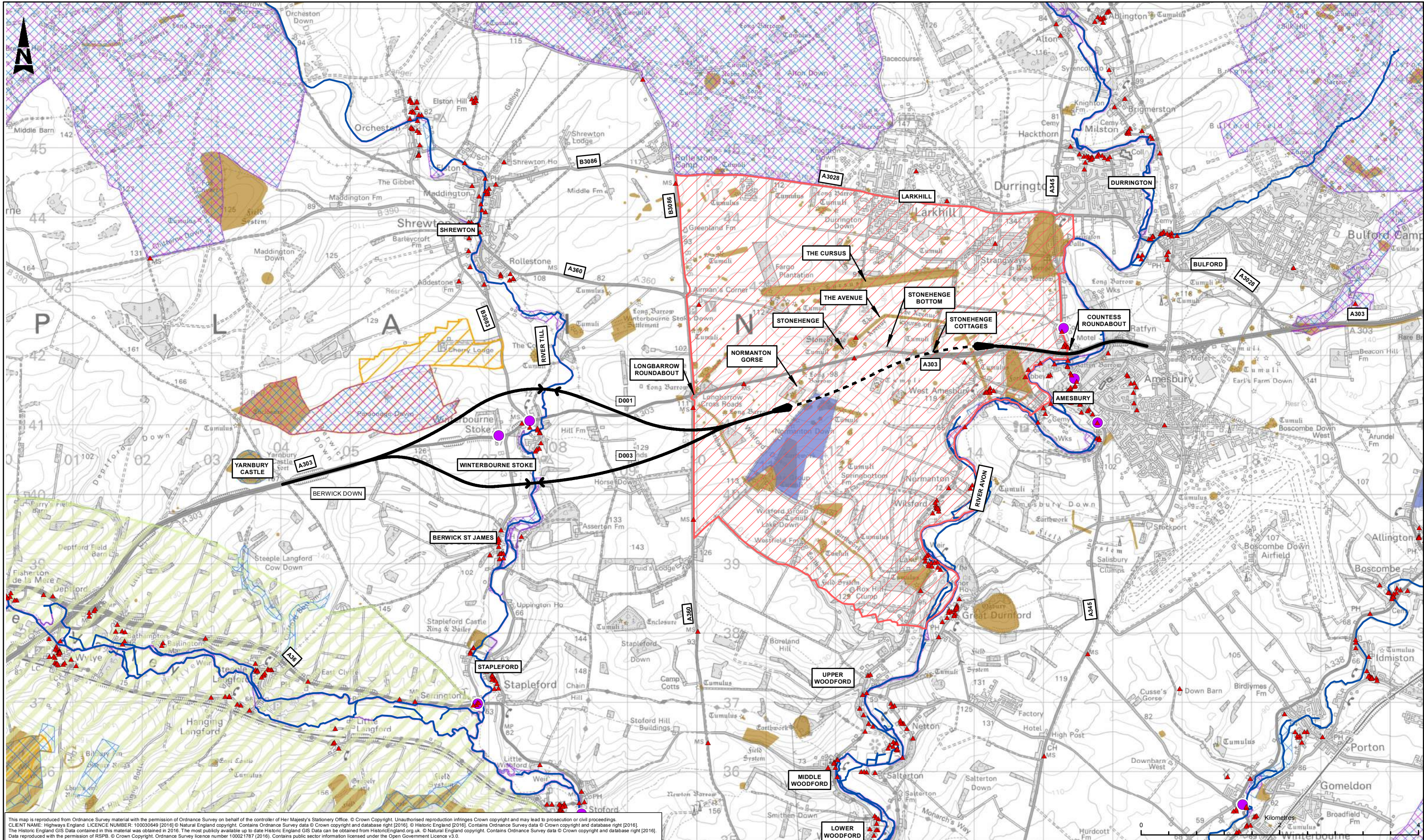
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made in the design hazard log)			
Construction	None		
Maintenance / Cleaning	None		
Use	None		
Decommission / Demolition	None		
P07	23/11/16	FINAL ISSUE	AF GS SL
Rev	Date	Description	By Chk'd App'd

Drawing Status	FIT FOR INTERNAL REVIEW AND COMMENT		Suitability	S3	Project Title	A303 AMESBURY TO BERWICK DOWN								
Client					Drawing Title	CORRIDOR D WITH HISTORICAL ROUTES								
Designers					Scale	1:50,000	Designed / Drawn	AF	Checked	GS	Approved	SL	Authorised	SH
		Original Size	A3	Date	23/11/16	Date	23/11/16	Date	23/11/16	Date	23/11/16			
Drawing Number	Project		Originator	Volume	Revision									
	HE551506-AA-EGN-D_SWI-DR-LS-000009				P07									
Location	Type	Role	Number											



## C.2 Corridor D rationalised route options





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LEGEND			
	ROUTE OPTIONS		SPECIAL AREAS OF CONSERVATION (SAC)
	TUNNEL SECTION		SITES OF SPECIAL SCIENTIFIC INTEREST (SSSI)
	RIVER CROSSING STRUCTURE		ANCIENT WOODLANDS
	INDICATIVE TUNNEL		NATIONAL NATURE RESERVES (NNR)
	WORLD HERITAGE SITE		AREAS OF OUTSTANDING NATURAL BEAUTY (AONB)
	RIVER NETWORK		RSPB RESERVES
			SCHEDULED MONUMENTS
			LISTED BUILDINGS
			NOISE IMPORTANT AREAS (NIA)

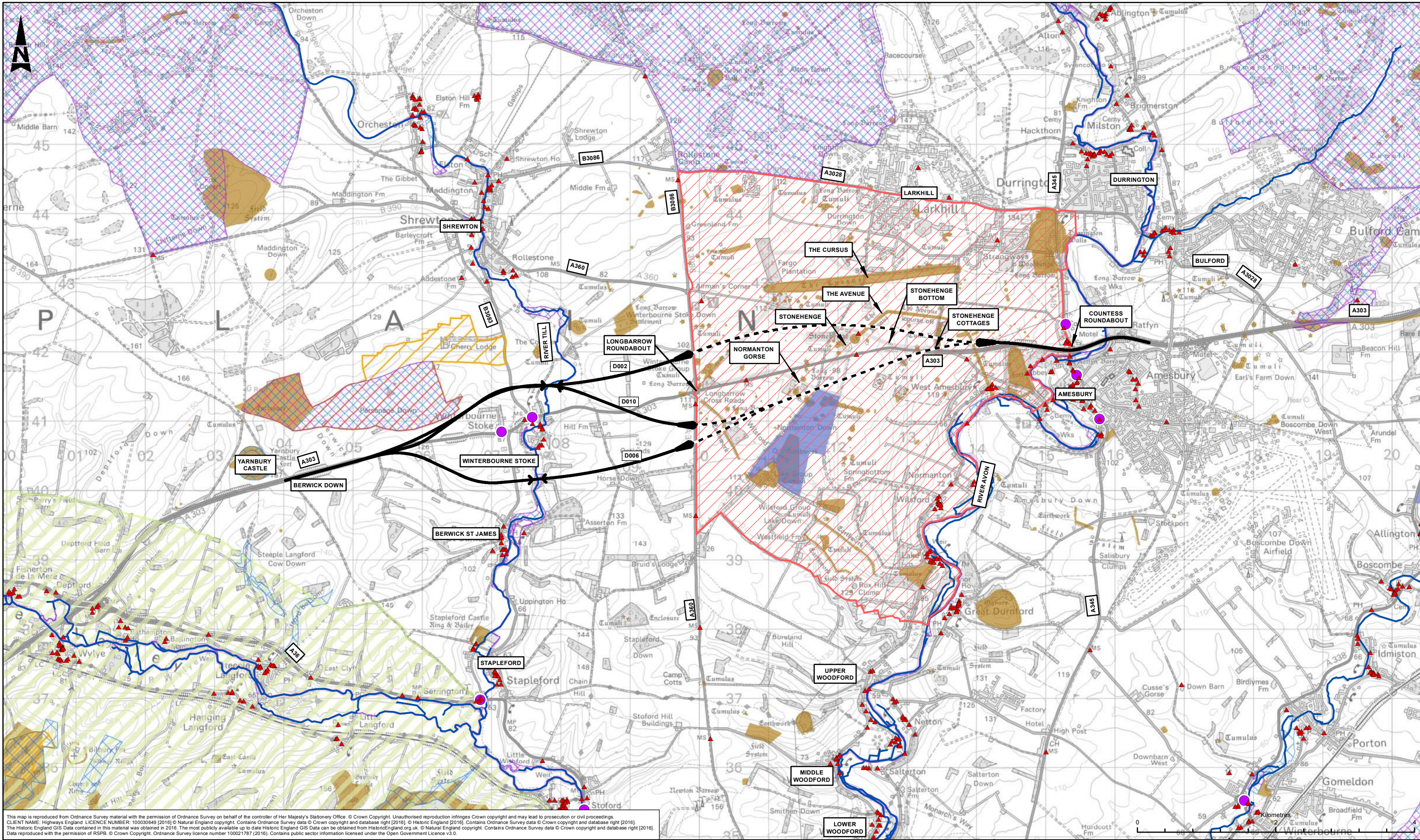
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made in the design hazard log)	
Construction	None
Maintenance / Cleaning	None
Use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

Rev	Date	Description	By	Chkd	App'd
P04	07/11/16	FINAL ISSUE	EB	GS	SL

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

Project Title		Suitability		Project Title	
A303 AMESBURY TO BERWICK DOWN		S3		CORRIDOR D RATIONALISED ROUTE OPTIONS SHEET 1 OF 2	
Drawing Title		Scale		Designed / Drawn	
CORRIDOR D RATIONALISED ROUTE OPTIONS SHEET 1 OF 2		1:50,000		EB	
Original Size		Date		Checked	
A3		07/11/16		GS	
Drawing Number		Date		Approved	
HE551506-AA-GEN-D_SWI-DR-CX-000019		07/11/16		SL	
Project		Date		Authorised	
HE551506-AA-GEN-D_SWI-DR-CX-000019		07/11/16		SH	
Originator		Volume		Revision	
HE551506-AA-GEN-D_SWI-DR-CX-000019		P04		P04	
Location		Type		Role	
Number		Number		Number	





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LEGEND			
	ROUTE OPTIONS		SPECIAL AREAS OF CONSERVATION (SAC)
	TUNNEL SECTION		SITES OF SPECIAL SCIENTIFIC INTEREST (SSSI)
	RIVER CROSSING STRUCTURE		ANCIENT WOODLANDS
	INDICATIVE TUNNEL		NATIONAL NATURE RESERVES (NNR)
	WORLD HERITAGE SITE		AREAS OF OUTSTANDING NATURAL BEAUTY (AONB)
	RIVER NETWORK		RSPB RESERVES
			SCHEDULED MONUMENTS
			LISTED BUILDINGS
			NOISE IMPORTANT AREAS (NIA)

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	07/11/16	FINAL ISSUE	EB GS SL
Rev	Date	Description	By Chkd App'd

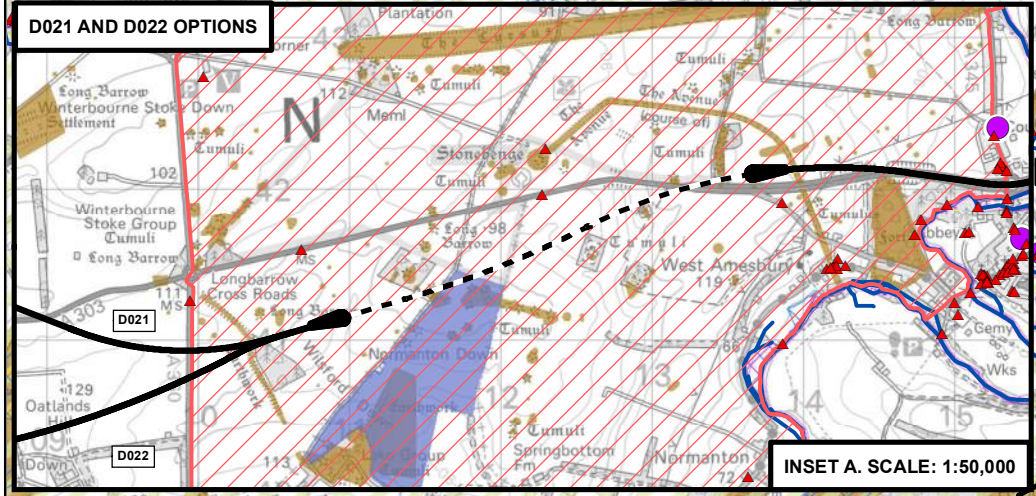
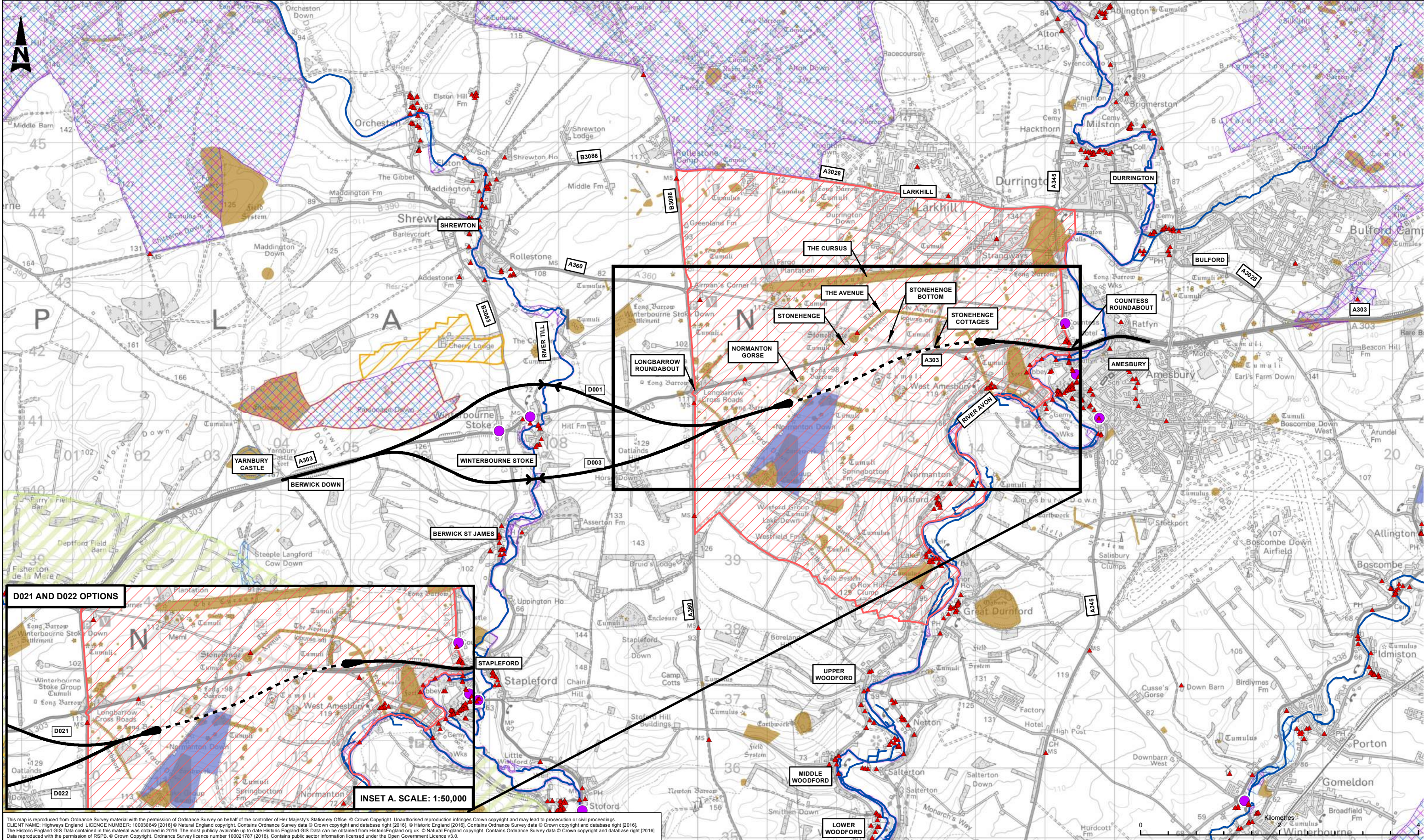
Drawing Status: FIT FOR INTERNAL REVIEW AND COMMENT  
 Client: highways england  
 Designers: ARUP ATKINS

Project Title: A303 AMESBURY TO BERWICK DOWN		Suitability: S3	
Drawing Title: CORRIDOR D RATIONALISED ROUTE OPTIONS SHEET 2 OF 2			
Scale: 1:50,000	Designed / Drawn: EB	Checked: GS	Approved: SL
Original Size: A3	Date: 07/11/16	Date: 07/11/16	Date: 07/11/16
Authorised: SH			
Project: HE551506-AA-GEN-D_SWI-DR-CX-000020	Originator:	Volume:	Revision: P04
Location:	Type:	Role:	Number:



## **C.3 Corridor D route options for initial appraisal**





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LEGEND			
	ROUTE OPTIONS		SPECIAL AREAS OF CONSERVATION (SAC)
	TUNNEL SECTION		SITES OF SPECIAL SCIENTIFIC INTEREST (SSSI)
	RIVER CROSSING STRUCTURE		ANCIENT WOODLANDS
	INDICATIVE TUNNEL PORTAL		NATIONAL NATURE RESERVES (NNR)
	WORLD HERITAGE SITE		AREAS OF OUTSTANDING NATURAL BEAUTY (AONB)
	RIVER NETWORK		RSPB RESERVES
			SCHEDULED MONUMENTS
			LISTED BUILDINGS
			NOISE IMPORTANT AREAS (NIA)

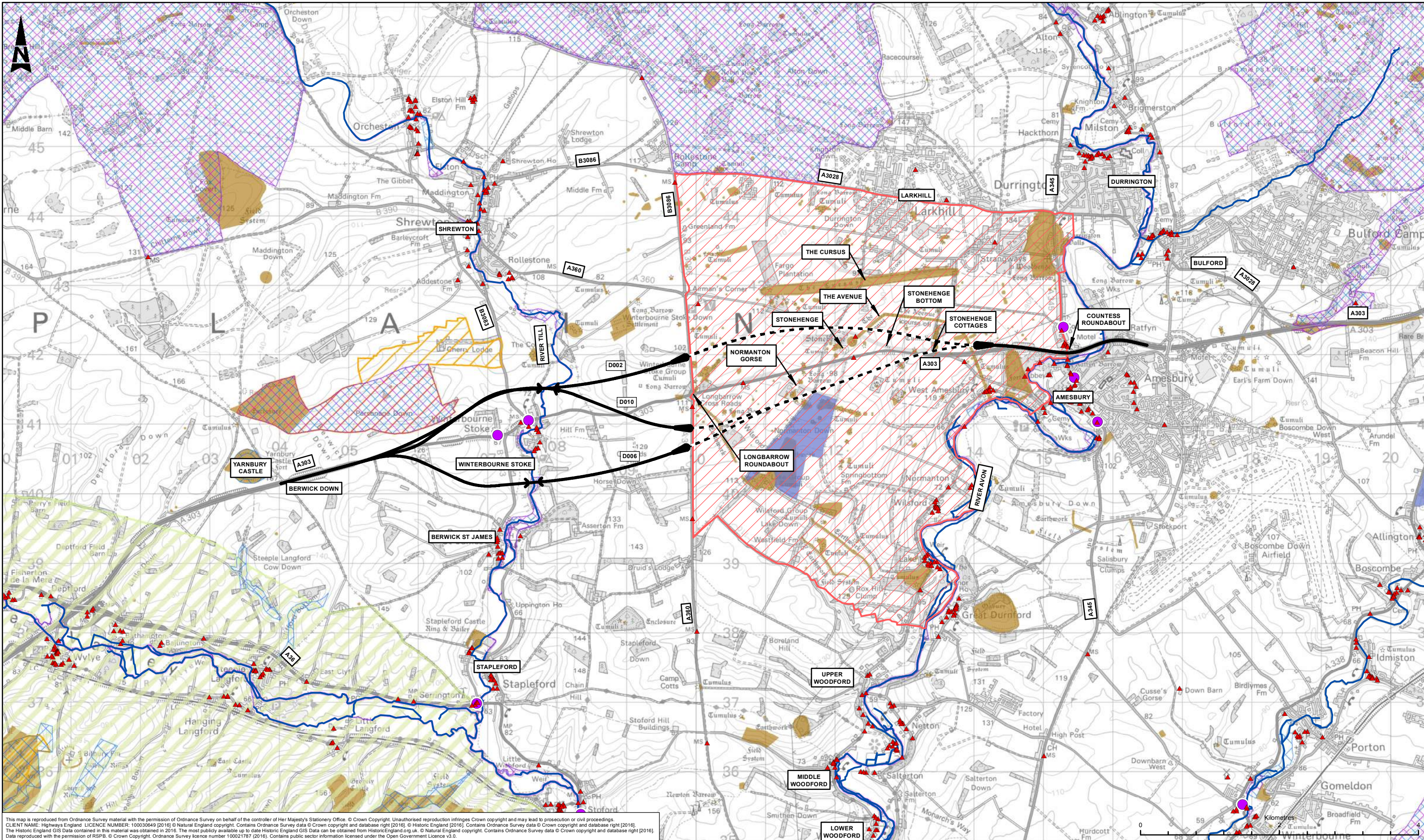
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Construction	None
Maintenance / Cleaning	None
Use	None
Decommission / Demolition	None

Revision History			
P06	28/11/16	FINAL ISSUE	FG GS SL
Rev	Date	Description	By Chkd App'd

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

Project Information	
Drawing Title	A303 AMESBURY TO BERWICK DOWN
Project Title	CORRIDOR D ROUTE OPTIONS FOR INITIAL APPRAISAL SHEET 1 OF 2
Scale	1:50,000
Designed / Drawn	EB
Checked	GS
Approved	SL
Authorised	SH
Original Size	A3
Date	28/11/16
Date	28/11/16
Date	28/11/16
Date	28/11/16
Drawing Number	HE551506-AA-GEN-D_SWI-DR-CX-000017
Project	
Originator	
Volume	
Revision	P06
Location	
Type	
Role	
Number	





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LEGEND		
	ROUTE OPTIONS	
	TUNNEL SECTION	
	RIVER CROSSING STRUCTURE	
	INDICATIVE TUNNEL PORTAL	
	WORLD HERITAGE SITE	
	RIVER NETWORK	
	SPECIAL AREAS OF CONSERVATION (SAC)	
	SITES OF SPECIAL SCIENTIFIC INTEREST (SSSI)	
	ANCIENT WOODLANDS	
	NATIONAL NATURE RESERVES (NNR)	
	AREAS OF OUTSTANDING NATURAL BEAUTY (AONB)	
	RSPB RESERVES	
	SCHEDULED MONUMENTS	
	LISTED BUILDINGS	
	NOISE IMPORTANT AREAS (NIA)	

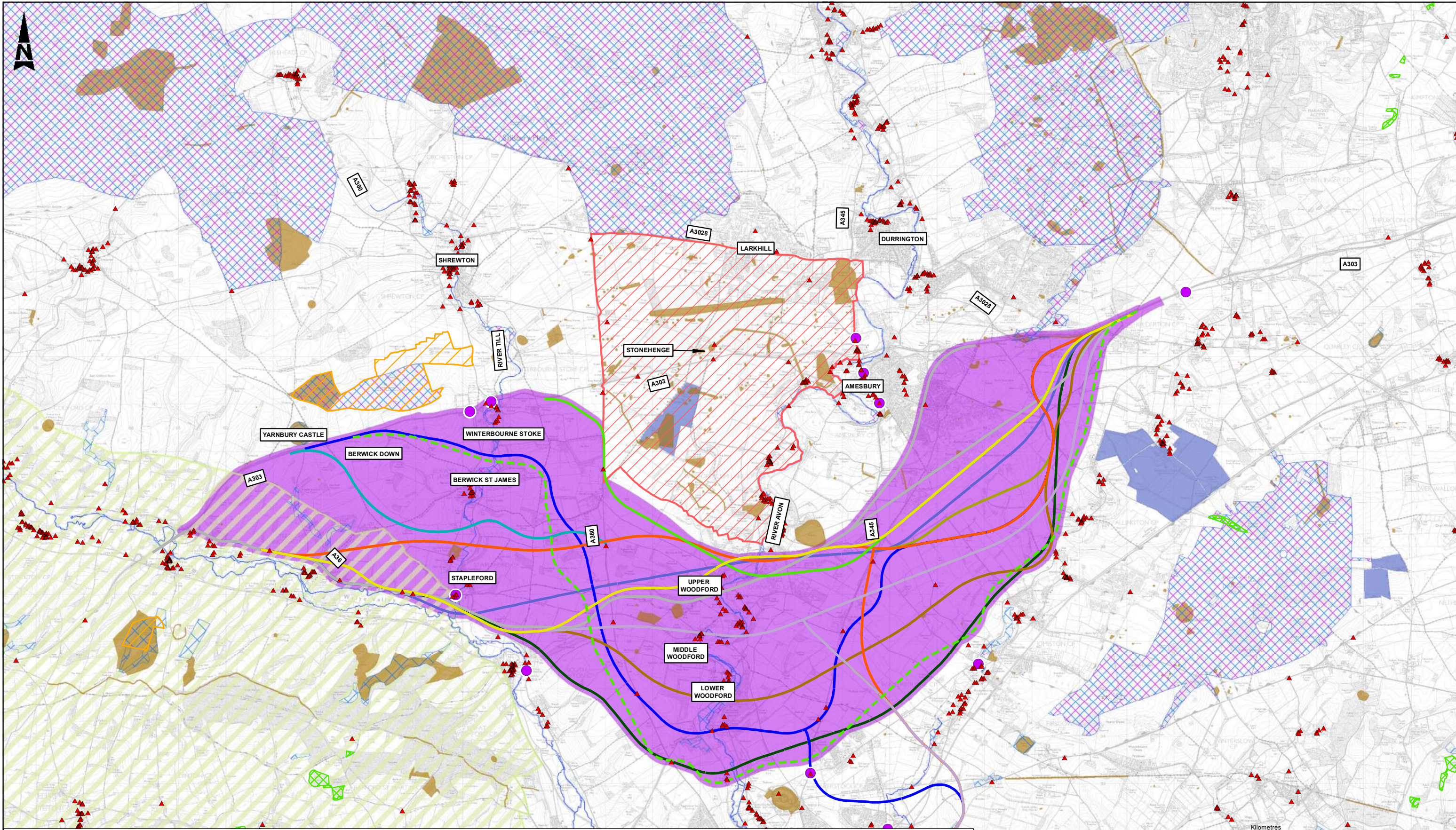
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made in the design hazard log)			
Construction	None		
Maintenance / Cleaning	None		
Use	None		
Decommission / Demolition	None		
P04	04/11/16	FINAL ISSUE	EB GS SL
Rev	Date	Description	By Chkd App'd

Drawing Status	FIT FOR INTERNAL REVIEW AND COMMENT			Suitability	S3	Project Title	A303 AMESBURY TO BERWICK DOWN								
Client						Drawing Title	CORRIDOR D ROUTE OPTIONS FOR INITIAL APPRAISAL SHEET 2 OF 2								
Designers						Scale	1:50,000	Designed / Drawn	EB	Checked	GS	Approved	SL	Authorised	SH
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Drawing Number	HE551506-AA-GEN-D_SWI-DR-CX-000018			Project			Originator			Volume			Revision	P04	
Location	Type	Role	Number												



## **C.4 Corridor F with historic routes**





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**LEGEND**

1991_1993 S2(B)	2004 LAWRENCE ALTERNATIVE AR10	CORRIDOR F ROUTES SOUTH OF A303 (OUTSIDE WHS) AND NORTH OF SALISBURY	SPECIAL AREAS OF CONSERVATION (SAC)
1991_1993 S2-S2(B)	2006 ALTERNATIVE ROUTE FNR1	WORLD HERITAGE SITE	SCHEDULED MONUMENTS
2004 ACT	2006 ALTERNATIVE ROUTE FSR1	ANCIENT WOODLANDS	RSPB RESERVES
2004 ALTERNATIVE ROUTE 2	2006 ALTERNATIVE ROUTE FSR2	NATIONAL NATURE RESERVES (NNR)	AREAS OF OUTSTANDING NATURAL BEAUTY (AONB)
2004 ALTERNATIVE ROUTE 4	2006 ALTERNATIVE ROUTE FSR3	SITES OF SPECIAL SCIENTIFIC INTEREST (SSSI)	LISTED BUILDINGS
2004 ALTERNATIVE ROUTE 7 CASE ROUTE	OPTION 19		NOISE IMPORTANT AREAS (NIA)
2004 JACKSON ROUTE AR2			

**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		

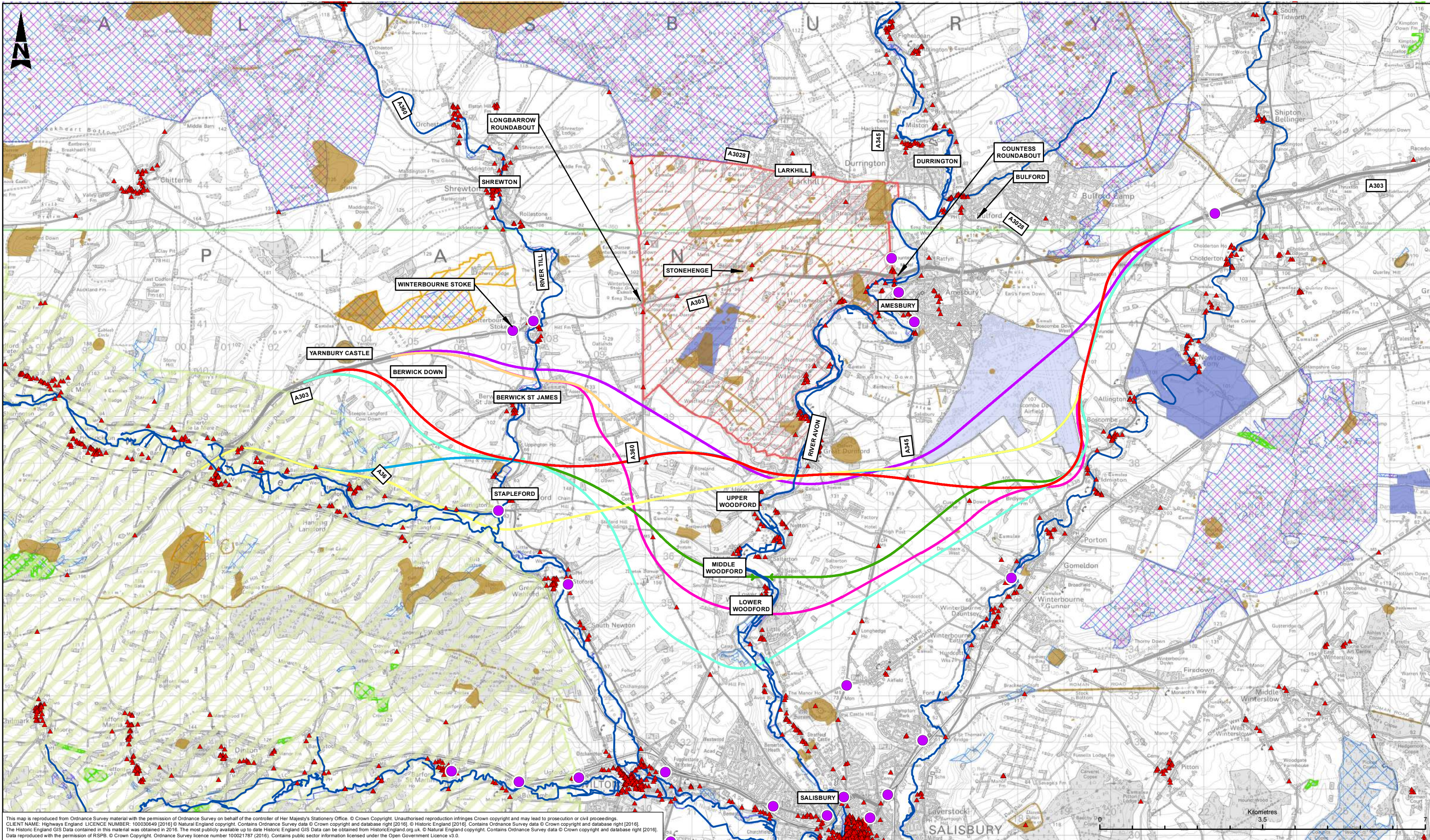
Rev	Date	Description	By	Chk'd	App'd
P06	21/11/16	FINAL ISSUE	EB	GS	SH

Drawing Status	FIT FOR INTERNAL REVIEW AND COMMENT	Suitability	S3	Project Title	A303 AMESBURY TO BERWICK DOWN							
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Designers			Scale	1:75,000	Designed / Drawn	EB	Checked	GS	Approved	SL	Authorised	SH
Original Size	A3	Date	21/11/16	Date	21/11/16	Date	21/11/16	Date	21/11/16	Date	21/11/16	
Drawing Number	HE551506-AA-EGN-F_SWI-DR-LS-000007		Project	Originator	Volume	P06						
Location	Type	Role	Number									



## **C.5 Corridor F rationalised route options**





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LEGEND	
F001	WORLD HERITAGE SITE
F002	RIVER NETWORK
F003	BOSCOMBE DOWN
F004	SPECIAL AREAS OF CONSERVATION
F005	SITES OF SPECIAL SCIENTIFIC INTEREST (SSSI)
F006	ANCIENT WOODLANDS
F007	NATIONAL NATURE RESERVES (NNR)
F008	
	AREAS OF OUTSTANDING NATURAL BEAUTY (AONB)
	RSPB RESERVES
	SCHEDULED MONUMENTS
	LISTED BUILDINGS
	NOISE IMPORTANT AREAS

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	04/11/16	FINAL ISSUE	AF GS SL
Rev	Date	Description	By Chk'd App'd





Drawing Status	FIT FOR INTERNAL REVIEW AND COMMENT		Suitability	S3	Project Title	A303 AMESBURY TO BERWICK DOWN						
Client			Drawing Title		CORRIDOR F RATIONALISED ROUTE OPTIONS							
Designers			Scale	1:75,000	Designed / Drawn	AF	Checked	GS	Approved	SL	Authorised	SH
	Original Size	A3	Date	04/11/16	Date	04/11/16	Date	04/11/16	Date	04/11/16	Date	04/11/16
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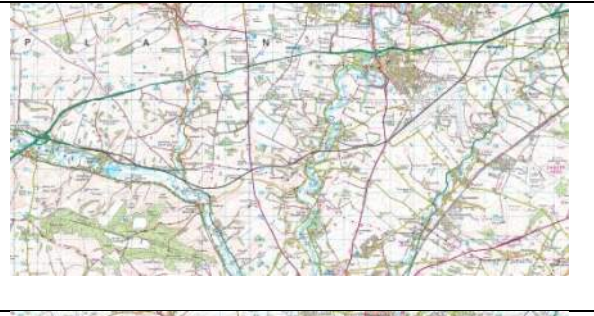



## **C.6 Corridor F historic route rationalisation table**



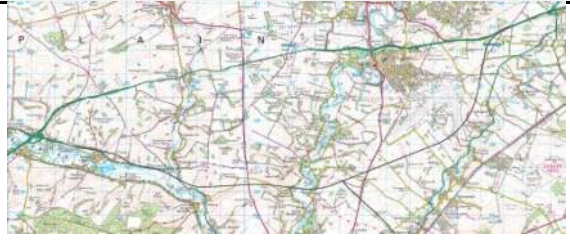

## Corridor F historic route rationalisation table

Route	Thumbnail	West	Central	East
1991_1993 S2(B)		Existing A36 corridor utilised. Not taken forward because: <ul style="list-style-type: none"> <li>- Substandard geometry at A303/A36.</li> <li>- Maintaining A303 online as shown would require demolition of properties located adjacent to the existing A303/A36 junction.</li> <li>- Historic route would encroach into Steeple Langford or the Hope for Homes for children, east of Steeple Langford</li> </ul>	Not taken forward because: <ul style="list-style-type: none"> <li>- Impact to multiple tumuli and historic earthworks</li> <li>- Historic route runs through the centre of Upper Woodford which would severely impact the village and was avoided with development of alternative route options.</li> </ul>	Not taken forward because: <ul style="list-style-type: none"> <li>- Historic route severs the Boscombe Down Airfield by running through the smaller hangers. All aircraft hangers would be severed from both runways making the airfield unusable without significant reconfiguration, which is avoidable with alternative historic routes.</li> <li>- Impact on 'Salisbury Clumps'</li> </ul>
1991_1993 S2-S2(B)		Existing A36 corridor utilised. Not taken forward because: <ul style="list-style-type: none"> <li>- Substandard geometry at A303/A36.</li> <li>- Maintaining A303 online as shown would require demolition of properties located adjacent to the existing A303/A36 junction.</li> <li>- Historic route would encroach into Steeple Langford or the Hope for Homes for children, east of Steeple Langford</li> </ul>	Not taken forward because: <ul style="list-style-type: none"> <li>- Impact to multiple tumuli and historic earthworks</li> <li>- Historic route runs through the centre of Upper Woodford which would severely impact the village and was avoided with development of alternative route options.</li> </ul>	Not taken forward because: <ul style="list-style-type: none"> <li>- Route would negatively impact on town of Amesbury</li> </ul>
2004 ACT		Retained and used in Options F001, F002 and F007.	Not taken forward because: <ul style="list-style-type: none"> <li>- Route has negative impact on tumulus north-east of Stapleford, Newton Barrow and heritage features south of Lower Woodford</li> </ul>	Not taken forward because: <ul style="list-style-type: none"> <li>- Close proximity of Route to Boscombe Down Airfield results in tight geometry and introduces risk of substandard radius curve tie-in to the A303. This tight geometry is avoidable with other eastern Routes.</li> </ul>
2004 Alternative Route 2		Retained and used in Options F004, F005, F006	Retained and used in F006. Part of F001 also utilises a portion of the route option.	Not taken forward because: <ul style="list-style-type: none"> <li>- Close proximity of Route to Boscombe Down Airfield primary runway which is avoidable with other eastern Routes.</li> </ul>
2004 Alternative Route 4		Not taken forward because: <ul style="list-style-type: none"> <li>- Similar Route to 2004 ACT. 2004 ACT route offers improved horizontal geometry due to larger radii curves without introducing additional negative characteristics</li> </ul>	Not taken forward because: <ul style="list-style-type: none"> <li>- Route bisects village of Little Durnford and has adverse impact on High Post golf course, both of which are avoidable with alternative route options.</li> </ul>	Route option through Boscombe Down Airfield southern runway retained and used in F001, F003 and F006. Route adjacent to existing A303 retained due to impact on Beacon Hill farm.



Route	Thumbnail	West	Central	East
2004 Alternative Route 7 Case Route		Retained and used in Options F004, F005 and partially in F006.	Retained and used in Options F002 and F005	Retained and used in Options F002, F005, F007 and F008. Most of route option used for F001, F003 and F006.
2004 Jackson Route AR2		Retained and used in Options F004, F005 and partially in F006.	Not taken forward because: - Route follows similar but slightly longer path than 2004 Alternative Route 2 without any notable benefits. Therefore 2004 Alternative Route 2 preferred.	Not taken forward because: Route- Route severs the Boscombe Down Airfield. All aircraft hangers would be severed from both runways making the airfield unusable without significant reconfiguration, which is avoidable with alternative route options. - Primary runway would not be able usable, which is avoidable with alternative route options.
2004 Lawrence Alternative AR10		Retained and used in Options F003.	Retained and used in Options F001, F003, F007 and F008. Minor adjustment to Route with curve west of Boscombe Down Airfield removed to avoid Ogbury historical site.	Not taken forward because: - Route east of Boscombe Down Airfield intersects Beacon Hill Farm which is avoidable with alternative Routes. - Crosses the Boscombe Down Airfield in multiple locations while alternative Routes which have been taken forward intersect the secondary runway only
2006 Alternative Route FNR1		A variation of this route was retained and used in Option F008. The substandard route was improved by replacing multiple small radii curves with fewer larger radii curves to meet minimum DMRB standards.	No route in this area.	No route in this area.
2006 Alternative Route FSR1		Retained and used in F003. F008 partly uses the section towards the central corridor.	A variation of this route was retained in Options F001, F003, F007 and F008. Minor adjustment to route by removing curve west of Boscombe Down Airfield to avoid Ogbury historical site.	Majority retained and used in Options F001, F003 and F006. Minor adjustment to route by removing curve to avoid Beacon Hill Farm and reduce scheme length.
2006 Alternative route FSR2		Not taken forward because: - Retains traffic flows through Winterbourne Stoke which is avoidable with other routes. - Introduces risk of clash with historic artefacts due to close proximity of Route to the WHS	Not taken forward because: Route intersects with the tumuli system and runs in close proximity to Upper Woodford, both of which are avoidable with alternative Routes.	Not taken forward because: - Route severs the Boscombe Down Airfield by running through the smaller hangers. All aircraft hangers would be severed from both runways making the airfield unusable without significant reconfiguration, which is avoidable with alternative route options.

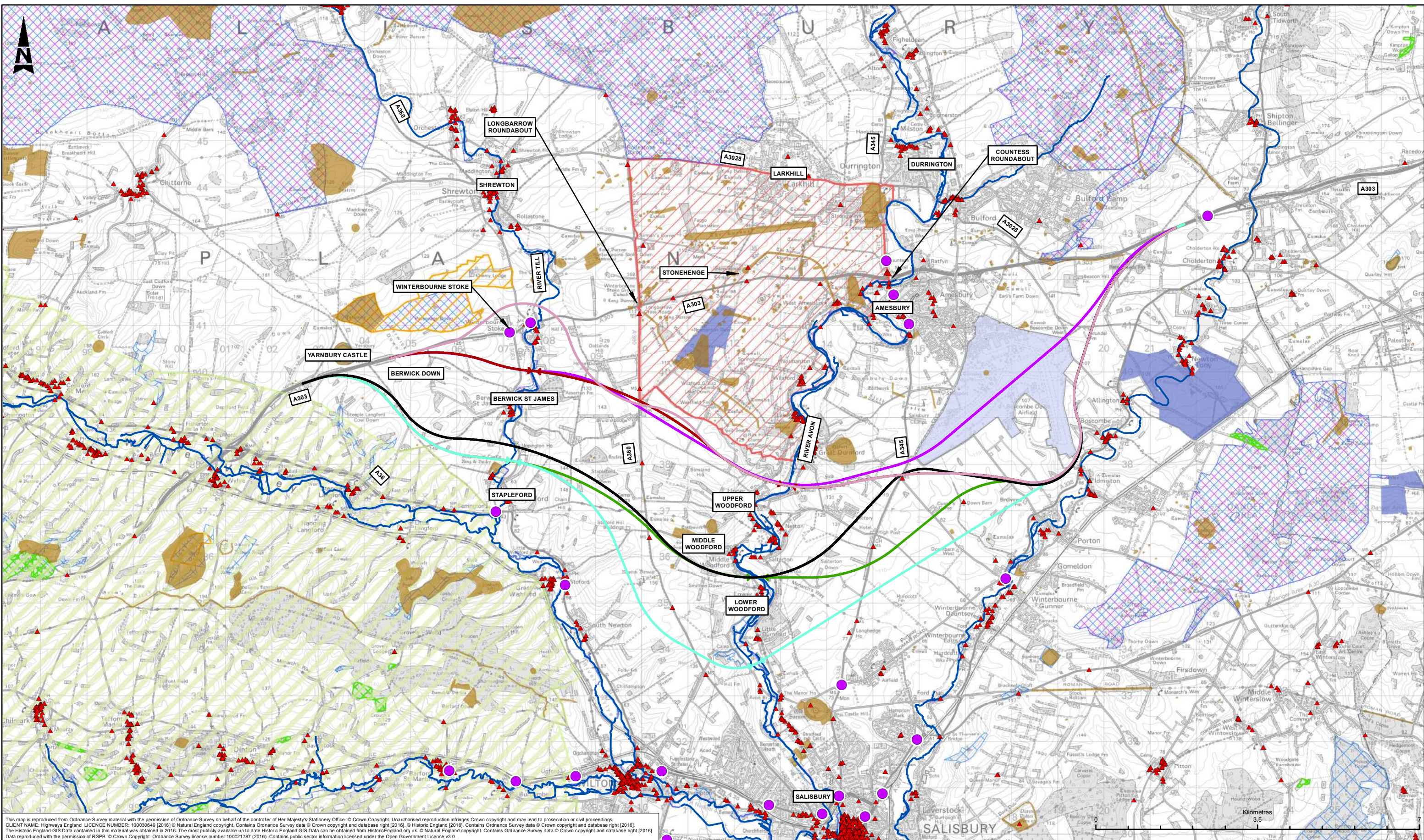


Route	Thumbnail	West	Central	East
2006 Alternative Route FSR3		Retained and used in Options F004 and F005	Retained and used in Option F004	Retained and used in Option F004
Option 19		Retained and used in Options F004 and F005	Not taken forward because: - Route runs south of Little Durnford adding length to the scheme and noting that shorter Routes are achievable with the same environmental and heritage impacts e.g. 2006 Alternative Route FSR3 - Route runs through a county wildlife site and increases risk of visibility from the 'Old Sarum'	Not taken forward because: - Western section of route is not feasible without adoption of central section due to isolation from other potential central routes which could otherwise be tied into.



## **C.7 Corridor F refined route options**





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LEGEND	
	F001
	F004
	F005
	F010
	F011
	F012
	WORLD HERITAGE SITE
	RIVER NETWORK
	BOSCOMBE DOWN AIRFIELD
	SPECIAL AREAS OF CONSERVATION (SAC)
	SITES OF SPECIAL SCIENTIFIC INTEREST (SSSI)
	ANCIENT WOODLANDS
	NATIONAL NATURE RESERVES (NNR)
	AREAS OF OUTSTANDING NATURAL BEAUTY (AONB)
	RSPB RESERVES
	SCHEDULED MONUMENTS
	LISTED BUILDINGS
	NOISE IMPORTANT AREAS (NIA)

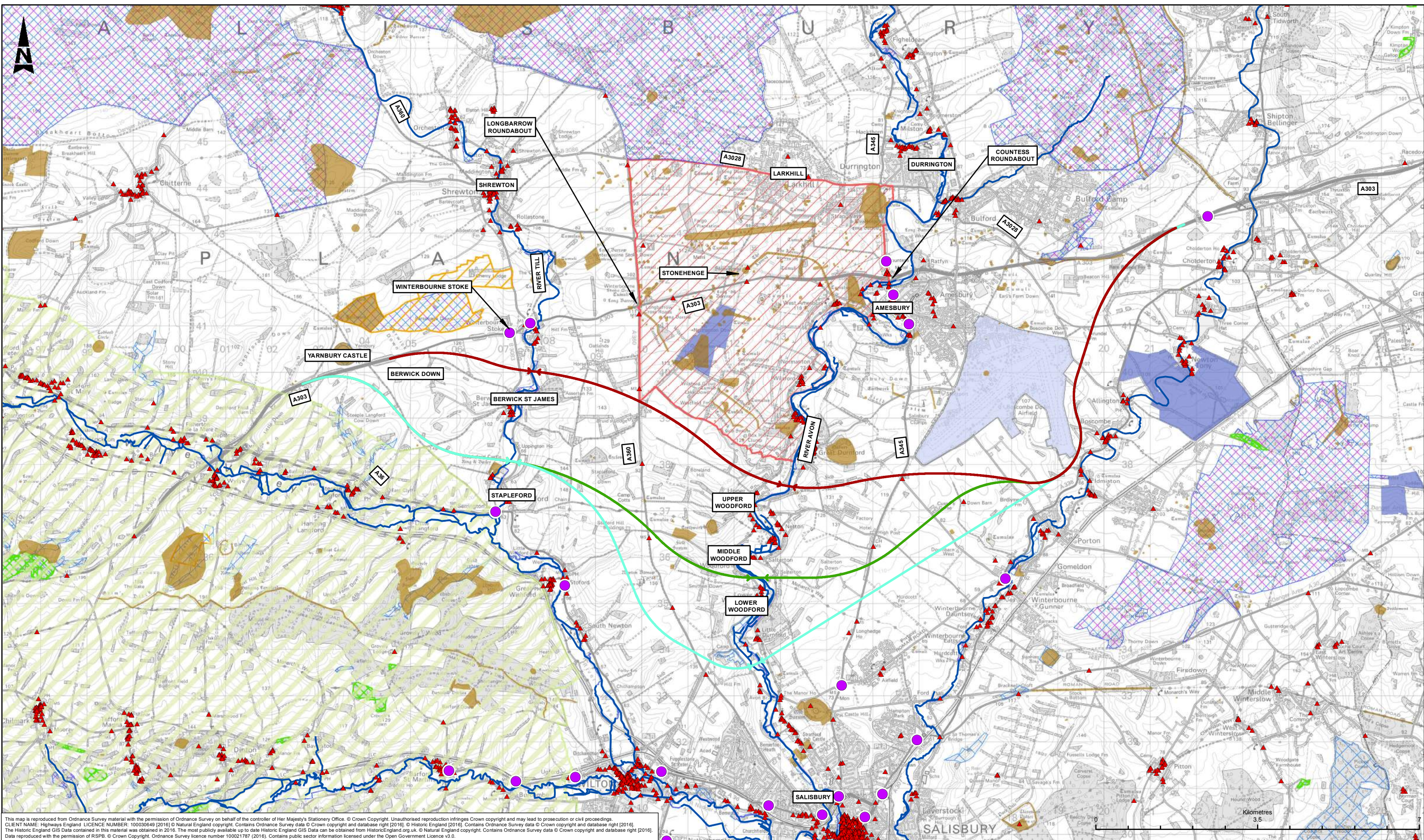
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made in the design hazard log)			
Construction	None		
Maintenance / Cleaning	None		
Use	None		
Decommission / Demolition	None		
P04	02/11/16	FINAL ISSUE	AF GS SL
Rev	Date	Description	By Chk'd App'd

Drawing Status	FIT FOR INTERNAL REVIEW AND COMMENT		Suitability	S3	Project Title	A303 AMESBURY TO BERWICK DOWN						
Client			Drawing Title		CORRIDOR F REFINED ROUTE OPTIONS							
Designers			Scale	1:75,000	Designed / Drawn	AF	Checked	GS	Approved	SL	Authorised	SH
	Original Size	A3	Date	02/11/16	Date	02/11/16	Date	02/11/16	Date	02/11/16	Date	02/11/16
Drawing Number	Project		Originator	Volume		Revision						
	HE551506-AA-GEN-F_SWI-DR-CX-000013				P04							
Location	Type	Role	Number									



## **C.8 Corridor F route options for initial appraisal**





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LEGEND	
	F004
	F005
	F010
	WORLD HERITAGE SITE
	RIVER NETWORK
	BOSCOMBE DOWN AIRFIELD
	SPECIAL AREAS OF CONSERVATION (SAC)
	SITES OF SPECIAL SCIENTIFIC INTEREST (SSSI)
	ANCIENT WOODLANDS
	NATIONAL NATURE RESERVES (NNR)
	AREAS OF OUTSTANDING NATURAL BEAUTY (AONB)
	RSPB RESERVES
	SCHEDULED MONUMENTS
	LISTED BUILDINGS
	NOISE IMPORTANT AREAS (NIA)

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	04/11/16	FINAL ISSUE	AF GS SL
Rev	Date	Description	By Chk'd App'd

Drawing Status	FIT FOR INTERNAL REVIEW AND COMMENT			Suitability	S3	Project Title	A303 AMESBURY TO BERWICK DOWN						
Client				Drawing Title	CORRIDOR F ROUTE OPTIONS FOR INITIAL APPRAISAL								
Designers				Scale	1:75,000	Designed / Drawn	AF	Checked	GS	Approved	SL	Authorised	SH
	Original Size	A3	Date	04/11/16	Date	04/11/16	Date	04/11/16	Date	04/11/16	Date	04/11/16	
Drawing Number	Project			Originator	Volume			Revision					
	HE551506-AA-GEN-F_SWI-DR-CX-000015							P04					
Location	Type	Role	Number										



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The Technical Assessment Report details the assessment of options leading up to consultation.