

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 29th and 30th January 2004. Three further routes, referenced AR7 to AR9 were published in local newspapers on the 26th and 27th February 2004. Copies of the text and figures as published in the newspapers are presented within the body of this report, which supersedes the previous revision issued on 29th January.

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.

It is not currently envisaged that any further alternative routes will be published.

2 Objectors' Alternative Routes

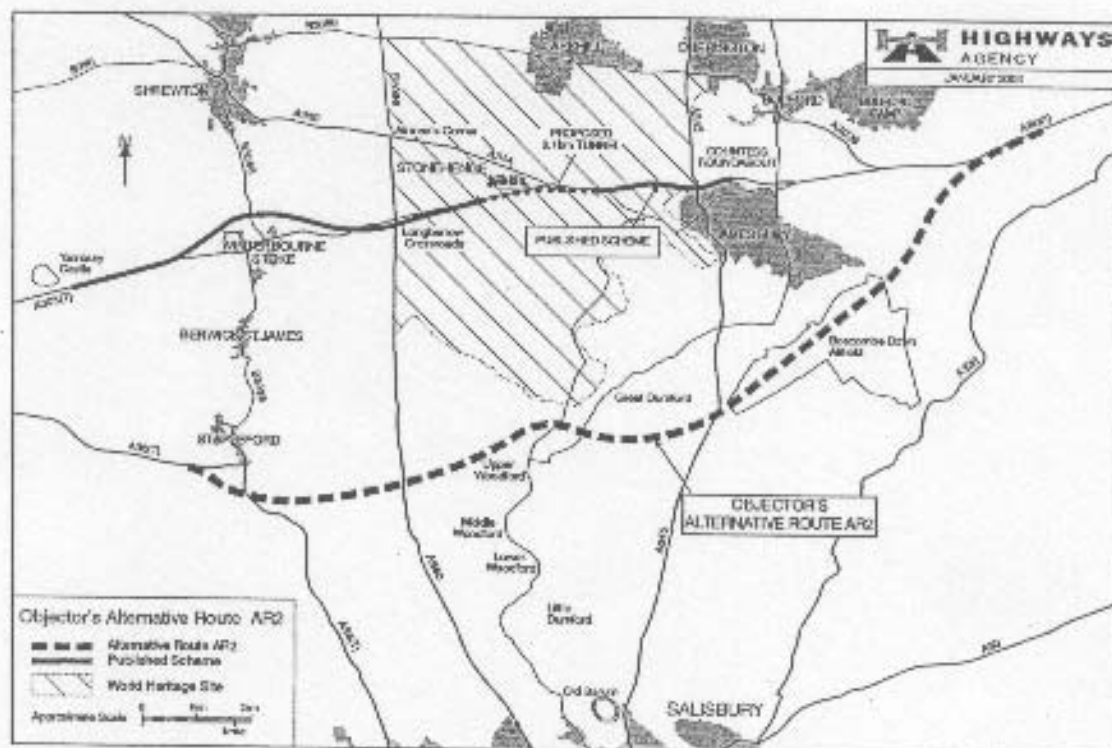
2.1 Objector's Alternative Route AR1

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.

A detailed plan indicating Objector's Alternative Route AR1 is provided in Appendix A to this report. This drawing has been revised since the previous issue of this report, as noted in Appendix A.

2.2 Objector's Alternative Route AR2

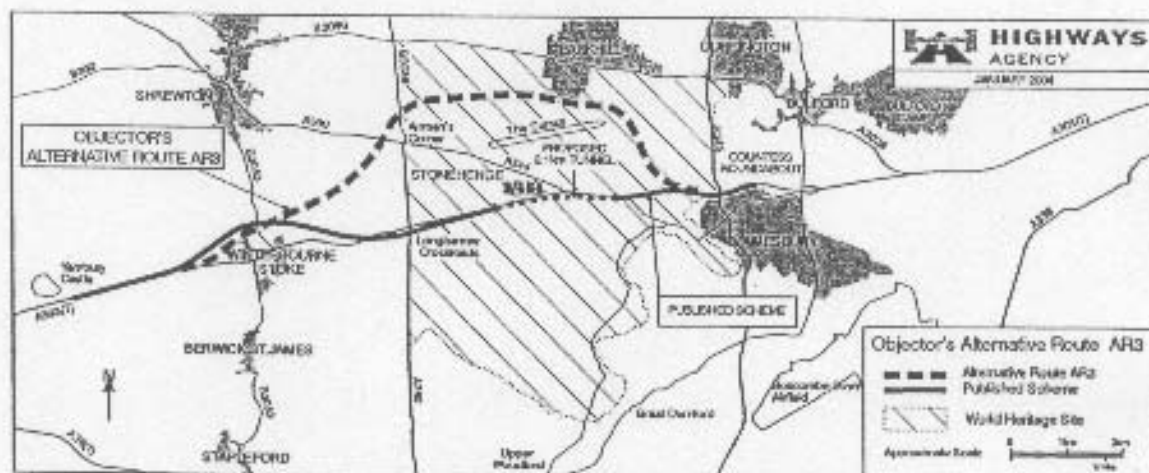
This alternative route would involve a new dual carriageway road running easterly from the existing A36 just west of Stapleford, bypassing to the south of the village and continuing onwards to cross the River Avon south of Great Durnford. It would then turn to the north-east to run along the main runway 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. One of these drawings has been revised and a key plan added since the previous issue of this report, as noted in Appendix B.

2.3 Objector's Alternative Route AR3

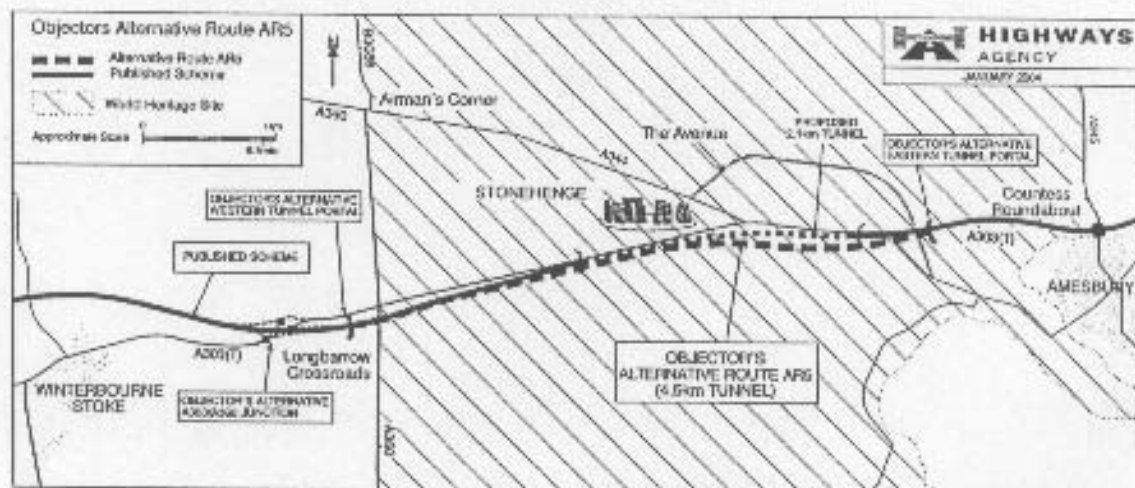
This alternative route would follow the line of the Purple Variant Route identified for the 1995 Planning Conference. The new dual carriageway road would run north-east from the existing A303 west of Winterbourne Stoke and then north of Airman's Corner to run eastwards to the north of The Cursus. It 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.

2.5 Objector's Alternative Route AR5

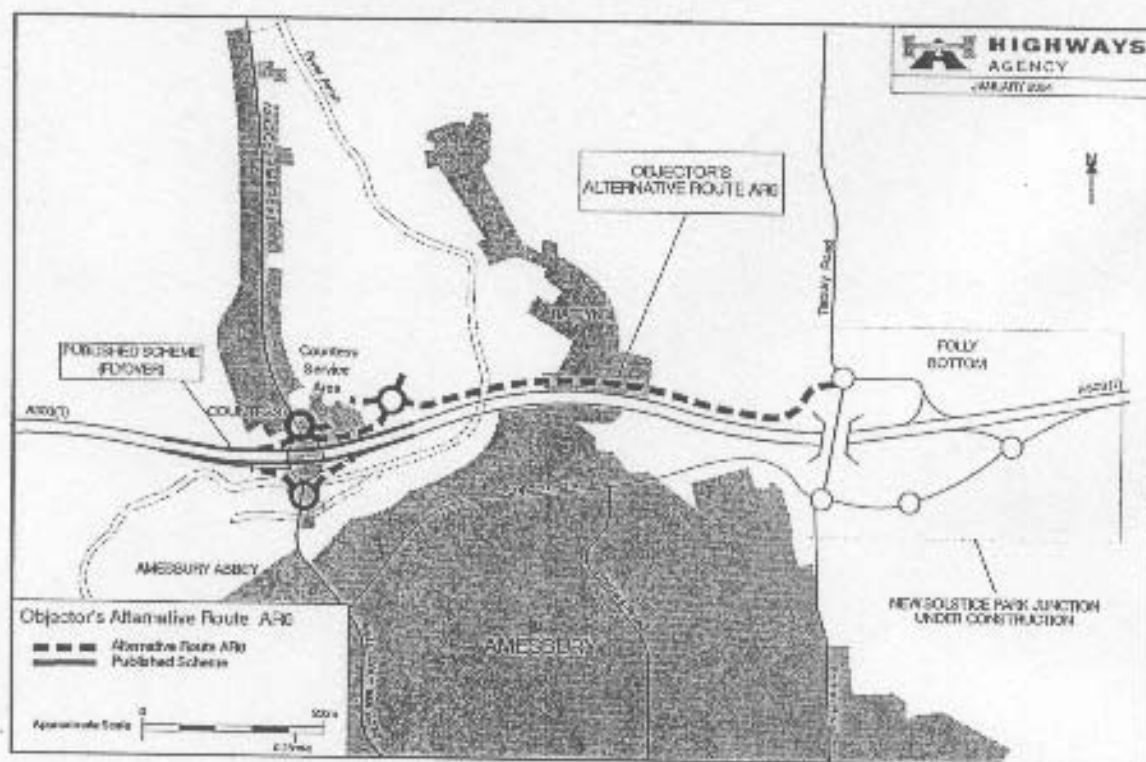
This alternative route would involve providing a 4.5km tunnel, with its western portal to the west of the A360 Longbarrow Crossroads junction and its eastern portal to the east of The Avenue. It would share the same Winterbourne Stoke bypass as the Published Scheme, but would require a different location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

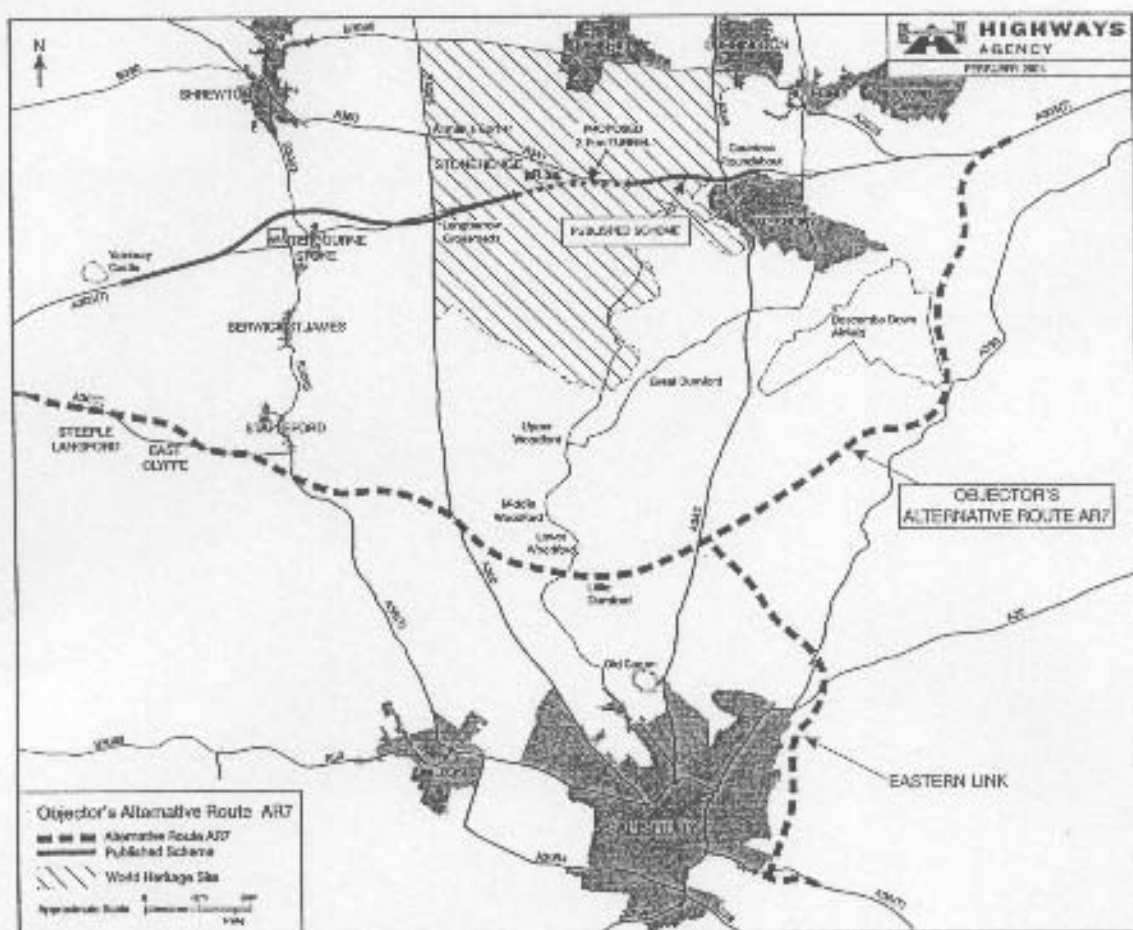
This alternative would provide a different junction arrangement at Countess to that proposed for the Published Scheme. Under this proposal, the existing roundabout at Countess would be removed and the A303 would be improved to an at-grade dual carriageway road through the roundabout location, with no 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.

2.7 Objector's Alternative Route AR7

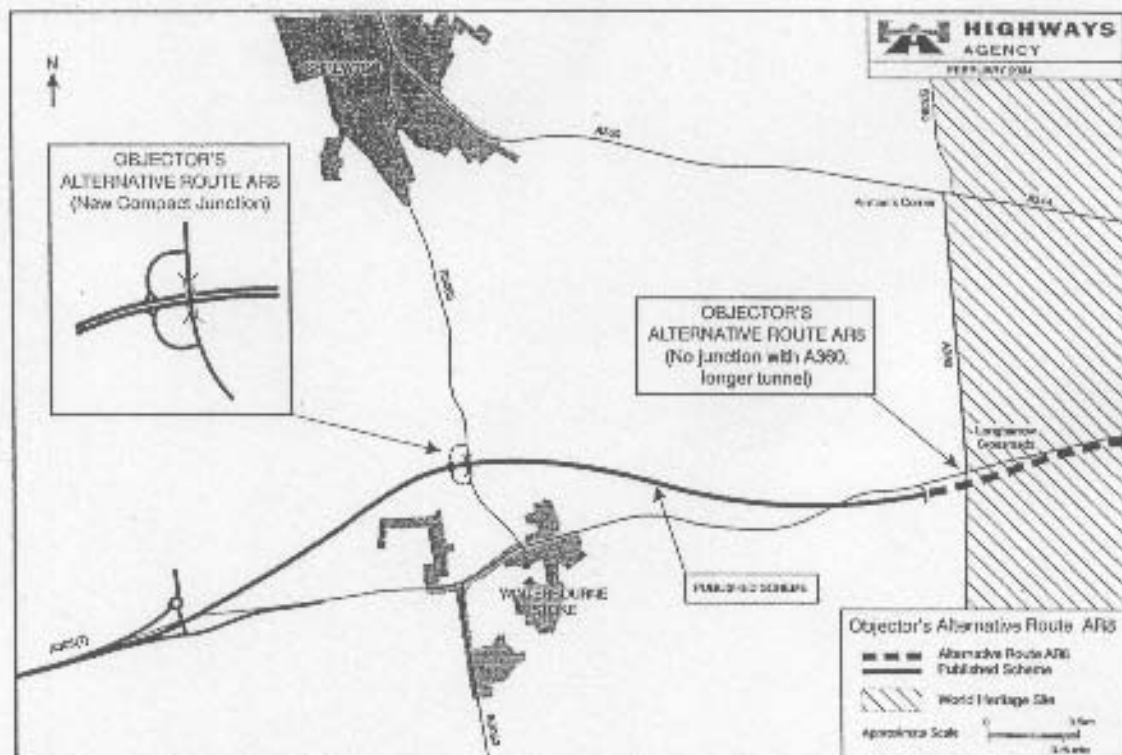
This alternative route would involve upgrading the existing A36 to dual carriageway from east of its junction with the A303, bypassing Steeple Langford and East Clyffe to the north and Stapleford to the south. From Stapleford the new road would follow a south-easterly alignment, to cross the A360 and thence the River Avon between Little Durnford and Lower Woodford. It would then turn to the north-east and form a grade-separated junction with the A345 and a new dual carriageway road to the east of Salisbury, linking with the A36 to the south. The route would continue in a north-easterly direction, skirting 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. The A344 would be closed, as would the A303 between Longbarrow Crossroads and Stonehenge. Between Stonehenge and Countess Roundabout, the A303 would be downgraded to single carriageway, but would remain open.



Detailed plans of Objector's Alternative Route AR7 are included in Appendix G to this report.

2.8 Objector's Alternative Route AR8

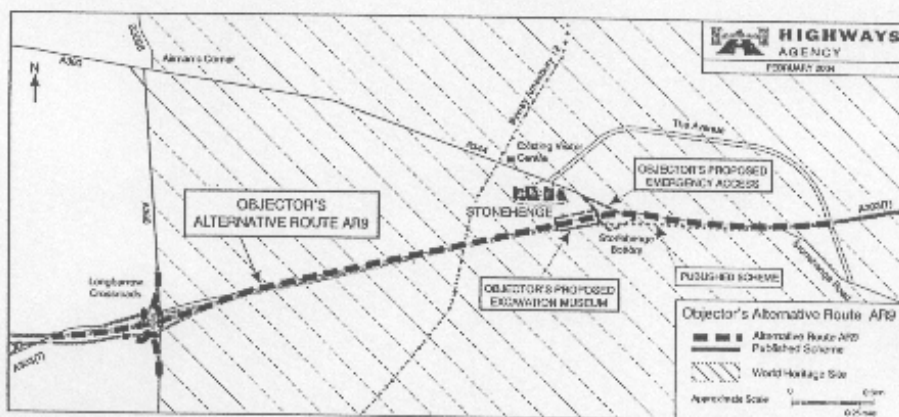
This alternative would follow the same line as the Published Scheme, but would involve extending the tunnel to west of Longbarrow Crossroads. There would be no junction at Longbarrow Crossroads, where the A360 would pass over the A303 without connection to it. A new compact grade-separated junction would be provided with the B3083 north of Winterbourne Stoke.



A detailed plan of Objector's Alternative Route AR8 is included in Appendix H to this report.

2.9 Objector's Alternative Route AR9

This alternative route would involve widening the existing A303 to dual carriageway road, to a similar line and level 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 would be as the Published Scheme, but the Longbarrow Crossroads junction would consist of a single all movement roundabout, including a link into Winterbourne Stoke, with the A303 passing over on a flyover. In the area of Stonehenge, the road would be carried on a structure that would act as both a viaduct and a museum and would provide emergency access into Stonehenge. The A344 would be closed east of the existing Visitor Centre, but Stonehenge Road would remain open. East of The Avenue this alternative would be the same as the Published Scheme.



A drawing and sketches of Objector's Alternative Route AR9 are included in Appendix J to this report.