

A303 Stonehenge

Amesbury to Berwick Down

Public Consultation – February 2018

Consultation Response Form



Introduction

Highways England is consulting on its proposals to improve the A303 past Stonehenge between Amesbury and Berwick Down.

The scheme is part of the Government's strategy to upgrade the A303/A358 route to a continuous dual carriageway to improve connectivity between the South East and the South West of England.

Why we are consulting

The purpose of this consultation is to seek your views on the scheme proposals. Your feedback will inform our continuing development of the scheme to the point when we are ready to submit our application for planning consent.

More information

A consultation booklet has been produced which describes our scheme proposals. The booklet and further information, including plans of the scheme and our Preliminary Environmental Information Report with its accompanying Non-Technical Summary, are available:

- on the scheme website: www.highways.gov.uk/A303Stonehenge/consultation where the consultation documents can be viewed and downloaded
- at public information events where the scheme proposals will be on display and members of the project team will be available to answer questions
- at deposit points where copies of the consultation documents can be viewed

Details about the public events and deposit points are available on the scheme website or can be obtained by calling 0300 123 5000. Information can also be requested by writing to us or emailing us using the contact details provided opposite.

How to give us your views

You can respond to this consultation in a number of ways:

- **Online:** by completing this response form at www.highways.gov.uk/A303Stonehenge/consultation
- **Email:** by sending your response form to A303Stonehenge@highwaysengland.co.uk
- **Freepost:** by posting your response form to
Freepost A303 STONEHENGE CONSULTATION

If you are completing a paper copy of this response form, please feel free to use additional paper if the boxes within the form do not provide enough space for the comments you wish to make. Paper copies of the response forms can also be completed and handed in at the public information events.

The closing date for responses to this consultation is 23:59 on Friday 6 April 2018.

Data protection

Your feedback will inform our continuing development of the scheme. Once we have taken your feedback into consideration, we plan to submit our application for a Development Consent Order in Autumn 2018. We will also prepare a report on the consultation, recording the feedback and our response, which will be published with our application.

Your comments will be analysed by Highways England and any of its appointed agents. Copies may be made available in due course to the Secretary of State, the Planning Inspectorate and other relevant statutory authorities so that your comments can be considered as part of the Development Consent Order (DCO) application process. We will request that your personal details are not placed on public record and will be held securely by Highways England in accordance with the Data Protection Act 1998 and will be used solely in connection with the consultation process and subsequent DCO application and, except as noted above, will not be passed to third parties.

PART 1: About you

Please tell us your name and address. This information is optional, but will allow us to update you on the outcome of the consultation and the next stages in this project. If you do not want to provide these details, please just give us your postcode.

Name: **Mr Jim Carr**

Address: **1 Cleeve View**

Winterbourne Stoke

Salisbury

Wiltshire Postcode: **SP3 4SY**

Email: **clerk@winterbournestokepc.org.uk**

Are you an affected landholder: Yes No

Are you responding on behalf of an organisation: Yes No

If yes, which organisation? **Winterbourne Stoke Parish Council**

PART 2: The scheme proposals

For ease of providing feedback, the proposed scheme has been divided into three sections as set out in Chapter 5 of the consultation booklet and on Figure 1 below:

Western section - Winterbourne Stoke bypass to Longbarrow junction

Central section - within the World Heritage Site

Eastern section - Countess junction to just beyond the Solstice Park junction

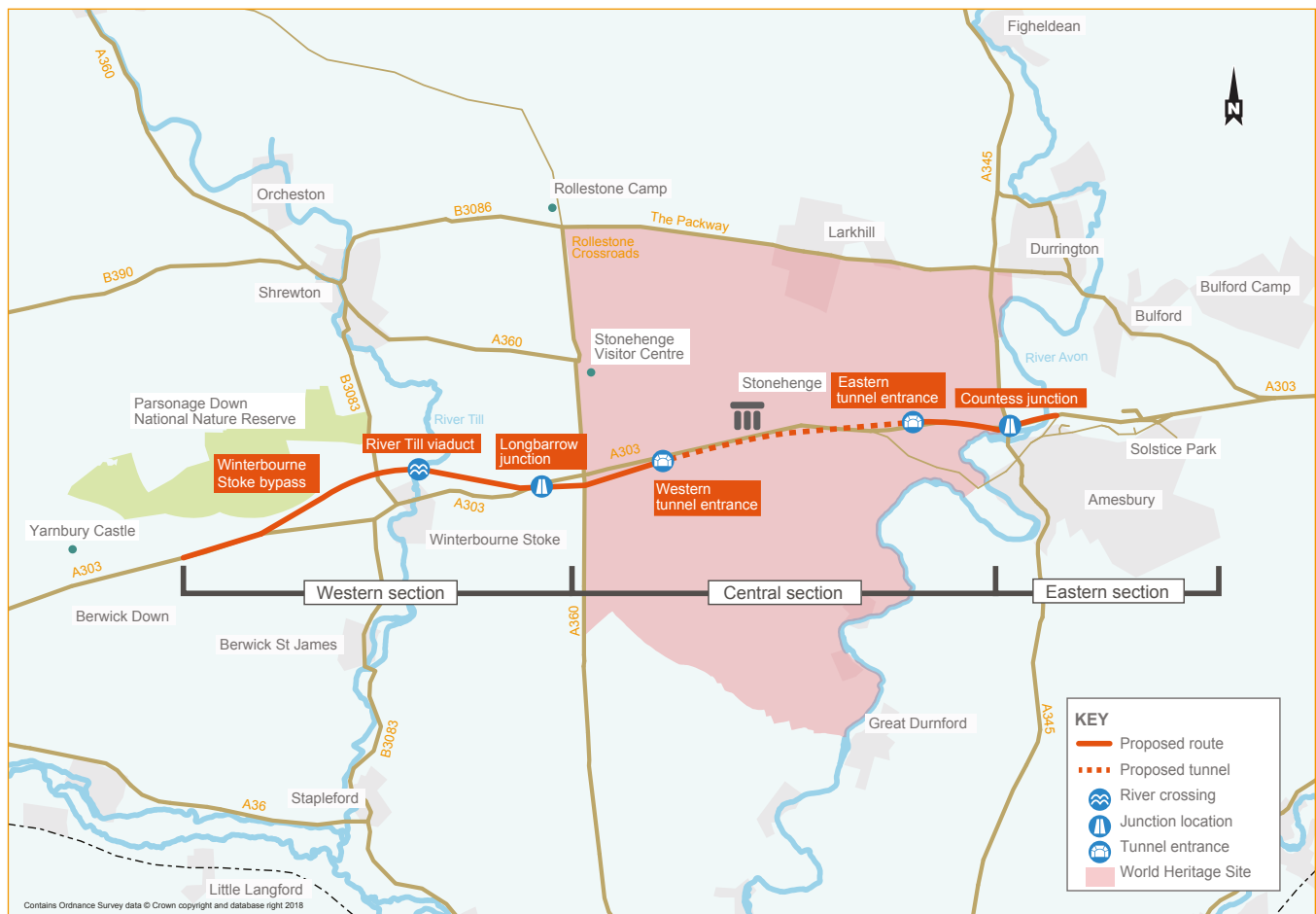


Figure 1: Proposed scheme sections

We would welcome your comments on the key elements within each section that make up the proposed scheme, along with any other matters or concerns you wish to raise about our proposals, section by section.

THE WESTERN SECTION: Winterbourne Stoke bypass to Longbarrow junction

The proposed new road would begin at the existing A303 south-east of Yarnbury Castle, on Berwick Down, and would bypass Winterbourne Stoke to the north. The road would cross the River Till valley on a viaduct and continue eastwards to a new Longbarrow junction with the A360.

For more information please refer to pages 14 to 25 of the consultation booklet.

For this western section, we would like you to consider in particular our proposals for:

- crossing the River Till valley on a viaduct – see question 1
- the Longbarrow junction between the A303 and A360 – see question 2

You can also provide any other views you may have on our proposals for this section of the scheme in question 3.

Q1. Please provide us with any comments you may have on our proposals for the viaduct crossing of the River Till valley.

You can find more information about these proposals on pages 19 to 21 of the consultation booklet.

A. Winterbourne Stoke Parish Council would wish:

- the viaduct to be as low as achievably possible, consistent with minimising the flood risk.
- the use of split carriageways and a wide gap between them to minimise the height required to allow sunlight to strike the ground under them and protect the SSSI. Primacy should be given to the need to minimise height.
- the route of the Till crossing be moved some metres north, to the route proposed in 2005 to achieve the lowest crossing of the Till floodplain, rather than the shortest.
- the latest versions of sound screening technology, such as those used on German autobahns, be used on the southern and northern parapets. As aural intrusion is always going to have greater impact on the village than the visual impact, then there is no logical reason that these should not be as high as possible; ideally above truck height.

B. Winterbourne Stoke Parish Council believe that the village, and Manor Farm in particular, is being viewed as “convenient” dumping ground for all the spoil generated by the scheme. We believe that only that spoil absolutely necessary to construct the bypass should be dumped within and on the periphery of, a sensitive SSSI and SCA.

Q1 Continued

C. Consideration should be given to dumping spoil on the southern edges of the Salisbury Plain Training Area. Although this is also has SSSI status, in parts, the SPTA is away from human habitation and dumping would have lower impact on sensitive aquifers than would current proposals. It would also have minimal impact on non-State land-owners.

D. Villagers have been advised, on multiple occasions by Highway England (HE) employees, that some of the spoil is necessary to maintain road gradients on the new bypass of 2%-3%. We regard this as nonsensical given the gradients on the A303 immediately West and East of the current scheme, let alone those further along the road. We do not believe that this is a reasonable excuse for dumping more spoil than is needed.

E. We understand that Manor Farm require a minimum headroom of 5.4 metres to be left on Byway WST04 to allow farm vehicles to safely pass under it, where it passes under the new road, yet to the east, we are advised the deck would be 9m above the river. Would it be possible to divert WST04 a short distance east of its current position, to allow the deck to be lower at the western end and yet still be high enough above the flood plain to not flood regularly?

F. Allowance should be made for the planting of mature and semi-mature shrubs and trees (Native species) on the western side of the viaduct on the southern aspect to provide additional screening (aural and visual) for Foredown House and houses at Cleeve view, further to the south.

G. Drainage ponds to the east and the west of the viaduct seem disproportionately large when compared to similar structures shown at the Countess Roundabout flyover. We would wish that both ends of the scheme be treated in the same fashion with the same environmental standards applied to both. In essence, reducing the size of the pools adjacent to the Till viaduct by at least 50%.

H. In addition to reducing the size of these drainage ponds, their locations should be moved closer to field edges and boundaries, to minimise impact on farming activities.

Q2. Please provide us with any comments you may have on our proposals for the A303/A360 Longbarrow junction.

You can find more information about these proposals on pages 22 to 24 of the consultation booklet.

- A. Ideally, the proposed Longbarrow Roundabout would be moved eastwards to be on the line of the current A360, reducing the amount of land taken to the west of the existing Longbarrow roundabout from Manor Farm.
- B. If the roundabout has to remain in its proposed location, then land to the east of it should be used for chalk reprocessing, etc, to further reduce the land taken from Manor Farm. Some land would be needed from Druid's Lodge.
- C. The new longbarrow crossing of the A360 should ideally be by a green bridge running to the south of the proposed Longbarrow roundabout. This makes a great deal of sense as it would provide an uninterrupted east-west byway for pedestrians, cyclists and equestrians from the eastern end of the scheme, past Longbarrow and on through to the western end of the scheme at Yarnbury Castle. This would eliminate the need for a pedestrian controlled crossing of the A360 - and the increased hazard to pedestrians, cyclists and equestrians that this would bring.
- D. Safe access should be provided to the fields to the east of the new Longbarrow roundabout and lying north and south of the new A303 and west of Green bridge No 4.
- E. We question the need for Green Bridge 3, given its location in the middle of a roundabout complex.

Q3. Do you have any other comments about our proposals for the western section of the scheme (Winterbourne Stoke bypass to Longbarrow junction)?

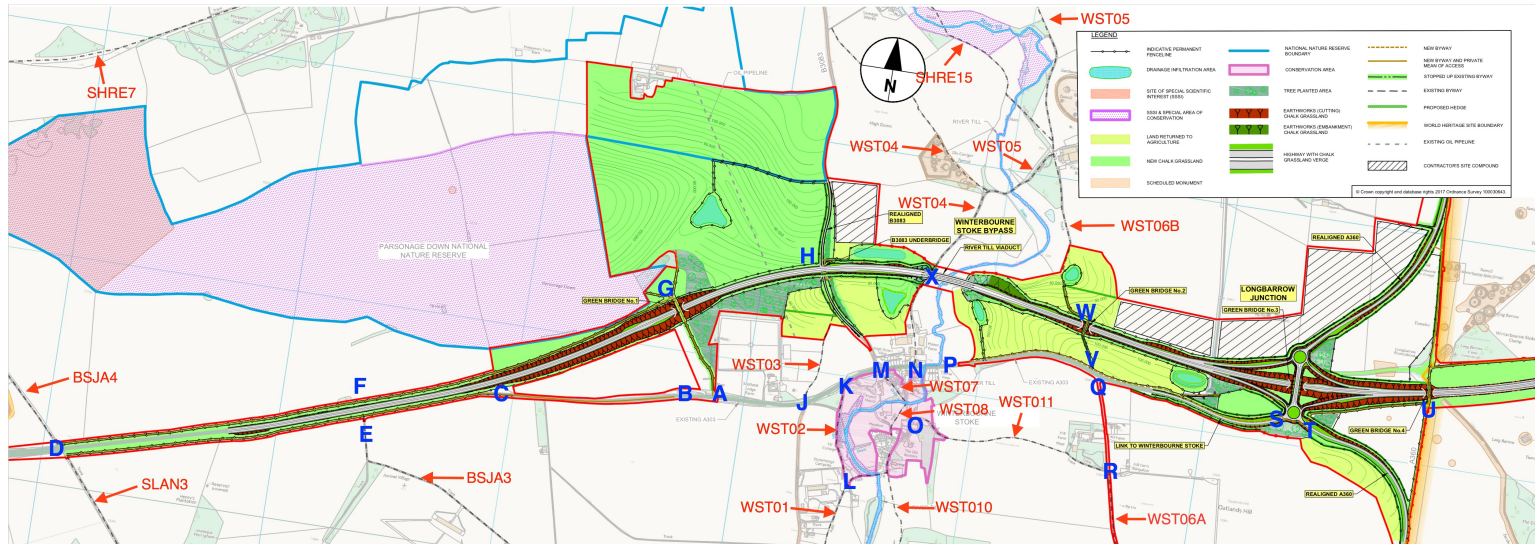
You can find more information about these proposals on pages 14 to 25 of the consultation booklet.

Please see Figure 1 PROW on page 9 of this response for key to locations and routes.

- A. The two new proposed byways from Yarnbury Castle to Winterbourne Stoke (G-F-D and D-E-C) are most welcome. However, both should be Restricted byways (open to pedestrians, cyclists and equestrians).
- B. The Western edge of the scheme, defined by the ends of these two byways at Yarnbury Castle (D), should be delineated by a safe, north to south crossing of the A303 between byways SLAN3 and BSJA4. This is critical to allow civilian and military crossing to be made at this point (for military use of the grass airstrip immediately to the north-west of Yarnbury Castle) at Deptford Down. A safe crossing at this point is critical in joining byway networks to the north that run towards Wales and to Grovelly Wood and the Kings Way to the South which connect byway networks westward to Dorset and Devon. A green bridge would probably be inappropriate at this point (D) due to the terrain, but an underpass and vehicle pull off areas from the A303 on both carriageways should be considered. This would also allow circular routes between Winterbourne Stoke and Yarnbury, opening up a route exploitable for tourism and recreation.
- C. Concrete barriers should be placed across the route of the old A303 at point A

Figure 1. PROW

Wiltshire Council public rights of way (PROW) are shown in red. Blue letters are for ease of identification of key features (eg junctions, stretches of new byway, etc)



Cont: - on the map, to prevent vehicular access beyond point A towards B and C. Ideally, there would be a locking gate at point A to allow access by local farm vehicles only. We strongly oppose any suggestion that the route from the old A303 via A-B-C-E to BSJA3 should be open to HGVs to service the chicken farm south of the A303 on BSJA3. Access to this farm should be via BSJA3 from Berwick St James(B3083) and egress should be westwards from point E, joining the westbound A303 via a short slip-road at point D.

D. The proposed Green Bridge No 1 should be abandoned and replaced with a simple bat-bridge to accommodate the flight lines of the Barbastelle bats. This would prevent points A and B becoming impromptu campsites for Travellers or encouraging the already too prevalent crime of Hare coursing. The layby at B should be dug up and the ground brought up to level with the existing A303. Access to fields at G, instead of being via Green Bridge 1 ((A-G), should instead be from the northern side of the B3083, westwards from point H to point G.

E. A temporary bridlepath from Winterbourne Stoke to Yarnbury should be implemented as part of an advance work package to minimise impacts on the livery at Scotland Lodge farm and on other local equestrians. Ideally, it would run from H to D via G and G and be accessible from the B3083.

F. The entire route from C via AJ-K-M-N-P-Q to S, should be suitable for pedestrians, cyclists and equestrians. The suggestion it should only be for pedestrians and cyclists is unacceptable. From point A eastwards towards S, pedestrians, cyclists and equestrians will need to be separated from vehicular traffic. From point P eastwards, the route for pedestrians, cyclists and equestrians should be on the southern side of the current A303, rather than the northern side as proposed by HE. The southern side is preferable as it already has wider grass verges and there would be no requirement for a crossing of the A303 at point S. This would further serve to reduce the amount of land taken from Manor Farm by a further 0.57h plus 0.18h.

G. The existing layby at point B should be removed and the ground brought up to level with the existing A303. All tarmac between point A and C should be removed and returned to a gravelled track unsuitable for non-farm vehicles.

H. Winterbourne Stoke Parish Council would be interested in making use of the land in the vicinity of point B for legacy purpose. Ideas that have already been mooted include a small village hall/ meeting room/changing room, a sports field, allotments and a village orchard.

I. A small carpark could be provided for the Parsonage Down site at G. The short stretch of our proposed byway from H to G could be provided with a metalled surface to facilitate access to the carpark.

J. All byways going north-south within Winterbourne Stoke should be downgraded to restricted byways, with improved cycle and equestrian access. Consideration might be given to the closure of the north-western arm of WST04 in exchange for a new restricted byway cutting northeast from Foredown Barn towards Airman's Cross on the A360.

K. Winterbourne Stoke Parish Council appreciate the need for a Western compound, but feel that its positioning on the B3083 is unnecessarily intrusive on the village and village life, let alone it being a further imposition on Manor Farm. We believe that this should be located further west at point F to the north of the new route and accessed by the haul road from point H. Alternatively, it could be located at point E to the south of the A303. This would necessitate improvement of BSJA3 to allow easy access, but this would be compatible with our proposals at 3C above and the advance work needed would be compatible with a long term solution.

L. Decommission the old A303 by reducing road width, removing streetlights, laybys, signage and other street furniture (speed camera poles). Include trees and planting to soften the line of the old A303.

M. Winterbourne Stoke Parish Council have an overarching concern that a single landowner, the Turners at Manor Farm, are bearing both the short-term and the long-term brunt of the road construction and ultimately, its use. Whilst this may be convenient for HE, convenience should not be the only consideration; fairness and logic ought to come into the equation. Hence our desire for the location of the eastern site compounds to be relocated further east and also south of their currently proposed positions. We also wish to re-iterate our belief that much of the spoil should be moved north on to the SPTA, perhaps immediately north of Rollestone Crossroads and out of site of the WHS.

THE CENTRAL SECTION: Within the World Heritage Site

From the new Longbarrow junction, the new road would continue into the World Heritage Site (WHS) before entering the proposed tunnel and emerging to the east of The Avenue. The new road would then join the alignment of the existing A303 towards a new junction at the existing Countess roundabout.

For more information please refer to pages 26 to 41 of the consultation booklet.

For this central section, we would like you to consider in particular our proposals for:

- the green bridge (No.4) at or near the western boundary of the WHS
– see question 4
- the cutting in the WHS on the western approach to the tunnel
– see question 5
- the western entrance to the tunnel – see question 6

You can also provide any other views you may have on our proposals for this section of the scheme in question 7.

Q4: Please provide us with any comments you may have on our proposals for the green bridge (No.4) at or near the western boundary of the World Heritage Site.

You can find more information about these proposals on pages 28 to 29 of the consultation booklet.

A. As already indicated, we believe there is a need to ensure east-west mobility through the entire scheme, as well as that for north-south access. Consequently, the southern access to Green Bridge 4 should link directly westwards to the pedestrian, cycle and equestrian route into Winterbourne Stoke, via a second Green Bridge over the A360. Clever design of the new Longbarrow Roundabout, coupled by a degree of relocation of the southern half of the roundabout eastwards, could allow Green Bridge 4 to cross both the new A303 and the A360. Alternatively, a Green Bridge A360 crossing could be an alternative to Green Bridge 3 and link directly to Green Bridge 4.

Q5: Please provide us with any comments you may have on our proposals for the cutting on the western approach to the tunnel.

You can find more information about these proposals on pages 30 to 31 of the consultation booklet.

This falls outside the boundaries of Winterbourne Stoke Parish and consequently, other than byway issues that have been expressly identified by our parishioners, outside the purview of Winterbourne Stoke Parish Council.

Q6. Please provide us with any comments you may have on our proposals for the western entrance to the tunnel.

You can find more information about these proposals on pages 32 to 35 of the consultation booklet.

This falls outside the boundaries of Winterbourne Stoke Parish and consequently, other than byway issues that have been expressly identified by our parishioners, outside the purview of Winterbourne Stoke Parish Council.

Q7. Do you have any other comments about our proposals for the central section of the scheme within the World Heritage Site?

You can find more information about these proposals on pages 26 to 41 of the consultation booklet.

Although most of the issues associated with this section of the plan fall outwith the parish of Winterbourne Stoke, two issues have been raised because of their direct and regular impact on villagers.

A. We find the suggestion on page 40 of the Consultation Booklet, that Byway 11 would become a dead end to be at best misleading and at worst deliberately disingenuous on the part of Highways England. As things stand, the northern end of Byway 11 would intersect with the new English Heritage Cycle Path (Byway) that will follow the route of the old A303. There is no need for a westerly link to Byway 12 as proposed. As the HE proposal would prevent access to one of the most iconic approaches to Stonehenge and views of it, we can only surmise that English Heritage have brought pressure to bear on this issue in their attempts to prevent vehicular approaches towards the stones from the south. This would be better achieved by downgrading Byways 11 and 12 along their whole lengths to become Restricted Byways.

B. Winterbourne Stoke Parish Council strongly support the proposal for Rollestone crossroads as shown on page 41. This would help relieve rat-running through our neighbouring village of Shrewton and focus traffic onto the A360. So important is this junction that we would ask that its modification should be one of the first, if not the first, advance work undertaken for the entire scheme - it cannot happen soon enough and would benefit local villages long before the bypass was completed.

THE EASTERN SECTION: Countess junction to just beyond the Solstice Park junction

This section of the scheme includes a new junction between the A303 and A345 at the site of the existing Countess roundabout, together with proposals for closing unsafe connections either side of the existing A303 dual carriageway just to the east of the Solstice Park junction.

For more information please refer to pages 42 to 49 of the consultation booklet.

For this eastern section, we would like you to consider our proposals for:

- the A303 flyover at Countess roundabout – see question 8

You can also provide any other views you may have on our proposals for this section of the scheme in question 9.

Q8: Please provide us with any comments you may have on our proposals for the A303 flyover at Countess roundabout.

You can find more information about these proposals on pages 44 to 47 of the consultation booklet.

This falls outside the boundaries of Winterbourne Stoke Parish and consequently, other than byway issues that have been expressly identified by our parishioners, outside the purview of Winterbourne Stoke Parish Council.

Q9: Do you have any other comments about our proposals for the eastern section of the scheme (Countess junction to just beyond the Solstice Park junction)?

You can find more information about these proposals on pages 42 to 49 of the consultation booklet.

This falls outside the boundaries of Winterbourne Stoke Parish and consequently, other than byway issues that have been expressly identified by our parishioners, outside the purview of Winterbourne Stoke Parish Council.

PART 3: The environmental effects of the scheme

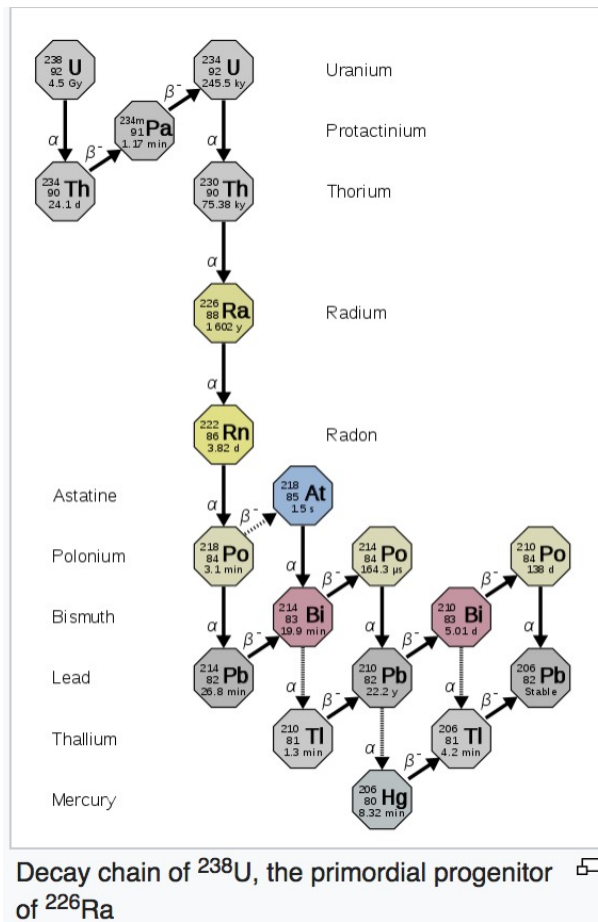
Before we make our application for a Development Consent Order we are gathering environmental information, identifying the potential impacts of the proposed scheme and developing measures to secure environmental benefits and to avoid or reduce adverse effects - a process known as environmental impact assessment (EIA).

While the EIA is ongoing, we have prepared a Preliminary Environmental Information Report (PEI Report) to describe the environmental setting and currently anticipated effects of the proposed scheme. A Non-Technical Summary of the PEI Report has also been prepared to summarise the environmental effects.

Q10: Do you have any comments on the preliminary environmental information provided for the scheme?

You can find more information in the PEI Report and its Non-Technical Summary.

- A. Perhaps our main environmental concern relates to the proposed dumping of spoil within Winterbourne Stoke. We are minded that only the minimum quantity of spoil required to build and effectively screen the road should be used in the Parish. We and Manor Farm should not be used as a dumping ground of convenience.
- B. We are concerned that any chalk waste dumped within the Till Valley area could wash or leach into the river system and private water sources close to the dumping area. There are also similar concerns relating to the drainage infiltration areas proposed. These are especially significant in this SSSI/SCA which are very sensitive to any sort of pollution, including chalk wash off.
- C. We are aware, from previous studies of the band of phosphatic chalk through which the tunnel will have to be bored and the indications from previous studies that this chalk emits radon. Radon is a decay product of radium in the uranium-thorium decay series shown on the next page



This table shows the various isotopes, the lower figure in each octagon being a measure of the radioactive half-life of the isotope. Radon (Rn) appears half-way down the series. Radon, a gas, has a relatively short half-life and being a gas is likely to dissipate quite quickly. Consequently, it is tempting to believe it will vanish in the breeze if phosphatic chalk is dumped. Unfortunately, the real threat to people and livestock from the phosphatic chalk, comes from the radon decay products, the so-called radon daughters or radon progeny. Some of these are alpha-particles, not gases, and are prone to fall-out of the atmosphere and bind to other particles and biological materials. Being alpha emitters, the radiation will only travel short distances but as these particles can be inhaled or ingested from food and water, they can cause direct damage to the lungs or digestive tract. So radon is really just a marker for its more longer-lived progeny. Because the radon is being continuously produced by other isotopes in the chalk, it isn't going to go away anytime soon - the half-life of radium 238 is around 4.5 billion years.

Two of the progeny are of particular interest: Lead 210, which has a half-life of 22 years and Polonium 210 (of Litvinenko fame) which has a half-life of 138 days. Both of these are already represented in the body of the phosphatic chalk, they are likely to be released as particulates when it is excavated and dried and may leach from local burial sites into the local aquifer.

What is unclear, is the level of risk this poses to local residents, in terms of individual risk over a lifetime, or additional cancer cases within a population. What is certain is that special precautions for those involved in excavating the chalk were advised during the development of the last scheme.

Winterbourne Stoke Parish Council believe it is incumbent on Highways England to quantify the short and long-term radiation risks, publicise these and dispose of the material in accordance with the relevant legislation.

D. The second issue with the phosphatic chalk is, quite simply, its phosphatic nature. Phosphates are fertilisers that promote the rapid and luxuriant growth of algae in water courses. This rapid growth serves to deplete oxygen levels in the water, leading to reductions in the numbers of invertebrate and vertebrate animal species. We do not believe it would be proper to dump such material within the River Till aquifer, regardless of the additional risks posed by radon progeny. Too much phosphate in water, particularly human water sources, can lead to kidney damage and osteoporosis; another reason to prevent its dumping within the Till aquifer.

E. We are concerned by the scale of the chalk drying and processing areas and are concerned that 24/7 drilling operations may be used as an excuse to operate the drying and storage facilities to a similar schedule. We think this is far too much of an imposition to place on the residents of a small, rural village. We would wish for no activities to take place during the hours of darkness, to the west of the existing Longbarrow roundabout that generate noise or light levels greater than those already experienced by villagers due to traffic movements on the A303.

PART 4: Additional comments

We would welcome any other comments you would like to make about the scheme.

Q11: Do you have any other comments you would like to make about the scheme?

A We have concerns that aspects of the Public Consultation Booklet are misleading, and in some cases, factually incorrect, or deliberately indulge in the sort of hyperbole that may have misled some reader. We believe that these bring into question the validity of the consultation process. Examples include:

- The use of the term “Byway” to cover every existing or new footpath, bridlepath, restricted byway, byway open to all traffic (BOAT) or permissive byway/path. In practise, this term should have only been used for BOATs and as used by HE, gives a misleading impression on the degree of vehicular access afforded by the scheme.
- before and after images of the Till viaduct on pages 20 and 21, have de-emphasised the current level of tree cover and exaggerated the concealment of the viaduct in “after”shots. Whilst HE may claim this is merely “artistic license” it may leave non-local readers with a view that the visual impact of the scheme is considerably less than it will be in reality.
- we reiterate the fiction that appears on page 40 that claims Byway 11 might become a dead end. It would still connect with the new Byway along the route of the old A303

B. Although no mention has yet been made as to the location of residential compounds for the site workers, we believe that these must be sited near Amesbury, at the eastern end of the scheme, where resources such as supermarkets and restaurants

are already available.

PART 5: About this consultation

We would like to understand how you heard about this consultation and the range of people who are taking part, to enable us to gather data that can be useful in informing planning arrangements for future consultations.

Q12: How did you hear about this consultation?

(Select one or more options)

- Letter from Highways England
- Flyer
- Poster in consultation venue
- Newspaper: name paper
- TV/radio: name station/programme
- Online: name source
- Other Statutory Consultee

Q13: To help us understand who has taken part in this consultation, please complete the following section

- Gender: Female Age: 16 - 24
- Male 25 - 34
- Rather not say 35 - 44
- Do you consider yourself to have a disability? 45 - 54
- Yes 55 - 64
- No 65+
- Rather not say

Question 13: Not Applicable

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