



## Defence Infrastructure Organisation

Planning Inspectorate Case Team

### Safeguarding Statutory

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Dear Sir/Madam

### Highways England A303 Stonehenge (Amesbury to Berwick Down DCO application) TR010025

I am writing to provide Defence Infrastructure Organisation comments on behalf of the Ministry of Defence (MOD) on the Applicants proposed A303 Amesbury to Berwick Down DCO application.

The application is for the upgrade of the A303 between Amesbury to Berwick Down to create a dual two-lane carriageway.

This consists of:

- A bypass to the north of Winterbourne Stoke with a viaduct over Till Valley
- A new junction between the A303 and A360 to the west of and outside the Stonehenge, Avebury and Associated Sites World Heritage Site, replacing the existing Longbarrow roundabout
- A twin bore tunnel at least 1.8 miles long past Stonehenge
- A new junction between the A303 and A345 at the site of the existing Countess roundabout

### Safeguarding Context

Approximately 3.8km south of the proposed consultation is MOD Boscombe Down, an airfield used by the MOD and to test and evaluate aircraft, the application site occupies statutory safeguarding zones surrounding the aerodrome which serve to protect the Obstacle Limitation Surface (OLS) and birdstrike safeguarding zone.

Where an application site falls within an area designated on a safeguarding plan, a Local Authority is required, by Circular 01/2003, to consult either the Civil Aviation Authority and/or the Secretary of State for Defence as appropriate. This ensures that development can be assessed for compliance with the provisions of paragraph 95 of the National Planning Policy Framework which requires that new development does not adversely affect operational sites.

DIO Safeguarding previously submitted comments on this consultation in July 2018 and identified the application site occupies the statutory aerodrome height and birdstrike safeguarding consultation zones surrounding Boscombe Down.

The airspace above and around aerodromes is safeguarded to maintain an assured, obstacle free environment for aircraft manoeuvre. This development site sits beneath a piece of protected airspace called the conical obstacle limitation surface, approach and take off climb for Boscombe Down. These surfaces need to be kept free of

obstruction from tall structures to ensure that aircraft transiting to and from or circuiting the aerodrome can do so safely.

On reviewing the general layout arrangements documents the MOD have identified the key structures to the west of Amesbury on sheets 1-5 of the General Arrangements Drawings that occupy the 91.4m aerodrome height safeguarding zone surrounding Boscombe Down. The proposed elevations are under 30m AGL and do not infringe our criteria, we therefore have no aerodrome height safeguarding concerns in this remit.

It is noted that information regarding plant equipment required to complete the works is not yet available. The sections of the A303 lying under the approach for runway 17 at Boscombe Down are subject to the most onerous aerodrome height safeguarding requirements affecting the scheme (Development falls within zones indicated on Safeguarding plans to require consultation where development is within the following categories all development; development exceeding 10.7m in height and development exceeding 15.2m in height). Therefore, it is requested that DIO Safeguarding are added to any list of consultees whose approval would be required when detailed design is assessed through any relevant Requirements.

Regarding birdstrike safeguarding the main concern of the MOD relates to the creation of new habitats and open water bodies which may attract and support populations of large, and, or flocking birds close to the aerodrome.

The central and western parts of the scheme contain sizeable drainage management features. These appear to attenuation ponds. At this stage details on the design and management of these are not available. It is therefore difficult to determine whether they will provide a significant attractant to hazardous birds. It is again requested that DIO Safeguarding are added to any list of consultees whose approval would be required when detailed design is assessed through any relevant Requirements.

In summary, DIO Safeguarding have no objection to the development in principle on the basis that we are consulted at the detailed design stage for works compounds, plant equipment and landscaping including attenuation ponds.

I trust this is clear however should you have any questions please do not hesitate to contact me.

Yours sincerely

Louise Dale  
DIO Safeguarding Officer  
DIO Estates