

# **A303 Stonehenge Improvement**

## **Public Inquiries Objector's Alternative Routes**

January 2004

Highways Agency  
Temple Quay House  
2 The Square  
Temple Quay  
Bristol BS1 6HA

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Balfour Beatty-Costain Joint Venture

7 Mayday Road  
Thornton Heath  
Surrey  
CR7 7XA

Tel +44 (0)20 8684 6922  
Fax +44 (0)20 8710 5151

Direct Tel +44 (0)20 8710 5060  
Direct Fax +44 (0)20 8710 5222

Halcrow-Gifford Joint Venture

2<sup>nd</sup> Floor, Cross Keys House  
Queen Street  
Salisbury  
Wiltshire  
SP1 1EY

Tel +44 (0)1722 342400  
Fax +44 (0)1722 342401

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## Issue and Revision Record

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# 1 Introduction

This report provides preliminary details of alternative routes proposed by Objectors to the A303 Stonehenge Improvement Scheme (the Published Scheme) as presented in the draft Orders.

Six alternative routes, referenced AR1 to AR6 were published in local newspapers on the 29<sup>th</sup> and 30<sup>th</sup> January 2004. Copies of the text and figures presented in the newspapers are presented within the body of this report.

More detailed plans, and where relevant profiles, of these alternative routes are attached as separate Appendices to this report. The plans are preliminary, and as such may be amended from time to time. In this case, the relevant Appendix or Appendices will be revised, together with this report, as is deemed necessary.

Should further alternative routes be proposed, and should it be decided that these need to be presented at the Public Inquiries, then this report may similarly be amended and reissued to include such alternatives. Notification of any further alternatives would be through the same publication process as for AR1 to AR6.

## 2 Objector's Alternative Routes

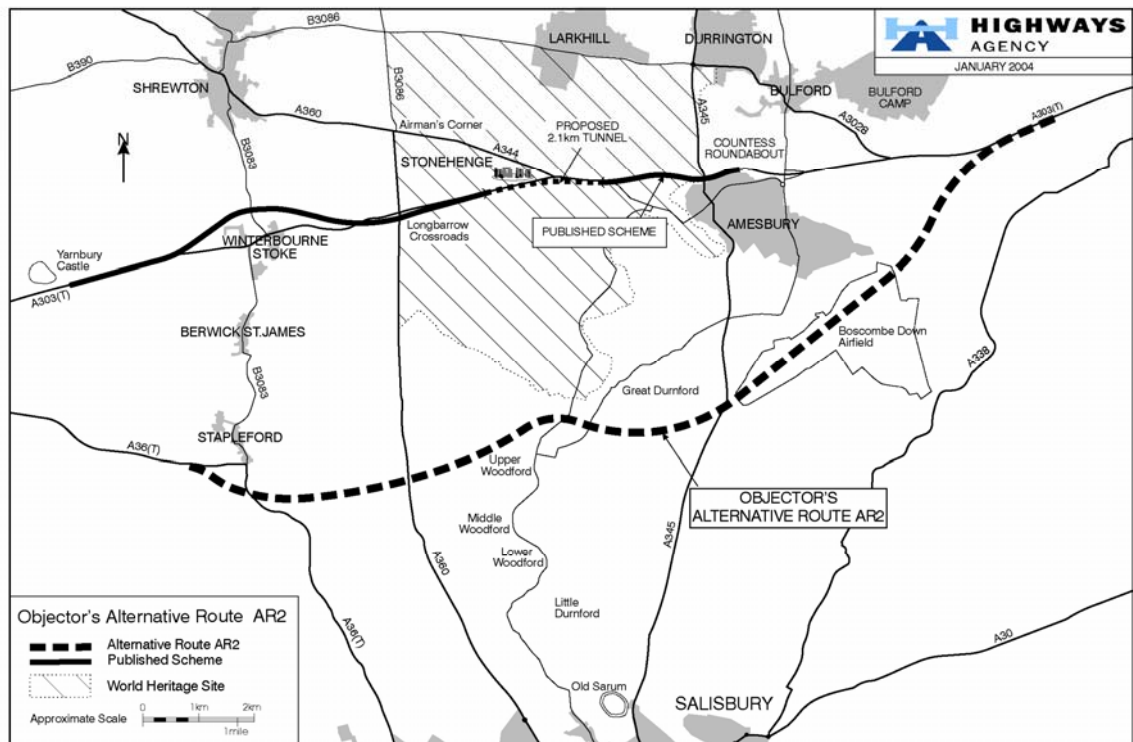
### 2.1 Objector's Alternative Route AR1

This alternative route would involve a new dual carriageway road, at or below existing ground levels and making use of the existing road where feasible, but without the provision of a tunnel in the area of Stonehenge. The western section of the route up to and including Longbarrow Crossroads, and from east of The Avenue to the eastern end of the scheme, would be as the Published Scheme. Options exist to provide views of Stonehenge from the road, including lay-bys for this specific purpose.

Detailed plans indicating Objector's Alternative Route AR1 are provided in Appendix A to this report.

### 2.2 Objector's Alternative Route AR2

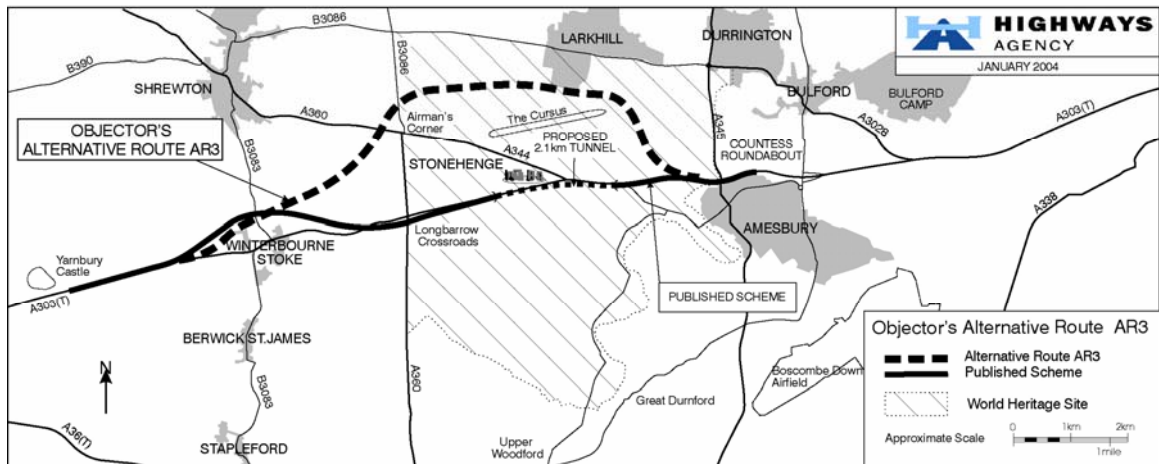
This alternative route would involve a new dual carriageway road running easterly from the existing A36 just west of Stapleford, bypassing to the south of the village and continuing onwards to cross the River Avon south of Great Durnford. It would then turn to the north-east to run along the main runway of the existing Boscombe Down Airfield and onwards to join the existing A303 south-east of Bulford Camp. This scheme would also require the modification of the A36/A303 junction at Deptford and for the A36 to be upgraded to dual carriageway between this junction and Stapleford.



Detailed plans indicating Objector's Alternative Route AR2 are included in Appendix B to this report.

### 2.3 Objector's Alternative Route AR3

This alternative route would follow the line of the Purple Variant Route identified for the 1995 Planning Conference. The new dual carriageway road would run north-east from the existing A303 west of Winterbourne Stoke and then north of Airman's Corner to run eastwards to the north of The Cursus. It would continue eastward to pass close to the south of Larkhill before turning southwards to rejoin the existing A303 west of Countess Roundabout.

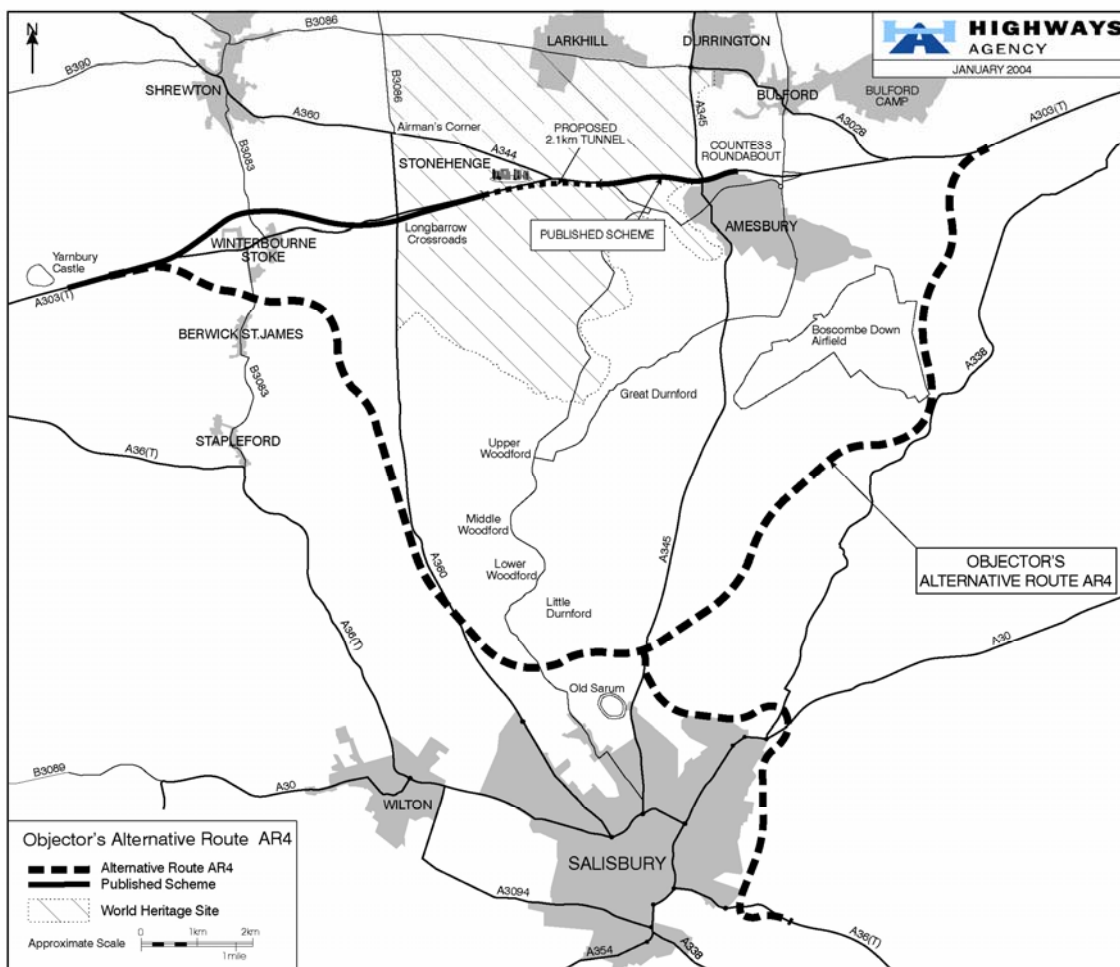


A detailed plan of Objector's Alternative Route AR3 is included in Appendix C to this report.



## 2.4 Objector's Alternative Route AR4

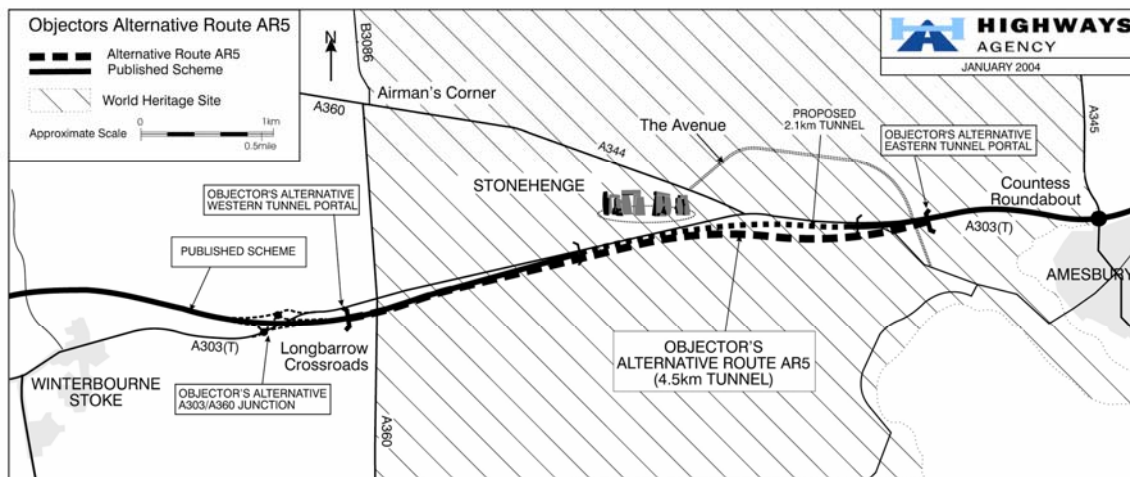
This alternative route would involve a new dual carriageway road diverging south from the existing A303 west of Winterbourne Stoke and running eastwards to the north of Berwick St. James. It would then turn south, running roughly parallel with the existing A360 and forming a grade-separated junction with this road west of Little Durnford. The route would then turn eastwards to cross the River Avon and run to the north of Old Sarum, before forming a grade-separated junction with a new dual carriageway linking to the A36 south of Salisbury. It would then turn to the north-east, skirting to the south of Boscombe Down Airfield and turning to the north to join the existing A303 at a new grade-separated junction south-east of Bulford Camp. As a part of this scheme, the A303 between Longbarrow Crossroads and Countess Roundabout would be closed, as would the A344 adjacent to Stonehenge.



Detailed plans indicating Objector's Alternative Route AR4 are included in Appendix D to this report.

## 2.5 Objector's Alternative Route AR5

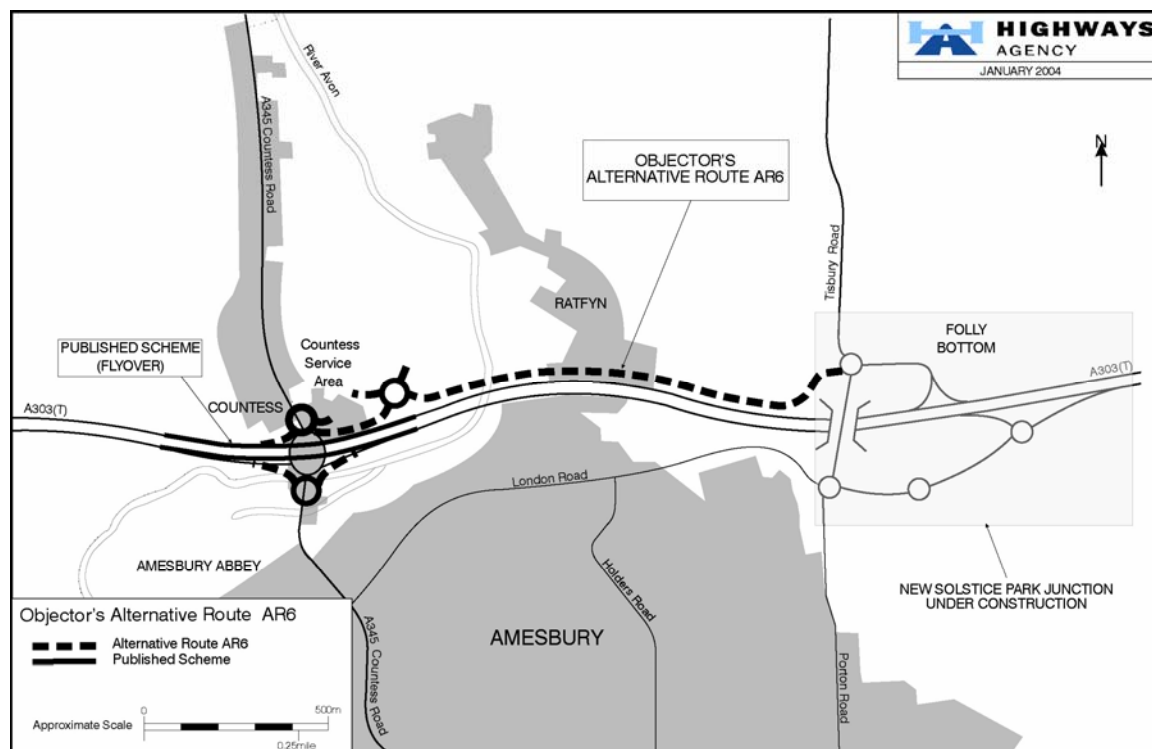
This alternative route would involve providing a 4.5km tunnel, with its western portal to the west of the A360 Longbarrow Crossroads junction and its eastern portal to the east of The Avenue. It would share the same Winterbourne Stoke bypass as the Published Scheme, but would require a different location for its junction with the A360. This junction would be further west than that proposed for the Published Scheme.



Detailed plans indicating Objector's Alternative Route AR5 are included in Appendix E to this report.

## 2.6 Objector's Alternative Route AR6

This alternative would provide a different junction arrangement at Countess to that proposed for the Published Scheme. Under this proposal, the existing roundabout at Countess would be removed and the A303 would be improved to an at-grade dual carriageway road through the roundabout location, with no direct connection to the A345 north or south. North-south traffic movements along the A345 would be facilitated through two smaller roundabouts on either side of the new A303 at Countess, the northern of which would be linked back to the Solstice Park Junction at Folly Bottom, that is currently under construction under another scheme. This link would run to the north of the existing A303, partially along an existing farm track, and would include a roundabout for access to the Countess Service Area.



A detailed plan of Objector's Alternative Route AR6 is included in Appendix F to this report.