



During construction

Construction



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If the proposed A303 Stonehenge scheme is given the go ahead by the Secretary of State for Transport, the main construction works wouldn't take place immediately.

The first 12 - 18 months would be spent preparing the site including building the construction compounds, carrying out all the archaeological pre-works needed together with some of the smaller improvements such as at Rollestone Crossroads.

A main works contractor has just been appointed – a joint venture made up of internationally renowned companies FCC Construcción, WeBuild and BeMo Tunnelling. A range of local, regional and national contractors will help them build the scheme.

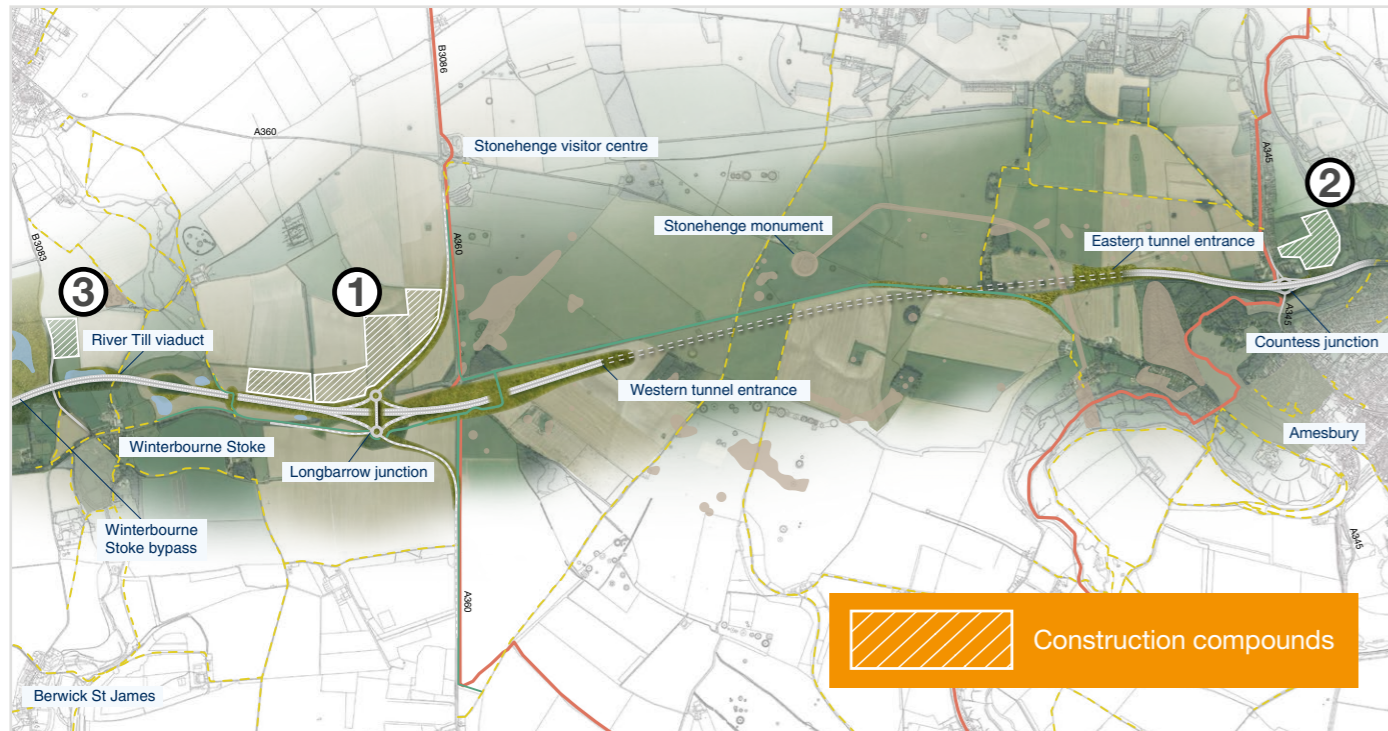
This contract will only become live once the Secretary of State has finished the current process of relooking at our planning application. If approved, our contractors will start planning straightaway, taking our plans and designs and working out the best way of building the scheme.

This is subject to strict conditions set out in our planning application (known as a Development Consent Order).

This means that some of the detailed information about construction is not finalised yet, but we've tried to cover some of your questions in brief in this factsheet. This is not exhaustive and we'll provide more information as we have it.



Where will the construction compounds be?



Diagrammatic representation only

There will be three compounds:

The main construction compound - located between Longbarrow Roundabout and Winterbourne Stoke **(1)** with access off the A360 via a small temporary roundabout.

Two smaller compounds - one at Countess Services at Amesbury **(2)** and the other next to the B3083 **(3)**. Access to this compound would occasionally be off the B3083 but a temporary road (known as a “haul road”) would be constructed within the site boundary to connect it to the main site compound.

There are no plans for any other site compounds.

Where will the chalk from the tunnel be processed?

The chalk material excavated by the tunnel boring machines will be treated and excess water removed in a number of silos in the main construction compound. These will be a maximum of 20 metres high, but the exact height and location of these is yet to be finalised.

What other buildings will be in the compound?

Our main works contractor will need to assess what buildings and portacabins will be required when they start planning in detail.

How many workers will be on site, and where will they stay?

We are expecting between 150 - 300 workers per week to be on site during the main works - some for short periods of time, and some longer term who will need to stay in the local area. We will look to work with local accommodation providers to manage this, but we're not planning to build residential accommodation for workers.

What will the working hours be?

The normal working hours for most activity during main works will be:

07:00 – 19:00 (Mon – Fri)

07:00 – 13:00 (Sat)

An hour either side of this may be used to start and close down activities such as maintenance, deliveries and moving between the places of work and compounds.

Exceptions:

Winterbourne Stoke – working hours north of the village reduced to 0730 - 1800

Earthworks – working hours extended in British Summer Time to 22.00 (Mon – Sat) with occasional Sundays and Bank Holidays

Tunnelling – 24 hours per day 7 days per week. This includes the processing of the excavated material but not the transport or placing material to the east of Parsonage Down, which is classed as earthworks.

Repair and maintenance will take place on Saturday afternoons and Sundays.

Any other work outside core hours (other than emergencies) needs to be approved in advance by Wiltshire Council.

Traffic and disruption

The A303 currently experiences delays and congestion, and this won't be solved until after the road is built. During construction, we're not planning on shutting the A303 apart from very occasional overnight closures. We'll signpost these closures well in advance, to make sure people who use the road at night know about the diversions.

The Winterbourne Stoke bypass will be one of the first parts of the scheme finished and opened, meaning local residents will begin to see benefits before the tunnel itself is complete.



Haul route

To help minimise the impact of construction, we are building what are known as temporary “haul roads” within the site boundary so that we can keep our construction vehicles mostly separate from normal traffic. The location of the haul roads will change as the project progresses. We will build a temporary bridge across the River Till to the south of the new road to avoid construction traffic using the A303 through Winterbourne Stoke. Agricultural traffic will be able to cross this haul road.

Managing the impacts of construction

We recognise that inevitably there will be some degree of disruption and intrusion during construction. Most local residents should not be significantly affected, but there will be an impact for some people living in the closest houses in the northern edge of Winterbourne Stoke. We will keep this to the absolute minimum, and let local people know what is happening and when.



Want more detail?





Lots more detail can be found in our planning (or Development Consent Order) application on the Planning Inspectorate’s website.



Working hours
Outline Environmental Management Plan - Pages 28 and 48/49

Contact us

If you have questions or would like more information, please contact us:

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