

A303 Amesbury to Berwick Down

TR010025

5.1 Consultation Report

Volume 5

APFP Regulation 5(2)(q)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009

October 2018



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Executive Summary

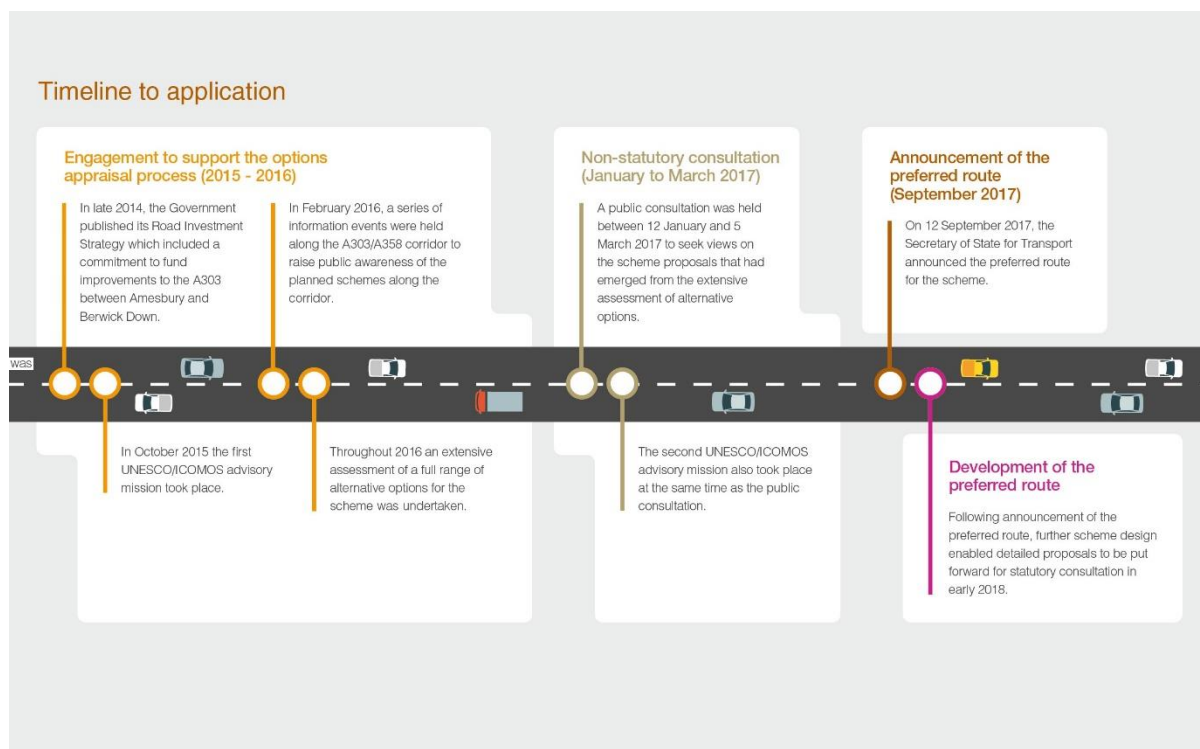
Introduction and Background

The A303 Amesbury to Berwick Down scheme is part of a programme of improvements along the A303 route aimed at improving connectivity between London and the South East and the South West. The programme, as set out in the Government's Road Investment Strategy, will create a high quality dual carriageway along the route by upgrading all the existing single carriageway sections to dual carriageway.

This Consultation Report describes the approach to and outcomes of consultation and engagement undertaken on the scheme since 2015, following its inclusion in the Government's programme.

While the focus of the report is on the statutory consultation undertaken between 8 February and 23 April 2018, extensive engagement and consultation has been undertaken on the scheme throughout its development to inform the proposals presented for statutory consultation, as illustrated in the timeline shown in Figure E-1 below. This included extensive engagement and consultation with key heritage bodies, in the unique context set for the scheme by the existing A303 passing through the heart of the Stonehenge, Avebury and Associated Sites World Heritage Site. The engagement has continued subsequently during and post statutory consultation.

Figure E-1: Timeline of the scheme's development up to statutory consultation



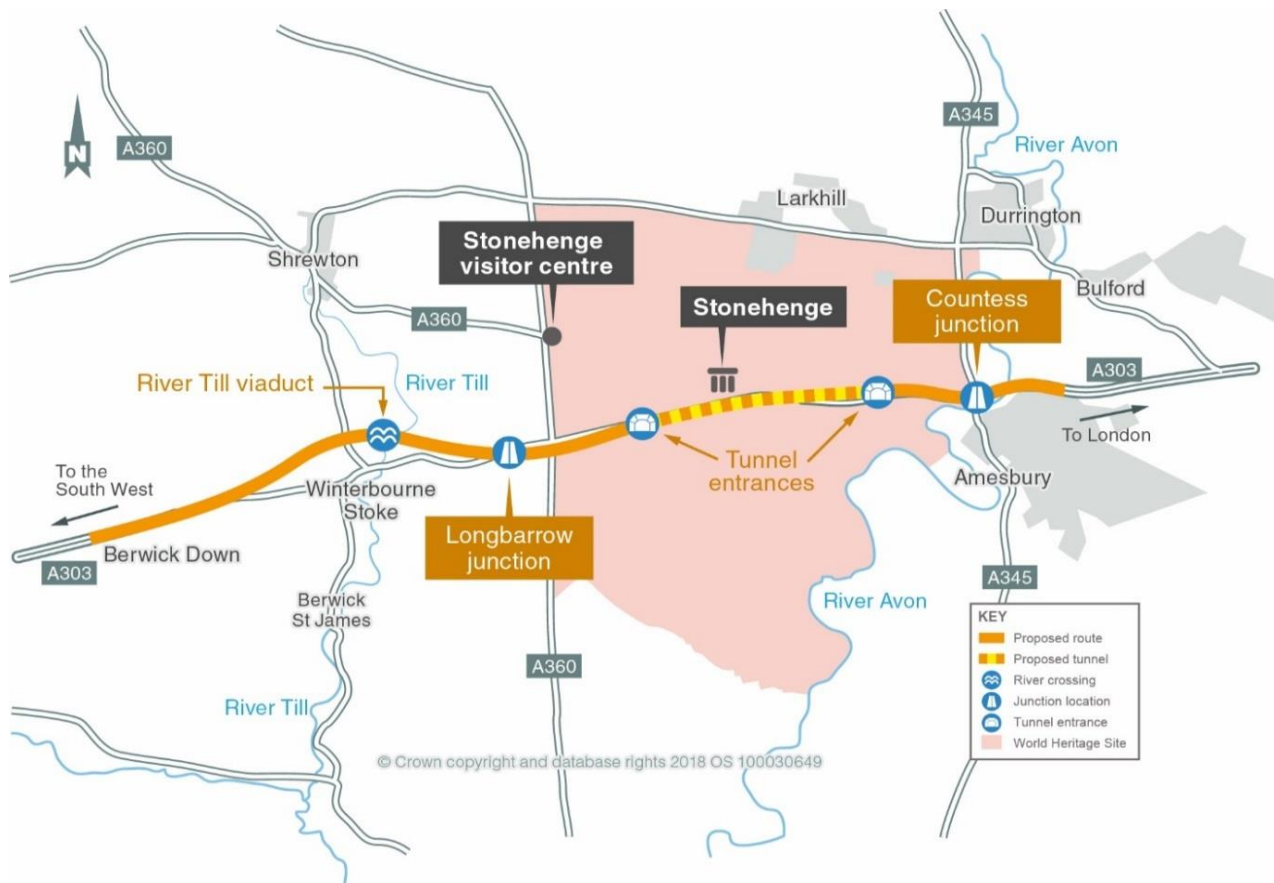
The scheme is defined as a Nationally Significant Infrastructure Project under section 14(1)(h) and section 22 of the Planning Act 2008 and therefore requires consent by means of a Development Consent Order application. The application must demonstrate that adequate consultation has been undertaken in accordance with the Planning Act 2008, Regulation 13 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the APFP Regulations).

Scheme proposals presented for statutory consultation

The scheme presented for statutory consultation between 8 February and 23 April 2018 was developed from the preferred route, announced in September 2017, following a non-statutory consultation on route options in early 2017 (see Consultation Report: <https://highwaysengland.citizenspace.com/cip/a303-stonehenge/>). The key components presented for statutory consultation (as shown in Figure E-2) comprised:

- A northern bypass of Winterbourne Stoke with a viaduct over the River Till valley
- A new junction between the A303 and A360 to the west of and outside the World Heritage Site, replacing the existing Longbarrow roundabout
- A twin-bore tunnel at least 1.8 miles (2.9 km) long past Stonehenge
- A new junction between the A303 and A345 at the existing Countess roundabout

Figure E-2: The proposed scheme presented for statutory consultation



Further details of the proposals presented for statutory consultation can be found in Appendix G.

Arrangements for statutory consultation

The methodology for the statutory consultation with people living in the vicinity of the scheme was set out in the Statement of Community Consultation (required by section 47(2) of the Planning Act 2008 and Regulation 12 of the EIA Regulations) which was subject to consultation with Wiltshire Council as host authority. Highways England had regard to the comments made by Wiltshire Council and published the finalised Statement of Community Consultation on 31 January 2018, with notices of publication published in national and local newspapers. The final Statement of Community consultation was made available online, at public information events and at deposit points as listed in Chapter 3. The pre-application statutory consultation was undertaken from 8 February to 23 April 2018 in accordance with the commitments set out in the Statement of Community Consultation, except as explained in Chapter 3, and in compliance with section 42, section 47 and section 48 of the Planning Act 2008 and the APFP Regulations, as set out in Chapter 3 and Appendix A. In the one instance where the consultation was not carried out in accordance with the SoCC, regarding advertisement of the consultation in the Stonehenge Trader journal, Highways England has explained and Wiltshire Council has confirmed, why the consultation was nevertheless effective and no consultees were prejudiced by the omission.

The scheme is Environmental Impact Assessment development under Schedule 1 of the EIA Regulations. All pre-application publicity has been carried out in accordance with the Regulations as described in Chapter 7 and Appendix A.

Consultation embraced elected representatives, hard to reach groups, statutory bodies and other organisations, neighbouring authorities, potentially affected landholders and the wider public. Locally, Highways England consulted people who live and work within 3 miles (5km) of the scheme, which included over 13,500 properties and businesses. Consultation materials included a consultation booklet, illustrative plans, and environmental information. Copies of statutory consultation materials can be found in Appendix G of this report. The consultation materials were made available online and as paper copies at information and deposit points. People were kept informed through letters, media adverts, press releases and social media. Fourteen public information events were held during the statutory consultation and these were attended by around 1,300 people.

Statutory consultation outcomes

During statutory consultation, Highways England asked questions inviting comments on specific design options for the scheme. There were also questions inviting comments on the environmental information provided and any other comments about the scheme.

4,979 responses were received to the statutory consultation by the methods indicated in Figure E-3. This included 3,220 responses from people using a Stonehenge Alliance proforma and a petition from Friends of the Earth containing 5,067 signatures.

Figure E-3: Responses to statutory consultation

Highways England has a statutory requirement under section 49 of the Planning Act 2008 to have regard to all responses received to the statutory consultation when submitting its application for development consent for the scheme. A key purpose of this Consultation Report is to demonstrate how this requirement has been met. To ensure effective analysis of the responses to the statutory consultation, all comments received were coded under themes set out in Chapter 4 of this report. Chapter 4 also describes the methodology used to analyse responses and Chapter 5 summarises Highways England's responses to the matters raised.

The outcomes of the statutory consultation included confirming the following design options:

- The River Till viaduct - providing environmental screening along the southern parapet on the viaduct to reduce the visual impacts of traffic on Winterbourne Stoke;
- Green Bridge No. 4 - locating the bridge within the World Heritage Site, and widening it (following supplementary consultation - see below) to provide enhanced physical and visual connectivity in the western part of the site;
- Western tunnel approach - constructing the western approach to the tunnel in cutting with vertical retaining walls to limit the land acquisition within the World Heritage Site;
- Western tunnel entrance - providing a fully-grassed canopy, without ventilation openings, over the western portal to achieve the best integration with the surrounding landscape; and
- Flyover at Countess roundabout - constructing the flyover on a landscaped embankment to soften the impact of the structure in this location.

Details about the option selection and other changes that arose following statutory consultation are summarised in Chapters 4 and 5.

Supplementary consultation

A further outcome of the statutory consultation, using the feedback received, was the identification of three specific changes on which further views were sought via a supplementary (non-statutory) consultation held between 17 July and 14 August 2018 (see Chapter 6). The three changes were:

- Widening the Green Bridge No. 4 proposed in the World Heritage Site near Longbarrow to c.150 metres
- Removing a previously proposed link between two byways in the World Heritage Site
- Modifying the proposed reconfiguration of Rollestone crossroads on the local road network to the west of Larkhill.

The opportunity was also taken to clarify the Public Rights of Way proposals as part of the scheme. The consultation was carried out having regard to the principles of the statutory consultation by using the same methods to contact people and allowing people to respond in the same way. Two public information events were held and were attended by around 150 people, as explained in Chapter 6.

The response numbers for the supplementary consultation were as shown in Figure E-4 below.

Figure E-4: Responses to supplementary consultation



The full breakdown of responses received from the supplementary consultation can be viewed in Chapter 6. A broad range of views was received, including general expressions of support for the three changes, and these were adopted as part of the scheme proposals taken forward for development consent.

Compliance

As demonstrated through the comments raised, summarised in Chapters 4 and 5, the statutory consultation has proven effective in securing valuable feedback which has informed the scheme proposals being taken forward as part of the application for development consent.

Appendix A provides a summary of how the statutory consultation has complied with the requirements of the Planning Act 2008, the EIA Regulations, the APFP Regulations and other relevant guidance.

1 Introduction

1.1 Purpose of this report

- 1.1.1 This Consultation Report relates to the A303 Amesbury to Berwick Down scheme. In seeking the legal powers to construct, operate and maintain the scheme, Highways England is making an application for a Development Consent Order (DCO) to the Secretary of State for Transport.
- 1.1.2 The Planning Act 2008 (PA 2008) requires Highways England, as promoter, to undertake consultation on the scheme proposals before submitting its DCO application. Section 37(3)(c) requires the promoter to submit a consultation report as part of its application.
- 1.1.3 This Consultation Report sets out Highways England's approach to stakeholder engagement and public consultation on the scheme and explains how Highways England has complied with the pre-application consultation requirements set out in PA 2008, the Infrastructure Planning (Application: Prescribed Forms and Procedure) Regulations 2009 (APFP Regulations) and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). As such, it provides:
- a. an overview of the activities undertaken during the initial non-statutory consultation in early 2017, the formal statutory consultation in early 2018 and subsequent supplementary consultation in summer 2018, as well as engagement throughout the development of the scheme
 - b. specific details of the activities undertaken to comply with the requirements of the PA 2008, relevant secondary legislation and policies, guidance and advice published by Government and the Planning Inspectorate
 - c. a summary of the responses to the initial non-statutory consultation and more detailed presentation of the feedback received to the statutory consultation and subsequent supplementary consultation
 - d. details of the regard given to the consultation responses, including how development of the scheme has been influenced by information contained in responses to the consultations, how responses have been addressed, any changes made in response to feedback received and an explanation as to why responses suggesting changes to the scheme have not been taken forward where this is the case
- 1.1.4 Copies of consultation documents, notices and materials produced in accordance with Section 55 of the PA 2008 for the statutory consultation and to support the non-statutory and supplementary consultations are included in a series of Appendices to this Report.
- 1.1.5 Section 1.6 below provides a guide to the structure of this report.

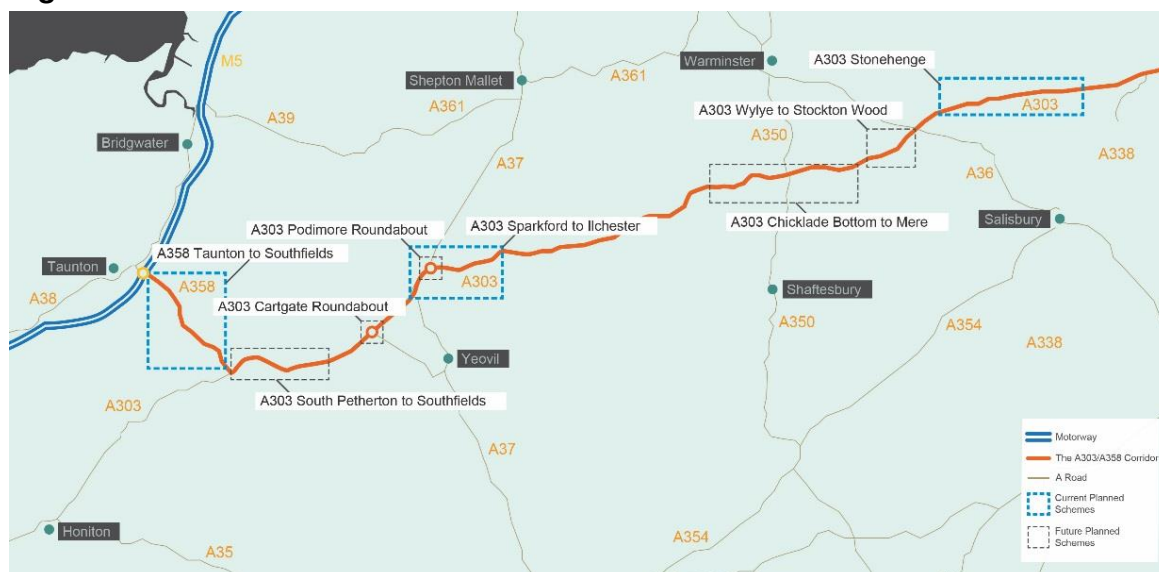
1.2 The promoter: Highways England

- 1.2.1 Highways England is the government company charged with operating, maintaining and improving England's motorways and major A-roads - the strategic road network. Formerly the Highways Agency, Highways England became a government company in April 2015.
- 1.2.2 The strategic road network totals around 4,300 miles (6,920km). While this represents only 2% of all roads in England by length, these roads carry a third of all traffic by mileage and two-thirds of all heavy goods traffic.
- 1.2.3 England's strategic road network forms the economic backbone of the country and is relied on by communities and business to get from A to B.
- 1.2.4 Highways England's ambition is to ensure all major roads are dependable, durable and most importantly, safe. In pursuit of that aim, Highways England is delivering £15 billion of investment in the strategic road network as described in the Government's Road Investment Strategy (RIS). The RIS includes a commitment to fund improvements along the A303, including the length of road between Amesbury and Berwick Down.

1.3 The proposed scheme

Context

- 1.3.1 The A303/A358 corridor is a vital connection between the South West and the South East of England. While most of the road is dual carriageway, there are still over 35 miles (56km) of single carriageway. These sections act as bottlenecks for users of the route resulting in congestion, particularly in the summer months and at weekends. This causes delays to traffic travelling between the M3 and the South West, results in rat-running through local roads and increases the risk of accidents.
- 1.3.2 The A303 Amesbury to Berwick Down scheme is part of a wider programme of improvements for the A303/A358 corridor, see Figure 1.1. Together, these improvements are designed to transform connectivity to and from the South West by creating a high-quality dual-carriageway along the corridor. The corridor improvement is identified in the 2016-2021 National Infrastructure Delivery Plan as one of the country's top five projects or programmes within the roads sector.

Figure 1.1: A303/A358 Corridor schemes


- 1.3.3 The existing A303 passes through the Stonehenge, Avebury and Associated Sites World Heritage Site (the WHS), passing approximately 165 metres from the Stonehenge monument itself. It is noted that the WHS comprises two distinct components – Avebury to the north and Stonehenge to the south. The proposed scheme crosses the Stonehenge component only and all subsequent references to ‘the WHS’ refer to the Stonehenge component.

Aims and objectives

- 1.3.4 The A303 Amesbury to Berwick Down scheme will help unlock economic growth in the South West by transforming journey reliability, increasing safety and improving connectivity with neighbouring regions, while protecting or enhancing the environment that it passes through.
- 1.3.5 To achieve this aim, the scheme has four key objectives set by the Department for Transport (DfT):
- Transport:** To create a high quality, reliable route between the South East and the South West that meets the future needs of traffic
 - Economic Growth:** To enable growth in jobs and housing by providing a free flowing and reliable connection between the South East and the South West
 - Cultural Heritage:** To help conserve and enhance the World Heritage Site and to make it easier to reach and explore
 - Environment and community:** To improve biodiversity and provide a positive legacy for nearby communities

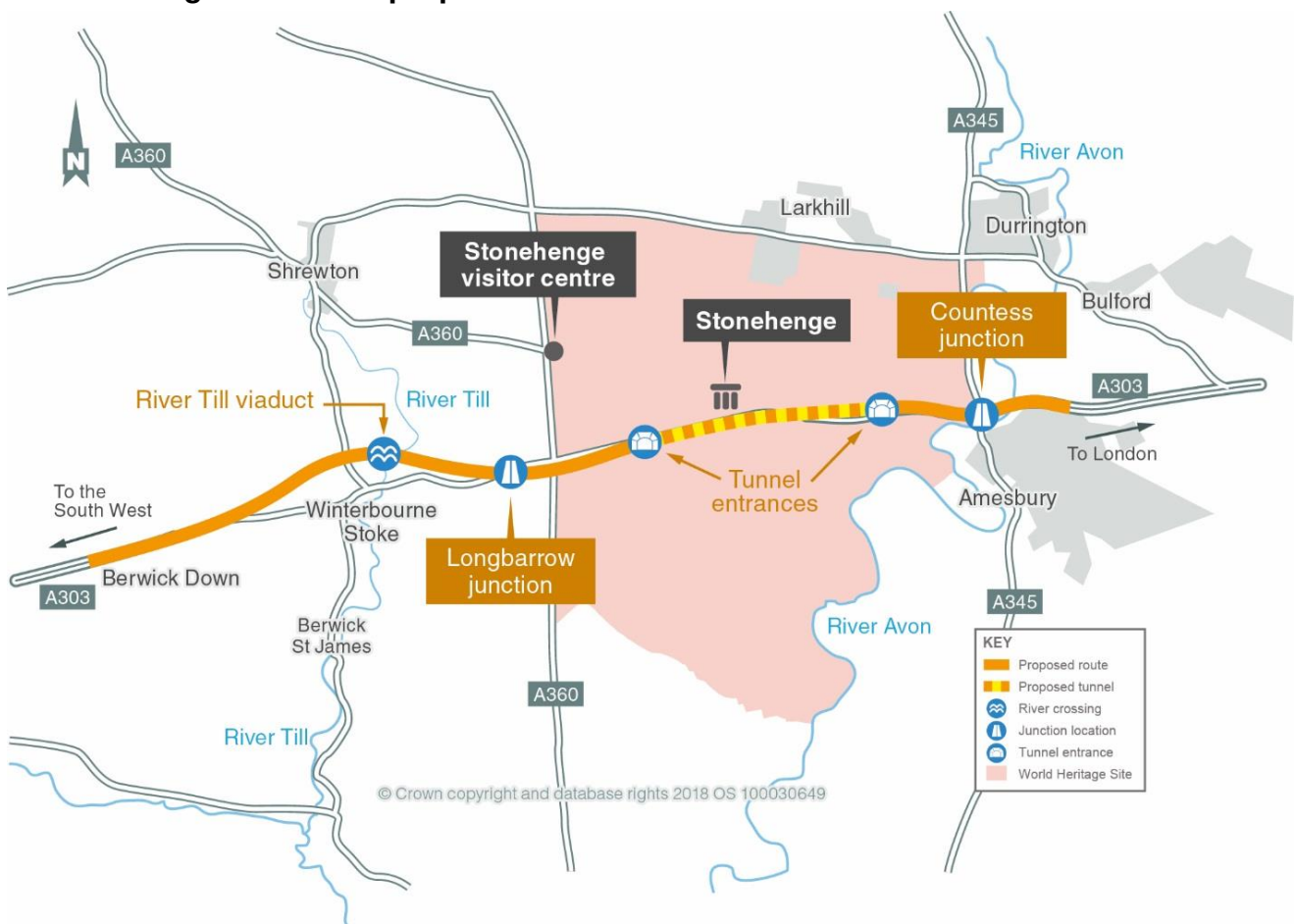
The proposed scheme

- 1.3.6 To achieve these objectives, Highways England is proposing to upgrade the A303 past Stonehenge between Amesbury and Berwick Down in Wiltshire to a

dual two-lane carriageway and to grade separate junctions with the A345 and A360. The scheme is approximately 8 miles (nearly 13km) long and comprises the following principal elements (see Figure 1.2):

- a bypass to the north of Winterbourne Stoke with a viaduct over the River Till valley
- a new junction between the A303 and A360 to the west of and outside the WHS, replacing the existing Longbarrow junction
- a twin-bore tunnel, some 2 miles (3 kilometres) long, past Stonehenge
- a new junction between the A303 and A345 at the site of the existing Countess roundabout

Figure 1.2: The proposed scheme



1.3.7 The scheme is defined as a Nationally Significant Infrastructure Project (NSIP) under section 14(1)(h) and section 22 of the PA 2008.

1.4 Compliance with regulatory requirements

- 1.4.1 The statutory pre-application consultation for this project and the development of this report have been carried out in accordance with the requirements of the PA 2008, APFP Regulations and EIA Regulations. The initial non-statutory and subsequent supplementary consultations were also undertaken having regard to the principles set out in these regulations.
- 1.4.2 In undertaking all three consultations Highways England has also taken into consideration the following guidance:
- a. Department for Communities and Local Government (DCLG) – The Planning Act 2008, Guidance on pre-application consultation (March 2015) (the DCLG Guidance)
 - b. Planning Inspectorate, Advice Note three: EIA Notification and Consultation, Version 7 (August 2017)
 - c. Planning Inspectorate, Advice Note fourteen: Compiling the consultation report, Version 2 (April 2012)
- 1.4.3 Section 55 of the PA 2008 sets out the criteria used by the Planning Inspectorate to decide if an application is of a satisfactory standard to be accepted for examination.
- 1.4.4 A compliance checklist is included at Appendix A which outlines compliance with the requirements of the PA 2008, the EIA Regulations and the APFP Regulations, and followed relevant advice and guidance published by the Planning Inspectorate and UK Government.

1.5 Consultation timeline

- 1.5.1 Table 1-1 provides an at-a-glance timetable of activities for consultation undertaken on the scheme.

Table 1-1: Consultation timeline

Activity		Start date	End date
Non statutory consultation on route options		12 January 2017	5 March 2017
Preferred route announcement		12 September 2017	n/a
Informal consultation with Wiltshire Council on draft SoCC		18 October 2017	22 November 2017
Consultation (statutory) with Wiltshire Council on draft SoCC		23 November 2017	21 December 2017
SoCC published on website		31 January 2018	n/a
First s47 and s48 notices published:	• The Times, The Guardian and London Gazette	31 January 2018	n/a
	• Wiltshire Gazette and Herald, Salisbury Journal	1 February 2018	n/a
	• Wiltshire Times	2 February 2018	n/a
Letters issued to prescribed persons under s42 of PA 2008 and Regulation 13 of the EIA Regulations notifying of consultation		6 February 2018	n/a
Notification of consultation delivered to the Secretary of State (Planning Inspectorate) pursuant to s46 of PA 2008		7 February 2018	n/a
Second s47 and s48 notices published	• The Times, The Guardian and London Gazette	7 February 2018	n/a
	• Wiltshire Gazette and Herald, Salisbury Journal	8 February 2018	n/a
	• Wiltshire Times	9 February 2018	n/a
Start of statutory consultation		8 February 2018	n/a
Public information events		9 February 2018	14 April 2018
Letters issued to prescribed persons under s42 of PA 2008 and Regulation 13 of the EIA Regulations notifying of extension to consultation period		20 March 2018	n/a
Notification of consultation extension to the Secretary of State (Planning Inspectorate) pursuant to s46 of PA 2008		20 March 2018	n/a
Re-publication of SoCC to reflect re-scheduled events and extension to consultation period		21 March 2018	n/a
First s47 and s48 notices advising of re-publication of	• The Times, The Guardian and London Gazette	21 March 2018	n/a
	• Wiltshire Gazette and Herald, Salisbury Journal	22 March 2018	n/a

Activity		Start date	End date
SoCC and extension to consultation period	Wiltshire Times	23 March 2018	n/a
Second s47 and s48 notices advising of re-publication of SoCC and extension to consultation period	Wiltshire Gazette and Herald, Salisbury Journal	29 March 2018	n/a
	Wiltshire Times	30 March 2018	n/a
Original deadline for receipt of responses to statutory consultation under s42, s47 and s48		n/a	6 April 2018
Extended deadline for the receipt of responses to statutory consultation under s42, s47 and s48		n/a	23 April 2018
Supplementary consultation		17 July 2018	14 August 2018

1.6 Structure of the report

1.6.1 This report details the pre-application consultation and engagement which has taken place in relation to the scheme. It sets out the activities undertaken during the initial non-statutory consultation, the statutory consultation and subsequent supplementary consultation, describes what matters respondents to the consultations raised and how Highways England has had regard to these matters in preparing the DCO application. It also summarises the engagement which has taken place, in addition to the consultations, to help further inform development of the scheme.

1.6.2 The structure of the report, following this Chapter 1: Introduction, is set out below.

Chapter 2: Engagement and consultation during development of the proposed scheme

1.6.3 Chapter 2 provides a summary of Highways England's overall approach to engagement and consultation on the scheme and describes the activities undertaken to support scheme development.

1.6.4 The chapter includes a summary of the engagement around: the options appraisal process; the initial non-statutory consultation carried out in early 2017 informing the choice of preferred route; the announcement of preferred route in September 2017; and engagement to support development of the scheme for statutory consultation.

Chapter 3: How Highways England undertook statutory consultation

1.6.5 Chapter 3 describes how the statutory pre-application consultation was delivered in early 2018 in relation to the requirements of sections 42, 46, 47 and 48 of the PA 2008 and relevant sections of the APFP Regulations and EIA Regulations. The chapter provides details on the consultation planning, including the production of the Statement of Community Consultation, when consultation activities took place, with whom and the approaches used.

Chapter 4: Analysing the responses to consultation

1.6.6 Chapter 4 provides a quantitative summary of the responses received to the statutory consultation; describes the methodology used for their analysis and identifies the main themes arising from the feedback received.

1.6.7 The chapter also contains an overview of the content of the responses received from statutory consultees and a summary of the main points raised in responses received from the public.

Chapter 5: Highways England's response to the matters raised

1.6.8 Chapter 5 addresses the matters arising from the statutory consultation, collated under the themes identified in Chapter 4. The chapter then goes on to provide Highways England's response to the matters raised, providing a summary of design changes as a result of consultation.

Chapter 6: Supplementary consultation

- 1.6.9 Chapter 6 describes the supplementary consultation undertaken in relation to three specific proposed changes to the scheme following the statutory consultation. The chapter has three parts: the first provides an explanation of why the supplementary consultation was undertaken; the second sets out what was consulted on, when consultation activities took place, with whom and the approaches used; the third provides a summary of responses received and how these have been taken into consideration.

Chapter 7: Consultation under the Environmental Impact Assessment Regulations

- 1.6.10 Chapter 7 provides details of how Highways England carried out consultation in accordance with the requirements of the EIA Regulations. This includes details of the request for a Scoping Opinion and the preparation of a Preliminary Environmental Information Report to support the statutory consultation.

Chapter 8: Conclusions

- 1.6.11 Chapter 8 summarises the principal conclusions reached following the completion of the pre-application consultations.

2 Engagement and consultation during development of the proposed scheme

2.1 Structure of chapter

2.1.1 This chapter provides a summary of Highways England's overall approach to engagement and consultation on the scheme and describes the activities undertaken to support scheme development in the lead-up to statutory consultation. It includes a summary of:

- a. the engagement to support the options appraisal process
- b. the initial non-statutory consultation carried out in early 2017
- c. engagement around announcement of the preferred route
- d. subsequent engagement informing the development of the preferred route up to the stage when statutory consultation was carried out on the proposed scheme

2.2 Highways England's approach to engagement and consultation

2.2.1 Highways England has extensive experience in undertaking pre-application consultation on highway schemes across England. It recognised the importance of effective engagement and consultation in developing this unique scheme, as well as the need for discussions to start at an early stage and continue throughout the scheme's evolution. This approach has enabled Highways England to fully consider matters identified by those directly affected, or with an interest in the proposals, throughout the development of the scheme.

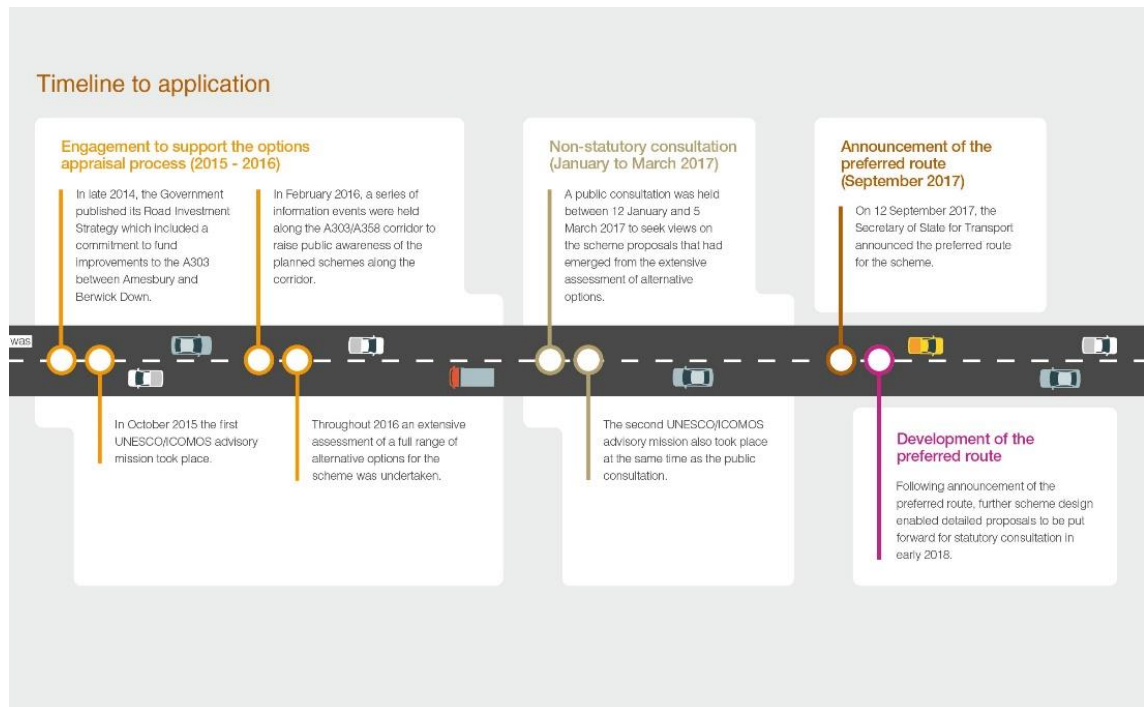
2.2.2 From the outset Highways England's approach to engagement has been based on the following principles:

- a. early and ongoing engagement to inform and influence scheme development
- b. seeking an appropriate level of feedback at each development stage in an iterative process and ensuring that comments received were taken into consideration
- c. building long-term relationships with stakeholders throughout the development stages of the scheme to better understand their views
- d. where possible and practicable, ensuring concerns were addressed
- e. ensuring appropriate statutory consultation was undertaken in accordance with requirements of the PA 2008 and associated guidance

2.3 Timeline to statutory consultation

2.3.1 Figure 2.1 below provides a chronological summary of the main stages of consultation and engagement activity which have supported development of the scheme in the lead-up to the statutory consultation. Each of the stages identified in the figure are described in more detail below.

Figure 2.1: Timeline illustrating key stages of engagement activity in the lead-up to statutory consultation



2.4 Engagement to support options appraisal process (2015-2016)

2.4.1 In late 2014 the Government published its Road Investment Strategy which includes a commitment to fund improvements to the A303 between Amesbury and Berwick Down, including a bypass of Winterbourne Stoke and a tunnel at least 1.8 miles long past Stonehenge.

2.4.2 From the outset Highways England recognised the unique heritage of the area and the wide range of organisations and individuals likely to be affected or interested in the proposals affecting Stonehenge and the wider WHS. Accordingly, as described below, Highways England committed to a programme of early engagement to proactively involve stakeholders in the scheme development process prior to any formal consultations.

First UNESCO/ICOMOS advisory mission

2.4.3 Early engagement on the scheme included the first of three UNESCO/ICOMOS advisory missions. These visits were at the invitation of the Department for Digital, Culture, Media and Sport and were designed to enable the UNESCO World Heritage Centre and their advisors ICOMOS International to comment on the scheme at an early stage in its development.

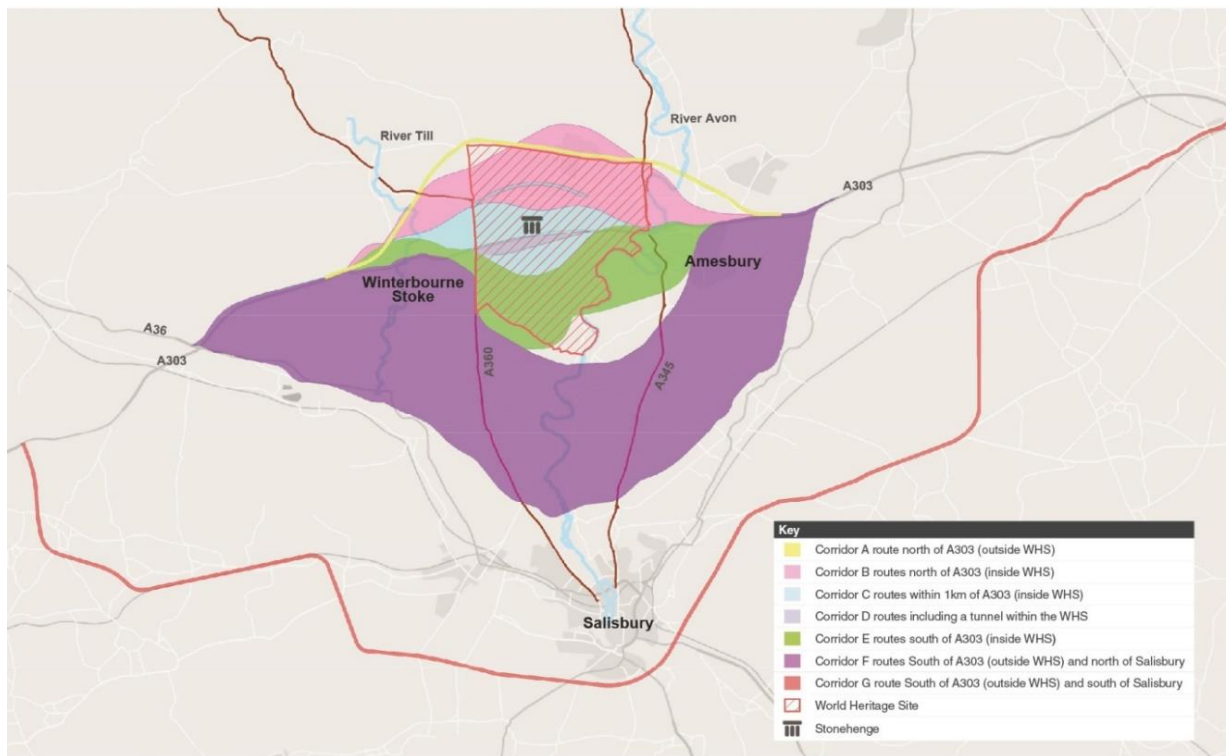
- 2.4.4 The first advisory mission took place from 27 to 30 October 2015 and reviewed early options for a tunnel solution through the WHS. It involved presentation meetings with Highways England, Historic England, Wiltshire Council, English Heritage Trust, the National Trust and a number of other stakeholders, plus detailed field visits.
- 2.4.5 The options presented to the mission were based on previous assessments undertaken by English Heritage (prior being divided into Historic England and English Heritage Trust) and the National Trust. These assessments indicated that a tunnel length of between 2.5 km – 2.9 km would bring benefits to the WHS, based on the eastern tunnel portal being located to the west of The Avenue, in order for the western portal to be located as far as possible from the Normanton Down barrow group in the western part of the WHS.
- 2.4.6 An important outcome from the mission was consensus between UNESCO/ICOMOS and the UK heritage bodies that, given its importance within the WHS, the opportunity should be taken to reinstate The Avenue where it is currently severed by the existing A303 dual carriageway. To that end, it was determined, from the first mission onwards, that the eastern portal should be located to the east of The Avenue.
- 2.4.7 With the caveat that the scheme should take the opportunity to reinstate The Avenue, the mission report concluded that:
- “..... the relocation of the existing road underground into a “tunnel of at least 2.9k” could readily adopt appropriate well-established construction methods and spatial planning approaches. Hence, with good design and construction controls, and respecting essential archaeological and heritage management measures, the tunnelled length of the road would be expected to have a beneficial impact on the attributes of Outstanding Universal Value (OUV).”*
- 2.4.8 In relation to this conclusion, with UNESCO/ICOMOS wanting to see adequate archaeological and heritage controls and measures in place, another important outcome of the mission was the establishment of the Heritage Monitoring and Advisory Group (HMAG). This was set up under the independent chair of Historic England with the other members being Wiltshire Council Archaeology Service, English Heritage Trust and the National Trust. HMAG’s brief is to provide advice on all the archaeological and heritage considerations that have informed and will continue to inform the development of the scheme, its design and construction. Further details on HMAG’s remit can be found in the working group summary in Appendix B5 and in the Heritage Impact Assessment (HIA), presented at Appendix 6.1 in the Environmental Statement (Document reference 6.3). A copy of the report on the first UNESCO/ICOMOS mission can be found at: <https://whc.unesco.org/document/141037>.

Engagement during options identification and appraisal

- 2.4.9 In February 2016 a series of information events were held at venues along the A303/A358 to raise public awareness of the planned schemes along the corridor, including the A303 Amesbury to Berwick Down scheme.
- 2.4.10 During 2016, Highways England undertook a detailed review of a full range of options for improving the A303 between Amesbury and Berwick Down, both within and outside the boundaries of the WHS. This process was used to shortlist potential route options which were then subject to a more detailed appraisal to identify the proposals taken forward to consultation in early 2017.
- 2.4.11 In early 2016 a number of technical working groups were established to facilitate ongoing discussion on specific aspects of the scheme's development with statutory and technical stakeholders. Highways England shared its methodology for appraising potential route options with the groups and provided further information on the early scheme optioneering.
- 2.4.12 These groups report into the Stakeholder Strategy Board (SSB) set up to agree and oversee the direction of the scheme's development. In recognition of the scheme's unique heritage context, membership of the SSB includes the Department for Transport (DfT), Department for Digital, Culture, Media and Sport (DCMS), Historic England, English Heritage Trust, The National Trust and the WHS Partnership Panel Chair, as well as Wiltshire Council as host authority for the scheme. A summary of the working groups, their purpose and the principal areas of discussion is provided in Appendix B5. An accompanying organogram showing the reporting structure of these groups is provided in Appendix B5. Full details of the options identification and appraisal process are provided in the Technical Appraisal Report (TAR) produced at the end of 2016 (<https://highwaysengland.citizenspace.com/cip/a303-stonehenge/>)
- 2.4.13 This engagement informed the options appraisal process as it progressed through four broad steps:
- a. Step 1: Identifying route corridors
 - b. Step 2: Assessing route corridors
 - c. Step 3: Developing route options
 - d. Step 4: Assessing route options
- 2.4.14 A brief summary of the four stages is set out below.
- Step 1: Identifying route corridors*
- 2.4.15 Over the past 25 years more than 60 potential routes have been identified. This includes a number that were examined at a Planning Conference in 1995 and at a Public Inquiry in 2004. Notwithstanding these previous examinations, Highways England undertook a fresh review of all previous work as part of a rigorous search for the best route.

- 2.4.16 To assess the wide range of different routes, Highways England first grouped them together into seven broad corridors (A-G) illustrated in Figure 2.2 below.

Figure 2.2: Plan of route corridors



Step 2: Assessing route corridors

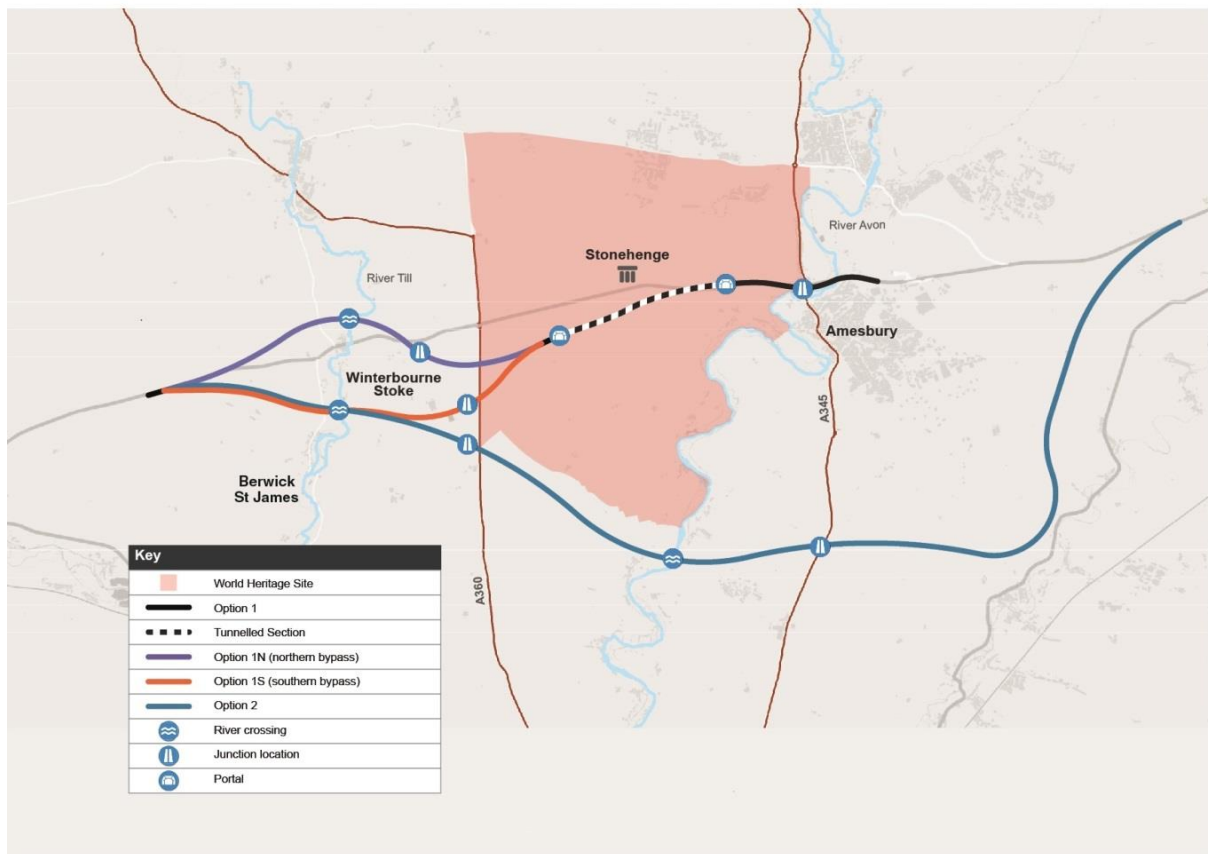
- 2.4.17 The next step was to assess the route corridors to identify which ones best met the scheme's objectives. This resulted in two route corridors being selected to go forward to step 3 of the route identification process:
- Route corridor D – routes including a tunnel within the WHS
 - Route corridor F – routes south of the A303 wholly outside the WHS and north of Salisbury

Step 3: Developing route options

- 2.4.18 Step 3 identified the optimum route alignments within the two corridor options. Highways England applied a number of best practice design principles to identify the routes which would:
- minimise the effects on nearby people and property
 - be absorbed within the landform and minimise their effect on the landscape
 - avoid direct impacts on designated features like Sites of Special Scientific Interest (SSSI) or scheduled monuments and the most sensitive and valued assets within the WHS

- 2.4.19 Having assessed the route options within both corridors, one optimum route through the WHS emerged within corridor D as being suitable for progress into step 4 with either a northern or southern bypass of Winterbourne Stoke, together with one optimum route within corridor F. Figure 2.3 below identifies these routes as Options 1N and 1S within corridor D and Option 2 within corridor F.

Figure 2.3: Optimum route options in route corridors D and F



Step 4: Assessing route options

- 2.4.20 The final step was to assess these route options against Highways England's objectives for the scheme. The assessment indicated that Options 1N and 1S best met the objectives for the scheme, and Option 2 within Corridor F was discounted.
- 2.4.21 Within corridor D, the assessment of the alternatives for bypassing Winterbourne Stoke (Options 1N and 1S) did not result in a clear favourite. Highways England therefore took forward both options for bypassing Winterbourne Stoke to the non-statutory consultation.
- 2.4.22 Following the identification of the route options that best met the scheme objectives, Highways England continued to engage through HMAG and the SSB to develop understanding among stakeholders and to raise awareness of the forthcoming non-statutory consultation on the route options.

- 2.4.23 The route options identified via the options appraisal process that were taken forward for consultation are illustrated in Figure 2.4 and described in more detail in section 2.5.3.

2.5 Non-statutory consultation (January to March 2017)

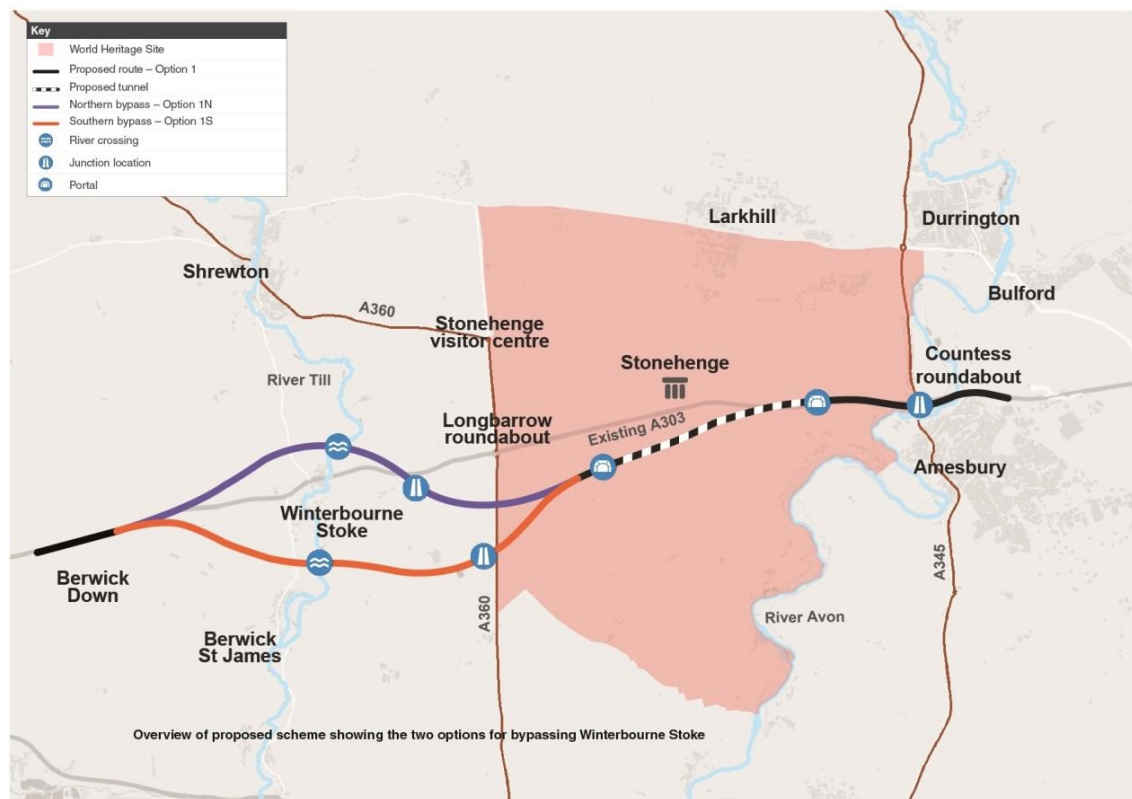
Introduction

- 2.5.1 Highways England undertook a non-statutory consultation between 12 January and 5 March 2017 to understand the views of would-be statutory consultees, the wider public and other interested parties on the route options identified via the options appraisal process. The responses to the consultation informed the choice of the preferred route.
- 2.5.2 Although non-statutory in nature, the consultation in early 2017 was conducted having regard to the principles of pre-application statutory consultation set out in the PA 2008. Highways England identified would-be statutory consultees and those parties potentially directly affected or likely to be interested and invited them to provide feedback on the scheme proposals.

What Highways England consulted on: the scheme proposals for early 2017 non-statutory consultation

- 2.5.3 The scheme route options put forward for consultation in early 2017 are illustrated in Figure 2.4, with the main features being:
- a. a bypass north or south of Winterbourne Stoke, with a new viaduct crossing of the Till valley
 - b. a new grade-separated junction between the A303 and A360, also accommodating access from Winterbourne Stoke to the A303
 - c. a 1.8 mile (2.9 kilometre) long twin-bore tunnel, with west and east portals located within the WHS, but out-of-sight from Stonehenge
 - d. a new grade-separated junction between the A303 and A345

Figure 2.4: Route options proposals taken forward for non-statutory consultation in January 2017



- 2.5.4 Full details of the scheme proposals put forward for non-statutory consultation can be found in A303 Stonehenge: Amesbury to Berwick Down, Public Consultation Booklet, January 2017. A copy of this document can be found in Appendix B1.

When Highways England consulted

- 2.5.5 Non-statutory consultation on the scheme proposals was held over a seven-week (52 day) period from 12 January 2017 to 5 March 2017.

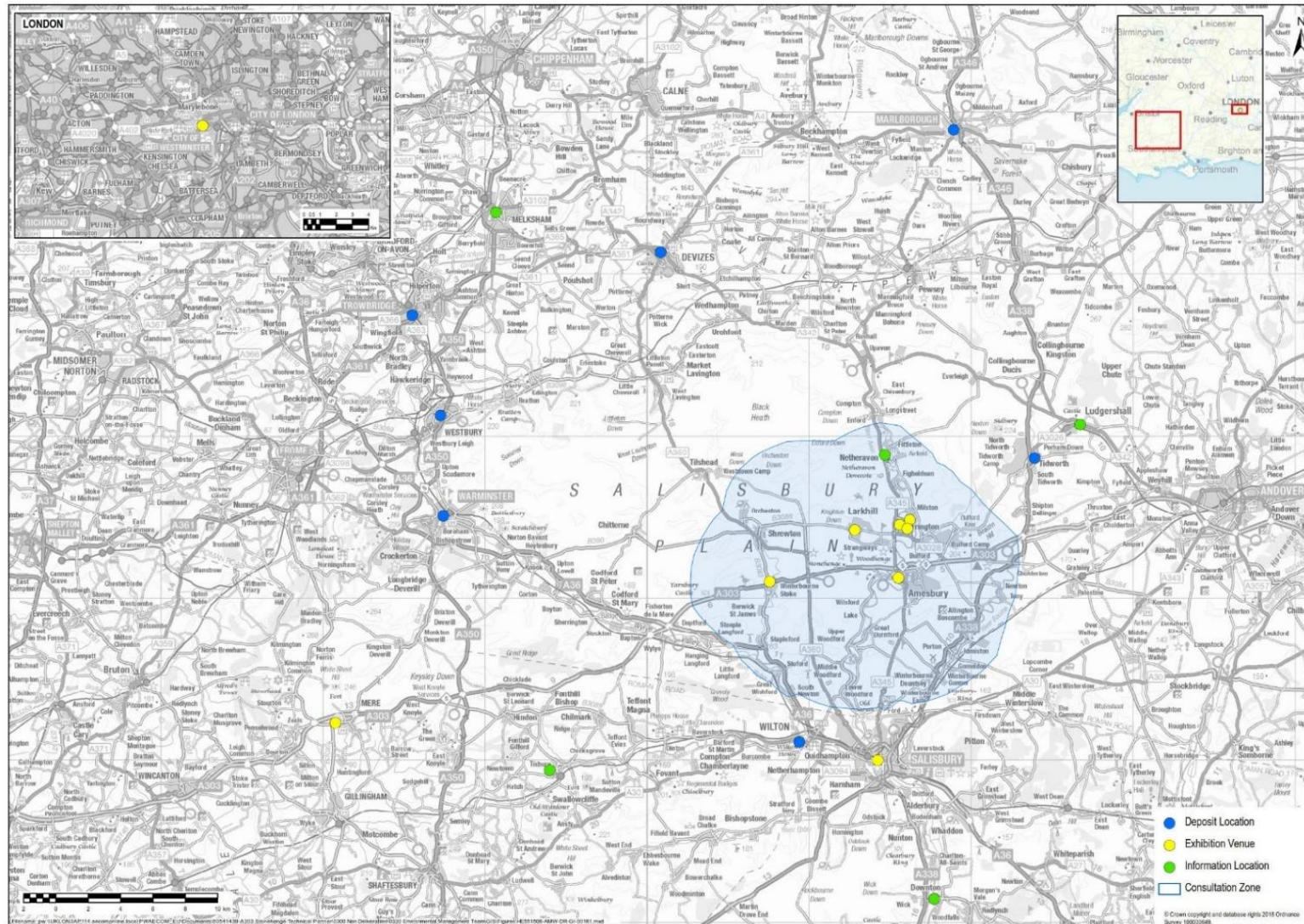
Who Highways England consulted

- 2.5.6 Various groups and organisations were contacted and invited to participate in the non-statutory consultation and to provide their views on the proposals. The groups and organisations were:
- People who live and work in the vicinity of the proposed route options
 - Elected representatives whose constituents live or work within the consultation zone
 - Hard to reach groups – 81 groups, identified following discussions with Wiltshire Council

- d. Statutory bodies – although this phase of public consultation was non-statutory, all the relevant bodies who would be statutory consultees at the next stage of statutory consultation
- e. Other organisations - various other organisations including cultural interest groups, tourism representatives and local interest groups
- f. Landholders – 35 estates, with 48 known landholders were identified within a 67 metre safeguarding buffer zone either side of the centre line of the proposed route options, as the potential width of corridor to be protected from future development
- g. The wider public – visitors to Stonehenge and the area, and users of the A303 were also identified as stakeholders for this consultation

2.5.7 To engage those who live and work in the vicinity, a consultation zone was identified that extended around 3 miles (5 km) from the A303 and WHS, with small extensions to ensure that whole villages and distinct groups of houses were included, rather than the consultation zone boundary running through the middle of a community. The consultation zone contained over 13,500 residential and business properties. The area of the consultation zone is shown on Figure 2.5 below.

Figure 2.5: Non-statutory public consultation zone, information and deposit points



How Highways England consulted

- 2.5.8 To enable everyone to have a clear understanding of the scheme, the route options being consulted on and the way that feedback could be provided, Highways England made the following documents available on the Highways England website (<https://highwaysengland.citizenspace.com/cip/a303-stonehenge/>):
- The case for the A303/A358 corridor – providing a high-level overview of the entire A303/A358 corridor and setting out the need for improvement
 - The case for the scheme – summarising the need to improve the section of the A303 past Stonehenge
 - Consultation booklet – explaining how the scheme route options were developed, where more detailed information could be found and how feedback could be provided
 - Six factsheets – covering construction impacts, ecology, economics, historic environment, landscape and traffic
 - Response form – setting out the specific questions on which Highways England was consulting
 - Technical Appraisal Report – detailing the identification, sifting and appraisal of route options to determine which should be taken forward to this round of consultation
- 2.5.9 In addition to the above documents a consultation leaflet was produced to advertise the public consultation, provide details of the public information events and explain how to get involved. The information from the leaflet was also replicated on a large poster to publicise the consultation and displayed at village halls, tourist information centres and local doctor's surgeries.
- 2.5.10 To raise awareness of the non-statutory consultation and inform people about the scheme, a number of approaches were used:
- Mailing to consultation zone: At the start of the consultation a leaflet (as described in paragraph 2.5.9) was sent to addresses in the identified consultation zone
 - Website: To enable people to access the range of consultation materials, all the documents detailed above were available to download from the consultation website throughout the consultation period
 - Information points: Copies of the consultation booklet and response forms were made available to take away at unmanned information points within public buildings. The majority of these information points were located in communities outside the consultation zone to extend awareness and interest in the consultation to the wider Wiltshire area. The locations of the information points are shown on Figure 2.5 above

- d. Deposit points: Copies of all consultation booklets and response forms were made available to take away or submit in a ballot box at a number of locations in the consultation zone and the wider Wiltshire area. Copies of all consultation documents were also made available to view. The deposit points were designed to help extend awareness and interest in the consultation and encourage people to provide their views. The locations of the deposit points are shown on Figure 2.5.
- e. Media adverts were placed in local and national press. Three adverts featured in the Wiltshire Gazette and Herald and the Salisbury Journal: two at the start of consultation and one reminder in the last week. One advert was placed in the Times newspaper at the start of the consultation period.
- f. Media releases: The consultation was launched by the DfT via a media release on 12 January 2017. To further promote the consultation, Highways England hosted a media event at the Stonehenge Visitor Centre on the same day. The media were given a briefing on the consultation and one-to-one interviews were held with spokespeople from the team. A further media release was also issued just over one week before the end of the consultation to remind people about the deadline for feedback to be submitted
- g. Social media: Highways England used the Highways England and scheme-specific social media accounts, Twitter and Facebook, to raise awareness of the consultation and to signpost people to the scheme consultation website <https://highwaysengland.citizenspace.com/cip/a303-stonehenge/>. People who submitted feedback or queries via the social media channels were advised to submit their correspondence using either the online response form or the scheme email address
- h. Public information events: Ten 'drop in' style events were held to give the public an opportunity to view information about the scheme and speak with members of the project team, as well as to provide comments on the scheme proposals. Table 2-1 below provides details of these events. Around 2,500 people attended the events where printed copies of all the consultation documents were made available

Table 2-1: Details of public information events (non-statutory consultation)

Location	Date	Time
The Manor Barn High Street, Winterbourne Stoke, SP3 4SZ	Saturday 14 January 2017	11am to 5pm
Antrobus House 38 Salisbury Road, Amesbury, SP7 7HH	Wednesday 18 January 2017	2pm to 8pm
Shrewton Village Hall Recreation Ground, The Hollow, Shrewton, SP3 4JY	Friday 20 January 2017	5pm to 9pm
Avon Valley College Recreation Road, Durrington, SP4 8HH	Saturday 21 January 2017	11am to 5pm
Larkhill Primary School Wilson Road, Larkhill, SP4 8QB	Tuesday 24 January 2017	5pm to 9pm
The Manor Barn High Street, Winterbourne Stoke, SP3 4SZ	Friday 27 January 2017	2pm to 8pm
The Guildhall The Market Place, Salisbury, SP1 1JH	Saturday 28 January 2017	11am to 5pm
Grove Hall The Grove Building, Church Street, Mere, BA12 6DS	Saturday 4 February 2017	11am to 5pm
Society of Antiquaries Burlington House, Piccadilly, London, W1J 0BE	Monday 6 February 2017	2pm to 8pm
Antrobus House 33 Salisbury Road, Amesbury, SP7 7HH	Wednesday 8 February 2017	2pm to 8pm

- 2.5.11 At each of the exhibitions banners were used to display details of the proposed scheme, the need for improvements to the A303/A30 corridor, the options considered and next steps. Attendees were also able to find out more about the scheme by using touch-screen displays, viewing two fly-through videos and watching traffic animations on large screens.
- 2.5.12 All attendees at the exhibitions were encouraged to complete and return a response form.
- 2.5.13 **Engaging elected representatives:** Highways England wrote to the ward councillors, Members of Parliament (MPs) and Members of the European Parliament (MEPs), whose constituents live within the consultation zone, to let them know about the proposed scheme and the non-statutory consultation.
- 2.5.14 Highways England invited elected representatives to attend a consultation preview information event on 13 January 2017 where they could meet the project team, view the consultation materials and ask questions about the proposed options.

- 2.5.15 **Involving hard-to-reach groups:** In order that hard-to-reach groups and individuals were aware of the consultation and able to take part, Highways England used a range of communications techniques to encourage their involvement including:
- a. all written information distributed to consultees was written in plain English
 - b. all meetings and public information events were held at times and places convenient and accessible to as many people as possible
 - c. posters publicising the consultation were displayed at appropriate public locations
 - d. media releases about the consultation were issued to local and regional press, radio and television
 - e. advertisements were placed in local newspapers/publications
 - f. information was sent directly to people's homes in the consultation zone
 - g. paper copies of documents and information were made easily available at information points and public information events
 - h. although no requests were received, Highways England were prepared to provide key information documents in alternative formats on request. This included large print, Braille and a translation service if requested
 - i. social media was used to disseminate information on the consultation, including the dates and times of events
- 2.5.16 Representatives of hard-to-reach groups were also contacted directly by members of the project team prior to the launch of the consultation to establish the best means of communication with their group. Wherever possible, the representatives were contacted by telephone. Where the project team failed to make contact by phone, or where a number was not available, an email was sent.
- 2.5.17 **Contacting landholders:** Landholders identified within the buffer zone for the route options (67 metres either side of the centre line) were sent information about the consultation and the public exhibitions via post. They were also sent a map of the route options in relation to their land and offered a meeting to discuss the scheme proposals, with a number taking up the offer.
- 2.5.18 A number of landholders are also stakeholders with wider interests (e.g. National Trust and English Heritage Trust), so these organisations were contacted in relation to both their landholding and wider interests. Some landholders could not be contacted despite all reasonable attempts being made.

- 2.5.19 **Feedback mechanisms:** During the non-statutory consultation, feedback was invited through a range of channels:
- a. by completing and handing in the response form available at public information events, or returning them by post using the Freepost address: Freepost A303 STONEHENGE CONSULTATION
 - b. by completing and submitting the response form on-line: <https://highwaysengland.citizenspace.com/he/a303-stonehenge-2018/>
 - c. by downloading the response form on the scheme website, completing it and sending via email to the scheme email address: A303Stonehenge@highwaysengland.co.uk
 - d. by writing to the Freepost address: Freepost A303 STONEHENGE CONSULTATION

Summary of feedback received to non-statutory consultation

- 2.5.20 9,243 responses were received to the non-statutory consultation held in early 2017. Over 3,500 responses were received via the response form, with a small number of letters and emails also received. In addition, some 5,600 responses were received which used one of two pro-forma responses produced independently by an organisation called the Stonehenge Alliance and Friends of the Earth.
- 2.5.21 No matter how people chose to provide feedback to the consultation Highways England read and considered every response and comment.
- 2.5.22 Table 2-2 below summarises all of the feedback received which related to the six specific questions on which Highways England sought feedback during non-statutory consultation, no matter what format was used to provide these comments. The table also presents Highways England's response to each of the summary comments, as provided following the close of the non-statutory consultation.

Table 2-2: Summary of feedback to non-statutory consultation questions and Highways England's response

Question	Summary of comments received	Response provided following non-statutory consultation
Question 1: The proposed option in general To what extent do you agree with our proposed option?	- Of the people who answered this question, 51% agreed or strongly agreed with the proposals, 43% expressed opposition. 6% were neutral or 'don't know'. - There was general support for preserving and enhancing the setting of the World Heritage Site ("WHS"), and for the benefits to local communities. Particular concerns were expressed about impacts in the west of the WHS. - Although there was much support for the benefits for traffic, the local and regional economy and local communities, some respondents were concerned about the costs. - Some respondents preferred an entire surface route either inside or outside the WHS. - There were also suggestions that the route should be nearer the existing A303.	- A sensitively designed tunnel, with optimised portal locations, will deliver significant benefits for Stonehenge and the WHS while avoiding unacceptable impacts. The need to minimise the impacts on the WHS has directly influenced our choice of preferred route. - The extensive work completed before the consultation showed that a tunnel solution provides the greatest benefits for the South West's economy, the WHS, the environment and local communities within the limits of affordability and value for money set by Government. No other solution provides an acceptable balance of benefits, impacts and cost. - A route via the WHS would not be possible without a tunnel. Keeping the existing A303 open past Stonehenge would retain the damaging impact it has on the WHS. - Surface routes outside the WHS were discounted before consultation because they would not deliver all the scheme objectives. - The preferred route and western portal have been moved closer to the existing A303 to mitigate impacts on archaeology and the RSPB reserve at Normanton Down.
Question 2: The eastern portal To what extent do you agree with our proposed location of the eastern portal?	- Of the people who answered this question, 49% agreed or strongly agreed with the proposed option, with 31% expressing opposition. 20% of respondents were neutral or 'don't know'. - There was general support for putting the portal to the east of the ceremonial route known as 'The Avenue' so that this part of The Avenue can be reconnected. Some respondents supported its position close to the current	- The portal location is unlikely to be moved much further to the east because it would mean greater impact on features such as Vespasian's Camp and Blick Mead and would make the scheme unaffordable by increasing the tunnel length. - We will continue to review the location of the eastern portal as the scheme develops and details will be presented at the next consultation.

Question	Summary of comments received	Response provided following non-statutory consultation
	road, but others felt the portal should be relocated west of The Avenue, further east towards Countess Roundabout or outside the WHS altogether. - Concerns were raised about potential impacts to Vespasian's Camp, the Nile Clumps and ancient burial grounds. - The potential impact that construction might have on groundwater flows at Blick Mead was also a concern. - There were mixed opinions about removing the view of Stonehenge from the A303.	- We recognise the importance of Vespasian's Camp and Blick Mead, both nationally and to the Amesbury community. The scheme will have to demonstrate that there will be no unacceptable impacts on these sites, including impacts on the water table. - We understand people's concerns about losing the view of the stones from the A303. We had to balance this against the need to remove the sight and sound of traffic from this heritage asset, which the proposed portal location will achieve.
Question 3: The western portal To what extent do you agree with our proposed location of the western portal?	- Of the people who answered the question, 42% agreed or strongly agreed with the proposed option, 38% expressed opposition. 20% were neutral or 'don't know'. - Although respondents welcomed proposals to reduce the impact of the existing road within the WHS, and the opportunity to use natural landform to minimise visual impact, there were major concerns about the portal's proximity to the Normanton Down Barrow Group - Concerns were also expressed about the possibility of the road and traffic headlights being visible along the alignment of the winter solstice sunset viewed from Stonehenge. - Another significant concern was the proximity of the proposed road and western portal to the RSPB reserve at Normanton Down and nesting sites of the protected stone curlew. - There were suggestions that the portal should be moved further west, close to or outside the boundary of the WHS, or closer to the line of the existing A303.	- Considerations about archaeology, the impact on the winter solstice alignment and the proximity to the RSPB reserve, along with the results of recent surveys, have influenced our decision to move the portal closer to the existing A303. - The portal location is unlikely to be extended much further to the west as it would make the scheme unaffordable by increasing the length of tunnel. - We will continue to review the location of the western portal as the scheme develops and details will be presented at the next consultation.

Question	Summary of comments received	Response provided following non-statutory consultation
Question 4: Winterbourne Stoke bypass Of the two possible routes for the Winterbourne Stoke bypass, which do you consider is the best route?	• There was little disagreement about the need for a bypass, but strong local views about which route should be preferred. Of those who expressed a preference, nearly two-thirds favoured the northern route. • Respondents wanted the viaduct over the River Till kept as low as possible to minimise visual impact while also minimising effects on the floodplain and groundwater regime. • There were concerns about traffic noise levels and economic impacts on the communities of Berwick St James and Winterbourne Stoke. • There were also concerns about potential impacts on the ecology and amenity of the Till valley, with the river being a SSSI and part of the River Avon Special Area of Conservation. • Issues raised in relation to the northern option included potential impacts on Parsonage Down National Nature Reserve and the scheduled barrow groups to the north of Winterbourne Stoke. • For the northern option in particular, there were concerns about the proposed location of the junction between the A303 and A360.	• The height of the viaduct will be considered as part of the continued development of the scheme and details will be presented at the next consultation. • The groundwater flood regime will also continue to be an important consideration as the scheme develops. There should be no adverse effects. • Considerations about noise, the economy, ecology, visual impacts, archaeology and the junction with the A360 have directly influenced our preferred route, along with the results of recent surveys. • On balance, the northern option preforms best against these considerations and is our preferred route. The location and design of the A360 junction will continue to be reviewed and optimised as part of the ongoing scheme design.
Question 5: A303/A345 Countess junction What are the most important issues for you as we develop our proposals for the A303/A345 Countess junction?	• There was support for a free-flowing junction and the associated benefits it would bring for the local community. In general, respondents agreed that full traffic movements between the A345 Countess Road and the A303 should be maintained. There were concerns that a flyover would increase traffic noise and visual intrusion for local residents, with several suggestions about alternative solutions.	• All options for making improvements at Countess Roundabout will be considered at the next stage of the scheme's development, ensuring no conflict with the operation of the Solstice Park junction and taking account of feedback about potential impacts. The optimised solution will be presented at the next consultation stage.

Question	Summary of comments received	Response provided following non-statutory consultation
	- Local people were generally opposed to any notion of combining the A345 Countess junction and the Solstice Park junction, a short distance to the east, due to concerns that this might lead to rat running through nearby communities. - Respondents were also concerned about the potential impact on archaeology, such as nearby Blick Mead.	
Question 6: A303/A360 Longbarrow junction What are the most important issues for you as we develop our proposals for the A303/A360 Longbarrow junction?	- There was general support for a junction which would allow traffic on the A303 to flow freely, while accommodating full movement to and from the A360. - Respondents felt that the junction location associated with the northern bypass route should be moved closer to the line of the existing A360 to prevent traffic from the direction of Shrewton using the B3083 as a shortcut. - There were concerns that the junction location associated with the southern bypass route would intrude on the winter solstice sunset sightline as viewed from Stonehenge.	- A360 junction considerations have directly influenced our preferred route, along with the results of recent surveys and studies. - Further design work will help us optimise the junction location for access while limiting the possibility of rat-running. - Our preferred route, running alongside the existing A303, removes any risk of the junction intruding on the important winter solstice sunset alignment.

- 2.5.23 As well as the comments relating specifically to the questions posed by Highways England about the scheme, feedback was received on a range of other matters. This feedback was analysed and grouped into themes and is summarised in Table 2-3 below.
- 2.5.24 A detailed summary of the responses to the non-statutory consultation can be found in A303 Stonehenge: Amesbury to Berwick Down, Report on Public Consultation, September 2017 available at:
<https://highwaysengland.citizenspace.com/cip/a303-stonehenge/results/report-on-consultation---volume-1.pdf>.

Table 2-3: Summary of other feedback to non-statutory consultation and Highways England's response

Theme	Matters Raised	Highways England Response
Alternative solutions	Many respondents differed over the best solution to address the issues on the A303. Suggestions included: upgrading the existing road to a dual carriageway; moving the road within the WHS; establishing a route away from the WHS entirely; or, changing the length of the tunnels. There were also suggestions for options which did not involve building new roads, including rail improvements and local traffic management.	The Government's aim is to make the A303 a continuous dual carriageway between the M3 and the M5 at Taunton, improving journey times and boosting regional economic growth and productivity. Upgrading the section between Amesbury and Berwick Down is an essential part of this aim, and the proposals have sought to balance the scheme objectives against the potential for achieving community, environmental, economic and transport considerations.
Cultural heritage	Many respondents raised concerns about the need to avoid or minimise damage to known and unknown archaeology, particularly features of OUV within and outside the WHS. Some respondents felt that too much weight was being given to heritage considerations.	Helping to conserve and enhance the WHS is a key objective of this project. The selection of the preferred route has been informed by the results of heritage assessments, demonstrating that the scheme brings benefits without creating unacceptable impacts. All other relevant transport, economic, environmental and community considerations have also been taken into account and assessed against the scheme objectives and the Government's National Policy Statement for National Networks.
Construction	Respondents expressed concerns about the potential impacts associated with building a tunnel, including: vibration; effects on the water table; noise; and pollution. There were general requests for information about mitigation measures, in this regard. Respondents were also concerned about the loss of amenity and road safety issues both inside and outside of the WHS during construction. Furthermore, some respondents were fearful of a prolonged construction period caused by archaeological discoveries.	Construction methods and phasing has been developed throughout the scheme's design in order to minimise disruption. Mitigation measures will be implemented and clearly explained in terms of how Highways England intend to limit the impact of spoil removal, noise, vibration and the movement of construction traffic. Neither Stonehenge itself, nor other scheduled features of the WHS, will be under any risk of disturbance through construction or during the future operation and maintenance of the scheme.
Consultation process	Although many respondents found the consultation helpful, some had doubts about the level of information provided, the duration of the consultation, and whether their views would be taken into consideration. Others believed that certain aspects (i.e. transport and economic benefits) were being prioritised over heritage, environment or community benefits. Some respondents also felt that exhibitions should have been held nationally.	The non-statutory consultation was completed during the early stages of the scheme's development. The process was designed following best practice guidance and aimed to help select the preferred route and inform its ongoing development. Highways England carefully considered the duration, extent and level of engagement in order to keep it proportionate to the purpose, scale and likely interest in this unique project. This was supported with a high standard of clarity, balance and accessibility of materials, which received many favourable comments from exhibition attendees. Every

Theme	Matters Raised	Highways England Response
		comment received was taken into account as part of Highways England's assessment of the preferred route.
Economic performance	Some respondents felt the proposed option was prohibitively expensive and/or a waste of money. There was also an opposing view that the current budget significantly understated the economic and heritage value of the WHS.	The Government's aim is to dual the remaining single-carriageway sections of the A303 to the South West of England. To meet this ambition, it has committed to making funds available for the scheme. Based on the budget set by the Government, Highways England's rigorous assessment shows that a tunnel brings the greatest benefits. The scheme's value for money includes an assessment of the economic and cultural value that the public place on improving the WHS.
Environmental impacts	Some respondents were concerned with the potential changes to noise, light and air quality associated with the proposal, and the possible impacts to the environment, communities and cultural heritage. There were specific concerns about the noise from elevated sections of road and from the Winterbourne Stoke bypass.	Highways England carried out environmental, community and heritage assessments during the scheme's development. The results of these assessments will inform the mitigation measures which Highways England implement in order to minimise the effects of the scheme.
Engineering Design	Some respondents felt the tunnel would be safe, but others were concerned about what would happen in the event of an accident, fire or terrorist incident.	The tunnel and road passing Stonehenge is being designed to the highest safety standards. The emergency services are fully engaged in the design process so they can be wholly confident in the contingency and response planning arrangements. This will be consistent with best practice employed on tunnels elsewhere in the UK and internationally.
Land acquisition	Some respondents felt the route and junction arrangements should be designed to take the least possible amount of agricultural land. There were several specific requests from landowners regarding the need to maintain access to their landholdings.	The preferred route passes closer to the existing A303 for more of its length, requiring less land-take and creating less severance and disruption on landholdings in comparison to the proposals which Highways England presented at consultation. Access to farms and businesses severed by the alignment or to those within close proximity to the scheme is an important consideration in the scheme's continuing development. Discussions are being held with those affected to agree how access will be maintained.
Legacy left by the scheme	Questions from respondents were focussed on how PRoW will be maintained. Additionally, respondents from Winterbourne Stoke and Amesbury were keen to understand how their communities could benefit from the scheme.	By establishing a forum with those communities directly affected by and adjacent to the scheme, Highways England have been discussing and agreeing proposals to secure the best legacy that can be delivered for them. PRoW affected by the scheme will remain the

Theme	Matters Raised	Highways England Response
		responsibility of Wiltshire Council. Highways England has liaised with the Council to discuss how the PRoW network can be maintained and improved for all users.
Traffic and transport	There were concerns from respondents about how successful the scheme will be at easing congestion and rat-running on surrounding roads, particularly if the tunnel is closed. Some respondents asked about provisions for cyclists or pedestrians within the tunnel.	Removing congestion along the A303 passing Stonehenge will reduce rat-running on surrounding roads. The tunnel will be capable of operating contra-flow during planned and unplanned closures, so that local roads do not need to be used for diversions (except in exceptional circumstances). Neither cyclists nor pedestrians will be allowed in the tunnel. Instead, they will use the new PRoW proposed between the A360 and Stonehenge Road, with pedestrians also able to move freely and safely along rights-of-way between the north and south of the WHS, without needing to cross the A303 (as they do currently).

Second UNESCO/ICOMOS advisory mission

- 2.5.25 In parallel with the non-statutory consultation, a second UNESCO/ICOMOS advisory mission took place from 31 January to 3 February 2017 to consider the route options presented for consultation.
- 2.5.26 The recommendations contained in the UNESCO/ICOMOS report on the second mission, and the subsequent decision of the World Heritage Committee at its 2017 meeting, were taken into consideration alongside the feedback to the non-statutory consultation. A copy of the report on the second UNESCO/ICOMOS mission can be found at: <http://whc.unesco.org/en/documents/158727/>
- 2.5.27 Recommendations from UNESCO/ICOMOS for alternative surface routes or longer tunnels extending beyond the boundaries of the WHS were grouped with similar suggestions from the non-statutory consultation and responded to in the scheme's 2017 Report on Public Consultation available at: <https://highwaysengland.citizenspace.com/cip/a303-stonehenge/results/report-on-consultation---volume-1.pdf>. No issues arose during the consultation or during the mission to change the conclusions arising from the exhaustive appraisals undertaken on the scheme, namely that neither alternative surface routes nor longer tunnels could provide viable solutions.
- 2.5.28 Concerns raised by UNESCO/ICOMOS about the impact of the scheme in the western part of the WHS resonated with those raised by others, including UK's heritage bodies, during the non-statutory consultation and informed the relocating of the western portal closer to the existing A303 and the choice of preferred route running closer to the existing road than previously proposed.
- 2.5.29 Following the establishment of HMAG after the first advisory mission (see paragraph 2.4.8), an associated key outcome of the second mission was the subsequent establishment of a Scientific Committee of eminent archaeological experts. The Committee's role is to support HMAG in providing independent heritage advice on the scheme. Further information on the membership of the Committee can be found in Appendix B5.

How feedback from the non-statutory consultation and UNESCO/ICOMOS mission was taken into consideration in the choice of the preferred route

- 2.5.30 Table 2-4 summarises the themes and matters that emerged from the feedback to the non-statutory consultation and the second UNESCO/ICOMOS advisory mission, how Highways England has responded to these with the help of further surveys and assessments and subsequently identified a preferred route for the scheme.

- 2.5.31 A summary of the feedback on the route options taken to non-statutory consultation, the appraisal of the modified route options and identification of a preferred route is provided in the Scheme Assessment Report (SAR) produced in September 2017 available at:
<https://highwaysengland.citizenspace.com/cip/a303-stonehenge/results/sar-volume-1.pdf>.

Table 2-4: Themes and matters arising from the non-statutory consultation and second UNESCO/ICOMOS advisory mission and how Highways England responded

Theme	Matters arising	Response provided following non-statutory consultation
The route through the western part of the WHS	Discovery of new archaeology	- During our programme of archaeological works, evidence was found of two Neolithic long barrows and a small ceremonial burial site (hengiform), previously unknown, in an area of the WHS south-east of the current junction with the A360. Our original option for a northern bypass Winterbourne Stoke passed close to these monuments, raising concerns about potential damage to these archaeological features. - By realigning the route to follow the existing A303 more closely, our preferred route avoids these newly discovered sites. It is also shorter and, because the route has already been surveyed for a scheme that was proposed in 2004, the risk of encountering undiscovered archaeology is reduced.
	The winter solstice	- Our proposed southern bypass route ran along the alignment of the setting sun as viewed from Stonehenge during the winter solstice, perhaps the most important sightline in the WHS. - Our preferred route puts the new road away from the winter solstice sunset alignment.
	RSPB reserve and stone-curlew breeding sites	- Although the consultation proposals carefully avoided directly impacting the RSPB reserve at Normanton Down, with its stone-curlew breeding sites, our original proposals were near it. The stone curlew is a protected species and one of the reasons Salisbury Plain is a Special Protection Area for wildlife. - Our preferred route is further from the RSPB reserve and avoids passing through Diamond Wood and severing habitats for other wildlife.
A northern vs southern bypass for Winterbourne Stoke	Quality of village life	- The southern bypass route option, which runs between Berwick St James and Winterbourne Stoke would be a physical intrusion between the two closely neighbouring villages. - Our preferred northern bypass option does not create a physical barrier between communities.
	Biodiversity	- The River Till is a winterbourne (a stream or river that is generally dry in the summer months) where the northern bypass option crosses it, so there would be less impact on the Special Area of Conservation and SSSI than further south, where the river runs all year. - Even though the northern route would run close to the Parsonage Down National Nature Reserve, overall it is a better option in terms of protecting biodiversity.
	Access and rat running	The right location for the junction of the new bypass with the A360 will be critical.

		Our preferred route takes the northern bypass nearer to the A303. This gives us more flexibility to place the junction closer to the A360 to dissuade drivers from using the B3083 as a short cut, but far enough away to reduce impacts on the WHS.

2.6 Announcement of the preferred route (September 2017)

- 2.6.1 Following consideration of the responses to the non-statutory consultation, the recommendations of the second UNESCO/ICOMOS advisory mission and after undertaking additional surveys and assessments, Highways England identified the preferred route for the scheme. This was announced by the Secretary of State for Transport on 12 September 2017.
- 2.6.2 The material considerations identified in Table 2-2, Table 2-3 and Table 2-4 were key considerations in the choice of the preferred route through the western part of the WHS and identification of the northern route as the preferred bypass option for Winterbourne Stoke.
- 2.6.3 To communicate the announcement of the preferred route, Highways England undertook the following activities:
- a. Public information events were held in Winterbourne Stoke on the 16 and 29 September 2017 and Amesbury on 22 and 23 September 2017 to provide stakeholders and members of the local community with details of the preferred route and provide them with the opportunity to speak to members of the project team
 - b. Wiltshire Councillors and John Glen MP were briefed on 11 September 2017 just prior to the announcement and a further briefing for local councillors was held in Winterbourne Stoke on 15 September 2017
 - c. Details of the preferred route were publicised on the project website and via social media on 12 September 2017 along with the publication of a booklet explaining the choice of preferred route, available at: <https://highwaysengland.citizenspace.com/cip/a303-stonehenge/>
 - d. A press release was issued on 12 September 2017 to publicise details of the preferred route which achieved coverage in the local, national and international media

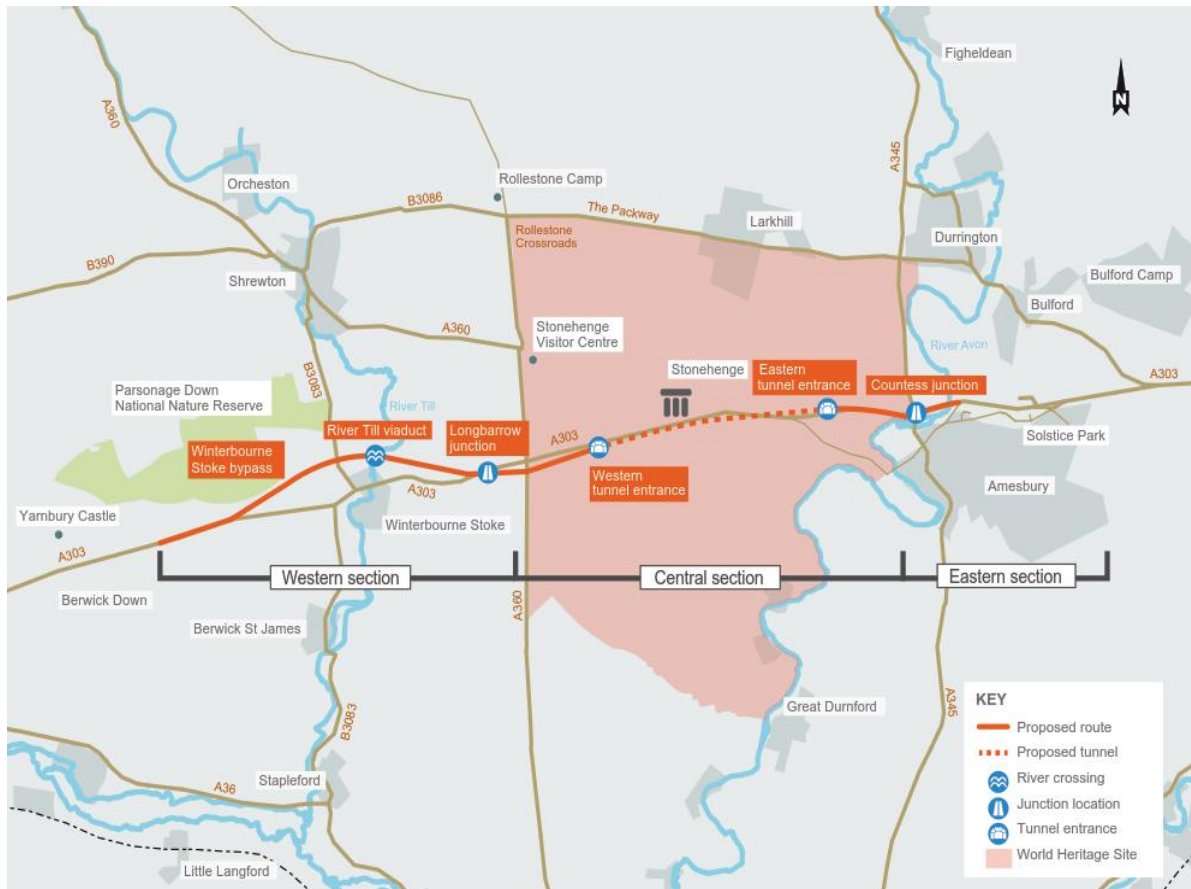
2.7 Development of preferred route

- 2.7.1 Confirmation of the preferred route enabled further design development to take place, so that more detailed scheme proposals could be put forward for statutory consultation in early 2018.
- 2.7.2 The feedback received from the non-statutory consultation and the second UNESCO/ICOMOS mission identified a number of opportunities to improve the scheme. These included consideration of the length of tunnel and details of the portal designs. This led to the bored tunnel length being extended by 100 metres at its western end (increasing the bored length from 2.9 km to 3.0 km), to avoid any risk of direct impact on scheduled heritage features in the vicinity

of the western portal, together with the inclusion of lengths of canopy at either end of the tunnel, to reduce the visual impact of the portals within the WHS.

- 2.7.3 To support the further development of the scheme proposals, Highways England continued to engage with statutory consultees such as Wiltshire Council, heritage and environmental bodies, the local community and those with land interests affected by the scheme. As part of this engagement a weekly design development workshop (known as ‘solutions Tuesdays’) was held to enable ongoing discussion with statutory and technical stakeholders so specific questions and concerns related to aspects of the design could be considered in detail and potential solutions considered. More information on engagement with statutory bodies can be found in Table 7-1 in Chapter 7.
- 2.7.4 Following its establishment after the second UNESCO/ICOMOS advisory mission, the Scientific Committee supported HMAG in overseeing and providing advice on the archaeological survey work undertaken and on the subsequent heritage assessments that have informed the design of the scheme. Related activity of the Committee is available on their website at: <http://a303scientificcommittee.org.uk>.
- 2.7.5 A series of one-to-one meetings were held with directly affected landholders to discuss how the proposals affected their land and property.
- 2.7.6 Early in 2018, Highways England also established a Local Community Forum to provide people living in the vicinity with ongoing updates on the scheme’s development and a channel via which feedback from the community can be raised directly with the project team. Membership of the forum is set out in the summary of working groups included in Appendix B5.
- 2.7.7 In outline, the scheme put forward for statutory consultation, illustrated in Figure 2.6 below, comprised:
- a. a bypass to the north of Winterbourne Stoke with a viaduct over the Till valley
 - b. a new junction between the A303 and A360 to the west of and outside the Stonehenge, Avebury and Associated Sites World Heritage Site (The World Heritage Site), replacing the existing Longbarrow roundabout
 - c. a twin-bore tunnel at least 1.8 miles (2.9km) long past Stonehenge
 - d. a new junction between the A303 and the A345 at the site of the existing Countess roundabout

Figure 2.6: The scheme taken forward to statutory consultation



2.7.8 Full details of the scheme proposals put forward for statutory consultation can be found in A303 Stonehenge: Amesbury to Berwick Down, Public Consultation Booklet, February 2018. A copy of this document can be found in Appendix G1.

3 How Highways England undertook statutory consultation

3.1 Structure of chapter

3.1.1 This chapter provides a summary of how Highways England undertook the statutory consultation on the scheme between 8 February and 23 April 2018. It includes:

- a. an overview of the consultation which summarises the purpose, who Highways England consulted, what Highways England consulted on, when and the mechanisms Highways England put in place to gather feedback
- b. details of the activities undertaken to comply with sections 42, 46, 47 and 48 of the PA 2008 and regulations 3 and 4 of the APFP Regulations, starting with the preparation of the Statement of Community Consultation (SoCC).

3.2 Overview of the statutory consultation

Introduction

3.2.1 The A303 scheme is a Nationally Significant Infrastructure Project (NSIP) and therefore requires consent via the Development Consent Order (DCO) process set down in the PA 2008. Pre-application consultation is a statutory requirement of the PA 2008 and this chapter sets out the actions Highways England has taken to comply with sections 42, 46, 47 and 48 of the PA 2008, the APFP Regulations and the EIA Regulations.

Purpose of the consultation

3.2.2 The principal purpose of the consultation was to seek the views of statutory consultees, the local community and other interested groups and individuals on the scheme proposals which had been developed following the preferred route announcement in September 2017. The consultation also sought feedback on the preliminary environmental information which had been compiled for the scheme, see Chapter 7 for further details.

Who Highways England consulted

3.2.3 In accordance with the PA 2008, Highways England consulted with the following groups and individuals:

- a. section 42 – prescribed consultees, including relevant local authorities and statutory undertakers, those listed in Schedule 1 of the APFP Regulations, and those who own, occupy or have a legal interest in land that would be affected by the proposed scheme
- b. section 47 – local community consultees, including the people living in the vicinity of the proposed scheme, local businesses, community representatives and community groups

- c. section 48 - consultation bodies (the Planning Inspectorate confirmed in a letter to Highways England on 30 November 2017 that no persons had been identified under regulation 11(1)(c) of the EIA Regulations. A copy of this letter is provided in Appendix E8

3.2.4 Details of how these consultees were identified are provided in section 3.4.

3.2.5 In addition, Highways England publicised the scheme in accordance with section 48 of the PA 2008, regulation 13 of the EIA Regulations and regulations 3 and 4 of the APFP Regulations.

What Highways England consulted on: the scheme proposals for statutory consultation

3.2.6 The scheme taken forward for statutory consultation is summarised in paragraph 2.7.7 and illustrated in Figure 2.6 at the end of Chapter 2.

3.2.7 During the statutory consultation Highways England specifically sought feedback on the following:

- a. Options for the design of the proposed viaduct across the River Till Valley
- b. Proposals for the Longbarrow junction
- c. Overall proposals for the western section of the scheme (Winterbourne Stoke bypass to Longbarrow junction)
- d. Options for the location of the Green Bridge No.4 at or near the western boundary of the WHS
- e. Options for the cutting on the western approach to the tunnel
- f. Options for the western tunnel entrance
- g. Overall proposals for the central section of the scheme (within the World Heritage Site)
- h. Options for the Countess junction flyover
- i. Overall proposals for the eastern section of the scheme (Countess junction to just beyond the Solstice Park junction)
- j. The preliminary environmental information provided under Regulation 12(2) of the EIA Regulations

3.2.8 A summary description of the scheme proposals, including the options being consulted on, and accompanying plans can be found in: A303 Stonehenge:

Amesbury to Berwick Down, Public Consultation Booklet, February 2018. A copy of this document can be found in Appendix G1.

When Highways England consulted

- 3.2.9 The statutory consultation was undertaken between 8 February and 23 April 2018 (a period of 75 days).
- 3.2.10 Originally, the consultation period was to run between Thursday 8 February and Friday 6 April. However, following heavy snow in early March 2018 which led to the postponement of two public information events, the consultation period was extended by 17 days. This allowed the postponed events to be re-arranged and provided subsequent opportunity for people to respond. Further details on this extension to the consultation and how this was communicated to section 42 and 47 consultees is provided in section 3.9.

Feedback mechanisms

- 3.2.11 From the start of the statutory consultation period on 8 February 2018 to the end of the consultation at 23:59 on 23 April 2018, people were able to provide feedback on the scheme in the following ways:
- a. by completing and handing in the response form available at public information events, or returning them by post using the Freepost address: Freepost A303 STONEHENGE CONSULTATION
 - b. by completing and submitting the response form on-line: <https://highwaysengland.citizenspace.com/he/a303-stonehenge-2018/>
 - c. by downloading the response form on the scheme website, completing it and sending via email to the scheme email address: A303Stonehenge@highwaysengland.co.uk
 - d. by writing to the Freepost address: Freepost A303 STONEHENGE CONSULTATION

3.3 Preparation of the Statement of Community Consultation

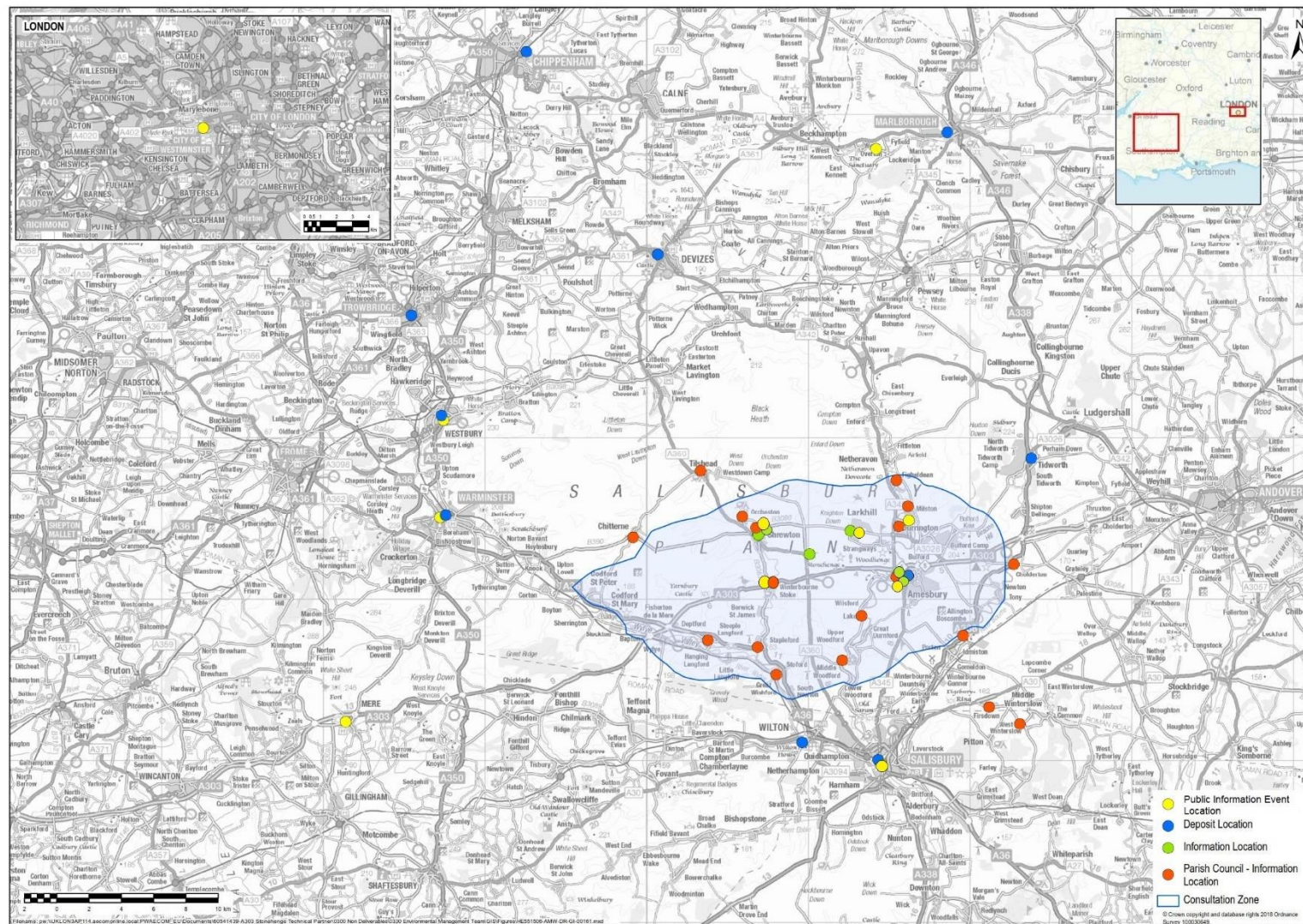
- 3.3.1 Highways England's approach to the statutory consultation started with the preparation of a Statement of Community Consultation (SoCC). The content of the SoCC was developed in accordance with the guidance provided in the Planning Inspectorate's Advice Note fourteen: Compiling the consultation report, Version 2 (April 2012) and the DCLG Guidance, including confirmation that the proposed scheme is EIA development.
- 3.3.2 In accordance with section 47(2) of the PA 2008 and regulation 12 of the EIA Regulations, as part of preparing the SoCC setting out the arrangements for consulting people living in the vicinity of the scheme, Highways England consulted Wiltshire Council – the host local authority.

- 3.3.3 An initial meeting was held with the Council to discuss the approach to consultation on 18 October 2017 at which an early draft of the SoCC was discussed and initial feedback sought.

Identifying the consultation zone

- 3.3.4 A key part of the initial discussions with Wiltshire Council focused on the identification of a consultation zone for the statutory consultation. The starting point for this discussion was the zone used for the early 2017 non-statutory consultation. This is shown in Figure 2.5 in Chapter 2.
- 3.3.5 The consultation zone for 2017 was determined on the basis of the options selection process undertaken at the time. The result was an area extending around 3 miles (5 kilometres) from the A303, to reflect those most likely to be affected by the scheme, with small extensions to ensure that whole villages and distinct groups of houses were included, rather than the consultation zone boundary running through the middle of a community.
- 3.3.6 Wiltshire Council confirmed that the consultation zone for the non-statutory consultation should be a minimum of what was used for the statutory consultation. Any case for alterations would be based on subsequent changes to Highways England's scheme design and/or informed by findings of early environmental assessment work.
- 3.3.7 Taking the design development and findings from early environmental assessments, Highways England identified two factors which justified minor extensions to the consultation zone used in early 2017. Those factors were:
- a. a parcel of land north of the scheme which was being considered for use as a project office/and or construction compound
 - b. changes to the existing connections onto the A303 to the east of Solstice Park which are needed to improve safety along the road
- 3.3.8 As a result, Highways England extended the consultation zone by approximately 0.6 miles (1 kilometre) to the north from the most northerly edge of the potential compound location and 0.6 miles (1 kilometre) to the east of Solstice Park. Highways England considered this to be reasonable and proportionate in the circumstances and beneficial to capture the views of parties in the local community who could potentially be affected by the scheme. The consultation zone identified for the 2018 statutory consultation is shown in Figure 3.1.

Figure 3.1: Map of the statutory consultation zone



Consultation on the draft SoCC

- 3.3.9 Wiltshire Council's comments on the early draft SoCC were taken into consideration by Highways England in continued development of the SoCC up to formal submission of the final draft to the Council on 23 November 2017. A copy of the letter sent to Wiltshire Council to formally consult on the draft SoCC can be found in Appendix C5. In accordance with Section 47(3) of the PA 2008, a 28-day period was given for the receipt of responses from the Council, expiring on 22 December 2017.
- 3.3.10 Comments on the draft SoCC were received from Wiltshire Council on 18 December 2017. A copy of the Council's response and a table setting out how the comments received were taken in to consideration by Highways England in the development of the final SoCC can be found in Appendix C6 and Appendix C7.
- 3.3.11 Copies of the draft SoCC can be found in Appendix C2 and Appendix C5 and the final SoCC is Appendix C8.

3.4 Section 42 (statutory consultees)

Introduction

- 3.4.1 Section 42 of the PA 2008 specifies who the applicant must consult about the proposed application. Those relevant to this scheme are:
- a. section 42(1)(a) – such persons as may be prescribed
 - b. section 42(1)(b) – each local authority that is within Section 43
 - c. section 42(1)(d) – each person who is within one or more of the categories set out in Section 44
 - d. section 42(1)(aa) and (c) – not applicable in this case
- 3.4.2 A full list of consultees identified in accordance with section 42(1)(a) and (b) is included in Appendix E1. The consultees are set out in the format of Schedule 1 to the APFP Regulations.
- 3.4.3 All consultees identified in accordance with section 42(1)(d) are shown in Appendix E2.
- 3.4.4 Further explanation of the section 42 consultees and how they were identified is provided below.

Identification of section 42 consultees

Identification of section 42(1)(a) prescribed consultees

- 3.4.5 The section 42(1)(a) prescribed consultees were identified by careful attendance to Schedule 1 of the APFP Regulations. Highways England also included the organisations consulted by PINS on the EIA Scoping Report

identified in accordance with regulation 11 of the EIA Regulations and required to be consulted under regulation 13.

3.4.6 The Scoping Opinion adopted by Planning Inspectorate (on behalf of the Secretary of State) identified relevant statutory undertakers as presented in the Regulation 11(1)(a) list in Appendix E9.

3.4.7 Additional statutory undertakers were also identified as having the potential to hold an interest in land within the Order limits, as set out in Appendix E1 Table E1-2 and Appendix 2 Tables E2-5 and E2-7.

Identification of section 42(1)(b) relevant local authorities

3.4.8 Relevant local authorities were identified via application of section 43 of the PA 2008. The application site is wholly within the administrative area of Wiltshire Council – this is therefore the “B” authority for the purposes of section 43.

3.4.9 The following local authorities share a boundary with Wiltshire Council and are therefore “A” authorities for the purposes of s43:

- a. Cotswold District Council
- b. East Dorset District Council
- c. Mendip District Council
- d. New Forest District Council
- e. New Forest National Park Authority
- f. North Dorset District Council
- g. South Somerset District Council
- h. Test Valley District Council
- i. Vale of the White Horse District Council
- j. Bath and North East Somerset Council
- k. Dorset County Council
- l. Gloucestershire County Council
- m. Hampshire County Council
- n. Oxfordshire County Council
- o. Somerset County Council
- p. South Gloucestershire Council
- q. Swindon Borough Council
- r. West Berkshire Council

- 3.4.10 As Wiltshire Council is a unitary authority there is no upper-tier county council (the “C” authority for the purposes of s43). On the basis that there is no “C” authority there are no adjacent upper-tier “D” authorities for the purposes of s43. Any adjacent county councils are all included as “A” authorities.
- 3.4.11 Figure 3.2 and Figure 3.3 show the relevant local authorities for the scheme.

Figure 3.2: The 'B' authority (Wiltshire Council) and adjacent 'A' authorities (district councils only)

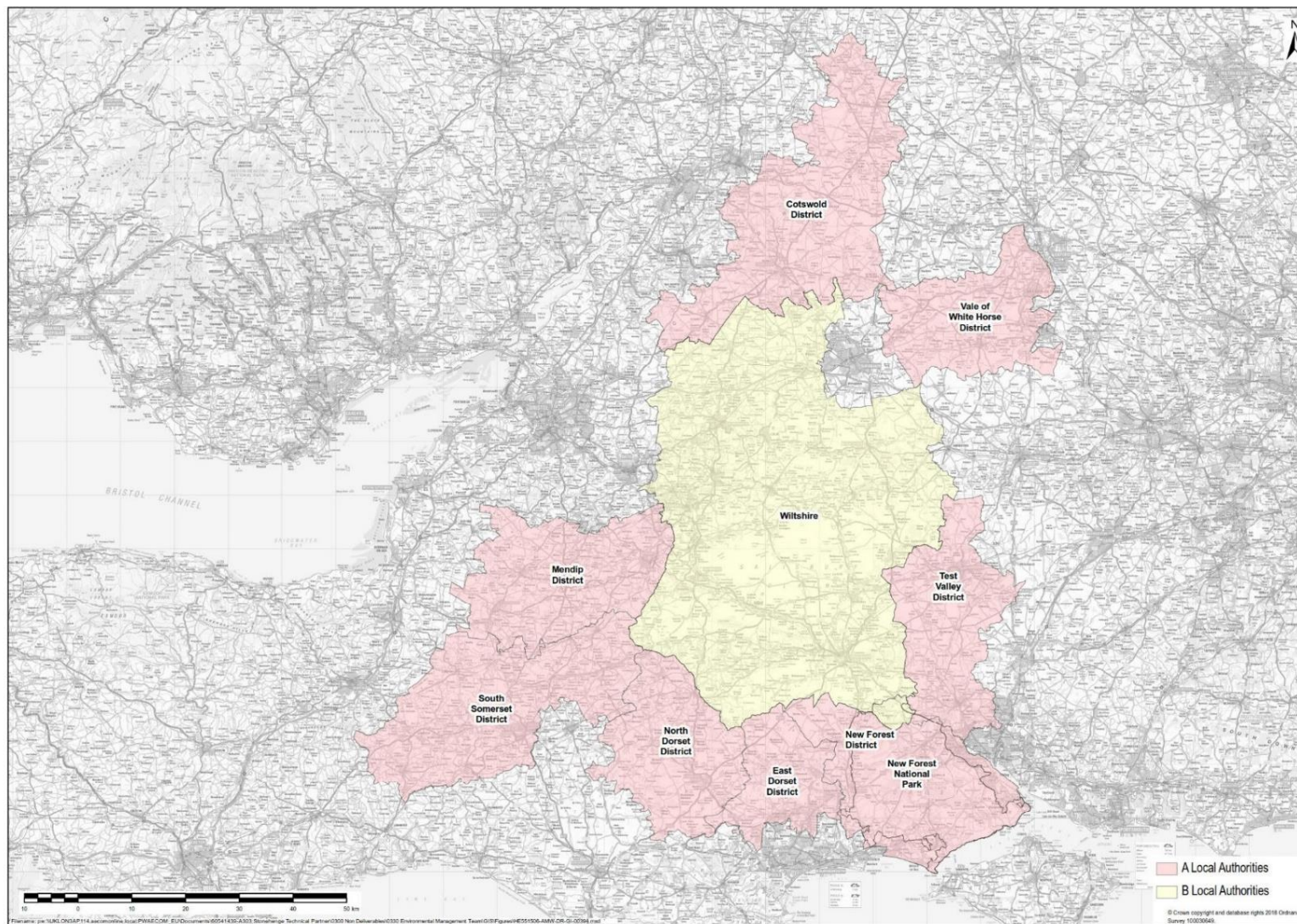
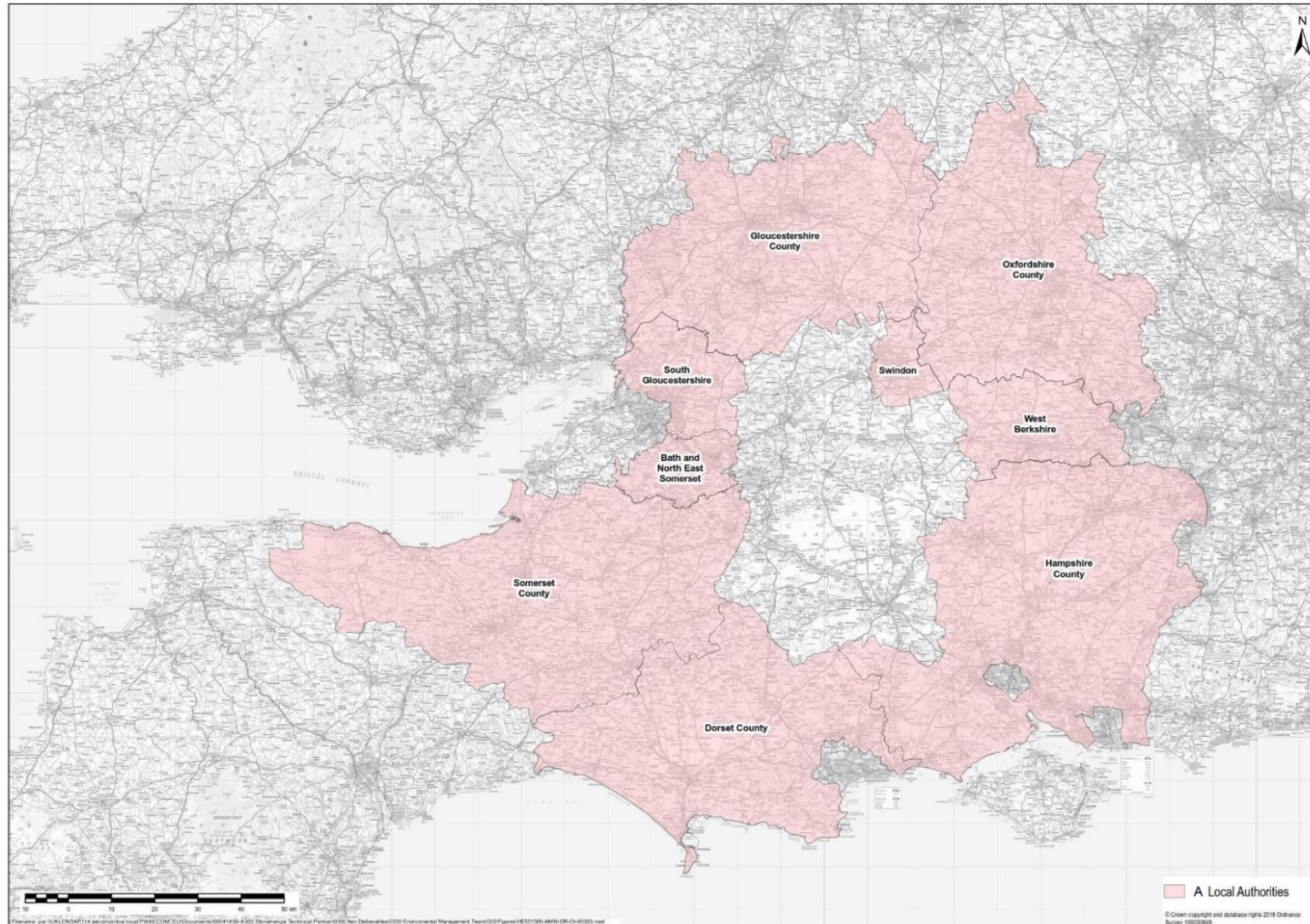


Figure 3.3: Wiltshire Council and adjacent 'A' authorities (county and unitary authorities only)



Identification of section 42(1)(d) landowners and others with an interest in the land

- 3.4.12 Section 42(1)(d) of the Planning Act states that the applicant must consult each person who is within one or more of the categories set out in Section 44. This includes any owner, lessee, tenant or occupier, any person interested in the land or has power to sell, convey or release the land and any person entitled to make a relevant claim (as defined by section 44(6) of the PA 2008).
- 3.4.13 In preparing the DCO application, Highways England has carried out diligent inquiry in order to identify all persons who fall within the categories set out in section 44 of the PA 2008 for the scheme. Such persons are listed in the Book of Reference (Application document 4.3) and have been consulted about the DCO application in accordance with section 42 of the PA 2008 and as described below.
- 3.4.14 Diligent inquiry to identify affected landowners, those with interests in land, and those with a potential relevant claim was undertaken by Highways England's land referencing supplier. The categories of persons identified, and the methods used to identify the persons with an interest in the land, are outlined fully in the Land Referencing Methodology (Appendix E3) and are summarised below.
- 3.4.15 Land referencing has been undertaken throughout the pre-application period to ensure that any changes in ownership or new interests have been identified, consulted and subject to engagement.
- 3.4.16 The categories of persons that require to be identified for the purposes of consultation under section 42 are prescribed in section 44 of the PA 2008 as Categories 1, 2 and 3. Under PA 2008, diligent inquiry must be undertaken to identify persons who, by virtue of the nature of the interest they have in land, and the location of that land in relation to the land to which the application relates, come within Categories 1, 2 or 3.

Category 1 and 2 persons

- 3.4.17 Category 1 comprises owners, lessees, tenants (whatever the tenancy period) and occupiers of the Land.
- 3.4.18 Category 2 comprises persons that are interested in the land or have the power to sell and convey, or to release, the Land.

Category 3 persons

- 3.4.19 Category 3, as prescribed by section 44 of PA 2008, comprises persons who the applicant thinks would or might be entitled to make a "relevant claim" for compensation, if the order sought by the application were to be made and fully implemented. A "relevant claim" is defined in PA 2008 as meaning a claim under Section 10 of the Compulsory Purchase Act 1965, or under Part 1 of the Land Compensation Act 1973, or under section 152(3) of the PA 2008.

Assessment of Category 3 persons who may fall under section 10 of the Compulsory Purchase Act 1965 (CPA 1965) and/or section 152(3) of the PA 2008

- 3.4.20 Identification of Category 3 persons was undertaken at the early stages of development of the scheme, in order to inform its design and preparation of the DCO application.
- 3.4.21 In order to identify potential Category 3 persons who may have a claim pursuant to section 10 of the CPA 1965 or section 152(3) PA 2008, an initial 10 metre buffer was applied to the proposed land requirements to ensure adjacent landowners, frontage interests and potential relevant claims under section 10 of the CPA 1965 and section 152(3) PA 2008, were included, as well as carrying out a desk-based assessment to identify properties with a potential claim. In addition, site visits were used in order to assess properties that were not evident from the desk-based assessment.
- 3.4.22 Furthermore, proposed new residential developments, identifiable from the Local Plan or from local authority information on developments with the benefit of planning permission were considered.

Assessment of Category 3 persons which fall under Part I of the Land Compensation Act 1973 (LCA 1973)

- 3.4.23 In identifying potential claimants under Part I of the LCA 1973, physical factors and impacts of the scheme were considered, including:
- a. Properties closest to the authorised development; and
 - b. Properties identified as a receptor as a consequence of the property being located outside the Order limits but in the vicinity of the authorised development;
- 3.4.24 Highways England's land referencing team were provided with guidance from environmental specialists to identify those receptors potentially impacted by physical factors (noise, vibration, smell, fumes, smoke, artificial lighting and discharge of solid/liquid substance onto land). This guidance was based on the topography of the land and the likely significant effects arising from the scheme. For example, the noise assessments had regard to information available at that time regarding:
- a. Background noise levels; and
 - b. Distances to receptors.
- 3.4.25 Based on the above information, professional judgement and valuation advice from the District Valuer was used to ascertain whether a person may have a relevant claim for compensation under section 44(6) of the PA 2008, based on a worst-case assessment in October 2017. Following guidance from environmental specialists and the District Valuer, a precautionary approach was adopted to include all those properties identified as potentially affected by a 1dB or greater increase in noise as a result of the scheme as potential

Category 3 parties. This process was undertaken for all of the physical factors set out in Part 1 of the LCA 1973, and in each case the parties and properties assessed in terms of potential relevant claims for that factor. No further potential relevant claims for other factors were identified outside of the proposed land requirements or area identified as affected by a 1dB noise increase.

- 3.4.26 These findings were then reviewed as further assessments and information became available as the project progressed, with a final update in July 2018 prior to the supplementary consultation. The same precautionary approach to include all properties with a 1dB or greater increase in noise as a result of the scheme was adopted, incorporating updated environmental assessment work. Further details about the noise assessments and other environmental assessments undertaken can be found in Chapters 5 to 15 of the Environmental Statement (Application document 6.1). A review of other physical factors was also undertaken again at this stage, which re-confirmed that no further potential relevant claims were anticipated outside of the Order limits or properties identified as having a potential 1dB or greater increase in noise.

Diligent inquiry process

- 3.4.27 The methodology undertaken to complete diligent inquiry is set out fully in Appendix E.3. The below is a summary of this process.
- 3.4.28 In order to identify persons coming within Categories 1, 2 and 3, referencing limits were established, comprising the proposed land requirements, a 10 metre buffer zone (explained under the assessment for section 10 claims above) and properties within the area identified as having a potential increase in noise of at least 1dB (explained under the assessment for Part 1 claims above). The referencing limits were submitted to the Land Registry so that a search could be completed of the index map in October 2017. Subsequently, official copies of the Registered Titles and Plans were examined to identify all registered land interests. Periodic updates to the Land Registry data were obtained to ensure that any changes in title were identified in January 2018 (to refresh the information ahead of statutory consultation), and in April 2018 and July 2018 (to capture changes in referencing limits).
- 3.4.29 On completion of the above initial desk-based exercise, the extent of unregistered land interests became known. In order to establish interests in unregistered land that falls within the referencing limits, public sources of information were used, including non-contact site observations, the posting of site notices, Rural Payments Agency website, DEFRA, Natural England, Companies House website, the relevant Highways Authority, records held by Statutory Undertakers, Electoral Registers and online resources.
- 3.4.30 Following the initial non-contact methods outlined above, persons identified as a Category 1, 2 or 3 interest were issued with a letter and questionnaire requesting return of information about their interests within the referencing limits. Copies of these materials are provided in E4. This was then followed up

by telephone, site visits and letter contact and the offer of a face-to-face meeting to confirm land interest information.

Notifying Section 42 consultees

- 3.4.31 On 6 February 2018, Highways England sent all section 42(1)(a), (b) and those identified section 42(1)(d) consultees a letter to inform them of the start of the statutory consultation on 8 February 2018. Included with the letter were a consultation booklet, leaflet and response form, which can be found in Appendix G, and a copy of the section 48 notice, which can be found in Appendix F1. The deadline for responses was identified as 6 April 2018. A copy of this letter can be found in Appendix E5.
- 3.4.32 The letter provided an overview of the scheme, explained that it was an Environmental Impact Assessment (“EIA”) development and how to respond to consultation. The letter also included a link to the Highways England website where consultees could view the Preliminary Environmental Information Report (PEI Report) and other consultation information. The leaflet enclosed with the letter provided details of the consultation events and deposit locations where documents could be viewed. The section 48 notice included information of how paper copies of the materials could be obtained for a cost or on a USB free of charge.

Managing return to senders

- 3.4.33 There were instances where the letters and enclosed consultation materials sent to section 42 and section 47 consultees were returned to sender. Any letters returned unopened were logged and investigated to determine if any alternative methods of contacting the person could be identified. This involved a process of diligent inquiry to research the alternative details for the land interest or prescribed party, involving desktop research, investigating Land Registry and site visits. Where a new interest, a new letter (with consultation booklet, response form, leaflet and section 48 notice) was sent to the newly identified interest. A table listing all the instances of section 42 and section 47 letters being returned and actions taken is included in Appendix E6.
- 3.4.34 In some instances, when considering the undelivered consultation letters, it was identified that the party in question was no longer considered to be a consultee under section 42 (such as because they no longer held an interest within the limits of the scheme, or were no longer considered to be a category 3 person). These parties are shown in Appendix E6. In these instances, the letter was not resent. The table in Appendix E6 includes a column identifying if the returned post from a section 42(1)(d) consultee still has a land interest in the scheme and is named in the Book of Reference (document reference 4.3).
- 3.4.35 For returned section 47 letters, the objective on receipt of a return to sender was to ascertain the correct address for the occupier. This was done in the context of many of the undelivered section 47 letters being returned due to incorrect business details or for buildings that were not built or were under

construction. As such, letters were resent addressed to The Occupiers of properties where it would be physically possible for them to receive them.

- 3.4.36 Where there was sufficient time remaining within the advertised statutory consultation period for the consultee to be provided with 28 days to respond to the consultation, and for Highways England to be able to consider and take into account their comments on the scheme, and providing alternative contact address details for the consultee were identified, the letter and materials were sent to the alternative contact address (as shown in Appendix E6).
- 3.4.37 Where there was not sufficient time remaining in the advertised statutory consultation period to provide the consultee with the minimum 28 days to respond, Highways England sent a consultation pack containing an amended covering letter which specified a revised deadline for responses, ensuring that a minimum period of 28 days to respond was given (as shown in Appendix E6).
- 3.4.38 As the scheme progressed towards the submission for the application for development consent, Highways England identified a cut-off date after which newly identified interests were not consulted under section 42. This is because, as recognised in paragraph 51 of the DCLG Guidance, *“where new interests in land are identified very shortly before the intended submission of an application, despite diligent efforts earlier in the process it may be difficult at that stage for applicants to consult and take account of any responses from those new interests before submitting their application.”*
- 3.4.39 The cut-off date for such letters to be sent, to provide the 28 days response time and the ability for feedback to be taken into account, was initially set as 1 August 2018. Accordingly, further newly identified interests were sent a letter explaining (a) that consultation had been held and providing access to the consultation material (enabling the organisations to contact Highways England with any queries), and (b) that there would be an opportunity to be involved in the Examination process going forward, in accordance with paragraph 51 of the DGLG Guidance. On further review, on 20 September a further letter was sent to those not consulted that are in the Book of Reference, providing them with an opportunity to comment on the proposals. The deadline for comments was given as 22 October 2018, giving at least the 28 days required for statutory consultation (see paragraphs 3.4.53 to 3.4.63). Examples of the 1 August letter and 20 September letter are provided in Appendix E5.

Additional consultations

- 3.4.40 As part of the ongoing land referencing process and cross checking of consultees, some additional statutory consultees were identified after the start of statutory consultation on 8 February 2018. If there was 28 days left in the consultation period, these were sent a letter and given the consultation end date of 23 April 2018. If there was insufficient time remaining in the advertised statutory consultation period to provide the consultee with the minimum 28 days to respond to consultation, an extended consultation end date was given. All of these instances of letters being sent after the start of consultation are listed in Table 3-1 below. The table also indicates where a list of the consultees

for each of the additional consultations can be found in Appendix E. A full explanation of each of the circumstances is provided after the table.

- 3.4.41 These consultees did not receive the original section 42 letter, so an adapted letter was sent to them by first class post (on the dates set out in the Table 3-1). Each additional consultee was given at least 28 days to provide a response to the scheme proposals. Alongside a revised letter, the consultees were sent a copy of the consultation booklet, response form and a copy of the section 48 notice. An example copy of each letter can be found in Appendix E5. A detailed explanation of the information contained in Table 3.1.

Table 3-1: Additional consultees identified and notified

Reason for additional section 42 letter	Number/ name of consultees	Date sent	End consultation	Duration of consultation	Where list of consultees can be found
Additional identified land interests through ongoing land referencing	104	8/03/2018	23/04/2018	46 days	Appendix E2, Table E2-2
Additional identified land interests through ongoing land referencing	7	20/03/2018	23/04/2018	33 days	Appendix E2, Table E2-3
Additional identified land interests through ongoing land referencing	15	16/04/2018	16/05/2018	29 days	Appendix E2, Table E2-4
Additional statutory undertakers identified	21	16/04/2018	16/05/2018	29 days	Appendix E2, Table E2-5
Additional identified land interests through ongoing land referencing	2	26/04/2018	28/05/2018	31 days	Appendix E2, Table E2-6
Cross checking exercise identified Oxfordshire County Council as a section 42(1)(b) consultee	Oxfordshire County Council	09/05/2018	08/06/2018	29 days	Appendix E1
Additional statutory undertakers identified	3	30/05/2018	28/06/2018	28 days	Appendix E2, Table E2-7
Additional identified interests ongoing land referencing	4	11/06/2018	11/07/2018	29 days	Appendix E2, Table E2-8
Additional identified interests as a result of changes to Category 3 land interests	282	13/07/2018	14/08/2018	31 days	Appendix E2, Table E2-9
		17/07/2018 and 19/07/2018	17/08/2018	30 days	
Additional identified land interests through investigating return to senders.	20	31/07/2018 and 1/08/2018	30/08/2018	29 days / 28 days	Appendix E2, Table E2-10
Previous section 42 letter sent to wrong address	Highways England Historical Railways Estate	01/08/2018	30/08/2018	28 days	Appendix E1
Previous section 42 letter sent to wrong address	Highways England Historical Railways Estate	21/09/2018	22/10/2018	30 days	Appendix E1

- 3.4.42 During the statutory consultation design work continued. As a result of this, there was an amendment to the Order limits to include land to the south of Winterbourne Stoke towards Berwick St James. To ensure these interests were adequately consulted, on 8 March 2018 104 additional parties were sent a section 42 letter and consultation documents. As there was still over six weeks of the consultation left, the end date for accepting responses remained at 23 April 2018, the statutory consultation end date. Subsequently, however, this land has not been included in the DCO plans and the interests are not in the Book of Reference.
- 3.4.43 As part of the land referencing process, site visits were carried out during the statutory consultation to follow up on non-returned land interest questionnaires and to check property information. Site visits in March identified seven additional interests. These parties were sent a letter and consultation documents on 20 March 2018. As there was still over 28 days left in the statutory consultation, the end date for accepting responses remained at 23 April 2018.
- 3.4.44 On 16 April another letter was sent to a group of 15 consultees who were identified through further site visits, returned land interest questionnaires identifying new interests and as an outcome of meetings with land owners who identified additional interests. As there was insufficient time in the statutory consultation period to provide 28 days for comments, these parties were given until 16 May 2018 to provide their feedback.
- 3.4.45 Land interest questionnaires continued to be received after the end of the consultation. Some of these identified new interests. On 26 April a letter and consultation documents were sent to two new interests from returned land interests questionnaires, giving until 28 May 2018 to return comments on the proposals. On 11 June 2018, a further four people were identified through returned land interest questionnaires and sent a letter and consultation documents, giving until 11 July 2018 for comments to be received.
- 3.4.46 A number of statutory undertakers were sent section 42 letters on 8 February 2018 at the start of consultation. In April 2018 these were reviewed to check against those statutory undertakers engaged through the defined C2/C3 process (of making preliminary enquiries and seeking cost estimates for potentially affected utilities) and it was considered that additional potential statutory undertakers may hold an interest in land within the Order limits. Consequently, on 14 April section 42 letters and consultation documents were sent to 21 organisations stating that they may have utility equipment within the Order limits. The parties were given until 16 May 2018 to provide comments.
- 3.4.47 In May it was identified that British Sky Broadcasting Limited, Sky Telecommunications Services and Sky UK may have an interest in the scheme. These companies were sent a section 42 letter and consultation documents on 30 May 2018 and were given until 28 June to provide responses.

- 3.4.48 As explained in paragraph 3.4.25, following further survey data and environmental impact assessment being made available in July 2018, 282 parties were identified to be included as Category 3 parties. These parties were identified and consulted alongside the supplementary consultation in July 2018. They were also sent a separate section 42 letter and consultation documents. As the noise assessments were being finalised, these letters were sent out on three occasions - on Friday 13 July, with the consultation deadline of 14 August 2018, and Tuesday 17 July and Thursday 19 July, both with the consultation deadline of 17 August 2018.
- 3.4.49 As a result of these additional letters a number of return to senders were received. These were processed as outlined in paragraph 3.4.33 and where possible new contact details identified. On 31 July and 1 August 2018, letters and consultation documents were sent to 20 identified consultees, giving until 30 August 2018 to provide comments on the proposals. There were also two circumstances of a prescribed party and local authority having an additional consultation letter as shown in Table 3.1
- 3.4.50 Oxfordshire County Council was identified by the Inspectorate in their consultation on the Scoping Report as a section 42(1)(b) local authority bordering the local authority where land affected by the scheme is located. They were missed in the original consultation but were sent a letter on 9 May 2018 enclosing the materials sent to all other section 42 consultees and given 28 days to provide their response. A copy of this letter can be found in Appendix E5. Oxfordshire County Council then responded without making any comments about the scheme.
- 3.4.51 On review of the prescribed consultee list it was identified that the incorrect address had been used for the section 42 letter sent to Highways England Historical Railways Estate. An updated letter was sent on 1 August 2018. Highways England Historical Railways Estate was given until 30 August 2018 to provide a response.
- 3.4.52 Highways England Historical Railways Estate's letter dated 1 August 2018 was returned to sender on 14 September 2018. An alternative address was found. On 21 September a further letter was sent to the organisation with the consultation booklet for the statutory and supplementary consultations, section 48 notice and planning notice for the supplementary consultation. The organisation was given until the 22 October 2018 to provide comments. On 25 September 2018 a response was received from the Highways England Historical Railways Estate.

Relationship to the Book of Reference

- 3.4.53 In accordance with Advice Note fourteen, the consultee list has been cross checked against the Book of Reference (document reference 4.3). As a consequence of the continued project development during and since consultation, as well as changes in land interests, the list of parties originally identified as section 42(1)(d) is necessarily different to those listed in the Book

of Reference. Appendix E2 identifies section 42(1)(d) consultees and groups them according to:

- a. Persons consulted under section 42(1)(d) who are included in the Book of Reference (Appendix E2, Table E2-11)
- b. Persons consulted under section 42(1)(d) who are not included in the Book of Reference (Appendix E2, Table E2-12)
- c. Persons included in the Book of Reference who have not been consulted under section 42(1)(d) and why (Appendix E2, Table E2-13)

- 3.4.54 Appendix E2, Table E2-11 lists all the parties that were consulted that now feature within the Book of Reference. All parties that held a Category 1, 2 or 3 interest in the scheme as at the start of consultation in February 2018 have been consulted, either having been included in the original consultation or subsequently, as and when their interest was identified (as described above).
- 3.4.55 Appendix E2, Table E2-12 lists all the parties that were consulted under section 42(1)(d) but who no longer feature as part of the Book of Reference. The majority of those who are not included in the Book of Reference are as a result of reducing the number of Category 3 persons following further survey and assessment work in July 2018. As noted in Appendix E4, a cautious approach was taken in including potential Category 3 persons in time for consultation, and more detailed environmental impact assessment following consultation (particularly in relation to noise) identified that the proposed mitigated scheme would reduce its impact on local land interests, reducing the number of people that would or may have a relevant claim for compensation. Once further survey data and environmental impact assessment was available in July 2018, the properties and parties identified under Category 3 were reviewed, showing that while many were consulted under the original referencing process, many fell away as no longer expected to experience an effect that might give rise to a compensation claim, and some additional parties were identified to be included as Category 3 parties. A cautionary approach continued to be adopted in the identification of these parties, but refined to reflect the updated environmental impact assessment and potential for relevant claims for compensation. These parties were identified and consulted alongside the supplementary consultation in July 2018.
- 3.4.56 As part of the diligent inquiry process, a final refresh of Land Registry information was undertaken in August 2018 and requests were sent to all parties to confirm the information held about them was current and accurate, ensuring data was correct for inclusion in the submitted Book of Reference. As a result of this exercise, a further set of parties that were originally consulted are not included in the Book of Reference because they no longer have an interest in land affected by the application. Reasons for this include the sale of property, people moving, deceased people or dissolved companies.
- 3.4.57 Appendix E2 Table E2-13 provides a list of those people and organisations that have not been included in the consultation process. These parties were identified after the “cut-off date” of 1 August 2018 (described paragraph

3.4.36), despite diligent inquiries being undertaken earlier in the process, for the various reasons explained below and in Appendix E2 Table E2-13.

- 3.4.58 In accordance with paragraphs 49 to 52 of the DCLG Guidance, Highways England has been proactive and helpful in ensuring parties understand how they might, if they so wish, be involved in the process going forward. Letters were sent in late August/early September 2018 to those with an interest in land falling within section 44 PA 2008 who were not consulted as part of the section 42 consultation, as identified in Appendix E2 Table E2-13. That letter enclosed all the consultation material, invited recipients to make contact with the project team if they had any queries, outlined the DCO process and confirmed that the parties would have an opportunity to register with the Planning Inspectorate to participate in the examination process, if the DCO application is accepted for examination. A copy of this letter can be found in Appendix E5.
- 3.4.59 The reason for the non-inclusion of those parties in Appendix E2 Table E2-13 in the statutory consultation for the scheme is explained in detail in that appendix and is generally because of:
- a. them only gaining an interest in the land affected by the scheme after the 1 August 2018 cut-off date for statutory consultation explained above (Barclays Bank UK plc, Citrus PX Two Limited, Boulton Finance Limited)
 - b. the late receipt of undeliverable consultation material after the 1 August 2018 cut-off date (three individuals identified in Appendix E2 Table E2-13)
- 3.4.60 However, also included in Appendix E2 Table E2-13 are 3 parties who were not included in the statutory consultation for the scheme due to an error. These are explained below.
- a. Legal & General Home Finance Limited and Capital Home Loans Limited - Legal & General Home Finance Limited has a legal charge in respect of 1 Sky Meadows, Stonehenge Road, Amesbury, SP4 7BA, and Capital Home Loans Limited has a legal charge in respect of 46 High Street, Amesbury SP4 7DL. Both bodies are mortgagees and were missed from the statutory consultation. However, the proprietors at the addresses were consulted about the statutory consultation and also as part of the supplementary consultation. Legal & General Home Finance Limited and Capital Home Loans Limited's interests were identified on 2 August and 14 August respectively as part of the due diligence process undertaken to confirm the contents of the Book of Reference. The organisations were sent Land Interest Questionnaires on 3 August 2018 and follow up confirmation requests on 3 September 2018 to confirm the information held on record. Legal & General Home Finance Limited has responded to both the Land Interest Questionnaire and Confirmation Request, although no response has been received from Capital Home Loans Limited to date. Both organisations were also sent the letter in Appendix E5 on 29 August 2018 informing them of the Examination process, along with consultation material and an invitation to contact Highways England if they had any questions about the letter.

- b. Sovereign Housing Limited - Sovereign Housing Limited is the freeholder in respect of 1 and 2 Old School House, High Street, Amesbury, SP4 7FG. These two properties are identified as potentially falling within Category 3 of section 44 PA 2008. As such, the leaseholders and occupiers at the addresses were consulted as part of the statutory and supplementary consultations. However, Sovereign Housing Limited's freehold interest was missed and they were not consulted as part of the supplementary consultation. This additional interest was identified as part of the due diligence process undertaken to confirm the contents of the Book of Reference. Sovereign Housing Limited was sent a confirmation request on 3 September 2018 to confirm the information held on record, and responded on 7 September 2018. Sovereign Housing Limited was also sent the letter in Appendix E5 on 29 August 2018 informing them of the Examination process, along with consultation material and an invitation to contact Highways England if they had any questions about the letter.

- 3.4.61 All of the parties identified in Appendix E2 Table E2-13 hold a Category 3 interest in a property identified as having a potential relevant claim for compensation as a result of falling within the noise contours identified for the scheme which signify a possible increase in the noise level at the property of at least 1dB as a result of the scheme, as updated in July 2018. As explained in the land referencing methodology (Appendix E5) and in the paragraphs above, the identification of Category 3 interests has been undertaken on a precautionary basis to identify potential claimants. Having reviewed each of the identified properties with the District Valuer, it is anticipated to be very unlikely that those identified in Appendix E2 Table E2-13 would have a relevant claim for compensation. Whilst the District Valuer is of the view that they could be removed from those identified as having a Category 3 interest, they have nevertheless been included in the Book of Reference to remain consistent with other similar properties in the locality.
- 3.4.62 For all the above individuals and organisations and those listed in Appendix E2 Table E2-13, Highways England was proactive and helpful in ensuring the organisations understood how they can, if they so wish, engage with the process if the application is accepted for examination. This was done by further issuing a letter setting out the consultation material, enabling the organisations to contact Highways England with any queries, and an explanation of how they might be involved in the Examination process going forward.
- 3.4.63 On 20 September a further letter was sent to the 11 parties identified in Appendix E2 Table E2-13 providing them with an opportunity to comment on the proposals. The deadline for comments was given as 22 October 2018, giving at least the 28 days required for statutory consultation. A copy of this letter is included in Appendix E5.

3.5 Section 46 (Notifying the Secretary of State)

- 3.5.1 Highways England wrote to the Infrastructure Planning Lead at the Planning Inspectorate (on behalf of the Secretary of State) on 7 February 2018 to provide formal notification of the commencement of the statutory consultation for the scheme. In accordance with Section 46 of the PA 2008, enclosed with this letter were copies of the information that was provided to consultees identified under section 42 of the PA 2008.
- 3.5.2 A copy of the letter to notify the Secretary of State of the proposed application for development consent is included in Appendix E7. The acceptance letter received in response from the Planning Inspectorate (on behalf of the Secretary of State) on 7 February 2018 is included in Appendix E7.

3.6 Section 47 consultation

Identification of section 47 consultees

- 3.6.1 Section 47 of the PA 2008 requires the preparation of 'a statement setting out how the applicant proposes to consult, about the proposed application, those people living in the vicinity of the land'. Section 3.3 above provides details of the production of the SoCC and the identification of the consultation zone. A plan showing the consultation zone is included in Figure 3.1.
- 3.6.2 In addition to those people living in the vicinity of the land, Highways England also sought feedback on the proposals from businesses and business groups, cultural interest groups, environmental bodies, tourism representatives and members of the general public with an interest in the scheme. A list of these additional non-statutory consultees is included at Appendix H2.
- Hard to reach groups*
- 3.6.3 Ongoing engagement and the non-statutory consultation in early 2017 indicated that a range of 'hard to reach' groups and individuals live and work within the consultation zone. These people are less likely to participate in or respond to traditional consultation techniques in comparison to other consultees. They may find it harder to get involved in consultation and need additional support to access materials.
- 3.6.4 Prior to the statutory consultation in 2018, Highways England liaised with Wiltshire Council to discuss potential hard to reach groups likely to be affected or interested in the scheme and how best to engage them. The following categories of hard to reach groups were identified:
- Seasonal road users
 - Commuters travelling through the consultation zone
 - Gypsies and travellers
 - Ethnic minorities
 - Disabled and those with learning disabilities

- f. Faith groups including druids
- g. Elderly (+65)
- h. Young (16-24 year olds)
- i. Businesses
- j. Tourists
- k. Time poor, e.g. working parents
- l. Rural/isolated communities.

3.6.5 Highways England identified 75 hard to reach groups in relation to the categories listed above. The difference between this number and the number identified during the non-statutory consultation is due to a number of groups closing or amalgamating. All 75 hard to reach groups identified were invited to take part in the consultation. A copy of this email is available in Appendix H3.

3.6.6 Any additional groups Highways England became aware of were initially contacted by email. Highways England also contacted all groups by phone during the statutory consultation to check if they needed any further support or information to help them provide an informed response. Additional consultation materials were sent to eight contacts by post, as requested. A list of the hard to reach groups contacted, including those who responded to say they did not want to participate, can be found in Appendix H3.

Publication of the SoCC

3.6.7 In accordance with the requirements of section 47(6) of the PA 2008, Highways England published a notice in three newspapers circulating in the vicinity of the scheme stating where and when the SoCC could be inspected. In addition, Highways England chose to replicate this notice in the London Gazette, the Times and the Guardian alongside the section 48 notice. Table 3-2 below provides details of the newspapers in which the notices were published and dates these appeared.

3.6.8 Copies of the notices as they appeared in the publications are provided in Appendix F1.

Table 3-2: Publication of the SoCC notices

Names	Week 1	Week 2
National newspapers		
The Times	02 February 2018	07 February 2018
The Guardian	31 January 2018	07 February 2018
London Gazette	31 January 2018	07 February 2018
Local newspapers		
Wiltshire Gazette and Herald	01 February 2018	08 February 2018
Salisbury Journal	01 February 2018	08 February 2018
Wiltshire Times	n/a	09 February 2018

- 3.6.9 In addition to media advertising in accordance with the requirements of section 47(6) of the PA 2008, Highways England sent a scheme leaflet containing details of the planned public information events to all residential and business addresses in the identified consultation zone. Copies of the consultation leaflet, consultation brochure, response forms and a poster were also provided to 19 parish councils to help promote the consultation to the local parishes. A copy of these materials are provided in Appendix G and a list of the parish councils which received consultation material to display is in Appendix F5.
- 3.6.10 The SoCC was made available online on 31 January 2018 and at a series of deposit points listed in Table 3-4 from 8 February to 23 April 2018 and at all public information events, as listed in Table 3-3. The consultation booklet, response form and leaflet containing details off the planned public information events were also available to view free of charge at the information points throughout the consultation period, as listed in Table 3-5. The venues were identified to try and make the SoCC and consultation documents easily accessible to the general public in the main communities in the vicinity of the proposed scheme.

Community consultation

- 3.6.11 During the statutory consultation Highways England sought views about the scheme from people living in the vicinity, in accordance with section 47 of the PA 2008. The principal activities Highways England undertook to consult the local community are outlined in the SoCC. They included a series of public information events and digital and analogue channels of communication. These activities are set out in detail below.

Materials produced to support consultation

- 3.6.12 To support the delivery of the consultation, Highways England developed a variety of materials to explain the proposals and what Highways England was consulting on and, to publicise the consultation, the methods via which people could respond and the date by which responses needed to be provided.
- 3.6.13 All materials were made available on the scheme website and at public information events. A selection of materials was also made available at deposit points (Table 3-4) and information points (Table 3-5)
- 3.6.14 Copies of the materials available at the deposit points and information points are presented in Appendix G and Appendix F4 shows photographs of the materials in location. Appendix F3 shows photographs of the plans and exhibition boards at the public information events. The materials included:

Consultation documents

- a. A303 Stonehenge consultation booklet – explaining the proposed scheme and options on which Highways England was consulting (Appendix G1)
- b. A303 Stonehenge response form – containing the specific questions on which Highways England was seeking feedback (Appendix G7)
- c. Plans illustrating the proposed scheme – a series of plans were developed to illustrate the detail of the proposed scheme and mitigation measures (within Appendix G1)
- d. A303 Stonehenge Preliminary Environmental Information Report (PEI Report) and appendices (available on the Highways England website https://highwaysengland.citizenspace.com/he/a303-stonehenge-2018/supporting_documents/Preliminary%20Environmental%20Information%20Report_report%20only.pdf)
- e. Non-technical summary of the PEI Report (Appendix G6)
- f. Preliminary Local Traffic Information – giving a preliminary indication of how local traffic flows are forecast to change due to the proposed scheme (Appendix G5)

Materials to publicise the consultation

- a. Statement of Community Consultation – statement setting out how Highways England would consult local communities on the proposals (Appendix C8)
- b. Section 47 notice – publicising the SoCC (Appendix F1)
- c. Section 48 notice – advert published in national and local press to publicise the proposed development (Appendix F1)

- d. Consultation leaflet – sent to all addresses within the consultation zone to provide a summary of the proposed development and publicise the consultation (Appendix G2)
- e. Consultation poster – displayed in locations in the vicinity of the proposed scheme to publicise the consultation (Appendix G3)

Scheme background documents to support the consultation

- a. A303 Stonehenge Amesbury to Berwick Down - The case for the scheme, February 2018 (Appendix B3)
- b. Improving journeys to the South West: The case for the A303/A358 Corridor, February 2018 (Appendix B4)

A303 Stonehenge Amesbury to Berwick Down: Environmental Impact Assessment Scoping Report October 2017 (Available on the Highways England website https://highwaysengland.citizenspace.com/he/a303-stonehenge-2018/supporting_documents/Stage%203%20Scoping%20Report%20%20HE551506AMWEACSW_GN_000_ZRPLE0001_compres....pdf)

- c. Information boards displayed at events provided the following information: an explanation of the proposed scheme; a large map showing the proposals; a summary of the implications of the proposals for the local community, environment and heritage; benefits to the local and regional economy and transport links; details of how to respond to the consultation as well as background on how the scheme forms part of a wider programme of improvements for the A303/A358 corridor. (Appendix F2)
- d. Series of virtual reality visualisations showing the current A303 and the proposed scheme made available via iPads
- e. Drive-through visualisations, giving a driver's eye view of the proposed scheme

3.6.15 In addition to the materials listed above, Highways England publicised the consultation on Twitter (Appendix F10) and information was provided to Wiltshire Council for them to include on its community blog pages (Appendix F13).

3.6.16 A media release was issued to local, regional and national press, radio and television on 8 February 2018 to publicise details of the consultation (Appendix F8). A media event took place on 7 February 2018 at Stonehenge visitor's centre to help promote the consultation to the media. Local, national, online, TV and radio coverage was received, as shown in Appendix F9.

- 3.6.17 A bulletin and email was sent to those registered to receive emails about the scheme on 8 February 2018 (Appendix F7).
- 3.6.18 To reach a wider audience, including road-users, beyond the consultation zone, Highways England commissioned the following additional communications activities:
- a. Adverts: the Wiltshire Times (16 February 2018), The Wiltshire Gazette and Herald (15 February 2018), Swindon Star (15 February 2018), the Salisbury Journal (15 February 2018) and The Times (7 and 13 February 2018) and Guardian (7 February 2018) (Appendix F11).
 - b. Website adverts: These appeared on various websites and platforms aimed at a wider audience, including commuters and holiday makers to the South West
 - c. Facebook paid-for advertising: Highways England produced a number of short (up to ten seconds) animated clips based on the scheme visualisations that appeared as adverts in targeted profiles. These were also targeted to reach people in the consultation area and users of the A303

Public information events

- 3.6.19 A series of 14 public information events were held at 11 venues to support the consultation. Locations for the information events were identified to try and make it as easy as possible for those likely to be affected or interested in the proposals to attend. Venues in each of the main communities in the vicinity of the site were identified and an event was held in London to try and cater for the national and international stakeholder groups. In most cases venues that had been used successfully during the non-statutory consultation were re-visited. All venues were checked to ensure they were fully accessible.
- 3.6.20 At these locations Highways England presented the consultation materials, including information boards illustrating details of the proposals, a large plan of the scheme and had staff available to explain the proposals and answer any questions.
- 3.6.21 In addition, the virtual reality visualisations produced to show the current A303 and proposed scheme were available to view on iPads at the information events. Sound demonstrations were also available at the events to enable people to compare the noise generated by the current road with the proposed scheme at a number of locations.
- 3.6.22 The public were informed of the information events through a range of channels including advertisements in appropriate local newspapers, via the Highways England website, the media and direct communications.

- 3.6.23 Response forms were available at the information events for members of the public to record their comments. These could either be completed and deposited at the events or sent back via the Freepost address, or completed and submitted online using the scheme consultation website.
- 3.6.24 As a consequence of heavy snow in the Wiltshire area in early March 2018, Highways England had to postpone the public information events in Mere on Thursday 1 March 2018 and Salisbury on Saturday 3 March 2018. In consultation with Wiltshire Council, Highways England extended the consultation period and re-arranged these events. An email confirming Wiltshire Council's agreement with the extension and the re-scheduled consultation events is available in Appendix I.
- 3.6.25 The event in Mere was re-arranged to 13 April 2018 and the event in Salisbury was re-arranged to Saturday 14 April 2018. The consultation period was extended from 6 April to 23 April 2018 to accommodate the re-arranged events and to give people time following the events to respond. Further details on the extension to the statutory consultation and how this was publicised are provided in section 3.9.
- 3.6.26 The list of public information events, including the re-scheduled events, is shown in Table 3-3 below. In addition, a landowner consultation event was organised for Category 1 landowners and local council members on the first day of the consultation, 8 February 2018, at The Manor Barn, in Winterbourne Stoke, to provide details of the scheme and to allow opportunities for attendees to ask questions. A copy of the landowner consultation event invitation can be found in Appendix E4.

Table 3-3: Additional consultees identified and notified

Location	Date	Time
Antrobus House 39 Salisbury Road, Amesbury SP4 7HH	Friday 9 February 2018	14:00 to 20:00
Antrobus House 39 Salisbury Road, Amesbury SP4 7HH	Saturday 10 February 2018	11:00 to 17:00
Kennet Valley Village Hall Overton Road, Lockeridge, Marlborough, SN8 4EL	Thursday 22 February 2018	14:00 to 20:00
Warminster Civic Centre Sambourne Road, Warminster, BA12 8LB	Friday 23 February 2018	14:00 to 20:00
Shrewton Village Hall Recreation Ground, The Hollow, Shrewton, SP3 4JY	Saturday 24 February 2018	11:00 to 17:00
The Laverton Hall Bratton Road, Westbury, The Laverton, BA13 3EN	Tuesday 27 February 2018	14:00 to 20:00
Society of Antiquaries Burlington House, Piccadilly, London, W1J 0BE	Thursday 8 March 2018	12:00 to 20:00

Location	Date	Time
The Manor Barn High Street, Winterbourne Stoke, SP3 4SZ	Friday 9 March 2018	14:00 to 20:00
The Manor Barn High Street, Winterbourne Stoke, SP3 4SZ	Saturday 10 March 2018	11:00 to 17:00
Avon Valley College Recreation Road, Durrington, SP4 8HH	Tuesday 13 March 2018	14:00 to 20:00
Larkhill Primary School Wilson Road, Larkhill, SP4 8QB	Wednesday 14 March 2018	16:00 to 20:30
Antrobus House 39 Salisbury Road, Amesbury, SP4 7HH	Friday 23 March 2018	14:00 to 20:00
Mere Lecture Hall Salisbury Street, Mere, BA12 6HA	Friday 13 April 2018	14:00 to 20:00
St Paul's Salisbury The Church Centre, Fisherton Street, Salisbury, SP2 7QW	Saturday 14 April 2018	11:00 to 17:00

Deposit points and information points

- 3.6.27 Copies of the following documents were also made available at a series of deposit points for the duration of the consultation: the consultation booklet, response form, plans illustrating the proposed scheme, PEI Report, non-technical summary of the PEI Report, EIA Scoping Report, the SoCC, section 48 Notices as well as the booklets setting out the case for the scheme and for improving journeys to the South West. The locations of these deposit points are detailed in Table 3-4 below.

Table 3-4: Deposit points for consultation materials

Deposit points	Dates available
Amesbury Library Smithfield Street, Amesbury Salisbury, SP4 7AL	Monday to Friday 10:00 to 16:00 Saturday 10:00 to 12:00
Tidworth Leisure Centre Nadder Road, Tidworth, SP9 7QW	Monday to Friday 09:00 to 21:00 Saturday 08:00 to 17:00 Sunday 08:00 to 20:00
Salisbury Library Market Place, Salisbury, SP1 1BL	Monday 10:00 to 19:00 Tuesday and Friday 09:00 to 19:00 Wednesday, Thursday and Saturday 09:00 to 17:00
Wiltshire Council Offices County Hall, Bythesea Road, Trowbridge, BA14 8JN	Monday to Friday 09:00 to 17:00
Wilton Library South Street, Wilton, SP2 0JS	Tuesday 10:00 to 19:00 Thursday and Friday 10:00 to 17:00 Saturday 10:00 to 13:00
Devizes Community Hub and Library Sheep Street, Devizes, SN10 1DL	Monday to Friday 08:30 to 17:30

Deposit points	Dates available
Marlborough Library 91 High Street, Marlborough, SN8 1HD	Monday 14:00 to 19:00 Wednesday and Friday 09:30 to 17:00 Thursday 09:30 to 19:00 Saturday 09:30 to 13:00
Warminster Library 3 Horsehoe Walk, Warminster, BA12 9BT	Monday 10:00 to 19:00 Tuesday and Friday 09:30 to 17:00 Wednesday 09:30 to 12:30 Thursday 09:30 to 19:00 Saturday 09:30 to 16:00
Westbury Library Westbury House, Edward Street, BA13 3BD	Monday 14:00 to 19:00 Tuesday and Friday 09:30 to 17:00 Thursday 09:30 to 19:00 Saturday 09:30 to 13:00
The Wiltshire and Swindon History Centre Cocklebury Road, Chippenham, SN15 3QN	Tuesday to Friday 09:30 to 17:30 Saturday 09:30 to 17:00

3.6.28 The deposit points were checked on a weekly basis to make sure there was a good supply of copies of the consultation booklets and response forms.

3.6.29 In addition, consultation booklets and response forms were made available at a series of information points for the duration of the consultation. The locations of these information points are detailed in Table 3-5 below.

Table 3-5: Information points for consultation material

Information point	Dates available
Stonehenge Visitors Centre Near Amesbury, Wiltshire, SP4 7DE	Every day 09:30 to 17:00
The Barcroft Medical Practice Barcroft Medical Centre, Amesbury, Wiltshire, SP4 7DL	Monday to Friday 08:00 to 13:00 and 14:00 to 18:30
St Melor Surgery Edwards Road, Amesbury, Salisbury, SP4 7LT	Monday to Friday 08:00 to 18:00
Larkhill Medical Centre Willoughby Road, Larkhill, Salisbury, Durrington, Wiltshire, SP4 8QY	Monday, Tuesday, Thursday and Friday 08:00 to 12:30 and 13:30 to 16:30 Wednesday 08:00 to 12:30 and 14:45 to 16:30
Till Orchard Surgery High Street, Shrewton, Salisbury, SP3 4BZ	Monday and Tuesday 08:00 to 13:00 and 14:00 to 18:30 Wednesday 08:00 to 13:00 and 14:00 to 18:30 Thursday and Friday 08:00 to 13:00 and 14:00 to 18:30
Cross Plain Health Centre High Street, Shrewton, Salisbury, SP3 4DB	Monday and Tuesday 08:30 to 13:00 and 14:00 to 18:00 Wednesday 08:30 to 13:00 Thursday and Friday 08:00 to 13:00 and 14:00 to 18:00

Additional engagement activities undertaken

- 3.6.30 Highways England undertook a number of engagement activities in addition to those specified in the SoCC.
- 3.6.31 Presentations were delivered to Wiltshire Council, nine parishes and four Area Boards within the vicinity of the scheme. These presentations were given to help the communities understand the proposals, support stakeholder relationships and promote the statutory consultation. A list of the parishes and Area Boards presented to is included in Table 3-6 below.

Table 3-6: Additional presentations

Name of organisation	Date of presentation
Wiltshire Council	7 February 2018
Wylie Parish Council	8 March 2018
Berwick St James Parish Meeting	12 March 2018
Tilshead Parish Council	13 March 2018
Orcheston Parish Council	19 March 2018
Devizes Area Board	19 March 2018
South West Wiltshire Area Board	21 March 2018
Amesbury Area Board	22 March 2018
Winterbourne Stoke Parish Council	26 March 2018
Tidworth Area Board	26 March 2018
Durrington Parish Council	27 March 2018
Chitterne Parish Council	28 March 2018
Shrewton Parish Council	4 April 2018
Steeple Langford parish	5 April 2018

3.7 Section 48 (publicity)

- 3.7.1 In accordance with section 48(1) of the PA 2008 a notice publicising the proposed development was published in the prescribed manner, namely in accordance with regulation 4(2) and with reference to regulation 4(3) of the APFP Regulations.
- 3.7.2 The requirement for the section 48 advertisement is for it to appear for at least two successive weeks in one or more local newspapers circulating in the vicinity of the proposed development; once in a national newspaper; and once in the London Gazette.
- 3.7.3 A copy of the section 48 notice as it appeared in the press is provided in Appendix F1.
- 3.7.4 Table 3-7 below provides details of where and when the section 48 notices were published.

Table 3-7: Section 48 notice publication dates

Names	Week 1	Week 2
National newspaper		
The Times	02 February 2018	07 February 2018
The Guardian	31 January 2018	07 February 2018
The London Gazette	31 January 2018	07 February 2018
Local newspaper		
Salisbury Journal	1 February 2018	08 February 2018
Wiltshire Gazette & Herald	1 February 2018	08 February 2018
Wiltshire Times	n/a	09 February 2018

3.7.5 In accordance with regulation 13 of the EIA Regulations a section 48 notice was sent to the consultation bodies (see section 7.5 in Chapter 7 for further details).

3.8 Compliance with the SoCC commitments

3.8.1 Section 47(7) of the PA 2008 requires the applicant to carry out consultation in accordance with the proposals set out in the SoCC.

3.8.2 Table 3-8 below identifies each of the commitments made in the SoCC and identifies where these have been met in the delivery of the consultation. The table also covers the commitments made in the SoCC for the consultation extension, which is explained further in section 3.9.

Table 3-8: Compliance with SoCC commitments

Commitment within the SoCC	Accordance with commitment
Highways England has consulted Wiltshire Council, the host local authority for the area within which the proposed scheme is to be built, about its plans to consult and has taken the Council's views into account in developing the SoCC	An initial meeting was held with Wiltshire Council to discuss the approach to consultation on 18 October 2017 at which an early draft of the SoCC was discussed and initial feedback sought. This early draft was sent to Wiltshire Council on the 19 October 2017. Wiltshire Council responded on 2 November 2017. On 23 November 2017 Highways England sent to Wiltshire Council a letter outlining Highways England's response to the comments made. In a separate letter and email on 23 November, Highways England formally sent the SoCC to Wiltshire for consultation. The consultation ran from 24 November to 22 December 2017. On 18 December 2017, Wiltshire Council responded to the consultation on the SoCC Appendix C includes the above correspondence with Wiltshire Council over the SoCC and a table of how its comments were considered in finalising the SoCC.
Highways England is holding a ten-week consultation starting on 8 February and ending on 23 April 2018 (as extended).	Highways England confirms that the consultation was carried out between 8 February and 23 April 2018. This included an extension after the postponement of some public events due to adverse weather conditions (see section 3.9).
The consultation will concentrate on the development of the details of the proposed scheme. The consultation materials will provide information on the proposed layout, tunnel and junctions.	The consultation documents produced were: a) A303 Stonehenge consultation booklet – explaining the proposed scheme, its development and options on which Highways England was consulting, including information on the proposed layout, tunnel and junctions (Appendix G1) b) A303 Stonehenge response form – containing the specific questions on which Highways England was seeking feedback (Appendix G7) c) Plans to illustrate the proposed scheme – a series of plans were developed to illustrate the detail of the proposed scheme and mitigation measures (within Appendix G1) d) A303 Stonehenge Preliminary Environmental Information Report (PEI Report) e) PEI Report non-technical summary and appendices (Appendix G6) e) Preliminary Local Traffic Information (Appendix G5)

Commitment within the SoCC	Accordance with commitment
	Copies of the consultation materials (except the full PEI Report) are included in Appendix G. The PEI Report is available online https://highwaysengland.co.uk/projects/a303-stonehenge-amesbury-and-berwick-down/
A Preliminary Environmental Information Report has been produced and will form part of the consultation material.	The PEI Report and non-technical summary of the report were published and made available on the project webpage, at the public information events and deposit points. Copies of the Report were also available on request from Highways England. A copy of the PEI Report non-technical summary is included in Appendix G6. The full PEI Report is available online https://highwaysengland.co.uk/projects/a303-stonehenge-amesbury-and-berwick-down/
Feedback received during the consultation period will be considered and will inform further refinements to the scheme and the approach to environmental mitigation.	Chapter 4 of this report provides a summary of the responses received and how Highways England has complied with the requirements of the PA 2008, APFP Regulations, EIA Regulations, the Planning Inspectorate's advice notes and DCLG Guidance in relation to the consideration of responses to consultation. Chapter 5 provides Highways England's response to the matters raised on a topic by topic basis, taking into consideration environmental mitigation, and explains how the feedback received during the consultation has been considered in further refining the scheme.
Highways England will be using a range of methods and channels during the consultation period to ensure that the local community and other interested parties have the opportunity to view and comment on the proposals. This will include public information events, scheme website, scheme leaflet, council and community area forum briefings, ad hoc meetings, media, social media and education.	A letter (Appendix F6) and leaflet (Appendix G2) were sent to residents and businesses on 6 February 2018 within the identified consultation zone (set out in the appendix to the SoCC (Appendix 2)). In addition, letters and leaflets were sent on 6 February to a list of hard-to-reach groups, business groups, cultural interest groups, environmental bodies, tourism representatives and local politicians. These non-statutory consultees are listed in Appendix H. A letter and leaflet was also sent on 20 March to the above same parties (Appendix I1 and I6) Consultation materials were available online, at public information events, deposit points, information points and at Parish Council offices. Placed section 47 and section 48 notices (Appendix F1) were put in selected publications as well as additional adverts, as described below. Highways England engaged local and national media through press releases (Appendix F8) and used their

Commitment within the SoCC	Accordance with commitment
	own social media channels to engage widely about the consultation (Appendix F10). Highways England also undertook a series of presentations to local parishes and Area Boards about the proposals (Table 3.6). Section 3.6.12 to 3.6.29 of the Consultation Report provides more information on the promotion of the consultation.
Public Information Events Highways England will have consultation materials, information displays and staff available at these events to explain the proposals and answer any questions.	Public information events which took place are: • Antrobus House, Friday 9 February 2018, 14.00 to 20.00 and Saturday 10 February 2018, 11.00 to 17.00 • Kennet Valley Village Hall, Thursday 22 February, 14.00 to 20.00 • Warminster Civic Centre, Friday 23 February 2018, 14.00 to 2.00 • Shrewton Village Hall, Saturday 24 February 2018, 11.00 to 17.00 • The Laverton Hall, Tuesday 27 February 2018, 14.00 to 20.00 • Mere Lecture Hall, Thursday 1 March, 14.00 to 20.00 (curtailed after one hour due to severe weather conditions and re-arranged for 13 April) • The Guidhall, Saturday 3 March, 11.00 to 17.00 (cancelled due to bad weather) • Society of Antiquaries, Thursday 8 March 2018, 12:00 to 20:00 • The Manor Barn, Friday 9 March 2018, 14.00 to 20.00 and Saturday 10 March, 11.00 to 17.00 • Avon Valley College, Tuesday 13 March 2018, 14:00 to 20:00 • Larkhill Primary School, Wednesday 14 March 2018, 16:00 to 20:30 • Antrobus House, Friday 23 March 2018, 14:00 to 20:00 • Mere Lecture Hall, Friday 13 April, 14.00 to 20.00 • St Paul's Salisbury, Saturday 14 April, 11.00 to 17.00 As a consequence of heavy snow in the Wiltshire area in early March 2018, Highways England had to postpone two consultation events publicised in the SoCC and decided to extend the consultation deadline to 23 April 2018. As a result of the need to extend the consultation, the SoCC was revised to include details of the new closing

Commitment within the SoCC	Accordance with commitment
	date and the two re-scheduled public information events. All events as per the updated SoCC were delivered. See section 3.9 regarding the consultation extension and additional events. Information boards were produced for the events providing the following information (Appendix F2): • an explanation of the proposed scheme; • a large map showing the proposals; • a summary of the implications of the proposals for the local community, environment and heritage; • benefits to the local and regional economy and transport links; • details of how to respond to the consultation; and • background information on how the scheme forms part of a wider programme of improvements for the A303/A358 corridor. A series of virtual reality visualisations showing the current A303 and the proposed scheme were made available via iPads and drive-through visualisations, giving a driver's eye view of the proposed scheme. Consultation booklets, leaflets, response forms, the Case for the Scheme document, and a document entitled Improving journeys to the South West: The Case for the A303/A358 Corridor, were made available at the information events for members of the public to take away. Attendees could also view the SoCC, PEI Report and non-technical summary and Preliminary Traffic Information. Technical experts were available at all events to answer attendees' questions.
The public will be informed of the information events through channels including advertisements in appropriate local newspapers, via the website, the media and direct communications.	A letter (Appendix F6) and leaflet (Appendix G2) were sent to residents and businesses on 6 February 2018 within the identified consultation zone (set out in the appendix to the SoCC (Appendix 2). In addition, letters and leaflets were sent on 6 February to a list of hard-to-reach groups, business groups, cultural interest groups, environmental bodies, tourism representatives and local politicians. These non-statutory consultees are listed in Appendix H. A letter and leaflet was also sent on 20 March to the same above parties (Appendix I1 and I6)

Commitment within the SoCC	Accordance with commitment
	Consultation materials were available online, at public information events, deposit points, information points and at Parish Council offices. (Appendix G) Placed section 47 and section 48 notices (Appendix F1) were put in selected publications as well as additional adverts. Highways England engaged local and national media and used their own social media channels to engage widely about the consultation (Appendix F10). Highways England also undertook a series of presentations to local groups about the proposals (Table 3-6). Section 3.6.12 to 3.6.29 of the Consultation Report provides more information on the promotion of the consultation.
Response forms will be available at the information events. These can either be completed and left with the project team or sent back.	Response forms (Appendix G7) were available at events, deposit points and information points. Boxes for responses were left at events and deposit points. Alternatively, people could send comments via a Freepost address, email or submit them online using the scheme website.
A full summary of the scheme, copies of the supporting project documents and a response form will be provided on a dedicated project website.	Copies of the consultation materials were available on the following website: https://highwaysengland.citizenspace.com/he/a303-stonehenge-2018/
A scheme leaflet and details of the planned public information events will be delivered to homes and businesses in the locality of the scheme at the start of the consultation period in line with the plan set out at Appendix 2 to the SoCC. Copies will also be provided to the Parish Clerks for inclusion on community notice boards.	As described in sections 3.3.4 to 3.3.8 of the Consultation Report a consultation zone was created to include the businesses and residents in the locality. A plan of the consultation zone was included in the SoCC. A letter and leaflet were sent on 6 February by first class post to all those in the consultation zone illustrated on Figure 3.1 of the Consultation Report. Appendix F6 includes a copy of the letter and Appendix G2 a copy of the leaflet. Consultation booklets, leaflets, response forms and a poster were offered to parish councils. See Appendix F5 for details of the parish councils which accepted consultation materials to display.
Local council officers and members and community/area forums within the proximity to the scheme will be offered briefing to discuss the proposals.	Highways England offered presentations to local council officers and members and community/area forums.

Commitment within the SoCC	Accordance with commitment
When invited, and where possible to do so, Highways England will attend meetings of local community groups, residents, business and interest groups.	As indicated in Table 3.6, presentations were delivered by Highways England to Wiltshire Council, nine parishes and four Area Boards within the vicinity of the scheme, as outlined below: • Wiltshire Council, 7 February 2018 • Wylve Parish Council, 8 March 2018 • Berwick St James Parish Meeting, 12 March 2018 • Tilshead Parish Council, 13 March 2018 • Orcheston Parish Council, 19 March 2018 • Devizes Area Board, 19 March 2018 • South West Wiltshire Area Board, 21 March 2018 • Amesbury Area Board, 22 March 2018 • Winterbourne Stoke Parish Council, 26 March 2018 • Tidworth Area Board, 26 March 2018 • Durrington Parish Council, 27 March 2018 • Chitterne Parish Council, 28 March 2018 • Shrewton Parish Council, 4 April 2018 • Steeple Langford Parish, 5 April 2018
The consultation will be advertised in the following local newspapers Wiltshire Gazette and Herald, Salisbury Journal, for at least two successive weeks and once in the Wiltshire Times and Stonehenge Trader and once in the national newspapers (The Times and The Guardian) and the London Gazette. In addition, adverts will be placed in local newspapers ahead of the launch of the consultation and reminders will be placed ahead of the public information events. Press releases providing details of the consultation and how the community and other interested parties can participate will be issued.	The consultation was advertised as per paragraph 3.6.18 in the Wiltshire Gazette and Herald, Salisbury Journal, Wiltshire Times, The Times, The Guardian and the London Gazette with the section 48 notice. Due to an administrative error an advert publicising the consultation did not appear in the Stonehenge Trader. Please see section 3.8.3 below for a detailed explanation of this issue, and why no prejudice was caused by this omission and the consultation was nonetheless effective. In addition to the above statutory notices, at the start of consultation half page adverts were placed in The Wiltshire Times (16 February 2018), The Wiltshire Gazette and Herald (15 February 2018), Swindon Star (15 February 2018), the Salisbury Journal (15 February 2018) and The Times (7 and 13 February 2018) and Guardian (7 February 2018). (Appendix F11.) These adverts in the regional press acted as a reminder of the public events for the events for the following weeks. In addition, every public event was promoted on the @A303Stonehenge Twitter account and ad-vans were used to further remind people of the consultation being undertaken. With the consultation being extended due to severe winter weather, the marketing approach was modified to suit, with a full re-issue of notices, a press release and letters to promote the rescheduled events. Also, to promote the consultation extension, additional

Commitment within the SoCC	Accordance with commitment
	advertising took place between 22 and 31 March 2018. This included: • Digital display adverts: These appeared online on various websites and platforms • Facebook and Instagram paid-for advertising targeted to people in the area and who use the A303 (Appendix F12) • From 22 to 31 March 2018, two vans liveried with digital display boards travelled along the A303 (Appendix F12). Copies of the notices and advertising can be found in Appendix F and Appendix I for the consultation extension information. It demonstrates the range of measures taken to advertise the consultation and remind consultees of the events taking place, beyond the use of adverts in publications, satisfying the commitment in the SoCC to provide reminders about the consultation in order to deliver a comprehensive and effective consultation. Press releases were issued on: • 8 February: announcing the start of consultation • 8 March: informing of cancelled events due to bad weather • 21 March: announcing rescheduled events • 16 April: urging people to have their say before the end of consultation A media event took place on 7 February to help promote the consultation to the media. Appendix F8 includes copies of the press releases and Appendix F9 provides an overview of the news coverage received about the consultation.
The consultation will be advertised on social media. Information will be provided to the Wiltshire Council 'Our Community Matters' for them to include on the community blog pages.	The consultation was promoted on Twitter using Highways England South West account and the A303 Stonehenge accounts throughout the consultation (Appendix F10). Various other bodies including Historic England and Department for Transport promoted the consultation via their social media channels (as shown in Appendix F13). Facebook and Instagram paid-for advertising took place between 21 and 31 March. This was targeted to people in the area and who use the A303. Appendix F12 includes more information on this engagement. Information was sent to Wiltshire Council on 2 February, and Wiltshire Council's Community Engagement Manager confirmed this was published in Our Community Matters. Wiltshire Council published an article on their website on 8 February. Further

Commitment within the SoCC	Accordance with commitment
	Community Matters articles were posted on 2 and 21 March. Copies of this third party promotion and correspondence relating to it are included in Appendix F13.
Highways England will offer to attend Stonehenge School with a view to providing information about the consultation.	Offers were made to Stonehenge School on 27 February 2018 and 15 March 2018. On 21 March the school responded saying they were interested in a presentation being undertaken. Highways England responded on 21 March to suggest a format for the presentation and ask for some dates. A date was not agreed between the parties during the consultation or before the summer holidays but Highways England will follow this up with the school.
Information about the scheme including the SoCC, the PEI Report, the consultation booklet, response form and other relevant documents will be available online and at the deposit points. Consultation booklets and response forms will be available throughout the consultation period at 6 information points	Information was made available online and at deposit points and information points listed in Table 3-4 and Table 3-5. Copies of the following documents were made available at a series of deposit points for the duration of the consultation: the consultation booklet, response form, plans illustrating the proposed scheme, PEI Report, non-technical summary of the PEI Report, EIA Scoping Report, the SoCC, section 48 Notices as well as the booklets setting out the case for the scheme and for improving journeys to the South West. The deposit points were: • Amesbury Library • Tidworth Leisure Centre • Salisbury Library • Wiltshire Council Offices • Wilton Library • Devizes Community Hub and Library • Marlborough Library • Warminster Library • Westbury Library • The Wiltshire and Swindon History Centre Consultation booklets and response forms were available at information points: • Stonehenge Visitors Centre • The Barcroft Medical Practice, Amesbury • St Melor Surgery, Salisbury • Larkhill Medical Centre, Larkhill • Till Orchard Surgery, Shrewton • Cross Plain Health Centre, Shrewton All deposit points and information points used are as per the SoCC. Photographs of the deposit and information points are found in Appendix F4.

Commitment within the SoCC	Accordance with commitment
A single set of paper copies of the consultation booklet, non-technical summary of the PEI Report, response form and SoCC will be supplied free of charge on request.	Paper copies of the material were provided upon request.
Following the consultation period, Highways England will review all of the responses received and produce a consultation report.	Chapter 4 of this Consultation Report provides a summary of the responses received which have been reviewed by Highways England and responses provided in Chapter 5 and Appendix K.
This report will summarise the views and comments received and outline how these have been taken into consideration in further developing the scheme.	Chapter 5 and Appendix K of this Consultation Report sets out how the comments received have been taken into consideration.
Highways England 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.	Highways England can confirm that personal details will not be held on record after the DCO process has been completed. The Data Protection Act 1998 was repealed in May 2018 by the Data Protection Act 2018, which is the legislation that now governs the holding and processing of personal data. Highways England can confirm that during this period, records will be held in accordance with the Data Protection Act 2018.
A description of the scheme is provided in the SoCC.	The description and objectives of the scheme are provided within 'The Scheme' section of the SoCC.
A plan of the scheme is provided in the SoCC.	The plan of the scheme is located within Appendix 1 of the SoCC (Appendix C8 in the Consultation Report).

Advertising the A303 consultation

- 3.8.3 As outlined in the commitments in the SoCC addressed in Table 3-8 above, Highways England committed to advertise the consultation through placed section 48 Notices in local and national papers.
- 3.8.4 The publicity of the consultation under section 48 of the PA 2008 and the APFP Regulations has been explained in section 3.7. As set out there, the publicity was undertaken in compliance with the requirements of section 48 of the PA 2008 and the APFP Regulations in relation to the number, frequency and location of newspaper notices placed.
- 3.8.5 However, in addition to the three local newspapers that notices were placed in, being the Salisbury Journal, the Wiltshire Gazette and Herald and the Wiltshire Times, Highways England had proposed in the SoCC to also publicise the consultation in the Stonehenge Trader.
- 3.8.6 Unfortunately, due to an administrative error, the notice was not placed in the Stonehenge Trader. This publication is a free through-the-door newspaper distributed to around 11,700 properties in Amesbury, Durrington, Bulford and

the surrounding villages and 300 copies are distributed to local shops, pubs and other community amenities in this area.

3.8.7 Whilst the omission of the notice in the Stonehenge Trader is unfortunate, the following information demonstrates that it did not result in any geographical area within the consultation zone being excluded from the publicity of the consultation, and that the full consultation zone and surrounding communities were effectively covered by the notices that were published in the three local and two national newspapers.

3.8.8 The below Table 3-9 outlines the circulation for the papers in which the consultation was advertised. The information below demonstrates that the Wiltshire Times and Wiltshire Gazette and Herald covered the same geographical area as the Stonehenge Trader and have similar circulation numbers. Moreover, they are weekly publications, whereas the Stonehenge Trader is only published monthly.

Table 0-1: Section 48 notice publication dates

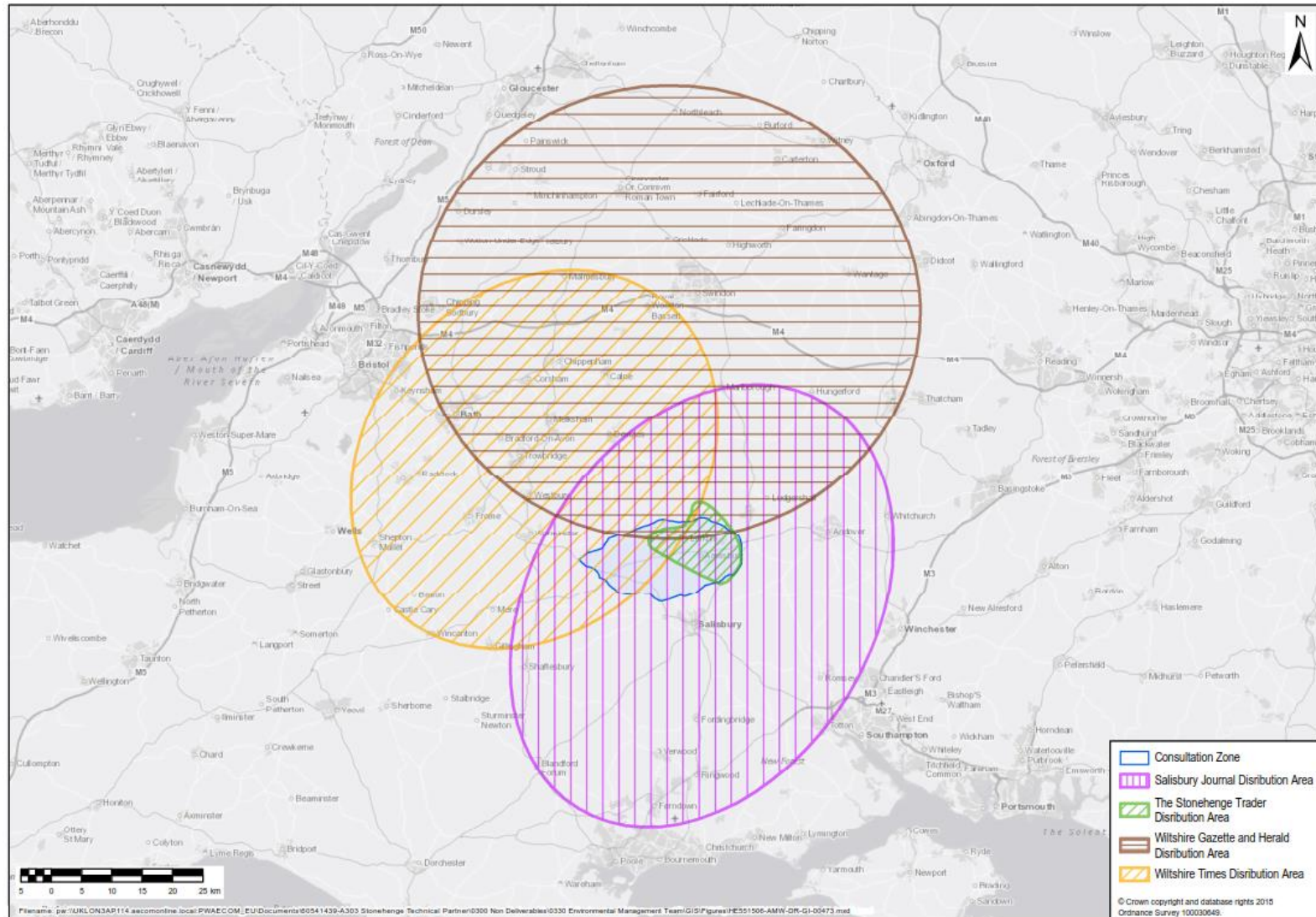
News outlet	Media type	Geographical coverage	Frequency	Circulation
Stonehenge Trader	Local magazine	Area within south east part of Wiltshire	Monthly – 1st of each month	11,700 (estimated)
Wiltshire Gazette and Herald	Local newspaper	North Wiltshire	Weekly - Thursday	11,533
Wiltshire Times	Local newspaper	West and north Wiltshire	Weekly - Friday	7,085
Salisbury Journal	Local newspaper	South Wiltshire	Weekly - Thursday	12,904
The Times	National newspaper	National	Daily	433,604
London Gazette	Magazine	National	Daily	Unknown
The Guardian	National newspaper	National	Daily	142,318

3.8.9 Figure 3.4 below illustrates the cross-over in geographical coverage of the Stonehenge Trader with the three regional newspapers in which the

consultation was advertised. In addition, the consultation was advertised in The Times and the Guardian, both of which have national circulation.

- 3.8.10 In addition to the statutory notices, at the start of consultation half page adverts were placed in the Wiltshire Times (16 February 2018), The Wiltshire Gazette and Herald (15 February 2018), Swindon Star (15 February 2018), the Salisbury Journal (15 February 2018) and The Times (7 and 13 February 2018) and Guardian (7 February 2018). These adverts are shown in Appendix F11.

Figure 3.4 Map of the coverage of the Stonehenge Trader and other local publications



3.8.11 In addition to paid advertising, the below communications took place as part of the publicity for the consultation:

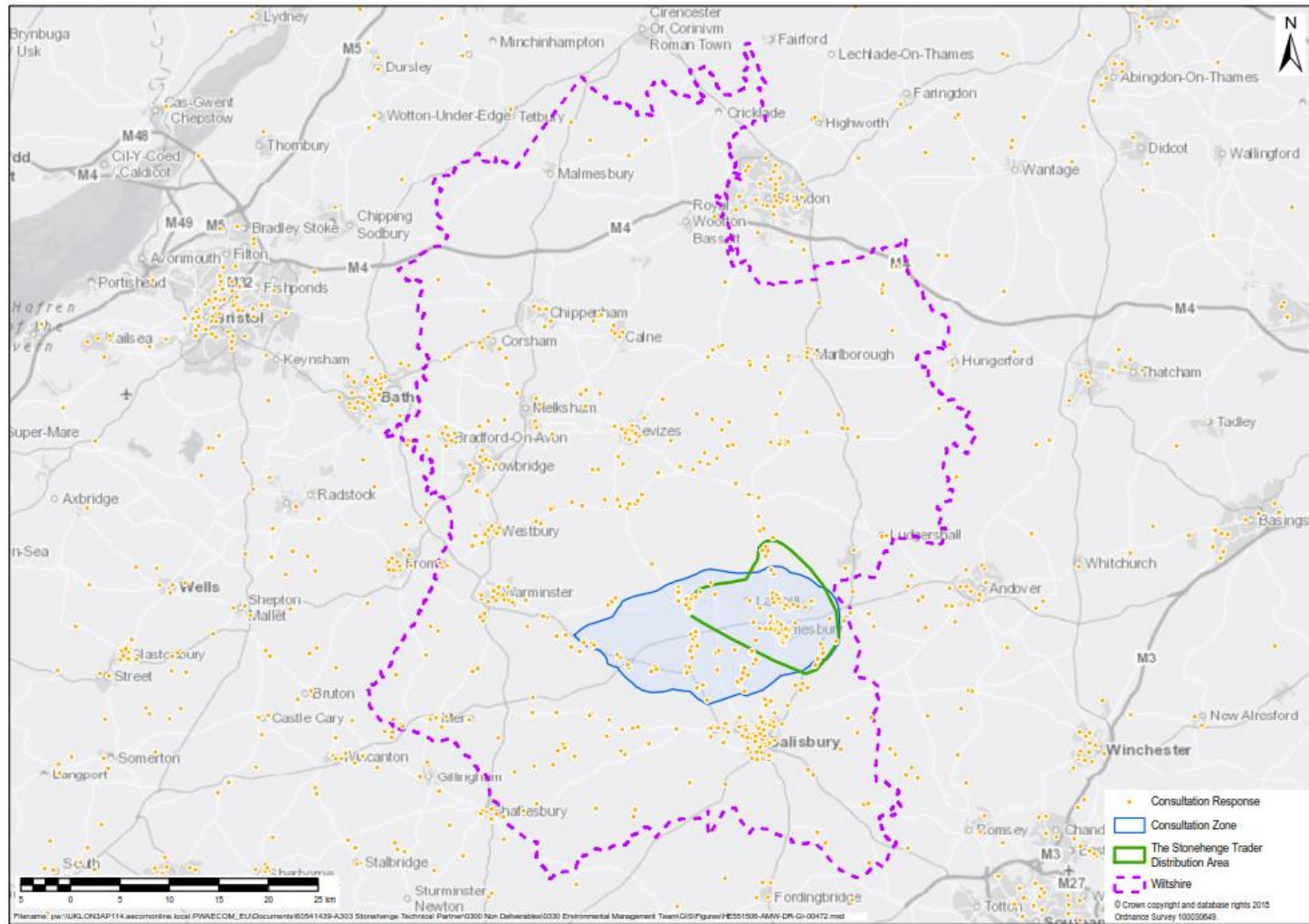
- Letters were sent to 13,500 properties in the identified consultation zone, plus prescribed consultees, landowners and interested parties. The consultation zone covers the majority of the Stonehenge Trader delivery area. The exceptions are Porton (Stonehenge Trader delivers 410 copies), Netheravon (Stonehenge Trader delivers 750 copies) and Haxton & Fittleton (Stonehenge Trader delivers 100 copies). However, as these locations lie outside of the consultation zone they are not considered to be within those areas most likely to be affected by the scheme in which consultation was required.
- A series of parish, town and county council meetings were held to discuss and promote the consultation
- A Local Community Forum was established which first met in February 2018 to inform local groups about the scheme and to encourage local groups/people to have their say
- Emails and bulletins were sent to those registered to receive information about the scheme on 8 February and 21 March.
- A Highways England scheme webpage and consultation page went live 8 February 2018 to provide information on the scheme and to enable people to submit their responses to the consultation online
- The consultation and consultation events were promoted on Highways England's social media accounts
- Copies of printed consultation information were placed at ten deposit points and six information points and given to 19 parish councils to display. This group of parish councils covered the majority of the areas the Stonehenge Trader distributed in except Bulford Parish Council (who only wanted to receive the consultation material by email) and Netheravon, Haxton and Fittleton. Netheravon, Haxton and Fittleton are outside the consultation zone as explained above.
- 14 public consultation events were held in a wide spread of locations.
- The consultation was publicised via Amesbury's Community Matters Blog and email list, through Wiltshire Council's Community Engagement Manager for Amesbury
- To advertise the consultation extension, adverts appeared on various websites and platforms, including Facebook and Instagram paid-for advertising. From Thursday 22 to 31 March, two vans liveried with digital display boards ran along the A303 to promote the consultation to local people and road users.

3.8.12 It is also noteworthy that the consultation resulted in significant media coverage across a range of TV, radio, local and national newspapers, as shown in Appendix F9.

3.8.13 Figure 3.5 below illustrates the geographical coverage of the responses received, relative to the geographical distribution of the Stonehenge

Trader and demonstrates that responses were received across the distribution area for that publication.

Figure 3.5 Geographical coverage of the responses received and the distribution of the Stonehenge Trader



3.9 Extended statutory consultation

Introduction

- 3.9.1 The statutory consultation was initially due to take place from 8 February 2018 to 6 April 2018. However, as a consequence of heavy snow in the Wiltshire area in early March 2018, Highways England had to postpone the consultation events in Mere on Thursday 1 March 2018 and Salisbury on Saturday 3 March 2018.
- 3.9.2 In consultation with Wiltshire Council, Highways England rearranged these events so the event in Mere took place on 13 April 2018 and the event in Salisbury took place on Saturday 14 April 2018. To allow people sufficient time to respond after the final event, Highways England extended the consultation period from its original closing date of 6 April 2018 to 23 April 2018.
- 3.9.3 As a result, the statutory consultation took place from 8 February 2018 to 23 April 2018 (75 days). Responses to the consultation were accepted until 23:59 on 23 April 2018.
- 3.9.4 Late responses to the statutory consultation were accepted up to the end of August 2018 to take into account the potential responses to additional consultations outlined in paragraphs 3.4.33 to 3.4.52. For consultation responses that came in during the supplementary consultation period, the contact details were checked against those parties who had been given additional statutory consultation opportunity to determine if the responses were section 42 statutory consultation or supplementary consultation responses. (See Chapter 6 for details of the supplementary consultation). The process via which late statutory consultation responses have been managed is covered in paragraph 4.5.14 in Chapter 4.

Revision of the Statement of Community Consultation

- 3.9.5 As a result of the need to extend the consultation, the SoCC was revised to include details of the new closing date and the two re-scheduled public information events. As Wiltshire Council were involved in the discussions around the extension to the statutory consultation and the re-organisation of the two information events, Highways England did not re-consult on the SoCC. Wiltshire Council provided an email confirming their agreement with the extension and the re-scheduled consultation events. A copy of the revised SoCC and the email confirming Wiltshire Council's agreement with the extension are available in Appendix I.
- 3.9.6 Complying with the commitments of the revised SoCC are covered in Table 3-8. As with the original SoCC, Highways England had said that it would advertise in the Stonehenge Trader. As explained in paragraphs 3.8.3 – 3.8.13 that did not occur and this part of the SoCC was not complied with. However, for the reasons given above Highways England does not believe that this prejudiced the effectiveness of the consultation.

- 3.9.7 Highways England wrote to Wiltshire Council on 24 September 2018 about no advertising having taken place in the Stonehenge Trader. A copy of this letter is included in Appendix C10. Following receipt of the letter, Wiltshire Council queried whether the SoCC commitment to place reminders ahead of public information events to help promote them had been complied with. On 28 September 2018, Highways England responded with an email (shown in Appendix C10) outlining that a range of measures had been undertaken to advertise the consultation and remind consultees of the events taking place, in addition to adverts, to deliver a comprehensive and effective consultation. The Council confirmed in its letter of the 2 October 2018 that, when taking the full range of promotional activities into account, the overall penetration for community awareness of the statutory consultation was sufficient (see Appendix C11). The Council has also stated it will provide the Planning Inspectorate with its assessment of the soundness of the community engagement when requested to do so through a Statement on the Adequacy of Community Consultation.

Notification of extension to section 42 and section 47 consultees

- 3.9.8 To promote the extension to the consultation, a letter was sent to all section 42 consultees on 20 March 2018 with an updated section 48 notice and leaflet. A letter and leaflet was sent to all section 47 consultees. The letters provided notification that the deadline for responses to the consultation had been moved to 23 April 2018. Copies of these letters can be found in Appendix I6.

Section 46 - notification of extension

- 3.9.9 Following the need to extend the consultation period because of severe weather conditions in early March 2018, Highways England sent a subsequent letter to the Planning Inspectorate on 20 March 2018 to explain the extension to the consultation and reasons behind it.
- 3.9.10 A copy of the letter is included in Appendix I11. The acceptance letter received in response from the Planning Inspectorate is included in Appendix I12.

Notification of extension to section 47 consultees

Publication of the Statement of Community Consultation

- 3.9.11 To publicise the extension to the consultation Highways England re-published the SoCC notices. Details of the re-publication are set out in Table 3-1 and copies of the notices are provided in Appendix I7.

Table 3-10: Re-publication of the SoCC notices

Names	Week1	Week 2 (local only)
National newspapers		
The Guardian	21 March 2018	n/a
The Times	21 March 2018	n/a
London Gazette	21 March 2018	n/a

Local newspapers		
The Salisbury Journal	22 March 2018	29 March 2018
Wiltshire Gazette & Herald	22 March 2018	29 March 2018
Wiltshire Times	23 March 2018	30 March 2018

Re-publication of section 48 notification

3.9.12 To publicise the extension to the consultation Highways England also re-published the section 48 notices (Appendix I7). Details of the re-publication are set out in

3.9.13 Table 3-11 and copies of the notices provided in Appendix I7.

Table 3-11: S48 notice re-publication dates

Names	Week 1	Week 2 (local only)
National newspaper		
The Times	21 March 2018	n/a
The Guardian	21 March 2018	n/a
The London Gazette	21 March 2018	n/a
Local newspaper		
The Salisbury Journal	22 March 2018	29 March 2018
Wiltshire Gazette & Herald	22 March 2018	29 March 2018
Wiltshire Times	23 March 2018	30 March 2018

3.9.14 Press releases were sent on 8 March, 21 March and 16 April 2018 to publicise the cancelled events and extended consultation, as shown in Appendix F8.

3.9.15 A bulletin and email was sent on 21 March 2018 to those registered to receive information about the scheme, as shown in Appendix F7.

3.9.16 Additionally, the extension to the consultation provided an opportunity to increase publicity activity, particularly over the Easter bank holiday weekend. To raise awareness of the consultation to road users travelling along the A303, Highways England arranged for two advertising vans with billboard posters in an 'A' frame arrangement to travel along the A303 between Countess roundabout and Solstice Park services from Thursday 22 to Saturday 31 March 2018.

3.9.17 To support the additional advertising on the advertising vans, Highways England set up staffed information points at Countess Services (Eastbound on the A303) and Solstice Park Services (Westbound on the A303), on Thursday 29, Friday 30 and Saturday 31 March to hand out leaflets, consultation booklets and response forms and to let people travelling on the A303 know that they could have their say on the scheme proposals and to encourage more people to respond to the consultation. Pictures of the advertising vans are shown in Appendix F12.

3.10 Third UNESCO/ICOMOS advisory mission

- 3.10.1 In parallel with the statutory consultation, a third UNESCO/ICOMOS advisory mission took place from 5 to 7 March 2018 to consider the scheme proposals presented for consultation. A copy of the report on the third UNESCO/ICOMOS mission can be found at: <https://whc.unesco.org/en/documents/168265>
- 3.10.2 The recommendations contained in the mission report and the subsequent decision of the World Heritage Committee have been taken into consideration alongside the feedback to the statutory consultation as part of the continued development of the scheme. As with the first and second missions, this consultation report does not seek to present or address in detail all the recommendations arising from the mission; instead it focuses more on key aspects that have been material to the development of the proposed scheme.
- 3.10.3 While the recommendations from the third mission report (consistent with those from the second mission) reflect an ideal wish not to see any new construction within the WHS, there are no practical solutions that can achieve that wish and deliver the scheme's objectives. The second mission (see paragraphs 2.5.25 to 2.5.31) had recommended pursuit of a particular surface route that had emerged from an exhaustive appraisal of options as the best surface alternative to the tunnel solution. That surface alternative route was given careful consideration by the third mission as set out in its report, which:
- a. summarises the extent of the route's damaging effects through unspoilt countryside to the south of the WHS, and
 - b. acknowledges that the State Party has determined that the route will not proceed.
- 3.10.4 The report also considers tunnelled solutions and records the disadvantages that longer tunnels would have in being extended beyond the boundaries of the WHS. The report also recognises that, within the WHS, the eastern tunnel portal has been positioned in the least impactful location available, close to the WHS boundary.
- 3.10.5 Accordingly, while endorsing the recommendations of the third advisory mission which seek, in principle, to avoid any construction in the WHS, the decision of the World Heritage Committee also placed an emphasis on ensuring the scheme achieves a satisfactory solution in the western part of the WHS. This emphasis resonates with how the scheme has continued to be developed since statutory consultation.
- 3.10.6 The development of the scheme since the statutory consultation and the third mission has seen further mitigation being introduced in the western part of the WHS. This comprises the proposal for a c.150 metres of a green bridge over the new road where it passes to the south of an important barrow group in the WHS, the Winterbourne Stoke group. This change was one of three introduced

since statutory consultation that were presented at the supplementary consultation reported in Chapter 6.

- 3.10.7 The impacts of the scheme, with its additional mitigation, on the WHS have been subject to a Heritage Impact Assessment (reported as part of the Environmental Statement) since the third mission. The assessment followed ICOMOS guidance and scoping methodology which was presented to and endorsed by the third mission, and its results will be fed back to the World Heritage Centre as part of the scheme's continuing engagement with UNESCO/ICOMOS going forward.

3.11 Ongoing engagement with stakeholders

- 3.11.1 Following the statutory consultation, Highways England has continued to engage regularly with stakeholders, through the Local Community Forum, Wiltshire Council officer steering group meetings, the Stakeholder Strategy Board and the established working groups, to provide updates and inform further refinements of the scheme design. In addition to the statutory consultation process, provision has been made for ongoing formal engagement with HMAG and the Scientific Committee to steer the development of the scheme with regard to heritage considerations. Both HMAG and the Scientific Committee were set up in response to an UNESCO / ICOMOS recommendation from its 2015 Advisory Mission. HMAG's role ranges from setting out and monitoring archaeological requirements and standards of work within the WHS, to advising on the HIAs undertaken to inform route development and mitigation measures for inclusion in the scheme proposals to be taken forward for planning consent and construction. The Scientific Committee plays an active part in advising on the scope and standards of archaeological assessment, evaluation and mitigation to be applied to the scheme. The Committee also considers and provides advice on matters relating to the OUV of the WHS. The Scientific Committee has supported HMAG in overseeing the scheme developments from the announcement of the Preferred Route onwards, and will continue to advise throughout its continuing development and its anticipated future construction. The Terms of Reference for HMAG and the Scientific Committee can be found in the HIA Scoping Report, Appendix B. A summary of all the working groups can be found in Appendix B5. Table 7-1 in Chapter 7 also provides a summary of the engagement with statutory bodies from preferred route announcement to DCO submission.
- 3.11.2 To help further refine the scheme before submitting its application for development consent, Highways England undertook additional engagement with two specific stakeholder groups, alongside the regular working group meetings. Details of these two engagement activities are provided below.

Walking, Cycling and Horse Riding workshop

- 3.11.3 A workshop for walkers, cyclists and horse riders was held on 24 July 2018. The purpose of this was to update the main user groups on the clarifications to the scheme's PRow proposals contained in the booklet published for supplementary consultation (see Chapter 6) and to explore further

opportunities to enhance the PRoW network. The workshop was attended by representatives with interests in walking, cycling, horse riding and carriage driving. Organisations represented included Wiltshire Council's Rights of Way and Countryside Manager and, Wiltshire Council the Senior Rights of Way Warden, Wiltshire Council Councillor, Amesbury Town Councillor Winterbourne Stoke Chair, The National Trust, Campaign to Protect Rural England, English Heritage Trust, Cycling UK, Cycling Opportunities Groups for Salisbury (COGS) and British Horse Society. A number of other organisations were invited including The Ramblers, Wiltshire Bridleway Association and Sustrans but were unable to attend. Representatives who use the PRoW network had the opportunity to provide feedback on the clarifications and to suggest other opportunities to improve the PRoW network in the area.

- 3.11.4 The output of this workshop included a review of the relevant proposals included in the preliminary design of the scheme and a record of the design decisions relating to the provision of walking, cycling and horse-riding facilities. Additional related opportunities for consideration during future design stages were also identified. Engagement will continue with non-motorised user groups during the detailed design of the scheme.

Extraordinary meeting for heritage stakeholders

- 3.11.5 An extraordinary meeting was held on 30 July 2018 with members of WHS Partnership Panel, WHS Steering Committees for Stonehenge and Avebury, and the Avebury and Stonehenge Archaeological and Historical Research Group.
- 3.11.6 Representatives from Highways England explained (a) the three specific changes to the scheme proposals presented for statutory consultation that were the subject of supplementary consultation, along with the clarifications to the PRoW proposals in the WHS (see Chapter 6), and (b) the Heritage Impact Assessment (HIA) being undertaken for the scheme, outlining the scope, methodology and initial outcomes. While there was discussion about the three changes and the PRoW clarifications, no concerns were raised about the approach being taken in carrying out the HIA.
- 3.11.7 A list of the attendees for these two events is provided in the summary of working groups in Appendix B5.

Other engagement

- 3.11.8 A letter was sent on 10 May 2018 to those who had responded to the consultation, whom Highways England had the address for, expressing gratitude for participating in the statutory consultation. A copy of this letter is included in Appendix F14.
- 3.11.9 In addition to the two engagement activities detailed above, updates have been provided to the A303/A358 Corridor Steering Group, comprising the Councils and Local Enterprise Partnerships of Wiltshire, Somerset and Devon.

- 3.11.10 Meetings have also been held with Wiltshire Council and several of the working groups to start developing Statements of Common Ground (SoCG) with Historic England; English Heritage Trust; Environment Agency; National Farmers Union; National Trust; Natural England; Royal Society for the Protection of Birds; Wiltshire Council and Winterbourne Stoke Parish Council. These early meetings have considered heritage matters including archaeology, the WHS and built environment, and environmental matters including flood risk and drainage. The purpose of these meetings has been to identify as many areas of agreement as possible, and to agree the way forward on matters where agreement is subject to the results of further assessments becoming available. The meetings have also provided an opportunity to identify any crossover between stakeholders in relation to any overlapping issues in each SoCG being developed.
- 3.11.11 There has been ongoing engagement with affected landowners. Meetings have been offered to all Category 1 landowners since the statutory consultation. These meetings have focused around the responses they provided to statutory consultation. In September 2018, all Category 1 landowners were sent a letter and 'Position Statement' documenting the discussions between the land interests and Highways England. The letter aims to ensure every interest affected has an opportunity to enter discussions with Highways England in order to reach agreement about their land interest with a view to avoiding using the compulsory acquisition powers being sought within the DCO.
- 3.11.12 As outlined in paragraphs 3.4.6 and 3.4.7 statutory undertakers were identified to be consulted as part of the statutory consultation. Of those bodies, the following statutory undertakers are anticipated to have apparatus that may be affected by the proposed scheme and which, as relevant, will be covered by the protective provisions included in the DCO. Highways England will continue to engage with these bodies over their protective provision and wayleave requirements:
- a. Instalcom Limited
 - b. Virgin Media
 - c. Sky UK
 - d. SSE Services plc
 - e. SSE plc
 - f. Esso Petroleum Company Limited
 - g. Wessex Water Services Limited
 - h. BT Group plc
 - i. Southern Gas Networks Plc

4 Analysing the responses to consultation

4.1 Introduction

- 4.1.1 This chapter details the methodology used to analyse responses received during the statutory consultation. This includes an explanation of the classification of respondents, analysis of responses, process for responding to comments and how changes proposed in the feedback received have been considered.
- 4.1.2 The chapter demonstrates how Highways England has complied with the requirements of the PA 2008, EIA Regulations the Planning Inspectorate's advice notes and DCLG Guidance in relation to the consideration of responses to consultation.
- 4.1.3 Highways England has considered a consultation response to be any written communication received via email, post, online or left at exhibitions or deposit locations about the scheme during the consultation period, or accepted late as outlined in section 3.9.4. The responses comprised:
- a. Response forms (online or paper copy)
 - b. Written responses received by email or post
 - c. Repeat proformas (standard response produced by an organisation and sent in by multiple respondents)
 - d. Petitions
- 4.1.4 Comments received on social media or discussions about the scheme at public exhibitions or briefings with consultees were not captured as formal consultation responses. Information on the channels via which responses to the consultation should be submitted was provided on consultation documents and the scheme webpage.
- 4.1.5 Highways England received 4,979 responses to the statutory consultation undertaken under sections 42, 47 and 48 of the PA 2008.
- 4.1.6 Respondents were identified by consultee strand as part of the analysis process. The consultee strand refers to which section of the PA 2008 they were consulted under, either section 42 (explained in Chapter 3 of this report, section 3.4), section 47 (explained in section 3.6) or in response to the section 48 publicity (explained section 3.7).
- 4.1.7 In line with the requirements of section 49 of the PA 2008, Highways England has had regard to all relevant responses. Due to the significant number of responses received, many of which raised multiple points to be considered,

Highways England has undertaken analysis in accordance with the approach outlined in Advice Note 14 which states:

'If the level of response was significant it may be appropriate to group responses under headline issues. Care must be taken to ensure that in doing this the responses are not presented in a misleading way or out of context from the original views of the consultee. Where this approach has been adopted it should be clearly identified and explained in the main body of the report, including any safeguards and cross checking that took place to ensure that the responses were grouped appropriately.'

- 4.1.8 Highways England analysed all responses by giving each comment a code related to the matter raised. These codes allowed similar comments to be grouped by themes. This approach was taken to summarise the findings systematically and coherently. The 'coding' process is explained in more detail in section 4.2.
- 4.1.9 This method of coding individual comments also allows for quantitative analysis as shown in section 4.6.
- 4.1.10 Chapter 5 provides details of all the matters raised in the responses received during the consultation. Tables 5-1 to Table 5-17 set out Highway England's response to any matter raised and identifies if this resulted in a change to the scheme. If changes were suggested but not taken forward, the reason for this is explained in Highways England's response. Appendix K identifies who raised each matter.
- 4.1.11 Section 5.19 provides a summary of changes that occurred taking into consideration feedback received at the statutory consultation.

4.2 Method of analysis

- 4.2.1 Consultees were invited to respond to the following questions on the provided response form:
 - 1. Please provide us with any comments you may have on our proposals for the viaduct crossing of the River Till valley.
 - 2. Please provide us with any comments you may have on our proposals for the A303/A360 Longbarrow junction.
 - 3. Do you have any other comments about our proposals for the western section of the scheme (Winterbourne Stoke bypass to Longbarrow junction)?
 - 4. Please provide us with any comments you may have on our proposals for the Green Grange No.4 at or near the western boundary of the World Heritage Site.
 - 5. Please provide us with any comments you may have on our proposals for the cutting on the western approach to the tunnel.

6. Please provide us with any comments you may have on our proposals for the western entrance to the tunnel.
7. Do you have any other comments about our proposals for the central section of the scheme within the World Heritage Site?
8. Please provide us with any comments you may have on our proposals for the A303 flyover at Countess roundabout.
9. 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)?
10. Do you have any comments on the preliminary environmental information provided for the scheme?
11. Do you have any other comments you would like to make about the scheme?

4.2.2 In addition to the response form, written consultation responses were also received and accepted. All consultation responses, regardless of which consultee strand they were from or the format they were received in, were analysed in the same way.

4.2.3 All responses were logged within a consultation database, their consultee strand identified (as outlined in section 3.4) and the consultee given a unique contact ID for identification purposes.

4.2.4 An online survey system was used during consultation where consultees could complete an electronic response form. The views of respondents who chose to complete the online response form were captured electronically, and uploaded into the consultation database in weekly batches. Responses received in paper copy or via email were manually inputted into the consultation database by the analysis team.

4.2.5 Once uploaded to the database the process of analysis was undertaken. All responses were read in full by one of the analysis team, who then separated out the written excerpts into separate matters expressed by the respondent. Each of these matters was assigned a code. Each code relates to different aspects of the scheme, for example: the design, options on which Highways England was consulting, and environmental topics.

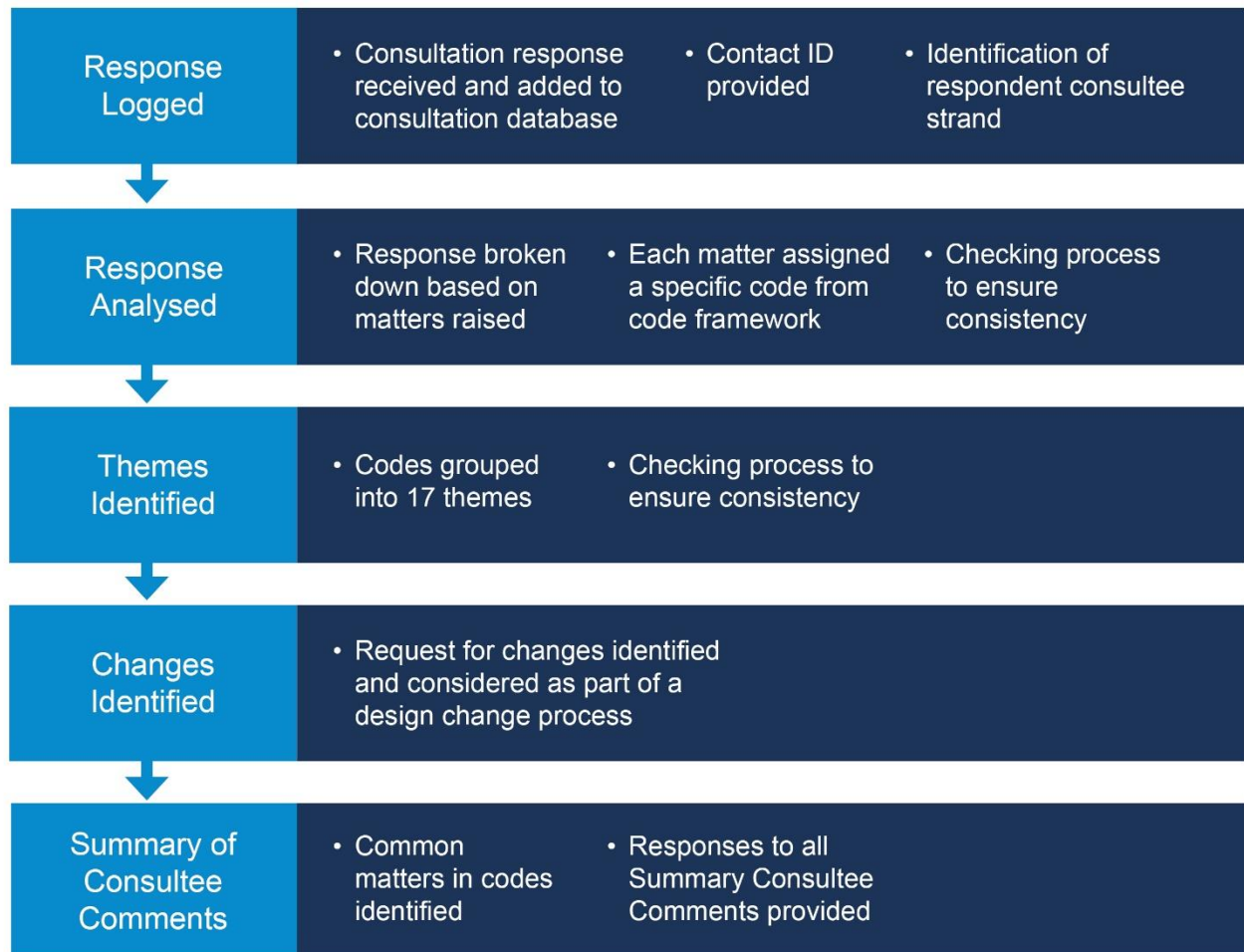
4.2.6 When analysing responses, if a respondent made the same point multiple times this was only coded once.

4.2.7 An initial coding framework was developed prior to the consultation, based on the information included in the consultation documents and the points that it was anticipated would be raised during the consultation.

4.2.8 The coding framework was updated and additional codes added during the analysis of the responses to take into account all matters raised by respondents.

- 4.2.9 The coded comments were then grouped into a series of themes for the analysis. The coding framework and themes largely followed the order of the response form questions. These themes, described further in Table 4-8, are:
- a. River Till viaduct
 - b. Longbarrow junction
 - c. Green Bridge No.4
 - d. Tunnel and approaches
 - e. Countess junction
 - f. Environment
 - g. Public Rights of Way
 - h. Land
 - i. Construction
 - j. Traffic and transport
 - k. Operations and maintenance
 - l. Consultation and process
 - m. Needs and benefits
 - n. Alternatives
 - o. Western section - general
 - p. Central section - general
 - q. Eastern section - general
- 4.2.10 Appendix K provides each summarised coded consultee comment and identifies who raised each of these comments. Statutory consultees and organisations are named in Appendix K so it is clear which consultees raised specific matters. The identities of private individuals are not included in Appendix K for data protection purposes. Instead a unique contact ID is included for the respondent.
- 4.2.11 The analysis process also identified specific changes to the proposed scheme which were suggested in the feedback received. A request for a change has been defined as any request for a specific design change, commitment or environmental mitigation. This includes any suggested alternative routes, which have previously been discounted at earlier stages of the scheme development.

- 4.2.12 Where a change was suggested this was reviewed in line with the scheme's change management process. This process was used to consider every suggested change and decide whether or not these should lead to a change in the design, including additional environmental mitigations. A change management process was used to consider proposed changes resulting from ongoing design development as well as those received in response to the consultation.
- 4.2.13 The change management process involved the changes being discussed within the multidisciplinary team made up of engineering design, environment, land and engagement specialists in relation to its potential benefits and impact. This assessment of the potential change took into account:
- a. Planning requirements including national and local planning policies
 - b. New or different impacts on environment or community
 - c. Scheme objectives
 - d. Impact on the Order limits (land take)
 - e. Deliverability
 - f. Feasibility
- 4.2.14 For some changes, additional work was needed to understand the feasibility and deliverability of the changes, or to better understand the benefits and impacts, before a decision could be made on the change. This included additional design work, further environmental assessment and/or discussion with landowners or other stakeholders.
- 4.2.15 Section 5.19 provides a summary of all the changes which have been made taking into consideration feedback received from the consultation.
- 4.2.16 As required by Advice Note 14, a checking system was put in place to ensure that comments were correctly identified and grouped. This included a full project brief and training for all the analysis team, daily calls to discuss comments or to check coding, and a senior coder and discipline specialists undertaking a quality assurance check to make sure comments were coded correctly.
- 4.2.17 Figure 4.1 provides a summary of the analysis process.
- 4.2.18 Following statutory consultation, Highways England continued to develop its plans for the scheme, taking into consideration the feedback received. In line with the DCLG Guidance regarding further consultation, Highways England decided that three specific changes to the proposals submitted for statutory consultation warranted further consultation, so a supplementary consultation was undertaken to seek feedback on these specific changes. Chapter 6 outlines how the supplementary consultation was carried out, summarises the feedback received and how it has been taken into consideration.

Figure 4.1 Response analysis process

4.3 Classifying respondents

4.3.1 Advice Note 14 states:

“We advise that applicants group responses under the three strands of consultation as follows:

- *S42 prescribed consultees (including s43 and s44)*
- *S47 community consultees*
- *S48 responses to statutory publicity*

The list should also make a further distinction within those categories by sorting responses according to whether they contain comments which have led to changes to matters such as siting, route, design, form or scale of the Scheme itself, or to mitigation or compensatory measures proposed, or have led to no change. A summary of responses by appropriate category together with a clear explanation of the reason why responses have led to no change should also be

included, including where responses have been received after deadlines set by the applicant.”

4.3.2 In line with this advice, Highways England categorised each respondent within one of the following consultation strands (set out in Chapter 3):

- a. section 42(1)(a) – prescribed consultees
- b. section 42(1)(b) – local authorities whose boundaries the scheme falls within or bordering authorities
- c. section 42(1)(d) – those with interests in land affected by the scheme or entitled to make a relevant claim
- d. section 47 – local community
- e. section 48 – responses to statutory publicity

4.3.3 The response form for the consultation asked people to provide their address, or at least their postcode, in order to help identify their consultee strand and also to understand the consultation’s reach. It also asked if people were responding on behalf of an organisation or if they were an affected landholder, although this did not result in the comments being weighted or given any more priority than those from individuals.

4.3.4 Section 42 responses have been identified by the following methods:

- a. Respondent provided information, for example the organisation name, allowing cross reference with the statutory consultee section 42(1)(a) and local authority section 42(1)(b) lists
- b. Respondent identified themselves as an affected landholder on the response form
- c. Respondent provided full address details which were cross referenced against the section 42(1)(d) list

4.3.5 If Highways England could not positively identify a respondent to the statutory consultation as being a section 42 consultee, they were identified as a section 47 consultee.

4.3.6 Although section 48 notices were sent to all section 42 consultees to use in their responses, only one respondent stated they were replying in response to the s48 notice, as indicated in section 4.5.4.

4.3.7 One petition was received from Friends of the Earth with 5,067 signatories. This was given a single contact ID reference.

4.3.8 Stonehenge Alliance organised a proforma with suggested answers to each of the questions contained in the response form. 3,220 of these proformas were submitted. Each proforma was logged as an individual response and given

unique contact ID references. Each response was read to see if any additional comments were added to the proforma answers for separate coding.

- 4.3.9 For ease of reference in Appendix K, only the Stonehenge Alliance Proforma name and contact ID 123456 appears against the standard proforma matters raised. In Appendix K there is a list of all the 3220 individuals' contact IDs who submitted the Stonehenge Alliance proforma.
- 4.3.10 Those who responded using the Stonehenge Alliance proforma were categorised by consultee strand using the address provided. The list of Stonehenge Alliance proforma contact IDs are shown in Appendix K18.
- 4.3.11 Any additional comments identified in responses in the Stonehenge Alliance proformas have been included within Appendix K separately.
- 4.3.12 Detailed written responses were received from a number of stakeholders, including section 42 consultees and were processed the same way as response forms as per the methodology outlined in section 4.2.

4.4 Event attendance

- 4.4.1 The following sections summarise the attendance at the public information events and provide an overview of the number of responses to the consultation.
- 4.4.2 As outlined in Table 3-3, 14 public information events were held to support the consultation, two of which had to be re-arranged due to severe winter weather. An introductory event was also held on 8 February 2018 in Winterbourne Stoke specifically for affected landholders and elected representatives. In total 1,311 people attended the consultation events as set out in Table 4-1.
- 4.4.3 Attendees were invited to sign into the events. Some attendees chose not to sign-in, so numbers were separately counted and recorded.

Table 4-1: Consultation event attendance

Date	Location	Attendance
Thursday 8 February 2018	Manor Barn, Winterbourne Stoke	45 Event was specifically for landowner and elected representatives
Friday 9 February 2018	Antrobus House, Amesbury	145
Saturday 10 February 2018	Antrobus House, Amesbury	200
Thursday 22 February 2018	Kennet Valley Village Hall	34
Friday 23 February 2018	Warminster Civic Centre	74
Saturday 24 February 2018	Shrewton Village Hall	155
Tuesday 27 February 2018	The Laverton Hall	20
Thursday 1 March 2018	Mere Lecture Hall	29 Curtailed after one hour due to severe weather conditions and re-arranged for 13 April 2018
Saturday 3 March 2018	The Guildhall, Salisbury	Postponed until 14 April 2018, due to severe weather conditions
Thursday 8 March 2018	Society of Antiquaries, London	114
Friday 9 March 2018	The Manor Barn, Winterbourne Stoke	77
Saturday 10 March 2018	The Manor Barn, Winterbourne Stoke	37
Tuesday 13 March 2018	Avon Valley College, Durrington	43
Wednesday 14 March 2018	Larkhill Primary School	17
Friday 23 March 2018	Antrobus House, Amesbury	146
Friday 13 April 2018	Mere Lecture Hall	89
Saturday 14 April 2018	St Paul's Church, Salisbury	86

4.5 Statistical summary of responses received

4.5.1 In total 4,979 responses were received to the statutory consultation. As illustrated in Figure 4.2 below, 1,412 of these were response forms, 345 were written responses, 3,220 were proformas from an organisation called Stonehenge Alliance. A petition with 5,067 signatures was also received from the Friends of the Earth.

Figure 4.2: Breakdown of response by format

- 4.5.2 The response method was monitored, with the breakdown illustrated in Figure 4-3 below. Email and online were the most used method with very few people completing responses at events or deposit locations.

Figure 4.3: Breakdown of response by method

- 4.5.3 Table 4-2 below provides a breakdown of the responses received under each consultee strand of the statutory consultation as described in section 4.3.
- 4.5.4 In total, 125 responses were received from section 42 consultees and 4,854 responses from s47. Only one consultee, National Trust, specifically said their response was pursuant to section 48. National Trust is also a section 42(1)(d) consultee and has been placed in this consultee strand.
- 4.5.5 Where consultees fall into more than one consultee strand they have only been counted once in the table below. Wiltshire Council is therefore shown as a section 42(1)(b) consultee, although it is also a prescribed party and landowner. Other prescribed parties also hold a land interest, but have been placed in their primary consultee strand as shown in Table 4-3 alongside the other strands they fall into.

Table 4-2: Breakdown of responses to consultation under s42 and s47

Consultation strand	Consultation strand reference	Responses (without proformas)	Stonehenge Alliance proformas	Total number of responses received per strand
Prescribed consultees	s42 (1)(a)	23	0	23
Local authorities	s42 (1)(b)	7	0	7
Land interests	s42 (1)(d)	91	4	95
Local community	s47	1,638	3,216	4,854

4.5.6 23 section 42(1)(a) consultees and 7 section 42(1)(b) consultees responded to the statutory consultation. Table shows the section 42(1)(a) and (b) consultation responses received and also identifies where those consultees cross more than one consultee strand.

Table 4-3: Responses from s42(1)(a) and (b) consultees

Organisation	Consultee strand	Date response received
Wiltshire Council	s42(1)(b), also s42(1)(a) and s42(1)(d)	08/05/2018 ¹
Bath and North East Somerset Council	s42(1)(b)	4/4/2018
Dorset County Council	s42(1)(b)	26/02/2018
Gloucestershire County Council	s42(1)(b)	18/04/2018
Oxfordshire County Council	s42(1)(b)	08/06/2018 ²
Test Valley Borough Council	s42(1)(b)	23/04/2018
West Berkshire Council	s42(1)(b)	09/04/2018

¹ Wiltshire County Council submitted their draft response on 12/04/2018, at which point they stated this would be subject to change following the discussion at Council's Cabinet on 24 April. The formal response was submitted following the mandatory call-in period for Council decisions.

² Oxfordshire County Council was consulted after statutory consultation had ended, as explained in section 3.4.51.

Organisation	Consultee strand	Date response received
Health and Safety Executive	s42(1)(a)	06/04/2018
Natural England	s42(1)(a) also s42(1)(d)	23/04/2018
Historic England	s42(1)(a) also s42(1)(d)	22/04/2018
Dorset and Wiltshire Fire and Rescue Service	s42(1)(a)	17/05/2018 ³
Wiltshire Police	s42(1)(a)	18/05/2018 ⁴
Berwick St James Parish	s42(1)(a)	27/03/2018
Winterbourne Stoke Parish Council	s42(1)(a)	20/04/2018
Shrewton Parish Council	s42(1)(a)	16/04/2018
Amesbury Town Council	s42(1)(a) also s42(1)(d)	13/04/2018
Durrington Town Council	s42(1)(a)	03/04/2018
Steeple Langford Parish Council	s42(1)(a)	23/04/18
Wilsford cum Lake Parish Meeting	s42(1)(a)	14/06/2018 ⁵
Woodford Parish Council	s42(1)(a)	22/03/2018
Environment Agency	s42(1)(a) also s42(1)(d)	20/04/2018
Office of Rail and Road	s42(1)(a)	23/04/2018

³ Late response received following Highways England contacting the organisation to check if they would be sending in a response.

⁴ Late response received following Highways England contacting the organisation to check if they would be sending in a response.

⁵ Late response received following Highways England contacting the Parish Council to check if the council would be sending in a response.

Organisation	Consultee strand	Date response received
Ministry of Defence (Secretary of State for Defence)	s42(1)(a) also s42(1)(d)	20/04/2018
ES Pipelines and ESP Gas Group ⁶	s42(1)(a)	14/02/2018
Fulcrum Electricity Assets Limited and Fulcrum Pipelines Limited	s42(1)(a)	21/03/2018
NATS En-Route Safeguarding	s42(1)(a)	08/02/2018
Royal Mail Group	s42(1)(a) also s42(1)(d)	23/04/2018
Southern Gas Networks plc	s42(1)(a) also s42(1)(d)	19/02/2018
Wessex Water Services Limited	s42(1)(a) also s42(1)(d)	24/05/2018 ⁷
Highways England Historical Railways Estate	s42(1)(a)	25/09/2018 ⁸

4.5.7 The majority of responses from section 42(1)(d) consultees relate to their private land interests. However, some are bodies who have raised matters that have a wider community interest. These bodies are identified in Table 4-4, alongside their contact ID numbers which have been used in Appendix K to indicate the parties who have made the comments listed in Appendix K. Other section 42(1)(d) consultees who are individuals or other private companies have been identified in Appendix K by contact IDs only.

Table 4-4: Section 42(1)(d) consultees named in Appendix K

Organisation	Contact ID
The English Heritage Trust	809822
The National Trust	809823
Shell UK Limited	804612
Sky UK Limited	2194152
CenturyLink formerly Level 3 Communications	1761177
Royal Society for the Protection of Birds	1701426

⁶ Response from ESP Gas Group covers ES Pipelines (also covers ESP Connections Limited, ESP Utilities Group Limited, ESP Electricity Limited, ESP Networks Limited and ESP Pipelines Limited. ESP Pipelines is also a Section 42(1)(d))

⁷ Late response accepted

⁸ Response accepted following a return to sender received and letter sent 21 September 2018 providing 28 days for comment. See paragraphs 3.4.51 and 3.4.52 for more information

- 4.5.8 As set out in Chapter 3, a number of community and interest groups and organisations that are not prescribed consultees for the purposes of section 42 of the PA 2008 were invited to take part in the consultation. A list of these organisations is included in Appendix H.4.5.12 lists those who responded to consultation.
- 4.5.9 In addition, other groups and organisations responded to consultation. Through checking the contact information we have determined if these are section 42 consultees. If not, these have been identified as section 47 consultees, included in
- 4.5.10 Table 4-5 below.
- 4.5.11 The response of each of these section 47 organisations has been analysed in line with the methodology described above. Appendix K summarises the comments made in response to the statutory consultation and where the organisations named below have raised those comments they have been named against them alongside their contact ID. The contact IDs for the Friends of the Earth petition and Stonehenge Alliance proforma text are set out below to allow the matters raised by these organisations to be identified in Appendix K. Section 47 consultees who are individuals have been identified in Appendix K by contact IDs only.
- 4.5.12 Both the Stonehenge Alliance proformas and Friends of the Earth petition strongly object to the scheme, stating that the tunnel would be visually and audibly intrusive and that the scheme would have a number of adverse impacts. Both proforma and petition state the consultation was flawed and that UNESCO's advice to explore options that would not damage the WHS has been ignored. These and other matters raised by the proforma and petition can be viewed in Appendix K, together with Highways England's response.

Table 4-5: Section 47 organisations which responded to consultation

Organisation	Contact ID
A303/A358/A30 Steering Group	2019961
Amesbury Museum and Heritage Trust	1762487
Andover Ramblers	2212434
Avebury Parish Council	2020350
Aspire Defence Services Limited	2020340
Bee Farmers Association	2060981
Blick Mead Archaeology	2192225
Butterfly Conservation	2057606
Campaign for Better Transport	2020467
Campaign to Protect Rural England Wiltshire (CPRE)	2020470
CPRE South West	2020469
City Voice	2195983
Clouds on the Ground Ltd	2212449
Compton Chamberlayne Parish Meeting	2212437
Cornwall and Isles of Scilly Local Enterprise Partnership	2025204
Council for British Archaeology	2020685
Council for British Archaeology Wessex	2020686
Council of British Druid Orders	2034025
Consortium of Stonehenge Experts	2020683
Cranborne Chase AONB	1762325
Cycling Opportunities Group for Salisbury (COGS)	1762474
Cycling UK	2057701
Andover Ramblers	2212434
Devon County Council	2025268
Equality and Human Rights Commission	1762323
Euro Garages	2058649
Flying Purple Pig Tours	2212462
Fornham Heritage Group	2212479
Emma Hamilton Society	2196159
Friends of the Earth Petition	1762468
Friends of the Earth South West	2023464
GLASS (Green Lane Association)	2021217
Go South Coast (t/a Salisbury Reds Buses)	2021220
Great Bustard Group	1751759
Great Durnford Parish Council	2212470
Green Lanes Environmental Action Movement	2212457

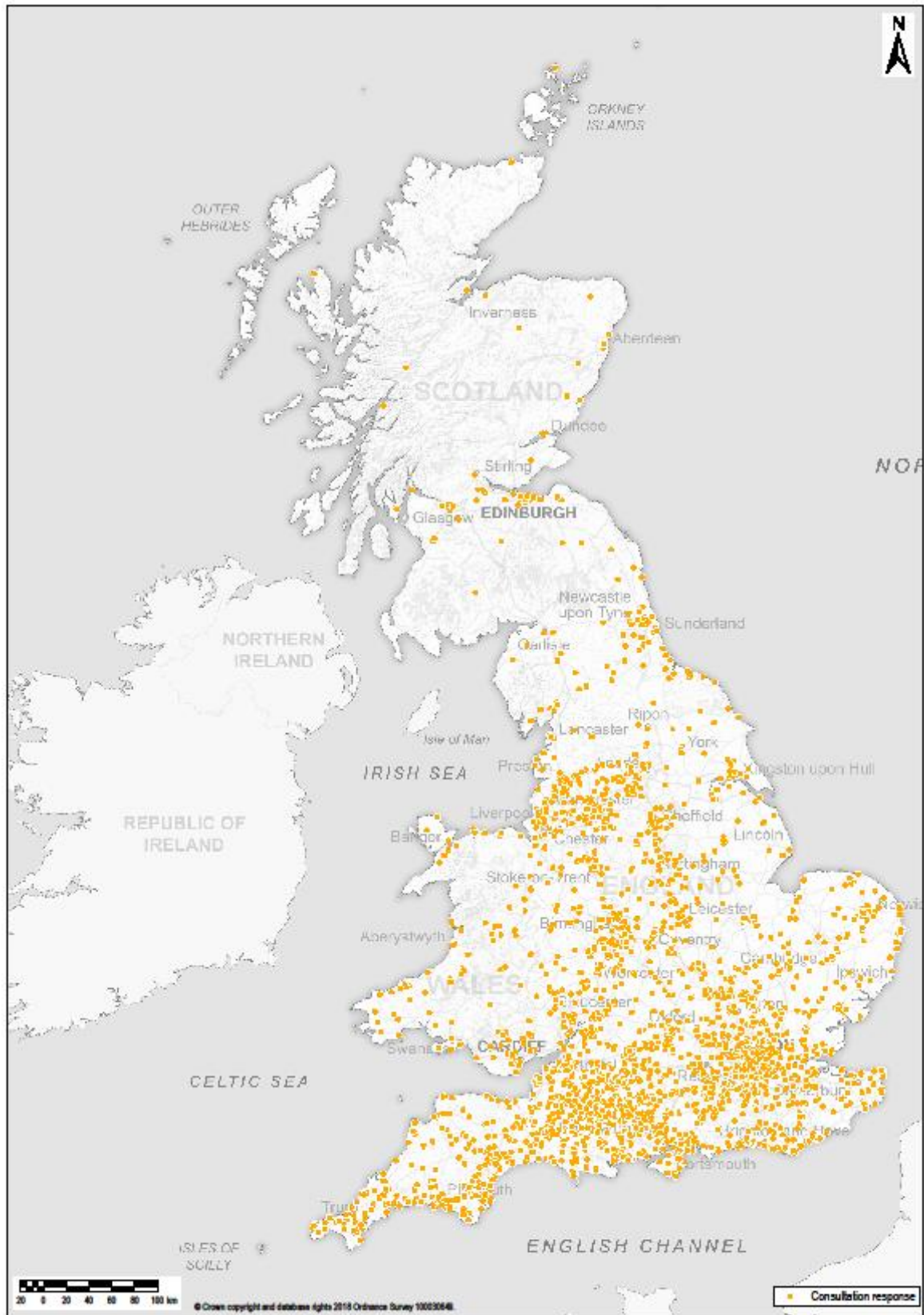
Organisation	Contact ID
Heart of the South West LEP	2021296
Hillbrush UK	2187226
Hillview stables	2212454
Honouring the Ancient Dead (HAD)	1777657
ICOMOS-UK	2021408
Institute of Archaeology	2192818
Jacked Structures Group	1701401
Land Access and Recreation Association (LARA)	2194017
National Farmers Union	1701422
Open Access to Stonehenge	PROS230418-4-28
Oxfordshire TRF	2023623
Pagan Federation	2212442
Peak District Green Lanes Alliance (PDGLA)	2062396
RAC Foundation	1762424
Road Haulage Association Ltd	2023003
Roseland Observatory	2212440
Royal Museums Greenwich	2192396
S Morris Ltd	1724510
Sacred Grove Western Isles	PROS230418-4-25
Scotland Lodge	2195993
Shrewton Flood Warden	2212438
Society of Antiquaries of London	2023303
Southampton Stonehenge Tours	2212460
Snake Bend Syndicate	2023302
STAG: Stonehenge Traffic Action Group	2212446
Stonehenge Alliance	1701427
Stonehenge Alliance proforma standard text	123456
Stonehenge and Avebury WHS Partnership Manager	2023399
Strukta	2213165
The 1805 Club	2192346
The Avebury Society	2023508
The British Archaeological Trust	1701486
The British Horse Society	1701393
The Druid Order, An druidh Uileach Braithreachas.	2034142
The Nelson Society	2200596
The Prehistoric Society	1701431
The Rotary Club of Salisbury	2195943

Organisation	Contact ID
The Salisbury Museum	1762421
Tisbury Parish Council	2023563
Trail Riders Fellowship	2013133
Transport Focus	1762332
Wessex Regionalists - the Party for Wessex	2199456
Wessex Society	2212461
West Amesbury Residents	1762404
Westbury Town Council	2199457
White Rabbit Grove RDNA	PROS230418-4-14
Wiltshire Fishery Association	2023811
Wiltshire Archaeological and Natural History Society	2013136
Wiltshire Ramblers	1724309
Wiltshire Trail Riders' Fellowship (TRF)	2023821
Wiltshire Wildlife Trust Ltd	1762400
Wings Over Stonehenge Group	2212436

4.5.13 The post codes provided by people in their responses has enabled the geographic spread of responses to be plotted as shown in Figure 4.4.

4.5.14 This shows that the promotion of the consultation was successful in reaching, informing and engaging a widespread audience.

Figure 4.4 map showing the distribution of consultation responses



Late responses

4.5.15 Highways England received and accepted 30 late responses to the statutory consultation after the advertised deadline of 23 April 2018. Table 4-6 below identifies the respondents.

Table 4-6: Responses received after the advertised close of statutory consultation

Response Date	Contact ID	Consultee strand
24/04/2018	2187869	s47
24/04/2018	2192495	s47
24/04/2018	809824	s42(1)(d)
24/04/2018	804295	s42(1)(d)
24/04/2018	804304	s42(1)(d)
25/04/2018	2187895	s47
26/04/2018	804307	s42(1)(d)
26/04/2018	2188040	s47
26/04/2018	809772	s42(1)(d)
26/04/2018	1724646	s42(1)(d)
26/04/2018	1757943	s42(1)(d)
27/04/2018	2192384	s47
29/04/2018	2192766	s47
30/04/2018	2188158	s47
30/04/2018	2212301	s47
08/05/2018	Wiltshire County Council (804621)	s42(1)(a), s42(1)(b) and s42(1)(d)
17/05/2018	Dorset & Wiltshire Fire and Rescue Service (1762314)	s42(1)(a)
18/05/2018	Wiltshire Police (2023816)	Sa4(1)(a)
23/05/2018	2058082	s47
24/05/2018	804613	s42(1)(a)

Response Date	Contact ID	Consultee strand
25/05/2018	2091610	s47
29/05/2018	2189133	s42(1)(d)
05/06/2018	2200597	s47
10/06/2018	The Nelson Society (2200596)	s47
14/06/2018	Wilsford Cum Lake Parish Meeting (1759009)	s42(1)(a)
13/07/2018	Aspire Defence Services Limited (2020340)	s47
19/07/2018	Strukta (2213165)	s47
13/08/2018	2213480	s42(1)(d)
29/08/2018	1724592	s42(1)(d)
21/09/2018	Highways England Historical Railways Estate (1762347)	s42(1)(a)

- 4.5.16 As outlined in paragraphs 3.4.40 to 3.4.52, 460 additional section 42 consultees were identified following the start of consultation through ongoing land referencing and ongoing checks. These were each sent a section 42 letter and documentation and were given extended time to respond to the consultation, to reflect their later notification. The majority of these were identified during ongoing inquiry into land interests affected by the scheme. Lists of these consultees and when additional letters were sent are included in Appendix E1 and E2.
- 4.5.17 Six responses were received from these extended consultations. These have been analysed in line with the methodology above and the results included in quantitative analysis below, and in Chapter 5 and Appendix K.

Table 4-7: Responses received from additional s42 consultations

Consultation end date	Response Date	Contact ID	Statutory consultee
16/05/2018	03/05/2018	CenturyLink formerly Level 3 Communications (1761177)	s42(1)(d)
8/06/2018	08/06/2018	Oxfordshire County Council (2189298)	s42(1)(b)
30/08/2018	23/07/2018	2211297	s42(1)(d)
30/08/2018	6/08/2018	2211842	s42(1)(d)
17/08/2018	10/8/2018	804365 804363	s42(1)(d)
14/08/2018	15/08/2018	2201990	s42(1)(d)

4.6 Data from respondents

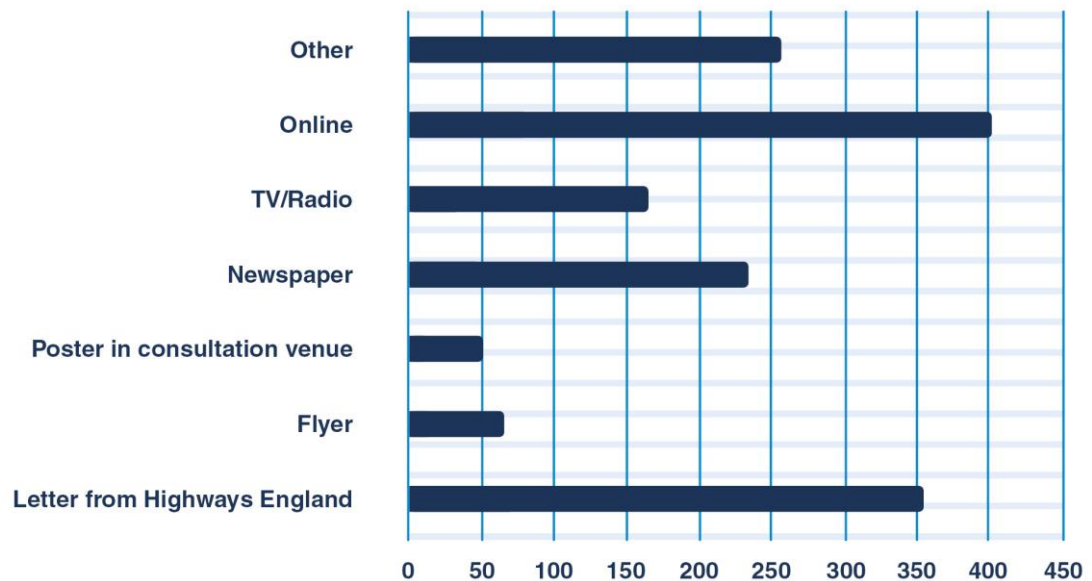
4.6.1 The below section provides summaries on what was expressed in the consultation responses. It first provides information from the 1,412 submitted response forms outlining how people heard about the consultation and the demographic breakdown of those who responded.

4.6.2 The section then moves on to summarise the matters arising within the response themes identified in paragraph 4.2.9, followed by summaries of the feedback received on the specific design options presented for consultation, on which questions were asked inviting views.

How people heard about the consultation

4.6.3 Question 12 of the response form asked how people heard of the consultation. Figure 4.5 shows the response in terms of the numbers responding. A copy of the response form is in Appendix G7.

Figure 4.5 How respondents heard about the consultation



4.6.4 The most common channel via which respondents heard about the consultation was online. Those who chose to specify online sources said they heard about the consultation through a variety of formats such as Facebook, BBC website and Twitter.

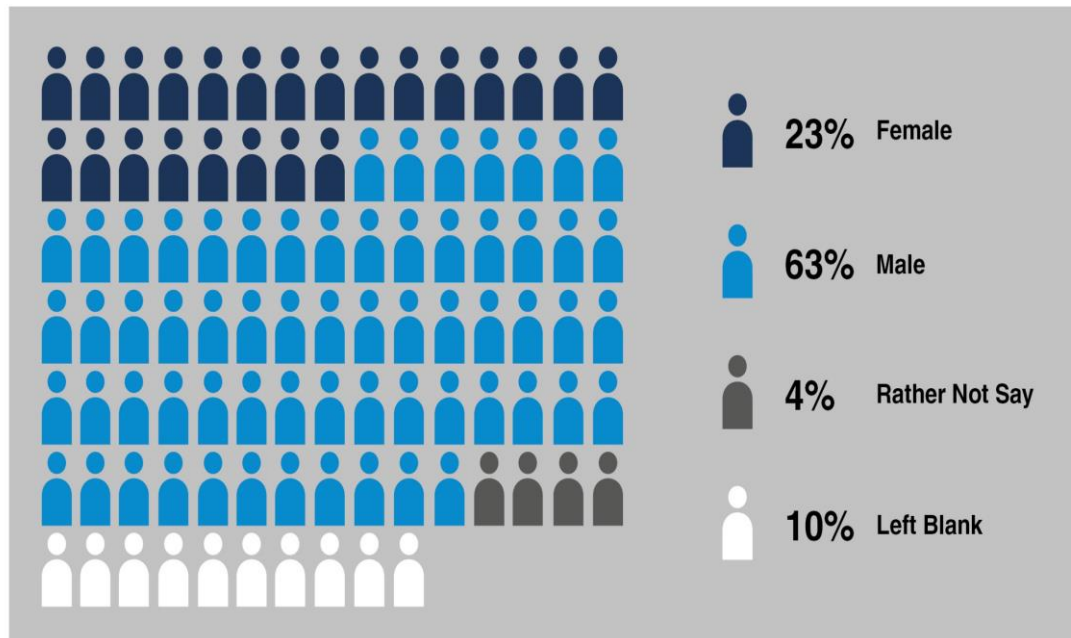
4.6.5 Highways England's letter was the second most common channel, followed by Newspaper and TV/Radio. Flyers and posters in consultation venues had the lowest number of respondents with 66 and 51, respectively.

Demographic breakdown of respondents

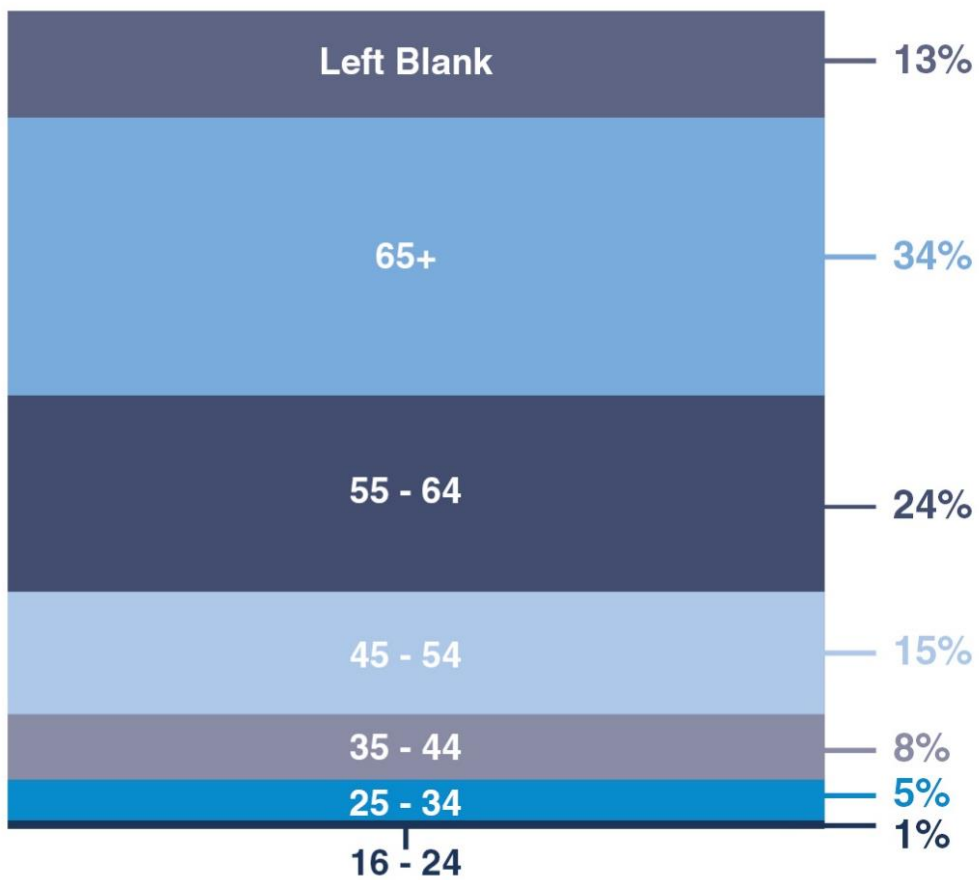
4.6.6 Question 13 of the response form focused on the demographics of respondents, specifically age, gender and disability. The results are presented below.

- 4.6.7 Figure 4.6 shows that 63% of respondents identified their gender to be male, 23% were female, 4% chose 'prefer not to say' and 10% left this section blank.

Figure 4.6 Gender breakdown of respondents



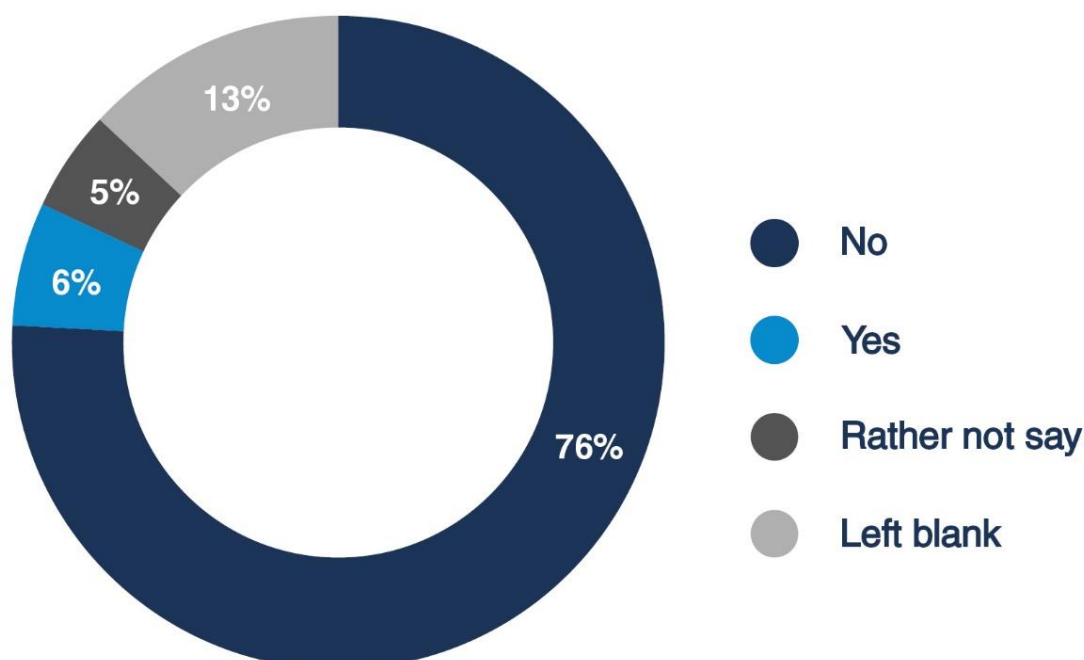
- 4.6.8 Figure 4.7 shows the age breakdown of respondents. 34% stated they were 65+, 24% fell within the 55-64 age bracket, 15% were 45-54, 5% were 25-34 and 1% were between the ages of 16-24. 13% of respondents chose to leave this section blank.

Figure 4.7 Age breakdown of respondents

4.6.9 Figure 4.8 shows the responses to the question asking if people considered themselves as having a disability. Of the respondents, 76% stated 'No' they did

not consider themselves as having a disability, 6% responded 'Yes', 5% stated they preferred not to say and 13% left this question blank.

Figure 4.8 Responses to disability question



Summary of comments arising against the themes

- 4.6.10 This section provides a summary of the matters raised by respondents to the statutory consultation.
- 4.6.11 As set out in paragraph 4.2.9, Highways England has grouped comments arising from the statutory consultation into themes. Each theme describes in high-level terms the subject of the individual matters associated with it.
- 4.6.12 For some of the 17 themes, a question on the response form directly relates to that theme. For others, respondents made general comments which fall into themes identified from analysing and grouping matters raised.
- 4.6.13 Table 4-8 lists the 17 themes and includes a description of the matters associated with each theme according to how they have been coded, and also indicates where themes relate directly to response form questions.

Table 4-8: Summary of matters arising against the themes from the statutory consultation

Theme name	Summary description	Related response form question (if applicable)
River Till viaduct	Comments on the viaduct structure, including its location, design and environmental impact Comments on the options presented for the viaduct	Question 1 on the response form
Longbarrow junction	Comments on the location and design of the junction	Question 2 on the response form
Green Bridge No.4	Comments on the options presented for the green bridge location Comments about the design	Question 4 on the response form
Tunnel and the approaches	Comments on tunnel construction and operation Comments on the options presented for the western approach and entrance Comments on the eastern approach and entrance	Questions 5 and 6 on the response form
Countess junction	Comments on the design of the junction and its environmental impact Comments on the options presented for the Countess flyover	Question 8 on the response form
Environment	Comments on the perceived environmental impacts of the scheme in general (positive and negative), including heritage and archaeological considerations Suggestions for additional environmental mitigating measures	Question 10 on the response form
Public rights of way	Comments relating to the scheme's public rights of way proposals Comments on local road changes	No specific question on the response form
Land	Comments on landowner engagement, including queries about compensation and land take	No specific question on the response form
Construction	Comments about construction traffic affecting local roads Comments about construction impacts generally, including suggestions for mitigation to minimise such impacts Comments on site compounds	No specific question on the response form
Traffic and transport	Comments about the perceived traffic impacts of the scheme Comments on the traffic modelling methodology	No specific question on the response form
Operations and maintenance	Comments on the signage strategy, traffic management and speed limits Comments on the tunnel diversion route.	No specific question on the response form

Theme name	Summary description	Related response form question (if applicable)
Consent and consultation	Comments on the consultation process, publicity and events Comments on previous consultations Comments about the decision-making process.	No specific question on the response form
Needs and benefits	Comments expressing general support or criticism of the scheme Comments on the cost and funding Comments on the impact the scheme will have on the local economy Comments on the impact the scheme will have on the World Heritage Site Comments on the impact on the objectives of the scheme including safety and community	No specific question on the response form
Alternatives	Suggestions for: alternative solutions; alternative routes; no tunnel or a longer tunnel or for a surface dual carriageway	No specific question on the response form
Western section - general	Other comments made about the western section of the scheme	Question 3 on the response form
Central section - general	Other comments made about the central section of the scheme	Question 7 on the response form
Eastern section - general	Other comments made about the eastern section of the scheme	Question 9 on the response form

Outcome of options presented at consultation

4.6.14 This section summarises the views expressed on the options presented as part of the consultation for:

- a. River Till viaduct
- b. Green Bridge No. 4 (near Longbarrow)
- c. Approach to western tunnel entrance
- d. Western tunnel entrance
- e. Flyover at Countess roundabout
- f. The options for each of these five design features are outlined below, along with the feedback received. Chapter 3, section 3.3 of the Environmental Statement (document reference 6.1) sets out the environmental considerations for each of these options. The PEI Report also sets out the environmental considerations for each of the options, in order to inform the statutory consultation. Appendix G1 includes a copy of the Public Consultation Booklet which shows details of the options presented.

River Till viaduct

- 4.6.15 Two options were presented for the southern parapet for River Till viaduct. One option was to have a conventional open bridge parapet. The open parapet would make the viaduct less visually intrusive, but vehicles would be more visible. The other option was to attach a screen to the bridge parapet which would maintain the continuity of the visual screening provided by proposed landscaped banks either side of the viaduct.
- 4.6.16 Of those who commented on the options presented, the benefits of the screening option led to it being preferred by three times as many who expressed preference for the open parapet.
- 4.6.17 The selected option for the scheme is for a 1.5 metre high screen to be provided along the south side of the viaduct. This was selected taking into account the popular support for the screening option and the benefit it will provide in reducing the visual impacts of traffic. This will also serve to maintain the continuity of environmental screening being provided alongside the new road either side of the viaduct.

Green Bridge No.4

- 4.6.18 Two options were presented on the potential location of Green Bridge No.4. One option was for the green bridge to be located along the line of the existing A360. The other option was for the bridge to be located further east into the WHS, in order to provide additional benefits in terms of the connectivity between the groups of barrows in the vicinity of the existing Longbarrow roundabout.
- 4.6.19 From those expressing a view, the majority preferred to see Green Bridge No.4 located along the line of the existing A360 in order to provide a direct north-south connection between the new public rights of way being created alongside the A360 in the northern and southern parts of the WHS.
- 4.6.20 However, following consultation, further assessment showed that locating the bridge within the WHS and widening it to approximately 150 metres would provide greater physical and visual connectivity between the northern and southern parts of the WHS, with enhanced heritage, landscape and biodiversity benefits. The bridge in this easterly location will still provide a convenient link not only between the north-south public right of way alongside the A360 but also with the new right of way proposed along the old A303 through the WHS. Accordingly, this change was one of three put forward for the supplementary consultation summarised in Chapter 6 of this report.
- 4.6.21 To secure these benefits, the selected option for the scheme is for the green bridge to be located within the WHS and for its width to be c.150 metres.

Approach to western tunnel entrance

- 4.6.22 The proposed option presented at consultation was for the deepest two-thirds of the cutting on the approach to the tunnel to be formed with vertical retaining walls, with the top third formed with rolling grassed slopes to provide a softer

finish for views towards the cutting. This option would minimise the footprint of the road within the WHS. The other option presented was for the whole cutting to be formed with grassed slopes that would give a more open aspect for the driver on the road. This option would require more land and would create a wider footprint within the WHS.

- 4.6.23 Although, from the drivers' perspective, more people preferred the grass-sloped option, the vertical retaining wall option remains the best solution for limiting the impacts of the new road in the WHS and is the chosen option for the proposed scheme.

Western canopy entrance to tunnel

- 4.6.24 The proposed option for the design and appearance of the western canopy was for a fully grassed-over canopy. The other option presented was for a canopy with ventilation outlets which would allow the tunnel service buildings and the associated access layby to be concealed under the canopy rather than located outside the tunnel.
- 4.6.25 Of those expressing a view, more people preferred the fully grassed-over canopy, with some perceiving there to be hazards associated with having openings in the canopy roof. The chosen option is the fully grassed-over canopy because this will prove a better integrated solution within the surrounding WHS landscape.

Countess Junction

- 4.6.26 Two options were presented for carrying the A303 on a flyover above the roundabout. One option was for the flyover to be built with two single-span bridges over the existing roundabout, with the centre filled in with a landscaped embankment. The other option was for a multi-span viaduct across the whole of the roundabout, creating a more open aspect and views across the roundabout from north to south.
- 4.6.27 The majority of respondents who commented on the options preferred the landscaped embankment option. This is the chosen option, informed by the assessments which indicate that the landscaped embankment will provide a better environmental solution.

4.7 Summary of matters raised

- 4.7.1 This section summarises the responses of those prescribed parties and local authorities (section 42(1)(a) and section 42(1)(b) consultees) listed in Table 4-3 above (para. 4.5.6) who responded to the statutory consultation.
- 4.7.2 Additionally, of the responses from section 42(1)(d) bodies listed in Table 4-4 above (para. 4.5.7), the responses from English Heritage Trust and National Trust are also summarised below; both bodies have published their responses publicly and have raised matters that have a wider community interest beyond their private land interests.
- 4.7.3 The responses from the section 42(1)(a) and (b) consultees, along with those from English Heritage Trust and National Trust as section 42(1)(d) consultees, are summarised in the tables below. Highways England's responses to the matters raised are contained in the tables presented in Chapter 5 collated under the relevant themes and in Appendix K, which also includes against the matters raised the names of all those organisations who raised the matters.

Table 4-9: Summary of matters arising for section 42(1)(a): prescribed parties

Health and Safety Executive comments	
Supporting comments	None stated
Opposing comments or concerns	None stated
Neutral comments	In relation to the proposed scheme boundary, the Health and Safety Executive commented that Rollestone junction falls within the HSE Public Safety Consultation Zones of a Major Hazards Installation, and that there are no Major Accident Hazard Pipelines or licensed explosive sites in the vicinity.
Suggestions	The Health and Safety Executive suggested that Highways England take into account and adhere to relevant waste management requirements.

Natural England comments	
Supporting comments	Natural England expressed support for the proposed 'chalk grassland', though also stating that support is conditional on conformation that the material is suitable for use. It also expressed support for the proposed ponds, and the public access proposals.
Opposing comments or concerns	Natural England stated that they had been unable to comment in detail given the limited detail of the ecological information. They also stated concern for a number of ecological features, including the River Till SSSI, the Salisbury Plain Special Area of Conservation (SAC), Stone Curlew, and, more generally, the potential for in-combination effects. Natural England also stated their concern for various receptors at Parsonage Down National Nature Reserve (NNR), in particular in relation to noise and visual impacts.

Natural England comments	
	There is also concern from Natural England that the scheme is not taking opportunities to enhance or restore river habitat. Natural England stated that they are opposed to the proposed link between Byways 11 and 12.
Neutral comments	Natural England stated that they would like to see further information in relation to NOx impacts on ecological sites, and the proposals for land which is to be handed back to Natural England post-construction, including in relation to fencing and surface details of public rights of way. They also advised that consideration should be given to not fence new byways from arable land.
Suggestions	Natural England made several suggestions in relation to the environmental impact assessment, which included that the water assessment should consider the whole River Avon SAC. In relation to the scheme design and ecological mitigation, Natural England made a number of suggestions, including in relation to the planting of hedgerow and trees, the retention of water in drainage ponds, a need for more bat mitigation, the retention of existing trees, and the need for short term biodiversity gains to be realised. Natural England also suggested that the treatment of the downgraded A303 maximise ecological benefit and that they would wish to see the Avenue fully connected.

Historic England comments	
Supporting comments	Historic England commented that the scheme was a great improvement on the route options taken to consultation in 2017, in particular in relation to the proposals east of Countess Roundabout, the proposed location of the eastern and western tunnel portals, the new location of the proposed Longbarrow junction, and the commitment to avoid intrusive lighting within the WHS. Historic England also commented that the commitment to avoid intrusive lighting at Longbarrow junction was a welcome one.
Opposing comments or concerns	Historic England stated their concern for potential impacts associated with Countess Roundabout junction, in relation to Amesbury Abbey, Amesbury Conservation Area, and Countess Farm, Vespasian's Camp, the western section of the proposed scheme within the WHS, which they considered required further mitigation, and the scheduled monuments to the north of Winterbourne Stoke. Historic England also stated their opposition for the proposed link between Byways 11 and 12 and were concerned about the proposed landscape planting at Longbarrow junction, requesting that careful design and use of subtle landscaping techniques would be preferable to screen planting.

Historic England comments	
Neutral comments	Historic England presented their outline OUV assessment titled 'Stonehenge A303 Improvement: Assessment of aspects of the Preferred Route as at 4th December 2017, March 2018'. Historic England stated that there would be little impact on designated heritage east of Countess Roundabout, and, in considering the potential for impacts on the OUV of the WHS, suggested that the Countess roundabout, the eastern tunnel portal, and the Winterbourne Stoke bypass were unlikely to have significant impact.
Suggestions	Historic England suggested that, in order to mitigate potential impacts on the OUV of the WHS and provide meaningful landscape connectivity across the scheme, a wider green bridge was required within the WHS, suggesting that a width of at least 150m was required. In relation to Blick Mead, Historic England advised that targeted assessment of the small-scale groundwater environment should be undertaken. In relation to design options, Historic England stated preference for a steep-sided abutment and a fully-grassed canopy. Historic England stated that a substantial programme of evaluation would be required to allow them and other heritage stakeholders to fully understand the direct impacts of the proposed scheme and that, where archaeological excavation is required, it is important that the project commits to a full and timely programme of post-excavation analysis, archive preparation and appropriate publication, including integration of the results of assessment and evaluation.

Dorset and Wiltshire Fire and Rescue Service comments	
Supporting comments	None stated
Opposing comments or concerns	None stated
Neutral comments	None stated
Suggestions	Dorset and Wiltshire Fire and Rescue Service asked that in regard to the cutting on the western approach to the tunnel, the design should consider how casualties will be evacuated. The design should also consider air ambulance and access points for crews and safety barrier for animals, people and debris to prevent falling on to roadway. Dorset and Wiltshire Fire and Rescue Service stated that a fire strategy for the tunnel must include fixed fire-fighting system and start and finish at covered areas not the portals. It also emphasised that all proposed bridges within the scheme will be required to have a weight limit which enables the emergency vehicles to use the bridges safely.

Wiltshire Police comments	
Supporting comments	Wiltshire Police confirmed that its current stance on the design and route of the scheme outlined in the consultation materials is in line with that of Highways England and that they already have engagement regarding the design development through the Tunnel Design & Safety Review Group.
Opposing comments or concerns	None stated
Neutral comments	None stated
Suggestions	None stated

Berwick St James Parish Meeting comments	
Supporting comments	None stated
Opposing comments or concerns	Berwick St James Parish Meeting expressed their concern about the proposed closure to all vehicular traffic of the western section of the existing A303, once Winterbourne Stoke bypass is in operation. It felt that if closed, traffic would travel through Berwick St James, which would impact road conditions and have safety implications.
Neutral comments	None stated
Suggestions	Vehicular access onto the remaining part of the present A303 to the west of Winterbourne Stoke be turned into a byway for farm vehicles and heavy goods vehicles directly associated with these farms.

Winterbourne Stoke Parish Council comments	
Supporting comments	Winterbourne Stoke Parish Council strongly supported the proposals for Rolleston Crossroads as it would help relieve rat-running in Shrewton and asked if it could be completed as part of advanced works.
Opposing comments or concerns	The Parish Council raised concerns about the quality of information in the consultation materials, in particular over the presentation of information on PRowS, and the likely impacts of moving spoil and the potential health and safety implications of the spoil, notably in relation to the phosphatic chalk and radon gas. The Parish Council and villagers were also concerned about the lack of information provided in relation to construction compounds, including the slurry treatment plant at Longbarrow, and the likely associated impacts. The Parish Council and the villagers were not in favour of the proposed 2%-3% gradient of the bypass given the gradients on the A303 immediately West and East of the current scheme.

Winterbourne Stoke Parish Council comments	
	The Parish Council suggested the current location of the western construction compound would be unnecessarily intrusive on the village. They also mentioned the impact on landowners and suggested the eastern compound should be relocated further east.
Neutral comments	Winterbourne Stoke Parish Council stated that villagers wish to be assured that the flow and flood characteristics of the River Till will not be altered.
Suggestions	Winterbourne Stoke Parish Council made a number of suggestions in relation to byways. The Parish Council made a number of suggestions about the River Till viaduct, including that it be as low as possible, that it be moved further north, and that modern noise screening technology be used. The Parish Council made a number of other design suggestions, including in relation to the allowance for more screen planting on the southern side of the viaduct, the reduction in the size of drainage ponds, that the proposed Longbarrow junction be moved further east, and that the proposed Green Bridge No.1 be a simple bat bridge. They suggested that only the spoil absolutely necessary to construct the bypass should be put in or near sensitive sites and suggested the majority of the spoil should be moved north of Rollestone Crossroads and out of the WHS.

Shrewton Parish Council comments	
Supporting comments	Shrewton Parish Council confirmed in their response that based on the opinions it had received from the residents of Shrewton Parish, they are in favour of the scheme.
Opposing comments or concerns	None stated
Neutral comments	None stated
Suggestions	None stated

Amesbury Town Council comments	
Supporting comments	None stated
Opposing comments or concerns	None stated
Neutral comments	None stated
Suggestions	The Town Council requested that work to the flyover at Countess Roundabout be undertaken before that of the tunnel in order to reduce the interruption to residents and businesses during construction.

Durrington Town Council comments	
Supporting comments	Durrington Town Council supports improvements to the Allington Track and the plans for cars using the slip road at Beacon Hill onto the eastbound A303.
Opposing comments or concerns	The Town Council questions the choice of a tunnel for the scheme and considered that dualling the A303 would be more cost effective. The Town Council raised a number of concerns in its responses. It was concerned that the overhead openings for the tunnel will be a safety hazard if members of the public were to gain access from above the tunnel. They were concerned about the noise level and distance of noise travelling from free flowing traffic once the flyover at the Countess Roundabout is operational, as well as the time it would take to construct the flyover and the potential impact on local roads during this time. The Town Council asked how Highways England would mitigate or manage potential rat running from drivers on the A303 using routes through Durrington/Larkhill during the construction of the flyover. They also asked about contingency plans and traffic management during serious incidents and closure of the tunnel. They raised concerns around diverted drivers of heavy and long vehicles being unable to navigate the newly built roundabout on Larkhill Parkway and potentially causing damage to the road and pavement and potential safety implications to pedestrians.
Neutral comments	None stated
Suggestions	The Town Council requested that a natural habitat of wild flowers/heathers/small shrubs be included in the designs for the green bridge and tunnel approaches to enhance the local ecology/environment.

Steeple Langford Parish Council comments	
Supporting comments	None stated
Opposing comments or concerns	Steeple Langford Parish raised concerns that the parish would be affected by traffic during construction. Their specific concerns were around construction traffic using the A36 and asked that Highways England give consideration to 'authorised' and controlled construction routes. The Council also asked what the planned diversions are off the A303 during construction. It requested access off/on the A36 to be planned and signed properly to avoid confusion at the A36 Deptford junction. The Council raised prior experience of poor traffic management and raised concerns that if not correctly managed, it will lead to the A36, Duck Street and C10/Wyllye Rd being used as 'rat runs'.
Neutral comments	None stated
Suggestions	The Council requested to be kept directly informed of plans to use the A36 for construction traffic, and plans to divert/manage the inevitable increase in non-construction traffic.

Wilsford cum Lake Parish Meeting comments	
Supporting comments	None stated
Opposing comments or concerns	Wilsford cum Lake Parish Meeting confirmed it would not be making an official response to the consultation as there were not sufficient attendees at the meeting about the scheme to form a general response from the parish. The Parish Meeting stated that majority of those that did attend the most recent parish meeting in November 2017 felt the consultation was biased towards the tunnel proposal when there were other solutions put forward that should be considered.
Neutral comments	None stated
Suggestions	None stated

Woodford Parish Council comments	
Supporting comments	Woodford Parish Council completed an online response form. It supported the preferred route selected. The Parish Council fully supported the location of Longbarrow junction and stated that the direct access from A360 should help encourage use of A303 for traffic from West Salisbury travelling East and reduce rat-running through the Woodford Valley. The Parish Council's response included their summary against the possibility of the F010 Southern route being resurrected and why the current proposed route was in its view the best option. This overview included the impact the alternative would have on the rural environment, village community, archaeology, Stonehenge visitor numbers, 'rat running' and transport costs. This also included the presentation of an Archaeological view to UNESCO/ICOMOS, supporting the current proposed route.
Opposing comments or concerns	None stated
Neutral comments	None stated
Suggestions	The Parish Council stated their preferences for: an open parapet on River Till viaduct, the green bridge along the existing alignment of the A360, and the sloped grassed retaining wall option.

Environment Agency comments	
Supporting comments	The Environment Agency stated that they are supportive of the proposals for specific consideration of leaching of phosphorus from phosphatic chalk, the use of closed face boring for tunnel construction, and the production of a construction environmental management plan (CEMP). The Environment Agency also stated that they were pleased to see consideration for otters, that the proposed drainage scheme will be designed to enhance biodiversity, and that the temporary crossing for the River Till will be a bridge and not an in-stream structure.
Opposing comments or concerns	The Environment Agency disagreed with the statement that there will be no indirect impact on fish from noise and vibration or on migratory spawning of fish, suggesting that the ES should include an assessment of all potential impacts from both the construction works and the operation of the scheme on fish.
Neutral comments	The Environment Agency, in relation to the assessment presented in the PEIR, noted that they had not seen the flood risk assessment, so were unable to make comment, and that they had no comment to make in relation to waste management issues. The Environment Agency noted that a WFD compliance assessment report would be produced alongside the ES.

Environment Agency comments	
	The Environment Agency stated that environmental permits may be required for certain works and that they would like to see any ecological data that is collected as part of the A303 project.
Suggestions	The Environment Agency made a number of suggestions in relation to the water assessments, including that both temporary and permanent works must be considered. The Environment Agency stated that they required further detailed information in a number of areas to properly assess the implications of the scheme on the water environment, including in relation to: - Risks to quality and quantity of controlled waters. - The new local groundwater model. - The need to consider uncertainties around hydrogeology. - The implications of changes to topography for flood risk. - Monitoring requirements. - The design of SuDS. - The detail of measures to be included in the CEMP. The Environment Agency also made recommendations in relation to lighting proposals, wildlife passes and fencing, including for otters, the need for invasive species surveys, and the need for enhancements of the River Till. They also suggested that the scheme could contribute to the delivery of River Avon Restoration Plan (RARP) objectives for the Hampshire Avon SSSI.

Office of Rail and Road comments	
Supporting comments	None stated
Opposing comments or concerns	None stated
Neutral comments	The Office of Rail and Road (ORR) acknowledged receipt of the consultation and had no comment on the proposals.
Suggestions	None stated

Ministry of Defence comments	
Supporting comments	None stated
Opposing comments or concerns	The closure of Allington Track is a concern because it is the only route that provides abnormal load vehicle access to Boscombe Down.
Neutral comments	The MOD confirmed it had provided information to Highways England through engagement on water extraction, historic monument and vehicle movements.
Suggestions	The MOD referred to DIO safeguarding in its response and confirmed the proposed works fall within the aerodrome height consultation zone and the technical and birdstrike consultation zones around Boscombe Down airfield. In order to ensure the safety of aircraft transiting to and from the aerodrome, DIO Safeguarding recommends they are consulted on the infrastructure to be used whilst works are taking place. The MOD requested to be consulted if the development led to an increase in vehicular traffic within the Larkhill area. The MOD raised concerns that the creation of new habitats may attract and support populations of large and flocking birds close to the aerodrome. The MOD requested further information when available regarding the anticipated number of water bodies, the design and whether they are going to be wet all year round, or for the purpose of 1 in 100 year storm event and therefore, expected to drain within 48 hours after a period of heavy rainfall. The MOD suggested that an alternate route to the closure of the Allington Track may be either a new access road from the Amesbury Road or Solstice Park.

ESP Gas Group covers ES Pipelines comments (also covers ESP Connections Limited, ESP Utilities Group Limited, ESP Electricity Limited, ESP Networks Limited and ESP Pipelines Limited)	
Supporting comments	None stated
Opposing comments or concerns	None stated
Neutral comments	ESP Gas Group Ltd confirmed it had no gas or electricity apparatus in the vicinity of the site and will not be affected by the work.
Suggestions	None stated

Fulcrum Electricity Assets Limited and Fulcrum Pipelines Limited comments	
Supporting comments	None stated
Opposing comments or concerns	None stated
Neutral comments	The response from Fulcrum Pipelines Limited and Fulcrum Electricity Assets Limited confirmed its assets are not affected by the scheme.
Suggestions	None stated

NATS En-Route Safeguarding comments	
Supporting comments	None stated
Opposing comments or concerns	None stated
Neutral comments	NATS Safeguarding examined the scheme proposal from a technical safeguarding aspect and found no conflict with its safeguarding criteria and therefore raised no safeguarding objection to the proposal.
Suggestions	None stated

Royal Mail Group comments	
Supporting comments	None stated
Opposing comments or concerns	Royal Mail is concerned that during construction their ability to provide their services will be negatively impacted. They noted that the documents did not appear to acknowledge their ES Scoping consultation comments
Neutral comments	None stated
Suggestions	Royal Mail requested that they be pre-consulted on any proposed road closures, diversions and alternative access arrangements, hours of working and the content of the final Construction Traffic Management Plan (CTMP). They have also requested that the final CTMP includes provisions for a mechanism to inform major road users about works affecting the local network.

Southern Gas Networks plc comments	
Supporting comments	None stated
Opposing comments or concerns	None stated
Neutral comments	Southern Gas Network operates gas infrastructure at a number of locations between the Countess Junction and Solstice Park Junction. Prior to works due to take place within this area, they request information outlining the measures to ensure their gas infrastructure will not be adversely affected.
Suggestions	None stated

Wessex Water Services Limited comments	
Supporting comments	None stated
Opposing comments or concerns	None stated
Neutral comments	None stated
Suggestions	Wessex Water confirmed there are a number of water mains, sewers and pumping within the location boundaries of the scheme and are likely to be affected by the proposed works. Wessex Water confirmed they would therefore require access to maintain plant and apparatus during the construction phase to ensure they can carry out its statutory duties. Wessex Water stated plant and apparatus will need to be protected during the construction phase and temporary measures may need agreement. Where pipelines cannot be diverted Wessex Water will seek a range of protection measures to maintain access and structural integrity. Wessex Water requested a follow up meeting with Highways England to examine the proposals in more detail.

Organisation	Highways England Historical Railways Estate
Supporting comments	None stated
Opposing comments or concerns	None stated
Neutral comments	The Historical Railways Estate stated that some of their assets and structures may be affected by the scheme. They are happy to discuss any affected assets or structures and are able to provide more information if necessary.
Suggestions	None stated

Table 4-10: Summary of matters arising for section 42(1)(b): Local authorities

Wiltshire Council comments	
Supporting comments	Wiltshire Council provided a very detailed response to consultation. On the whole Wiltshire Council stated that it supported the scheme, and considered it would contribute to the implementation of various key policy and strategy priorities, subject to the issues identified in the response.
Opposing comments or concerns	The Council's response addresses five key considerations: 1. Proposal compliance with the strategy for the area of Wiltshire as set out in the Wiltshire Core Strategy and within the context of the relevant National Planning Policy Statement on infrastructure delivery and the wider planning context provided by the National Planning Policy Framework 2. The technical issues raised by the proposals and what mitigations are required as a consequence of any potential impacts 3. Requirements to be applied to the DCO 4. Any 'orders' or 'agreements' which should be required to implement any changes and ensure they are included within the DCO. This should include Heads of Terms of any section 106 agreement, land acquisition orders, traffic regulation orders, side road orders, stopping up orders, temporary traffic orders and public rights of way diversion orders. 5. Any community enhancement and mitigations of adverse impacts of the scheme should be secured by a Community Benefit fund or equivalent.
Neutral comments	Wiltshire Council included a copy of its Cabinet Report as part of its response to consultation. This outlines the internal process undertaken in reaching its consultation response ⁹ .

⁹ The Cabinet minutes can be found on the Council's website
<https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=141&MId=11896&Ver=4>

Wiltshire Council comments	
Suggestions	Wiltshire Council suggested: Clarity on the following aspects of the scheme: - The western section of the existing road - The old A303 through Winterbourne Stoke village and the subsequent local road that will be created. - The downgrading of the existing A303 east of Longbarrow for NMU and the subsequent creation of a PRoW - Future use for the old A303 to the east of Stonehenge Road - The alignment of the bridge structure for B3083 - The lighting proposals at Longbarrow junction and associate risk assessment. - The arrangements for all impacts on PRoW. - Green bridges. - Grass verge management, protection, enhancement, and monitoring. - The NMU link created on alignment of existing A360. - Arrangements for the Old Stonehenge Road. - Tunnel design, including approaches and portals. - Design of the Countess flyover, including signalisation. - Arrangements for Amesbury Road, Double Hedges, and Allington track. - Rollestone crossroads junction. - The construction compounds, construction methodology, plant requirements, and construction traffic. - Arrangements for the material arising from earthworks and tunnelling. - Regulatory requirements required as result of the scheme The Council identified a number of additional environmental surveys to take place. The Council also requested that when detailed design proposals are known they are provided further information on: - Traffic impacts and modelling - Noise, vibration, light, air quality and private water supplies impacts - Cut and fill calculations - Acoustic modelling for the acoustic / screen bunds - Archaeology evaluations - Impact to dark skies - Visual setting impact associated with Countess flyover and Till Valley viaduct The Council set out the assessments, plans and strategies it considered should be included with the DCO application.

Bath and North East Somerset Council comments	
Supporting comments	None stated
Opposing comments or concerns	None stated
Neutral comments	Bath and North East Somerset Council completed an online response form. They responded that they had no comments on the proposals.
Suggestions	None stated

Dorset County Council comments	
Supporting comments	The response was from the Council's Natural Environment Team who were supportive of the scheme because of the landscape and ecological benefits to the area around Stonehenge.
Opposing comments or concerns	None stated
Neutral comments	None stated
Suggestions	They requested that all impacts on ecological receptors during construction and in the longer term be mitigated or compensated for, and requested enhancements for biodiversity be included. They cited the necessary compliance with the national planning policy (NPPF, 2012¹⁰). They requested the creation of quality grassland to enable landscape and ecological benefits to be realised.

¹⁰ The NPPF was updated in July 2018, the Highways England response to this comment reflects compliance with the updated policy

Gloucestershire County Council comments	
Supporting comments	The Council was very supportive of the scheme in its response. They noted the strategic importance of the road in accessing the south west region and the economic benefits this would bring. The Council stated that “the scheme will unlock the key pinch-point that has prevented the transformation of the A303 in the past, making it possible to upgrade the entire route...The scheme will provide confidence for investors and businesses and extend the opportunity for the region to access a wider pool of labour, strengthen supply chains and support world class business clusters.” The Council also stated that the scheme would help provide more reliable journeys and would help manage future demand on the road.
Opposing comments or concerns	None stated
Neutral comments	None stated
Suggestions	Whilst the Council did not comment on the Scheme design, it did highlight the need to maintain safety for all highways users.

Oxfordshire County Council comments	
Supporting comments	None stated
Opposing comments or concerns	None stated
Neutral comments	Oxfordshire County Council has no objections to the proposals as the impact of this work will not affect Oxfordshire’s Highway Network.
Suggestions	None stated

Test Valley Borough Council comments	
Supporting comments	The Council's support for the scheme centres around the importance of the A303 to the distribution industries based in Andover and the potential the scheme has to improve both the local and wider economy whilst also creating a safe and reliable highway network. The Council also stated that any proposal which improves the links between Test Valley and the South West should be supported.

Test Valley Borough Council comments	
Opposing comments or concerns	None stated
Neutral comments	None stated
Suggestions	Whilst not commenting on specifics of the design, the Council emphasised in its response the need to be sensitive to the historic and natural environment both during design and construction. In particular they requested minimal disruption to road users during construction. They raised concerns that drivers may use Test Valley roads in trying to avoid road works. The Council also identified in their response that the design did not include lay-bys and facilities (including toilets) for drivers and suggested this should be considered as part of the A303/A358 corridor improvements.

Organisation	West Berkshire Council
Supporting comments	The Council stated its support for the scheme and highlighted the current bottlenecks experienced in the area. Once the A303 is improved West Berkshire Council considers traffic from routes to the south west will also be reduced including those which pass through West Berkshire.
Opposing comments or concerns	None stated.
Neutral comments	None stated.
Suggestions	None stated.

Table 4-11: Summary of matters arising for section 42(1)(d): Land interests

English Heritage Trust comments	
Supporting comments	English Heritage Trust stated that the scheme has the potential to transform the Stonehenge part of the WHS landscape and that they welcome the mitigation Highways England has included in the western portal design to protect the OUV of the World Heritage Site. They confirmed they largely support the current design but requested more detail about the size and exact location of the land bridge for the Western Portal. English Heritage Trust also confirmed its support for connecting rights of way to and within the WHS and that it was pleased with the position of the eastern portal which allows the line of the Avenue to be respected so that visitors can walk the full length of the route. English Heritage Trust was also pleased to learn that the scheme will not impact the Blick Mead site.
Opposing comments or concerns	English Heritage Trust suggested that the proposed green bridge will do little to mitigate the impacts of the scheme upon the WHS at this location and suggested a further or wider green bridge in this area. Further, English Heritage Trust was opposed to the proposed link between Byways 11 and 12.
Neutral comments	None stated
Suggestions	English Heritage Trust made a number of suggestions and requests in relation to the design, including that clear sign-posting was needed for the Stonehenge visitor centre, that the infrastructure at the Western and Eastern tunnel portals should be must be sensitively designed and located. English Heritage Trust also suggested that the hydrology of Blick Mead hydrology be carefully monitored.

National Trust comments	
Supporting comments	National Trust recognised that Highways England have made many improvements to the scheme design in an attempt to protect the WHS and see the opportunity the scheme brings to tackle the road's impact, acknowledging that the removal of vehicles from the existing A303 alignment could provide significant benefits for public access and significant potential for habitat restoration. The National Trust also stated their support for the twin deck approach to allow more light to reach the River Till SSSI. National Trust was encouraged that Highways England are seeking to explore the legacy opportunities for the proposed scheme to ensure the maximum possible legacy benefits for the WHS and the local community are realised.
Opposing comments or concerns	The National Trust stated that they were strongly opposed to the proposed link between Byways 11 and 12. They also stated their opinion that Green Bridge No.4 should be of substantially greater width to mitigate the adverse impact of the road as it passes between the Winterbourne Stoke and Diamond Barrow groups and stated their preference for the fully grassed western tunnel portal canopy design. They also stated concern in relation to the potential impacts on Countess Farmhouse and other buildings owned by the National Trust, the general negative impacts of Countess junction work on local communities, and the general risk posed by construction activities within the WHS.

National Trust comments	
	They also stated concerns about the incorrect identification of byways on National Trust land and generally about the poorly defined use of the word “byway” in the consultation material. They advised that, where aspects of the design had not yet been developed in detail, they should be designed in such a way as to protect the OUV of the WHS. They also stated a general concern that the construction phase poses a significant risk to the WHS, noting that they had not had sufficient detail on the proposed construction compounds.
Neutral comments	National Trust, in partnership with the Historic England, prepared an outline OUV assessment titled 'Stonehenge A303 Improvement: Assessment of aspects of the Preferred Route as at 4th December 2017, March 2018'. Their responses to the consultation were based on this assessment, but are subject to change. They acknowledged that progress had been made by Highways England to date but considered that there is still work to do to ensure the scheme adequately protects the WHS. They await the publication of the full Environmental Impact Assessment and associated Heritage Impact Assessment to allow assessment of the potential impacts of the proposed scheme and the effectiveness of the mitigation measures.
Suggestions	In relation to land interests, the National Trust made a number of suggestions, including that Highways England should engage in discussion with landowners about access arrangements, viability of field size, maintenance of secure boundaries etc. The National Trust was pleased by the proposals for greater connectivity for NMU but would like to see safe road crossings provided. They made several suggestions in relation to the protection of the WHS, including that the future surfacing the existing A303 required careful consideration, that more work is needed on the design of the road as the road leaves the western portal at the western end of the WHS to protect OUV and designated heritage assets, that infrastructure at the Eastern Portal needs to be designed and located sensitively, and that the commitment to have no external lighting in the WHS must be honoured. They also suggested that the embankment at Stonehenge Bottom be removed. In relation to archaeology, National Trust stated that they expect to see the same standards of archaeological evaluation and mitigation undertaken outside the WHS as within. Also that the proposals for land east of Parsonage Down could potentially impact on archaeology outside of the WHS. In relation to other environmental assessments, National Trust commented on the need to better understand and avoid impacts on Blick Mead, that there was a distinct need to ensure impacts of noise and light pollution were minimised, that ecological receptors, with specific reference to stone curlew, should be protected, and that the River Avon SSSI & SAC must be protected. They also stated that the scheme should pursue a landscape scale approach to ecological connectivity. The National Trust would like to see an assessment of the proposed utility connections.

5 Highways England's response to matters raised

5.1 Introduction

- 5.1.1 This chapter addresses the matters arising from the statutory consultation under s42, s47 and s48 of the Planning Act and Regulations 13 of the EIA Regulations 2017. Highways England's regard to the matters and response to them is set out below. Further information is provided in Appendix K which sets out the 'summary of consultee comments' by reference to those who made the comments, broken down by consultee strand as per Advice Note 14.
- 5.1.2 The individual sections of this chapter are set out under the themes identified in Chapter 4. Under each theme, tables are used to:
- summarise the comments received
 - show who made the comment, by consultee strand
 - provide Highways England's response to each of the matters raised
 - indicate whether the matter led to a change in the scheme proposals
- 5.1.3 In the 'Change to scheme' column in the subsequent tables:
- Yes, is used for any changes, developments or additions to the scheme proposals that have been made since the statutory consultation taking into consideration the feedback from the consultation. Some of these may have been made due to the results of environmental assessments and design development but were also requested in consultation responses.
 - No is used for:
 - A suggested/requested change that has not been adopted
 - A comment that did not request a change
 - Where information on design specifics were not presented at consultation, because the work is part of the detailed design process, but people still provided comments on the matters.
- 5.1.4 The chapter ends with an overview of changes to the scheme from consultation.

5.2 Matters raised on River Till viaduct

5.2.1 Table 5-1 below summarises the matters raised in relation to the River Till viaduct.

Table 5-1: Summary of consultee comments on River Till viaduct and Highways England response

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
RT#1	The viaduct is too high/ lower the viaduct. Every effort should be made to lower it including increasing the gap between the split decks.	✓		✓	✓	The primary driver for the height of the viaduct is the minimisation of shading on the below River Till SSSI and the adjacent grassland habitat, part of the River Avon SAC. A viaduct of this height, with the gap between the decks, is essential to ensure that sufficient sunlight reaches the valley floor to maintain existing vegetation and thereby protect the integrity of the SSSI and River Avon SAC. Lowering the viaduct, even with increasing the gap, would create too much shade over the SSSI and the surrounding habitat. The height of the proposed viaduct has been informed by a Bridge Shading Study and Assessment, as set out in ES Appendix 8.25, Annex 1 and 2 (document reference 6.3).	N
RT#2	Make sure the viaduct is high enough to accommodate farm vehicles.			✓	✓	The viaduct will have sufficient clearance for such agricultural vehicles to pass underneath.	N
RT#3	The viaduct is too close to Winterbourne Stoke.			✓	✓	The position for the River Till viaduct has been carefully chosen to ensure it is in the optimal location. It reflects a carefully weighed balance of impacts on Winterbourne Stoke with minimising land take and avoiding or minimising impacts on the River Till SSSI/SAC and its flood zone. The position of the viaduct optimises the road alignment to cross the River Till at right angles, enabling shorter spans for the twin deck structure over a narrow section of the valley. Environmental screening is proposed on the south side of the viaduct to reduce visual impacts of traffic on the viaduct from Winterbourne Stoke. Moving the viaduct north would adversely affect the balance of these impacts.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
RT#4	The viaduct is visually unappealing.			✓	✓	The viaduct design has been chosen to carry the new road across the Till valley whilst retaining the open character of the valley floor and to minimise its visual impact in the landscape in which it sits. The viaduct has been sited in the optimum location to cross the valley and minimise environmental impacts. Its detailed design will embody the principles contained within Highways England's guide 'The Road to Good Road Design'.	N
RT#5	Can local residents be included in the design of the viaduct?				✓	The DCO application includes information and drawings which provide an understanding of the appearance of the viaduct. In particular, the Design and Access Statement included in the DCO application outlines the design principles in more detail. Interested parties will have the opportunity to review and comment on this information as part of the DCO examination. The detailed design will be carried out sensitively, following principles such as those contained in Highways England's guide 'The Road to Good Design'.	N
RT#6	I'm pleased with the viaduct / support for the viaduct.			✓	✓	Thank you for your comment.	N
RT#7	Make the northern bypass go through a tunnel or culvert, not a viaduct.				✓	Taking the road under the River Till would not be viable. The width of the River Till valley flood plain and ground levels either side mean that a very long tunnel would be needed to get to locations where the entrances could be sited. Any such solution would represent very poor value for money and have significant environmental impacts.	N
RT#8	Move eastern end of the River Till viaduct south to reduce earthworks.				✓	The position for the River Till viaduct has been carefully chosen to ensure it is in the optimal location. It reflects a carefully weighed balance of impacts on Winterbourne Stoke with minimising land take and avoiding or minimising impacts on the River Till SSSI/SAC and its flood zone. The position of the viaduct optimises the road alignment to cross the River Till at right angles, enabling shorter spans for the twin deck structure over a narrow section of the river. Moving the eastern end of the viaduct south would adversely affect the overall balance of impacts.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
RT#9	Preference for open parapet (figure 5.10 in Consultation Brochure).	✓		✓	✓	Your preference is noted. However, given the popular support for the screening option, and the benefit it will provide in reducing the visual impacts of traffic, the scheme includes a 1.5-metre-high environmental screen on the south side of the viaduct. This will also serve to maintain the continuity of environmental screening being provided alongside the new road either side of the viaduct.	N
RT#10	Preference for noise / sound barrier / screen attached to parapet / fig 5.11.	✓		✓	✓	Taking into account the popular support for the screening option, and the benefit it will provide in reducing the visual impacts of traffic, the scheme includes a 1.5-metre-high environmental screen on the south side of the viaduct. This will also serve to maintain the continuity of environmental screening being provided alongside the new road either side of the viaduct.	Y
RT#11	No preference for parapet options.				✓	Your comment is noted.	N
RT#12	Is it possible to screen the viaduct with trees and landscaping, using mature trees?			✓	✓	The viaduct crossing of the River Till is designed to retain the open character of the valley floor and minimise its visual impact in the landscape. The embanked approaches will be landscaped and there will be planting either side of the viaduct. In addition, discussions are ongoing with landowners regarding potential offsite planting by agreement within the Till valley between the viaduct and Winterbourne Stoke. Mature trees will be considered where appropriate, but in the main young trees will be planted because these have a better establishment and long-term success rate.	Y
RT#13	Won't the viaduct generate too much noise for local residents?			✓	✓	The viaduct will have environmental screening on its south side to reduce the visual impacts of traffic in views from Winterbourne Stoke. The noise assessment carried out for the scheme indicates that only one property to the north of Winterbourne Stoke will experience increased traffic noise, but others located along and close to the existing A303 will all experience lower noise levels. Full details of the predicted noise levels in the village can be found in the Environmental Statement, document reference 6.1, Chapter 9.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
RT#14	Do not damage the environment or archaeology when constructing this viaduct.			✓	✓	The viaduct design has been chosen to carry the new road across the Till valley whilst retaining the open character of the valley floor and to minimise its visual impact in the landscape in which it sits. The viaduct has been sited in the optimum location to cross the valley and minimise environmental impacts. Archaeological evaluations carried out to date indicate there will be no loss of archaeology caused by the construction of the viaduct. Mitigation measures are included within the Outline Environmental Management Plan (Appendix 2.2 of the Environmental Statement, document reference 6.3), for example, control of dust and avoidance of spillages, will ensure the environment is protected.	N
RT#15	The viaduct seems too expensive.			✓	✓	A viaduct is needed to span across the River Till and its valley floodplain, to ensure there are no adverse effects on the associated flood regime. The location and design of the viaduct have been optimised to limit or avoid environmental impacts on Winterbourne Stoke and the River Till SSSI/SAC, and to provide a cost-efficient solution for crossing the valley.	N
RT#16	The viaduct will be completely out of place in this rural landscape and will have an adverse impact with or without the parapet.	✓			✓	A viaduct is needed to carry the new road over the River Till and its valley floodplain. It has been sited in the optimum location to minimise environmental impacts and is designed to retain the open character of the valley floor and minimise its visual impact in the landscape. The detailed Landscape and Visual Impact Assessment is set out in ES Chapter 7, LVIA (document reference 6.1). The continued detailed design of the viaduct will embody the principles contained within Highways England's guide 'The Road to Good Road Design'.	N
RT#17	The viaduct should be as unobtrusive as possible, it should blend into the landscape.			✓	✓	The viaduct is designed to retain the open character of the valley floor and minimise its visual impact in the landscape. It has been sited in the optimum location to cross the valley and minimise environmental impacts, including those on Winterbourne Stoke and the River Till SSSI/SAC. The detailed Landscape and Visual Impact Assessment is set out in ES Chapter 7, LVIA (document reference 6.1). The continued detailed design of the viaduct will embody the principles contained within Highways England's guide 'The Road to Good Road Design'.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
RT#18	The views of the residents of Winterbourne Stoke should prevail.				✓	All views expressed in response to the consultation, including the views of Winterbourne Stoke residents, have been taken into consideration, as set out in this report.	N
RT#19	Will screening create more buffeting of vehicles when there are strong/ gusty winds? Suggest this is looked at to determine whether there is screening.				✓	Screening will be in accordance with British Standards. This will ensure no increased buffeting of vehicles in high winds.	N
RT#20	The screen should be designed and/or constructed using materials that are sympathetic to the surrounding environment.			✓	✓	The detailed design of the viaduct, and screening to the southern perimeter, will be progressed at the detailed design stage following grant of consent for the scheme. The design will be in accordance with Highways England's guide 'The Road to Good Design'.	N
RT#21	Does the screening or lack thereof have any impact on reducing traffic pollutants entering the water?			✓		No. The environmental screening will not influence the potential for pollutants to enter the water, positively or negatively. Management of highway run-off and the way the scheme's drainage solution works will prevent pollutants entering the river system.	N
RT#22	Would like to see a combination of screening, landscaping and planting.			✓	✓	The scheme includes an optimum combination of screening, landscaping and planting for the purpose of providing visual screening and landscape integration. Details of the proposals can be found in the Environmental Masterplan, Appendix 2.1 of the Environmental Statement, (Application document 6.3).	N
RT#23	It is important to preserve the rural aspect of this valley as much as possible with				✓	The viaduct crossing of the River Till is designed to retain the open character of the valley floor and minimise its visual impact in the landscape. The detailed Landscape and Visual Impact Assessment is set out in ES Chapter 7, LVIA. Continuous environmental screening will be provided for Winterbourne Stoke along the south side of the	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	maximised visual and noise screening.					new road, including across the viaduct. A detailed assessment of the potential noise implications of the scheme is set out in ES Chapter 9, Noise and Vibration.	
RT#24	The scheme should provide large landscape banks and as much habitat as possible to mitigate the effects on ecology.				✓	Extensive planting of the landscaped banks is proposed as part of the scheme's landscape scale approach to ecological mitigation, helping to create a diverse mosaic of high quality habitats, greatly improving ecological connectivity. Further information can be found in ES Chapter 8, Biodiversity (document reference 6.1).	N
RT#25	The proposed scheme will have an adverse impact on the River Till SSSI and the River Avon SAC.				✓	The viaduct across the Till valley has been located and designed to avoid adverse effects on the River Till SSSI/SAC. There will be no direct impact on the river and the viaduct will be high enough (with split decks for the dual carriageway) to avoid adverse shading effects. The full assessment can be found in ES Chapter 8, Biodiversity (document reference 6.1). The potential for impacts on European protected sites is given further consideration in ES Appendices 8.24 and 8.25, Habitats Regulations Assessment.	N
RT#26	When considering the design, the noise and visual impacts must be the priority.			✓	✓	The viaduct crossing of the River Till is designed to retain the open character of the valley floor and minimise its visual impact in the landscape. Continuous environmental screening will be provided for Winterbourne Stoke along the south side of the new road, including across the viaduct to reduce the visual impacts of vehicles and headlights. Noise levels in Winterbourne Stoke will be significantly reduced by the removal of A303 traffic from the village and the screening will also provide some noise reduction.	N
RT#27	Would like to see the viaduct lowered and therefore shortened.				✓	The viaduct has to be as high as it is to ensure that sufficient sunlight reaches the River Till and the adjacent grassland habitat to maintain existing vegetation and thereby protect the integrity of the river SSSI, part of the River Avon SAC. The height of the proposed viaduct has been informed by a Bridge Shading Study and Assessment, as set out in ES Appendix 8.25, Annex 1 and 2 (document reference 6.3).	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						The viaduct also crosses the valley at its narrowest point, making use of existing landform, so keeping its length to the minimum.	
RT#28	Prefer the parapet with screen option but only if the noise reduction will be significant.			✓	✓	Taking into consideration the feedback from the consultation, a 1.5-metre-high environmental screen will be provided on the south side of the viaduct. The screen is justified in terms of the benefits it will provide for Winterbourne Stoke in reducing the visual impacts of traffic.	Y
RT#29	Bridge noise screens should be effective but slim enough to retain line of the bridge.				✓	The scheme includes a 1.5-metre-high environmental screen on the south side of the viaduct which will be slim enough to retain the line of the viaduct. The screen is being provided primarily to reduce the visual impacts of traffic on Winterbourne Stoke and not as a noise barrier, as noise levels in the village will anyway be significantly reduced by the removal of A303 through traffic.	N
RT#30	Please attach a screen to the parapet to lessen any noise towards Shrewton.				✓	The landform between the viaduct and Shrewton already serves to screen residents from the viaduct and a screen on the north side of the viaduct would produce no additional benefit. Further details of the assessment can be found in ES Chapters 9 (document reference 6.1), Noise and Vibration.	N
RT#31	Noise will have a greater impact on the village than visual impacts so the screens should be as high as possible; ideally above truck roof height.	✓		✓	✓	The need for screening is informed by the landscape and visual and noise assessments. These have shown that a 1.5-metre-high environmental screen on the south side of the viaduct is needed to reduce the visual impacts of traffic but not noise levels. Noise levels in Winterbourne Stoke will anyway be significantly reduced by the removal of A303 through traffic. Further details of the assessments can be found in ES Chapters 7 and 9 (document reference 6.1), on Landscape and Visual Assessment, and Noise and Vibration.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
RT#32	The Till viaduct should be moved north to achieve the lowest (in height) crossing of the Till floodplain, rather than the shortest.	✓			✓	The position for the River Till viaduct has been carefully chosen to ensure it is in the optimal location. It reflects a carefully weighed balance of minimising impacts on Winterbourne Stoke with minimising land take and avoiding impacts on the River Till SSSI/ River Avon SAC and its flood zone. The position of the viaduct optimises the road alignment to cross the River Till at right angles, enabling shorter spans for the twin deck structure over a narrow section of the valley. Moving the viaduct north would adversely affect the balance of these impacts, and it cannot be any lower over the River Till without causing a degree of shading that would result in unacceptable impacts on the nationally and internationally protected SSSI/SAC.	N
RT#33	There should be a screen on the northern parapet too.	✓			✓	It is not proposed that a screen be provided on the north side of the viaduct. The need for screening is informed by both the landscape and visual assessment. The assessments have concluded that environment screening on the south side of the viaduct will benefit the residents of Winterbourne Stoke in reducing the visual impacts of traffic, but there is not an equivalent need on the north side of the viaduct. The need for screening is informed by the landscape and visual and noise assessments. Further details of the assessments can be found in ES Chapters 7 and 9 (document reference 6.1), on Landscape and Visual Assessment, and Noise and Vibration.	N
RT#34	The viaduct should if possible not exceed 10 metres above the valley floor.			✓		The height of the viaduct above the River Till has been determined by the need to ensure that sufficient sunlight reaches the river and the adjacent grassland habitat, in order to maintain the existing ecology and thereby protect the integrity of the River Till SSSI, part of the River Avon SAC. Either side of the river crossing itself, the elevation of the viaduct is dictated by the need for the road to rise out of the valley onto the higher ground to the east and west. The height of the proposed viaduct has been informed by a Bridge Shading Study and Assessment, as set out in ES Appendix 8.25, Annex 1 and 2 (document reference 6.3).	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
RT#35	Landscaping should be carried out on both banks of the viaduct.			✓	✓	The scheme proposals include landscaping and planting on both embankment approaches either side of the viaduct for the purpose of landscape integration and providing visual screening. Proposals can be seen in the Environmental Masterplan, Appendix 2.1 of the Environmental Statement, (Application document 6.3).	N
RT#36	The viaduct should not be lit.				✓	The viaduct will not be lit.	N
RT#37	Screening will certainly reduce the noise footprint, but the viaduct height certainly will have a significant effect.	✓				Taking into consideration the feedback from the statutory consultation, the scheme includes a 1.5-metre-high environmental screen on the south side of the viaduct to reduce the visual impacts of traffic on Winterbourne Stoke. In terms of the height of the viaduct above the River Till, this has been determined by the need to ensure that sufficient sunlight reaches the river and the adjacent grassland habitat, in order to maintain existing vegetation and thereby protect the integrity of the River Till SSSI, part of the River Avon SAC. Lowering the height would create a degree of shading that would result in unacceptable impacts on the nationally and internationally protected SSSI/SAC. The height of the proposed viaduct has been informed by a Bridge Shading Study and Assessment, as set out in ES Appendix 8.25, Annex 1 and 2 (document reference 6.3).	N
RT#38	Noise screens should be used along all raised sections of the scheme.			✓	✓	The need for noise barriers is informed by the noise assessment, which considers the potential for increases in noise levels as a result of the scheme on nearby noise-sensitive receptors. The assessment has indicated that noise barriers are needed on both sides of the Countess flyover, but not elsewhere. The primary function of the environmental screen on the south side of the River Till viaduct, for residents of Winterbourne Stoke, is to reduce to visual impacts of traffic.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						Further details of the assessments can be found in ES Chapter 9 (document reference 6.1), on Landscape and Visual Assessment, and Noise and Vibration.	
RT#39	As much of it as possible should be on an embankment and as little as possible on an open parapet, as a green embankment is less visually intrusive.			✓		The viaduct has to be long enough for it to span across the River Till and its valley floodplain to ensure there are no adverse effects on the associated flood regime. The location and design of the viaduct, with the approach embankments, have been optimised to limit or avoid environmental impacts, including on Winterbourne Stoke and the River Till SSSI/SAC. Instead of an open parapet, environmental screening will be provided along the south side of the viaduct to reduce the visual impacts of traffic on Winterbourne Stoke. The Landscape and Visual Impact Assessment, as set out in ES Chapter 7, LVIA (document reference 6.1), presents a photomontage of the River Till viaduct at year 1 and 15 of operation, ES Figure 7.53-54 (document reference 6.2).	N
RT#40	No comment on the proposal.			✓	✓	Thank you for your comment.	N
RT#41	Could vegetation be incorporated into the viaduct structure to mitigate the visual impact? i.e. plants in the viaduct pillars and bridges.				✓	The detailed design of the viaduct will be considered at the next stage of the scheme. Any inclusion of vegetation would be subject to an assessment of all influencing factors, including: visual benefit, maintenance, cost and safety.	N
RT#42	The viaduct should be scaled down and moved away from the WHS.				✓	The viaduct cannot be scaled down and moved further away from the WHS. It must be in its proposed location and in the form designed in order to cross the River Till valley in a way that will avoid any adverse impacts on the river's flood regime and on its nationally and internationally protected SSSI/SAC status.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
RT#43	Will trees be planted between the viaduct and Winterbourne Stoke?	✓		✓	✓	The viaduct crossing of the River Till is designed to retain the open character of the valley floor and minimise its visual impact in the landscape. The embanked approaches will be landscaped and there will be planting either side of the viaduct. In addition, discussions are ongoing with landowners regarding potential offsite planting by agreement within the Till valley between the viaduct and Winterbourne Stoke. Landscaping proposals can be seen in the Environmental Masterplan, Appendix 2.1 of the Environmental Statement (document reference 6.3).	N
RT#44	Is 10m above the valley floor a safe and convenient height for fly fishing anglers?				✓	Although not a consideration in determining the optimum viaduct height, the clearance to the underside of the viaduct is likely to be sufficient to allow fly fishing.	N
RT#45	Question the accuracy of the visualisations provided in the consultation report, particularly the height of the viaduct with respect to trees. Do not think proper information has been provided.	✓			✓	The images presented at statutory consultation were provided to give a representation of how the scheme could look rather than present a final solution. The images were produced using recent surveyed photographs which were tied into 3D design models. More detailed information can now be found in Environmental Statement Chapter 7, Landscape and Visual Impact Assessment (document reference 6.1).	N
RT#46	The proposed design of the Till viaduct fails to impress. Could there be a competition of say 3 or 4 designs that the public can choose?				✓	The preliminary design of the viaduct retains the open character of the valley floor and minimises its visual impact in the landscape. It is not proposed to present alternative design options for the public to choose, but the viaduct's detailed design will embody the principles contained within Highways England's guide 'The Road to Good Road Design'.	N
RT#47	Construction of the viaduct will result in disturbance to wildlife and the water meadow habitat.				✓	The viaduct across the Till valley has been located and designed to avoid adverse effects on the River Till SSSI/ River Avon SAC and minimise effects on the valley floor. There will be no direct impact on the river and the viaduct will be high enough (with split decks for the dual carriageway) to avoid adverse shading effects. The full	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						assessment can be found in Environmental Statement Chapter 8, Biodiversity (document reference 6.1).	
RT#48	This viaduct will be very harmful to the environment. Please do not proceed with it.				✓	The viaduct is a necessary part of the scheme. It has been sited in the optimum location to cross the Till valley and avoid environmental impacts on the River Till SSSI/River Avon SAC. Its height and design have had regard to the shading effect on the valley floor and, by setting the carriageway at 10 metres above the valley, impacts have been avoided. Its design will retain the open character of the valley floor to minimise its visual impact in the landscape in which it sits.	N
RT#49	Vehicle headlights will be visible from a considerable distance.				✓	The visual impacts of traffic, including from vehicle headlights, to the south of the viaduct will be reduced by 1.5 metres high environmental screening along the south side of the new road, which will extend across the viaduct. To the north side of the viaduct, the natural landform will provide sufficient screening for the nearest residential receptors.	N
RT#50	Winterbourne Stoke should receive as much protection as possible from traffic noise.			✓	✓	The viaduct will have environmental screening on its south side to reduce the visual impacts of traffic in views from Winterbourne Stoke. The noise assessment carried out for the scheme indicates that only one property to the north of Winterbourne Stoke will experience increased traffic noise, but others located along and close to the existing A303 will all experience lower noise levels. Full details of the predicted noise levels in the village can be found in the Environmental Statement, document reference 6.1, Chapter 9	N
RT#51	There needs to be a safety barrier on the viaduct, but this should be as minimalist as possible.				✓	The parapets either side of the viaduct serve as safety barriers. The parapet on the south side of the viaduct will also have an environmental screen attached for the benefit of Winterbourne Stoke residents, to reduce the visual impacts of traffic.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
RT#52	Is the maximum use of safe limits on gradients and bends being used?				✓	Yes, the relevant elements of the scheme design are in accordance with the required standards for gradients and bends.	N
RT#53	How will noise be attenuated from the viaduct?				✓	A 1.5-metre-high environmental screen on the south side of the viaduct will benefit the residents of Winterbourne Stoke by reducing the visual impacts of traffic. The screen is not required on grounds of noise reduction but is justified in terms of the benefits it will provide for Winterbourne Stoke in reducing the visual impacts of traffic.	N
RT#54	Use a noise reducing surface on the viaduct.			✓	✓	A thin surfacing system (which will generate less noise than a standard hot rolled asphalt surface) will be used on the new dual carriageway and slip roads.	N
RT#55	Get on with it.				✓	Your comment is noted.	N
RT#56	Use spoil/cuttings to widen the viaduct embankment, improve gradient of the road on either side of the valley and provide additional sound and sight mitigation.			✓	✓	The viaduct must be in its proposed location and in the form designed in order to cross the River Till valley in a way that will avoid any adverse impacts on the river's flood regime and on its nationally and internationally protected SSSI/SAC status. The embankments either side cannot be extended into the valley without encroaching unacceptably onto the floodplain, and the proposed gradients accord with design standards. In terms of screening, taking into consideration the feedback from statutory consultation, a 1.5-metre-high environmental screen is being provided on the south side of the viaduct. This will serve to maintain the continuity of screening being provided alongside the new road either side of the viaduct for the benefit of Winterbourne Stoke.	N
RT#57	Reduce the length of the viaduct.			✓	✓	The viaduct has to be long enough for it to span across the River Till and its valley floodplain, to ensure there are no adverse effects on the associated flood regime. The location and design of the viaduct have been optimised to limit or avoid environmental impacts, including on Winterbourne Stoke and the River Till SSSI/SAC.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
RT#58	Not enough information is provided around road signs, lighting and gantries.				✓	There is no open road lighting proposed along the scheme, except for the existing lighting at Countess roundabout. Street furniture details, including signing will be determined at the next design stage.	N
RT#59	Make the viaduct longer to reduce the visual and aural impacts.				✓	The location and design of the viaduct, including its length, have been optimised to limit or avoid environmental impacts. This includes minimising visual and aural impacts on Winterbourne Stoke.	N
RT#60	Reducing the area of embankment would reduce the impact on the valley.				✓	The viaduct is designed to retain the open character of the valley floor and minimise its visual impact in the landscape. In combination with the embanked approaches, the viaduct has been sited in the optimum location to cross the valley and minimise environmental impacts. Its continued detailed design will embody the principles contained within Highways England's guide 'The Road to Good Road Design'.	N
RT#61	There is no need to plant a hedge alongside the Byway underneath the viaduct.				✓	The scheme is pursuing a landscape scale approach to ecological connectivity and enhancement. This approach includes the retention, replacement, and planting of new hedgerow, as well as grassland, shrub, and woodland habitat, to improve ecological connectivity throughout project and with the surrounding landscape. The new hedgerow in this location allows for the continuity of hedgerow along Byway WST04, contributing to the landscape scale approach to ecological connectivity and enhancement.	N
RT#62	The issues of dust, noise, vibration and light pollution have been insufficiently risk-assessed.				✓	The PEIR presented a preliminary assessment of potential environmental impacts for the statutory consultation, including those associated with construction dust, noise, vibration and light. All these potential impacts, and others, are set out fully in the Environmental Statement, chapters 5, Air Quality, 7, Landscape and Visual Impact Assessment, and 9, Noise and Vibration, accompanying the DCO application (document reference 6.1).	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
RT#63	The PEIR makes no distinction between the potential impacts upon adults, children or the elderly living in the immediate vicinity.				✓	Potential impacts on different age groups are considered in the Equalities Impact Assessment accompanying the DCO application (document reference 7.5).	N
RT#64	Rather than a viaduct at the River Till put the river in a culvert.				✓	Putting the River Till in a culvert is not a viable option. The river is prone to flooding and carrying out such works affecting the river itself would have unacceptable adverse impacts on the Till's SSSI/SAC national and international protected status. A viaduct is needed to avoid affecting (a) the flood regime in the Till valley and (b) the integrity of the SSSI/SAC.	N
RT#65	River Till needs further noise and visual mitigation.				✓	The viaduct over the River Till will have environmental screening on its south side to reduce the visual impacts of traffic in views from Winterbourne Stoke. Noise levels in the village will already have been improved by the removal of through traffic on the A303.	N
RT#66	The underneath of the western end of the viaduct appears to be cluttered. I do not know if this is an error by those responsible for the graphics, but as it stands, the clean lines of the viaduct are damaged.				✓	The visual images provided at the statutory consultation were representative of the scheme at its stage of development. The existing public right of way WST04 passes underneath the viaduct at its western end, and landscaping and tree planting has also been included to soften its visual impact. Neither of these factors will alter the clean lines of the viaduct itself.	N
RT#67	Natural screening using trees should be encouraged to reduce noise and visual impacts from the River Till viaduct.				✓	The viaduct crossing of the River Till is designed to retain the open character of the valley floor and minimise its visual impact in the landscape. The embankment approaches will be landscaped and there will be planting either side of the viaduct. In addition, discussions are ongoing with landowners regarding potential offsite planting by agreement within the Till valley between the viaduct and Winterbourne Stoke.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
RT#68	The proximity of the viaduct construction site to Manor Farm's calving enclosures will compromise the conditions necessary to have 'outside calving' operations.			✓		The construction works for the viaduct will be discussed with the affected farmer(s) to understand and address any concerns that can be taken into consideration as far as is reasonably practical in planning and carrying out the works. Protection during construction will be afforded by measures contained in the CEMP (based on the OEMP -ES Appendix 2.2 - document reference 6.3) to, for example, control noise and artificial lighting.	N
RT#69	River Till viaduct - ensure sufficient headroom available on WST05.		✓			WST05 does not cross underneath the River Till viaduct. It is assumed that the comment is about WST04. The viaduct will have sufficient clearance for vehicles, including agricultural vehicles, using WST04 to pass underneath.	N

5.3 Matters raised on Longbarrow junction

5.3.1 Table 5-2 below summarises the matters raised in relation to the new Longbarrow junction.

Table 5-2: Summary of consultee comments on Longbarrow junction and Highways England response

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
LB#1	The new junction should be further away from Winterbourne Stoke, i.e. moved east.				✓	The location and design of Longbarrow junction have been selected to give an optimum balance between achieving an efficient connection with the A360 and reducing impacts on Winterbourne Stoke, the WHS and the surrounding landscape. Moving the junction further east to the location of the existing roundabout would upset this balance as it would cause greater intrusion on the WHS, with adverse effects on the OUV of the site.	N
LB#2	Why has the new junction moved closer to Winterbourne Stoke?			✓	✓	The junction has been positioned and designed to minimise impacts on the WHS and the surrounding landscape, whilst also accommodating efficient connection with the A360 and convenient access to and from Winterbourne Stoke.	N
LB#3	The new junction should be further away from the WHS, i.e. moved west.			✓	✓	The location and design of Longbarrow junction have been selected to give an optimum balance between achieving an efficient connection with the A360 and reducing impacts on Winterbourne Stoke, the WHS and the surrounding landscape. Moving the junction further west would upset this balance as it would lengthen the connection between the A303 and A360, which would tempt drivers to rat-run through Winterbourne Stoke and along the B3083 to Shrewton.	N
LB#4	The new junction should be where the existing roundabout is.	✓		✓	✓	The location and design of Longbarrow junction have been selected to give an optimum balance between achieving an efficient connection with the A360 and reducing impacts on Winterbourne Stoke, the WHS and the surrounding landscape. In its existing location the roundabout causes greater intrusion on the WHS than the proposal, with adverse effects on the OUV of the site.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
LB#5	The new junction is over-complicated and large.				✓	Traffic modelling and analysis of predicted traffic flows has shown that a grade-separated junction is needed to accommodate a safe and efficient connection between the new A303 dual carriageway and the A360. The analysis also confirms that a single bridge with two roundabouts (a dumbbell junction) will operate safely and efficiently. It is a commonly used type of junction and signing will clearly ensure users do not find it complicated. Alternative grade-separated layouts, such as a single roundabout with two bridges over the A303, would have a larger footprint and greater environmental impact. The design of the Longbarrow junction has been carefully developed to secure an optimum balance over its layout, location, efficiency of operation and safety, with minimised environmental impact.	N
LB#6	Make sure there are no traffic lights at this junction.				✓	The roundabouts at Longbarrow junction will be signal controlled for two reasons; to ensure safe use of the junction, avoiding the need for visually intrusive road lighting in the proximity of the WHS; and to provide safe crossing of the A360 (south) for non-motorised users.	N
LB#7	Lower the junction.				✓	The proposed design lowers the A303, allowing the A360 junction to be set within the landscape, mostly below existing ground levels. The slip roads will also be set below ground level, which will reduce noise and visual impacts. There would be no benefit in lowering the junction further.	N
LB#8	Provide a safe crossing for NMUs south of Longbarrow southern roundabout.	✓		✓	✓	Longbarrow junction will be controlled by traffic signals (lights). Safe crossings for pedestrians, cyclists and equestrians will be integrated with these signals.	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
LB#9	Ensure Longbarrow junction roundabout and associated slip roads can accommodate long and heavy vehicles as well as heavy flows of traffic.				✓	The Longbarrow junction will cater for all predicted traffic movements, including long and heavy vehicles.	N
LB#10	The new junction should not be seen or heard from the WHS.				✓	The new junction is set some 600m west of the existing Longbarrow roundabout - wholly outside the World Heritage Site - within cuttings to further reduce visual and noise impacts.	N
LB#11	Ensure that Longbarrow junction is not lit.			✓	✓	With the exception of signal control of roundabouts, there is no road lighting proposed at the Longbarrow junction.	N
LB#12	Maximise tree planting and landscaping to screen the junction.			✓	✓	The extent of planting within the scheme must be balanced against the open character of the landscape and the ambitions of the WHS Management Plan, which seeks to avoid new planting within or adjacent to the WHS. The scheme includes tree planting at Longbarrow junction, though this has been minimised in favour of chalk grassland planting given the proximity of the new junction to the WHS. The junction will also predominantly be set in cutting, which will do much to screen it from view.	N
LB#13	The proposed design of Longbarrow junction will encourage additional traffic to use the B3083.				✓	The location and design of Longbarrow junction have been selected to give an optimum balance between achieving an efficient connection with the A360 and reducing impacts on Winterbourne Stoke, the WHS and the surrounding landscape. The efficiency of connection with the A360 means that there will be no desire to use the B3083 as an alternative route.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
LB#14	Junction design won't cope with traffic levels during busy periods.			✓	✓	The Longbarrow junction will cater for all predicted traffic flows, including heavy flows at peak periods. Information on traffic modelling can be found in the Transport Assessment (Application Document 7.4).	N
LB#15	Longbarrow junction should be designed to facilitate a future bypass of Shrewton.				✓	A bypass of Shrewton is beyond the scope and brief of this A303 scheme and instead would be a matter for Wiltshire Council as highway authority for the A360. The design of Longbarrow junction does not preclude the Council's future consideration of a bypass.	N
LB#16	There is insufficient capacity at Longbarrow interchange for the level of traffic wishing to go to the Stonehenge visitors centre.				✓	The design of the junction layout will ensure it has sufficient capacity to accommodate all traffic movements between the A303 and A360, including traffic bound to and from the Stonehenge Visitor Centre. Information on traffic modelling can be found in the Transport Assessment (Application Document 7.4).	N
LB#17	The junction is harmful to the environment.				✓	The junction forms an important part of the overall scheme, which will deliver many environmental benefits, including: for the Stonehenge landscape; for ecological connectivity; for Winterbourne Stoke; and for the nearby communities that are affected by high levels of rat-running traffic. The location of the junction, and its placing within cuttings, will reduce its impact on the WHS. Full details of all the environmental effects can be found in the Environmental Statement (document reference 6.1).	N
LB#18	The junction is a positive improvement/ support for proposal / neutral comment.	✓		✓	✓	Your comment is noted.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
LB#19	The existing junction has just been re-done. The new proposals are a waste of taxpayers' money.			✓	✓	The grade-separation of Longbarrow junction is a key element of the scheme, designed to deliver a free-flowing strategic east-west route. The improvements made to the existing roundabout were designed to help it operate more efficiently with its current traffic flows.	N
LB#20	The junction will encourage rat running.			✓	✓	The location and design of Longbarrow junction have been selected to give an optimum balance between achieving an efficient connection with the A360 and reducing impacts on Winterbourne Stoke, the WHS and the surrounding landscape. The efficient connection with the A360 means that there will be no desire to use the B3083 as a rat running route. Additionally, in overall terms, the scheme will remove congestion from the A303 and will relieve local communities of rat running traffic that currently seeks to avoid the congestion on the A303.	N
LB#21	Explore alternative junction arrangement (relocate, install traffic lights, install green bridge, footpaths over junction).				✓	A number of options have been considered for the location and layout of Longbarrow junction. These included locating the junction further west (closer to Winterbourne Stoke) or further east (closer to WHS). The selected option gives an optimum balance between achieving an efficient connection with the A360 and reducing impacts on Winterbourne Stoke, the WHS and the surrounding landscape. The roundabouts will be signal controlled, there will be a green bridge, and non-motorised users will be safely accommodated.	N
LB#22	Ensure the junction is lit for safety.				✓	To avoid visual impact on the WHS, road lighting is not proposed at Longbarrow junction. The design of the junction and the presence of signalised crossings to roundabouts, including signing and road markings, will ensure it will operate safely without the need for lighting.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
LB#23	Longbarrow junction should be reconfigured to accommodate a western tunnel portal and approaches.				✓	The new Longbarrow junction does not need to be reconfigured to accommodate the western tunnel portal and approaches as proposed. If the suggestion is for the western portal to be moved outside the western boundary of the WHS, that would mean extending the bored tunnel by some 1.8 kms, to a point in the landscape where the natural topography provides a suitable location for the portal. This would be at an additional cost of over £500 million. It would also mean that the new Longbarrow junction could not be positioned to connect conveniently and safely with the existing A360, which would lead to traffic rat running via unsuitable local roads through nearby communities. The additional cost and disruption means this would not be an appropriate solution and would be poor value for money.	N
LB#24	Is there any plan to put traffic lights on the Longbarrow roundabout?				✓	The roundabouts at Longbarrow junction will be controlled by traffic signals (lights). Safe crossings for pedestrians, cyclists and equestrians will be integrated with these signals.	Y
LB#25	Why does the junction need to be moved so far west out of the WHS?			✓	✓	The location and design of Longbarrow junction have been selected to give an optimum balance between achieving an efficient connection with the A360 and reducing impacts on Winterbourne Stoke, the WHS and the surrounding landscape. Moving the junction further east to the location of the existing roundabout would upset this balance as it would cause greater intrusion on the WHS, with adverse effects on the OUV of the site.	N
LB#26	The design takes no account of the archaeology in the ground.				✓	The location and design of Longbarrow junction have been selected to give an optimum balance between achieving an efficient connection with the A360 and reducing impacts on Winterbourne Stoke, the WHS and the surrounding landscape. Optimising the junction's location has included taking into consideration the results of archaeological surveys undertaken to determine the presence/absence of archaeological remains in the area. Any	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						remains found that cannot be protected in-situ will be excavated prior to construction and recorded to the highest standards.	
LB#27	Could an A303 fly-over be built at the Longbarrow junction?				✓	Constructing an elevated flyover for the A303 at Longbarrow would make the junction highly intrusive in the open landscape, including on views from the WHS. There would be no operational or environmental benefit in having a flyover compared with the proposed junction layout which minimises impacts on the landscape and the WHS.	N
LB#28	Adequate weaving distances for high speed traffic joining the A303 are required.				✓	The scheme has been designed in accordance with current standards, including the Design manual for Roads and Bridges. There will be adequate weaving distances for all traffic joining or leaving the A303 at the Longbarrow and Countess junctions. The Case for the Scheme (Application Document 7.2) considers regulatory compliance.	N
LB#29	The situation can't be any worse than it is now.				✓	Your comment is noted.	N
LB#30	Leave the site alone / objection to the Longbarrow junction proposals.			✓	✓	The grade-separation of Longbarrow junction is a key element of the scheme, designed to deliver a free-flowing strategic east-west route along the A303.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
LB#31	Ensure safe and easy access is provided from the A360 for landowners.			✓	✓	Where landowners have existing access to the A360, that access will be maintained or improved.	N
LB#32	Existing junction to be altered in the interim.				✓	The operation of the existing Longbarrow roundabout will be reviewed during the construction phase of the scheme to assess the need for any small-scale modifications. Currently, there are no plans to alter the existing junction ahead of the start of the construction of the scheme.	N
LB#33	No attempt has been made to represent the scene as it would really be.				✓	The visual presentations of the scheme were created using photographs of the existing landscape and a 3D design model. They provide a representative illustration of the completed scheme to assist the public's understanding.	N
LB#34	Concerns that it will be difficult to access the A360.				✓	The A360 will continue to be accessed as it is today, with a new free flowing Longbarrow junction replacing the existing congested roundabout.	N
LB#35	Concerns over light pollution.			✓	✓	With the exception of signal control to the roundabouts, there is no road lighting proposed at the Longbarrow junction.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
LB#36	Concerns over archaeology. It deserves to be preserved and treated with extreme care, rather than regarded as not of consequence.			✓	✓	Archaeological considerations have been afforded the highest priority throughout the development of the scheme, informing the choice of preferred route and influencing the design of the scheme, geared towards delivering its objective to 'help conserve and enhance the WHS'. This is the reason for the substantial investment in a 2-mile long tunnel. Optimising the junction's location has included taking into consideration the results of archaeological surveys undertaken to determine the presence/absence of archaeological remains in the area. Any remains found that cannot be protected in-situ will be excavated prior to construction and recorded to the highest standards. Details of how the archaeology has been considered and assessed can be found in the Environmental Statement, Chapter 6, Cultural Heritage (document reference 6.1).	N
LB#37	Remove the roundabout and create slip roads and an underpass instead.				✓	The scheme will remove the existing Longbarrow roundabout and have slip roads from the A360 onto the new A303. The new A303 will pass underneath the A360.	N
LB#38	The new junction should be located further south.				✓	The Longbarrow junction has been positioned in the optimum location. Moving it south is not practical. It would mean moving the proposed line of the A303 south, departing from the preferred route, with adverse effects on the WHS, Oatlands Hill and Winterbourne Stoke.	N
LB#39	Ensure all lane markings and signage are correct from day one. Not as occurred with the original Longbarrow roundabout with many changes being made after original construction was completed.			✓		The junction will be designed to operate safely and efficiently from day one. Its operation will be monitored to check it is performing as expected.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
LB#40	Avoid/minimise the use of any road lighting as much as possible.			✓	✓	There will be no road lighting at the Longbarrow junction, nor will there be any along the open road inside or outside the WHS. With traffic passing through a 2-mile long tunnel, the scheme will reduce light pollution in the WHS and will help to preserve the dark sky environment throughout the year.	N
LB#41	Not clear how access will be provided to the car park and new Stonehenge visitor centre.				✓	Motorised access from the A303 to the Stonehenge Visitor Centre will be along the A360 via the new Longbarrow junction.	N
LB#42	Concerns about the accuracy/validity of information presented during consultation.				✓	The material published for statutory consultation was based on the information available at that time and was sufficient to satisfy the purpose of gaining feedback on the scheme proposals and for that feedback to be taken into consideration as part of the continuing development of the scheme up to the time of submitting the DCO application. As part of the continuing development of the scheme following statutory consultation, a supplementary consultation was carried out on three specific design changes and the opportunity was also taken to clarify the public rights of way proposals along the scheme.	N
LB#43	Complete construction in the shortest time possible to minimise impacts on local area.				✓	The scheme will be constructed as quickly and as efficiently possible, and opportunities will be sought to complete and open the Winterbourne Stoke bypass and Countess flyover sections earlier than the tunnel section.	N
LB#44	No preference/ opinion/ comments on proposals.				✓	Your comment is noted.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
LB#45	The junction is too expensive.				✓	Traffic modelling and analysis of predicted traffic flows have shown that a grade-separated junction is needed to accommodate a safe and efficient connection between the new A303 dual carriageway and the A360. The location and design of the junction have been optimised to provide the best value for money solution.	N
LB#46	Concerns that traffic will use the A360 as a primary route into Salisbury from A303 east instead of the A345 or the A338.				✓	Modelled traffic forecasts indicate there will be little or no change for journeys from the A303 (east) to Salisbury using the A338 or A345. Information can be found in the Transport Assessment (Application Document 7.4).	N
LB#47	Concerns about construction impacts (compounds and deposit of soil) at Longbarrow junction causing damage to environment and archaeology.			✓	✓	Potential environmental impacts during construction, associated with the works or the temporary compounds, will be limited or avoided by the use of measures to control dust, noise, spillage and disruption by construction traffic. Information on potential impacts can be found in the various topic chapters of the Environmental Statement (document reference 6.1). If unknown archaeological remains are encountered and cannot be protected in-situ, they will be excavated and recorded to the highest standards prior to construction. On completion of the scheme, the construction compounds will be removed and the land reinstated.	N
LB#48	A360 north of junction to link in with existing road sooner, to avoid severance of farm track.				✓	The aim in the design process has been to comply with the UK highway design standards whilst reducing the impact of the road on the environment. A tie-in to the south of the farm track would require substandard curvature on the new A360 link which would compromise safety. Additionally, a shorter A360 north link would be closer to and provide less benefit for the scheduled monuments of the Winterbourne Stoke barrow group in the WHS.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
LB#49	No junction/ objection to proposal.				✓	The grade-separation of Longbarrow junction is a key element of the scheme, designed to deliver a free-flowing strategic east-west route.	N
LB#50	Pedestrian crossing at Longbarrow junction is hazardous and should be moved away from junction.				✓	The bridleway crossing of the A360 on its southern approach to the Longbarrow junction will be signal controlled to ensure pedestrians, cyclists and horse riders are able to cross safely.	N
LB#51	More information on lighting, street furniture is required.			✓	✓	There is no open road lighting proposed along the scheme, except for the existing lighting at Countess roundabout. Street furniture details, including a signage strategy and signing, will be determined at the detailed design stage.	N
LB#52	There shouldn't be a PRow crossing Longbarrow junction.				✓	In order for the new bridleway from Winterbourne Stoke to link with the new public rights of way being created in the WHS, it is necessary for the bridleway to cross the A360 on its southern approach to the new Longbarrow junction. Users will be able to cross the A360 safely via signal controlled crossings.	N
LB#53	Will the design of the new junction dissuade traffic from rat-running through Shrewton when heading northwest from the A303?				✓	Yes, the scheme will reduce travel times along the A303 past Winterbourne Stoke, making it quicker for NW-bound traffic to get to Warminster via the A36 rather than by the B390.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
LB#54	The slip roads need to be double lane, not single lane.				✓	Longbarrow junction has been designed, in accordance with DMRB standards, to cater for predicted forecast traffic flows. Single lane slip roads will have sufficient capacity to cater for the predicted flows. Further information can be found in the Transport Assessment (Application Document 7.4).	N
LB#55	Does this need to be a green bridge given it's in the middle of a large junction?	✓			✓	Green bridges perform a number of functions. At Longbarrow, the green bridge will improve landscape integration and provide ecological habitat. This aligns with Highways England's road design visions and principles and with the objectives of the scheme to improve biodiversity.	N
LB#56	Tree planting at Longbarrow junction should comprise broad-leaved varieties.				✓	The extent of planting within the scheme must be balanced against the open character of the landscape and the ambitions of the WHS Management Plan, which seeks to avoid new planting within or adjacent to the WHS. The scheme includes tree planting at Longbarrow junction, though this has been minimised in favour of chalk grassland planting given the proximity of the new junction to the WHS. The junction will also predominantly be set in cutting, which will do much to screen it from view. Tree planting will include native, broad-leaved species, such as English oak and silver birch.	N
LB#57	More information is requested regarding signage and fencing at the junction.				✓	A signage strategy, providing clear information/direction and enabling safe efficient use of the scheme, will be developed in the next stage of design. Appropriate fencing, hedges and gates will be provided at the highway boundary in agreement with adjacent landowners.	N
LB#58	Safety must take precedence in terms of the decision to not light the Longbarrow roundabouts.				✓	Whilst road lighting is not proposed at Longbarrow junction, the safety of users will be paramount in determining the signing and road marking details that will secure the safe operation of the junction. The measures will include the roundabout entries being signal controlled.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
LB#59	Concern that the A360 is still a viable option for traffic joining the A303.				✓	The proposed Longbarrow junction will maintain an efficient connection with the A360. By removing congestion along the A303, the scheme will encourage traffic to stop using rat running routes to avoid congestion.	N
LB#60	Don't provide a free flow interchange at Longbarrow.				✓	A grade-separated Longbarrow junction is needed to secure a high quality, free-flowing route for A303 traffic whilst also accommodating the efficient flow of A360 traffic. Further information can be found in the Transport Assessment (Application Document 7.4).	N
LB#61	Move the A360 westwards and remove the roundabout so that the route to the A360 is the continuous through route. A specific right turn being required to access the local roads				✓	The location and design of Longbarrow junction have been selected to give an optimum balance between achieving an efficient connection between the A303 and A360 and reducing impacts on Winterbourne Stoke, the WHS and the surrounding landscape. This reflects the relative status of the two roads, with the A303 being the strategic east-west route and the A360 being a more local north-south route. Responsibility for the A360 sits with Wiltshire Council as the local highway authority, and it would be for the Council to consider the need for any other changes to the road.	N
LB#62	Move Longbarrow junction further west away from the world heritage site.				✓	The location and design of Longbarrow junction have been selected to give an optimum balance between achieving an efficient connection with the A360 and reducing impacts on Winterbourne Stoke, the WHS and the surrounding landscape. Moving the junction further west would upset this balance as it would lengthen the connection between the A303 and A360, which would tempt drivers to rat run through Winterbourne Stoke and along the B3083 to Shrewton.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
LB#63	The displacement of the 2 roundabouts and retention of the original road layout (as a track) results in the requirement for 2 green bridges, where a single bridge could be used if the roundabouts were situated on the existing road track.				✓	The location and design of Longbarrow junction has been selected to give an optimum balance between achieving an efficient connection with the A360 and reducing impacts on Winterbourne Stoke, the WHS and the surrounding landscape. Notwithstanding the potential saving of a green bridge, building the junction on the existing road would upset this balance as it would cause significant intrusion on the WHS, with adverse effects on the OUV of the site.	N
LB#64	A303/A360 roundabout needs to be improved.				✓	The existing A303/A360 Longbarrow roundabout will be replaced by a new grade-separated junction. The new junction will remove congestion, improving journey times and reliability for both local and longer distance users.	N
LB#65	Longbarrow junction - Wiltshire Council, as the highway authority taking responsibility for this junction, will need to be fully satisfied that safety has been given precedence over other considerations which might seek not to provide street lighting at this junction. Compromises to standard lighting provision will be considered, and will need to be agreed. Highways England will undertake a risk assessment before		✓			Whilst road lighting is not proposed at Longbarrow junction, the safety of users will be paramount in determining the signing and road marking details that will secure the safe operation of the junction. The measures will include the roundabout entries being signal controlled. The junction design has been the subject of a Road Safety Audit, the recommendations of which have been implemented without exception. The design of the junction has been and will continue to be discussed with Wiltshire Council through the final detailed design stage, and Highways England will undertake a Stage 4 Road Safety Audit at least 12 months after the completion of the scheme.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	finalising the scheme proposals in relation to lighting at the junction. The Council will need to protect its future interests in the roundabouts at the junction through an undertaking from Highways England to undertake a Stage 4 (Monitoring) Road Safety Audit at least 12 months following the completion of the scheme. A Stage 4 Road Safety Audit will help provide evidence of the need for lighting, or not, as the case may be.						

5.4 Matters raised on Green Bridge No.4

5.4.1 Table 5-3 below summarises the matters raised in relation to the Green Bridge No.4.

Table 5-3: Summary of consultee comments on Green Bridge No.4 and Highways England response

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
GB#1	Green Bridge No. 4 should be wider for all users.				✓	Following the statutory consultation, the bridge has been widened to approximately 150 metres and its location has been confirmed within the WHS. This will provide greater physical and visual connectivity between the northern and southern parts of the WHS, with enhanced heritage, landscape and biodiversity benefits. A new restricted byway crosses the bridge, for the use of; walkers, cyclists, equestrians and carriages. The proposal to widen the bridge was included among three changes put forward for the supplementary consultation summarised in Chapter 6 of this report.	Y
GB#2	Green Bridge No. 4 should be within the WHS.			✓		Following the statutory consultation, the bridge has been widened to approximately 150 metres and its location confirmed within the WHS. This will provide greater physical and visual connectivity between the northern and southern parts of the WHS, with enhanced heritage, landscape and biodiversity benefits. The proposal to widen the bridge was included among three changes put forward for supplementary consultation, the feedback is summarised in Chapter 6 of this report.	Y
GB#3	Green Bridge No. 4 should be fenced for safety of users and to stop wildlife falling off.				✓	Green bridges will have secure fencing to ensure the safety of users and to guard against the risk of animals falling onto the highway.	N
GB#4	Green Bridge No. 4 should be for MPVs.				✓	The public right of way across the bridge will be a restricted byway connection linking restricted byways north and south of the bridge, provided for the enjoyment of non-motorised users. MPVs travelling along the A360 will be able to cross the A303 via the new Longbarrow junction.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
GB#5	Green Bridge No. 4 should not be accessible to off road users.			✓	✓	Motorised use of Green Bridge No. 4 by the public will not be permitted.	N
GB#6	Green Bridge No. 4 should be further west, to form part of Longbarrow junction.	✓		✓	✓	Green Bridge No. 4 is intended to improve physical and visual connectivity in the WHS, linking proposed public rights of way and providing a crossing point for wildlife. This purpose would not be met if the bridge was to be made part of the Longbarrow junction.	N
GB#7	Keep the A360 on existing alignment i.e. make Green Bridge 4 a BOAT or have a separate dedicated bridge for MPVs				✓	Following the statutory consultation, Green Bridge No. 4 has been widened to approximately 150 metres and its location confirmed within the WHS, rather than positioning it on the alignment of the existing A360. This will provide greater physical and visual connectivity between the northern and southern parts of the WHS, with enhanced heritage, landscape and biodiversity benefits. The proposal to widen the bridge was included among three changes put forward for supplementary consultation, as summarised in Chapter 6 of this report. The public right of way across the bridge will be a restricted byway for non-motorised users. Multi-purpose vehicles travelling along the A360 will be able to cross the A303 via the new Longbarrow junction.	N
GB#8	Lower Green Bridge No. 4.				✓	Green Bridge No. 4 is intended to improve physical and visual connectivity in the WHS, linking proposed public rights of way and providing a crossing point for wildlife. The finished ground level at the bridge location needs to be the same as the existing ground level as far as practicable, to not impact adversely on the OUV of the WHS. This purpose could not be met if the bridge was to be lowered. Following the statutory consultation, the bridge has been widened to approximately 150 metres and its location confirmed within the WHS. The proposal to widen the bridge was included among three changes	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						put forward for supplementary consultation, the feedback from which is summarised in Chapter 6 of this report.	
GB#9	There should be no public right of way across Green Bridge No. 4.				✓	The public right of way across Green Bridge No. 4. is needed to link the new public rights of way proposed (a) east-west along the old A303 between Amesbury and Winterbourne Stoke through the WHS, and (b) north-south along the A360. In addition to providing a significant recreational amenity, the east-west connection through the WHS is needed to provide a convenient alternative route for walkers, cyclists and horse riders who will not be permitted to pass through the tunnel.	N
GB#10	Preference for Green Bridge No. 4. on the line of the existing A360 as per Fig 5.17 of the Public Consultation Booklet.	✓		✓	✓	Following the statutory consultation, the bridge has been widened to approximately 150 metres and its location has been confirmed within the WHS. This will provide greater physical and visual connectivity between the northern and southern parts of the WHS, with enhanced heritage, landscape and biodiversity benefits than if the bridge were to be on the line of the A360.	N
GB#11	Preference for Green Bridge No. 4. to be moved east, within WHS as per Fig 5.18 of the Public Consultation Booklet.	✓		✓	✓	Following the statutory consultation, the location of the bridge has been confirmed within the WHS. It has also been widened to approximately 150 metres. Adopting this option for the location and width of the bridge provides greater physical and visual connectivity between the northern and southern parts of the WHS, with enhanced heritage, landscape and biodiversity benefits.	Y
GB#12	No preference for Green Bridge No. 4. location options.			✓	✓	Your comment is noted.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
GB#13	It isn't clear what the purpose of Green Bridge No. 4. is. Do not build it - it is unnecessary and a waste of money.			✓	✓	Green Bridge No. 4. facilitates provision of a new public right of way for non-motorised users, north/south alongside the existing A360 and east/west on the line of the previous A303 within the WHS, providing an efficient route for those users prohibited from using the tunnel. Following the statutory consultation, the bridge has been widened to approximately 150 metres and its location confirmed within the WHS. This will provide greater physical and visual connectivity between the northern and southern parts of the WHS, with enhanced heritage, landscape and biodiversity benefits. The proposal to widen the bridge was included among three changes put forward for supplementary consultation, the feedback is summarised in Chapter 6 of this report.	N
GB#14	Support for the green bridge but question what will grow on it and how will it be maintained?				✓	Green Bridge No. 4. will be constructed with chalk grassland over the structure, in keeping with the surrounding landscape. Maintenance will be undertaken either by an appointed maintenance contractor, working to an approved Landscape Management Plan, or by the adjacent landholder under an appropriate agreement with Highways England. It is envisaged that the public right of way across the bridge will be maintained by Wiltshire Council as part of the wider network for which the Council is responsible. The other green bridges will have shrub/tree planting, with equivalent maintenance arrangements.	N
GB#15	Make the temporary construction bridge into the permanent Green Bridge No. 4.				✓	The temporary construction bridge is needed for the temporary diversion of the A360 during the construction stage of the scheme. It would not be suitable for the permanent green bridge no.4 because the green bridge is to be approximately 150 metres wide and located much further eastwards within the WHS than the line of the existing A360.	N
GB#16	Green Bridge No. 4. needs to be easily maintained.				✓	Green Bridge No. 4. will be constructed and managed as chalk grassland over the structure. Maintenance will be undertaken either by an appointed maintenance contractor, working to an approved Landscape Management Plan, or by the adjacent landholder under an appropriate agreement with Highways England. It is envisaged that the public right of way across the bridge will be maintained by	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						Wiltshire Council as part of the wider network for which the Council is responsible.	
GB#17	Visual intrusion of Green Bridge No. 4. will be harmful to the environment.				✓	Following the statutory consultation, the bridge has been widened to approximately 150 metres and its location has been confirmed within the WHS. This will provide greater physical and visual connectivity between the northern and southern parts of the WHS, reducing visual intrusion. It will contribute to habitats supporting biodiversity and help to protect the Outstanding Universal Value of the WHS. The proposal to widen the bridge was included among three changes put forward for the supplementary consultation summarised in Chapter 6 of this report.	N
GB#18	This is a waste of money.			✓	✓	Green Bridge No. 4. is an essential feature of the scheme. It provides physical and visual connection between the northern and southern parts of the WHS. It connects new public rights of way along the old A303 from Amesbury, through the WHS, to Winterbourne Stoke. This connection will provide a safe, convenient alternative route for pedestrians, cyclists and horse riders who are not permitted to use the tunnel.	N
GB#19	Providing Green Bridge No. 4. will make no difference to the visual and noise impact of the cutting.			✓	✓	Following the statutory consultation, the bridge has been widened to approximately 150 metres and its location has been confirmed within the WHS. This will provide greater physical and visual connectivity between the northern and southern parts of the WHS, with enhanced heritage, landscape and biodiversity benefits. There will also be reduced noise levels locally where the traffic passes under the widened bridge. The proposal to widen the bridge was included among three changes put forward for the supplementary consultation summarised in Chapter 6 of this report.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
GB#20	A natural habitat of wild flowers/heathers/small shrubs on the bridge would be preferable.	✓				It is proposed that the green bridge be planted with chalk grassland, which is in keeping with the character of the WHS landscape and the objectives of the WHS Management Plan.	N
GB#21	Minimise the use of motorised vehicles over the bridge.			✓	✓	Motorised use of Green Bridge No. 4. by the public will not be permitted.	N
GB#22	Green Bridge No. 4. should only be available for farm vehicles.			✓	✓	While the restricted byway across Green Bridge No. 4 will accommodate permitted farm vehicles needing access to adjacent land, it is also being specifically provided for use and enjoyment by walkers, cyclists and horse riders.	N
GB#23	Maximise use of the bridge for walkers and cyclists.			✓	✓	The bridge will accommodate walkers and cyclists who will be able to enjoy an enhanced public rights of way network.	N
GB#24	Green Bridge No. 4. should extend to Longbarrow junction to screen headlights.				✓	Further extension westwards of Green Bridge No. 4. is impractical. It would require the structure to be operated as a tunnel, with associated ventilation and traffic safety control measures. Longbarrow junction would also have to be moved further west, away from its current optimal position, in order to accommodate slip roads. Headlight screening is already provided by the A303 being positioned in a deep cutting.	N
GB#25	Concerns regarding vandalism of the bridge.				✓	Appropriate fencing and maintenance regimes will address any risk of vandalism.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
GB#26	The surface of the green bridges is not specified, but no 4 specifically needs to retain tarmac so that NMUs have a direct north-south route avoiding the roundabout.				✓	The public rights of way across the green bridges will have a suitably formed surface to accommodate cyclist and mobility scooters, as well as pedestrians.	N
GB#27	There should be a green bridge along the line of the A360 as well as in the WHS.				✓	Following the statutory consultation, the location of the bridge has been confirmed within the WHS and it has been widened to approximately 150 metres. The proposal to widen the bridge was included among three changes put forward for the supplementary consultation summarised in Chapter 6 of this report. There would be no justification in constructing a further bridge in such close proximity on the line of what will become the redundant section of the A360.	N
GB#28	Support for the straight alignment of this bridge as it is the most practical solution to manage the parcels of land aside of it.			✓		Following the statutory consultation, the bridge has been widened to approximately 150 metres and its location has been confirmed within the WHS, in preference to a bridge on the line of the A360. The reasons are that this will provide greater physical and visual connectivity between the northern and southern parts of the WHS, with enhanced heritage, landscape and biodiversity benefits. The restricted byway across the bridge will facilitate easy access to adjoining land. The proposal to widen the bridge was included among three changes put forward for the supplementary consultation summarised in Chapter 6 of this report.	N
GB#29	The location of Green Bridge No. 4. differs in various illustrations. Will this be reviewed?				✓	Following the statutory consultation, the location of the bridge has been confirmed within the WHS. It has also been widened to approximately 150 metres to provide greater physical and visual connectivity between the northern and southern parts of the WHS, with enhanced heritage, landscape and biodiversity benefits. The proposal to widen the bridge was included among three changes put forward for the supplementary consultation summarised in Chapter 6 of this report.	Y

5.5 Matters raised on the tunnel and its approaches

5.5.1 Table 5-4 below summarises the matters raised in relation to the tunnel and its approaches.

Table: 5-4 Summary of consultee comments on the tunnel and its approaches and Highways England response

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
TU#1	Combine the two options for the western portal approach: have steeper green slopes.			✓	✓	The vertical retaining wall option has been chosen for the western portal approach because this will minimise the scheme's footprint in the sensitive WHS landscape and will minimise visual intrusion from wider vantage points in the landscape, including from public rights of way. A non-retaining wall option, even with steeper slopes, would have a wider footprint, creating more intrusion in the WHS. Steeper slopes would also mean they could not be grassed - the chalk face would be visible and more intrusive within the WHS landscape - and the steeper the slope, the more difficult and hazardous it would be to maintain.	N
TU#2	Provide views of the tunnel portals.				✓	The images presented at statutory consultation were representative of how the portals could appear. The final appearance of the portals will be subject to detailed design, following Highways England's guide 'The Road to Good Design'. Further information can be found in the Design and Access Statement, document reference 7.4.	N
TU#3	What is the concrete layby for at the western entrance?				✓	The layby at the western tunnel entrance provides a safe location for maintenance vehicles to park when access is needed to the tunnel services buildings.	N
TU#4	The surface finish on the retained walls should absorb the noise from the traffic and blend in with the landscape.			✓	✓	The surface finish of the retaining walls will be subject to detailed design but will be sensitive to the WHS context. The design will follow Highways England's guide 'The Road to Good Design'. There will be beneficial noise effects in the wider landscape due to the road being in an 8 metre deep cutting.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
TU#5	The sides of the cutting need to be fenced for safety of people and animals.	✓		✓	✓	Secure fencing will be erected above the retaining walls and across the portals. This will ensure there are no risks to safety.	N
TU#6	Preference for vertical retaining walls along approach / Fig 5.22 / Fig 5.23 of the Public Consultation Booklet showing vertical retaining walls.			✓	✓	The vertical retaining wall option has been chosen for the western portal approach.	Y
TU#7	Preference for grassed sloped sides along approach as Fig 5.24 / Fig 5.25 of the Public Consultation Booklet.	✓		✓	✓	The vertical retaining wall option has been chosen for the western portal approach because this will minimise the scheme's footprint in the sensitive WHS landscape and will minimise visual intrusion from wider vantage points in the landscape, including from public rights of way. The grassed slope option would have a wider footprint, creating more intrusion in the WHS.	N
TU#8	No preference for western tunnel approach options.				✓	Your comment is noted.	N
TU#9	The western tunnel entrance should be moved west, outside the WHS.			✓	✓	Locating the western portal outside the western boundary of the WHS would mean extending the bored tunnel by some 1.8 kms, to a point in the landscape where the natural topography provides a suitable location for the portal. It would also mean that the new Longbarrow junction could not be positioned to connect conveniently and safely with the existing A360, which would lead to traffic rat running via unsuitable local roads through nearby communities. The additional cost and disruption means this would not be an appropriate solution and would be poor value for money.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
TU#10	Improve the look of the western tunnel entrance.			✓	✓	The final designed appearance of the western (and eastern) portal will be sensitive to its WHS landscape setting. The detailed design will be carried out in accordance with the principles of Highways England's guide 'The Road to Good Design'. Further information can be found in the Design and Access Statement, document reference 7.4.	N
TU#11	The western tunnel entrance should be a curved canopy/ rounded archway.			✓	✓	A flatter profile for the tunnel entrance is preferred to a curved profile which would be taller and wider; it would increase the depth of cutting and the area of land needed in the WHS. The final designed appearance of the western (and eastern) portal will be sensitive to its WHS landscape setting, with the detailed design being carried out in accordance with the principles of Highways England's guide 'The Road to Good Design'. Further information can be found in the Design and Access Statement, document reference 7.4.	N
TU#12	Provide overhead screens at the tunnel entrances for anti glare / concerns over glare and dazzle at the tunnel entrances.				✓	The tunnel lighting system will provide transition lighting levels to allow drivers' eyes to adapt as they enter, pass through and exit the tunnel. Overhead screens would not be a practical solution due to the need to position them at a height which avoids interference with taller vehicles.	N
TU#13	Preference for vertical retained walls entrance/portal as per Fig 5.26 / Fig 5.27 of the Public Consultation Booklet.			✓		The fully grassed-over canopy option has been chosen for the western portal.	N
TU#14	Preference for grassed sloped entrance/portal as per Fig 5.28 / Fig 5.29 of the Public Consultation Booklet.	✓		✓		The fully grassed-over canopy option has been chosen for the western portal.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
TU#15	Preference for fully grassed canopy as per Fig 5.30 / Fig 5.31 / Fig 5.32 of the Public Consultation Booklet.			✓	✓	The fully grassed-over canopy option has been chosen for the western portal.	Y
TU#16	Preference for canopy with ventilation holes as per Fig 5.33 / Fig 5.34 / Fig 5.35 of the Public Consultation Booklet.	✓		✓	✓	The fully grassed-over canopy option has been chosen for the western portal because this option blends into the surrounding WHS landscape more effectively. The ventilation outlets would create additional features detrimental to the WHS landscape.	N
TU#17	No preference for western tunnel entrance options.				✓	Your comment is noted.	N
TU#18	Provide full width hard shoulders.				✓	The scheme will deliver a high quality dual carriageway to current design standards, having full regard to operational safety. Hard shoulders are not being provided along the dual carriageway as the road is not a motorway. Instead, laybys will be provided along the new road (outside the tunnel) with a spacing of no greater than 1.6km (1 mile). Within the tunnel, a 1.5 metre wide raised walkway will be provided for safe emergency use.	N
TU#19	Move the tunnel away from the Stones			✓	✓	The tunnel route does not pass under Stonehenge and would be farther away from the Stones than the existing A303. The portals have been optimally located adjacent to the existing road, having regard to known archaeology and topography, and there would be no benefit in routing the tunnel farther south.	N
TU#20	Make the tunnel deeper.				✓	The tunnel cannot be made substantially deeper without increasing the depth of excavations at the tunnel portals and the tunnel approaches, affecting the continuing road alignment eastwards and westwards. The depth and vertical alignment of the tunnel balances a number of considerations: the minimum cover required for the tunnel boring machine at the portals; the maximum safe gradient for traffic;	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						the minimum ground cover at the low point of the tunnel (Stonehenge Bottom); and the seasonal variation in groundwater level.	
TU#21	Make the tunnel shallower.				✓	It is not possible to make the tunnel shallower. The tunnel depth is defined by a combination of: the alignment of the road at either end; the minimum ground cover required to the tunnel at the portals for the tunnel boring machine; and existing topography over the length of the tunnel, including at Stonehenge Bottom.	N
TU#22	Provide mood lighting and art on the tunnel walls.				✓	Mood lighting and/or art installations on the walls of the tunnel will be a matter for consideration at the detailed design stage, with any features within the tunnel being subject to robust safety assessments.	N
TU#23	Provide emergency exits via shafts in WHS.				✓	Exit shafts are unnecessary. The design of the twin-bore tunnel, will include comprehensive safety features, including cross-passages between the bores, accommodating exit arrangements without the need for shafts.	N
TU#24	How will the risk of fire in the tunnel be mitigated?				✓	The tunnel will have a range of fire-fighting safety features including: incident detection systems; a fixed fire-fighting system; fire mains and hydrant points; regular cross passages for evacuation; and a ventilation system to control smoke.	N
TU#25	What is the procedure if there's an incident (fire / accident/ breakdown) in the tunnel?	✓		✓	✓	The tunnel will include a range of safety systems to support an effective response to events, such as an incident management system that will detect stationary vehicles and a linear heat detection system to support the identification of fires. Tunnel operators will also have access to CCTV and will be able to implement pre-defined operating plans to manage the event. These plans will include measures such as closing affected traffic lanes through the tunnel using the overhead lane control signs and reducing speed limits using the tunnel electronic signals. Should an incident necessitate the closure of one bore, traffic will be directed, via crossover points	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						outside the tunnel, to use the unaffected bore, which will operate under contraflow to accommodate two-way traffic. In the event of an incident causing the tunnel to be closed, a diversion route for traffic will be implemented via the A360/The Packway via Larkhill/A345. Further details can be found in Chapter 2 of the ES, document reference 6.1.	
TU#26	How will vehicles and people be evacuated from the tunnel?	✓		✓	✓	In the event the tunnel needs to be closed and those in the tunnel evacuated, pre-determined emergency response plans, developed in consultation with the emergency services will be put into operation. The tunnel public address system will be used to provide emergency announcements and emergency evacuation signing will guide road users to safe evacuation points. Tunnel cross-passages, connecting the two bores at regular intervals, and emergency walkways to either side of the carriageway within the bore are provided to accommodate the safe movement of people in the event of a tunnel evacuation. Support systems, such as the tunnel ventilation, will be in operation to provide smoke control and manage conditions within the tunnel, prior to emergency services arriving on scene. CCTV cameras will be used to monitor the evacuation and people will be directed to specific evacuation points outside the tunnel, where they will be directed by emergency services personnel.	N
TU#27	How will the emergency services get into the tunnel?	✓			✓	In the event of an incident requiring the attendance of the emergency services, it will be possible to close either one or both carriageways of the new A303 between the Longbarrow and Countess junctions. This will allow the emergency services to gain access from either end of the tunnel, to one or both bores as needed, depending on the nature of the incident. Tunnel operating plans and procedures have been and will continue to be developed through the Tunnel Design and Safety Consultation Group (TDSCG) which has formal representation from the emergency services. Full contingency plans will be in place to ensure there is speedy and effective response by the emergency services should the need arise.	N

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TU#28	Provide hard shoulders within the tunnel.				✓	Standard width hard shoulders are not being provided along the new dual carriageway as the road is not a motorway. Within the tunnel, a 1.5 metre wide raised walkway will be provided for safe emergency use.	N
TU#29	Agricultural traffic will not be able to use the tunnel - this could impact upon local businesses and traffic levels on the Packway.				✓	Whilst Highways England has worked with local landowners to provide suitable new routes for agricultural vehicles that avoid the need to use the tunnel, such vehicles will not be prohibited from using the tunnel if they are licenced for use on the public highway.	N
TU#30	Concerns about the impacts of large HGVs unable to use the tunnel and therefore rerouting via local roads, improvements to these roads will be required.			✓	✓	All HGVs will be able to use the tunnel except for abnormal high loads. Records indicate that there are approximately two abnormal vehicles registered per year as using the A303 which would be restricted from using the tunnel. No abnormal height vehicles were recorded during surveys of the local road network undertaken for this project. The impact of these very occasional abnormal height vehicles using diversionary routes is therefore considered not to be significant.	N
TU#31	Reduced speed limits should be applied within the tunnel.				✓	The scheme has been designed in accordance with current standards, consequently the tunnel will be designed to operate at the national speed limit. The installed lane control systems will also be able to display reduced speed limits in the tunnel if needed, e.g. to manage a vehicle breakdown.	N
TU#32	Extend the eastern portal canopy so that the traffic is further away from The Avenue.				✓	The eastern canopy is being terminated at a point where any further extension would require lowering of the A303 vertical alignment to achieve the required headroom below the canopy, the surface of which needs to match existing ground levels. Such lowering would require a deeper approach cutting. It would mean taking more land in the WHS to keep the construction separate from the existing A303 in an area constrained by the presence of a high voltage pylon. It would also affect the continuing alignment eastwards, delaying the point at which the new dual carriageway would become coincident with the	N

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						existing dual carriageway before rising on a flyover above Countess Roundabout.	
TU#33	Move the eastern tunnel entrance west.				✓	The positioning of the eastern tunnel portal will allow the re-connection of The Avenue where it is currently severed by the existing A303, enhancing the WHS and sustaining its OUV. Moving it west would result in a worse impact on the WHS. UNESCO/ICOMOS in their 2018 mission report recognise that the eastern portal has been positioned in the least impactful location available in the WHS.	N
TU#34	Move the eastern tunnel entrance east.				✓	Moving the eastern portal eastwards would create greater impacts on features such as Vespasian's Camp and Blick Mead. Increasing the length of the tunnel would also make the scheme poor value for money. It would also become impractical in terms of accommodating improvement of the Countess junction between the A303 and A345 if the tunnel was to extend further. UNESCO/ICOMOS in their 2018 mission report recognise that the eastern portal has been positioned in the least impactful location available in the WHS.	N
TU#35	Put the eastern tunnel approach in cutting rather than at surface.				✓	To the east of the eastern portal, the new A303 will be in cutting as it approaches the tunnel, rather than entering at the surface. As the road continues eastwards, it ties into the existing dual carriageway before rising to pass above Countess roundabout on a flyover.	N
TU#36	The proposal for a tunnel will do damage to sensitive archaeological sites.				✓	Extensive archaeological investigations have been carried out in order to identify a solution which will have minimal archaeological impact and will not detrimentally affect the OUV of the WHS. The scheme will bring extensive benefits to the WHS. Further information can be found within the ES accompanying the DCO application.	N
TU#37	What happens during tunnel maintenance?				✓	Planned maintenance will be carried out overnight or during periods of low traffic flow in one tunnel bore at a time, with two-way (contraflow) traffic using the other tunnel bore.	N

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TU#38	Will hazardous goods vehicles be permitted to use the tunnel?				✓	The tunnel will be classified in accordance with the Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009 (CDG 2009). As an 'A' category tunnel, there will be no special restrictions on the transport of dangerous goods. This is the case with other tunnels on the Strategic Road Network such as the A3 Hindhead tunnel, with the tunnel's design, safety systems and operational procedures reflecting such use.	N
TU#39	I don't like the canopy with the ventilation openings or the fully grassed canopy.				✓	The reason for having canopies is to reduce the impact of deep portals within the WHS that would otherwise be created at the locations where the boring operation starts/ends. The option for a ventilated canopy is not being taken forward. Instead the fully grassed-over option has been adopted.	N
TU#40	I don't like the vertical retaining walls or cutting.				✓	The deep cutting is proposed to hide the sight of traffic from views within the WHS and to accommodate the vertical alignment needed to take the road into the tunnel. Vertical retaining walls have been chosen to minimise the road's footprint within the WHS.	N
TU#41	Support for the proposals / neutral comment.				✓	Your comment is noted.	N
TU#42	How will the grass slopes be maintained?				✓	The chalk grassland areas will be managed through the maintenance contracts awarded by Highways England. The contractor will be required to produce a Landscape Management Plan which will ensure the control of unwanted plant species and other key landscape aspects.	N
TU#43	No preference for the portal aesthetics as lighting/noise/signage is more important.			✓		Your comment is noted. No open-road lighting is proposed outside the tunnel. The noise assessment is set out in ES Chapter 9, Noise and Vibration (document reference 6.1). Signage details will be determined at the next design stage.	N

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TU#44	How will vibration during tunnelling affect archaeology?				✓	There will be no significant vibration impacts on archaeology from the tunnelling operations. A detailed assessment of the vibration generating activities is set out in ES Chapter 9, Noise and Vibration (document reference 6.1).	N
TU#45	Grass slopes for the tunnel entrance approach would encourage habitat creation.				✓	The vertical retaining wall option has been chosen for the western approach to the tunnel because it would have less impact on the WHS. However, through the overall landscape scale approach to ecological connectivity, which considers the relationship between and interconnectedness of existing habitats and proposed habitat, including bunds, hedgerow, shrub, and woodlands, a mosaic of high quality, connected habitat will be created throughout the length of the scheme.	N
TU#46	Concerns about local traffic impacts for vehicles that cannot use the tunnel; NMUs & other prohibited vehicles.				✓	The only motorised vehicles that will be prohibited from using the tunnel are: abnormally high-sided vehicles; and motorcycles <50cc. The diversion route for these vehicles between the Longbarrow and Countess junctions will be the A360/B3086/The Packway/A345. The number of vehicles that will regularly divert is predicted to be very low and far outweighed by the reduction there will be in rat running traffic that currently avoids congestion on the A303. Non-motorised users will be able to use the new byways being created along the old A303 between Amesbury and Winterbourne Stoke, conveniently, with greater amenity, and more safely. Further information can be found in the Transport Assessment (Application Document 7.4).	N
TU#47	What is the diversion route during tunnel closures?			✓	✓	In the rare event of both tunnel bores being closed the diversion route between Longbarrow and Countess would be the same as it is today, via A360/B3086/The Packway/A345.	N
TU#48	Wouldn't a bypass be better suited in the area than a tunnel?				✓	Surface solutions for a bypass outside the WHS would be too damaging in terms of their impact on the countryside and the environment and would not be effective in delivering the scheme's objectives set out in Chapter 2 of this report. Within the WHS, non-	N

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						tunnel solutions are also undeliverable - they would cause damage to the OUV of the WHS and would be conflicting with the World Heritage Convention and UK planning policies. Further information on the many alternative options appraised can be found in the Technical Appraisal report https://highwaysengland.citizenspace.com/cip/a303-stonehenge/	
TU#49	Is it possible to extend the height of the grass slope and reduce the vertical wall height below?				✓	The height of vertical retaining walls and the extent of grass slopes have been selected to provide the most appropriate balance between minimising the footprint of the scheme and softening its visual impact within the WHS. Increasing the extent of grass slope would increase the footprint of the construction within the WHS with increased consequential impact on the OUV of the WHS.	N
TU#50	Safety fences to ventilation openings may be visually intrusive.			✓	✓	The option for a canopy with ventilation openings is not being taken forward so there will be no need for intrusive safety fences to protect the openings.	N
TU#51	Objection to the tunnel: it is an unnecessary waste of money and will generate more traffic at the expense of the environment and heritage.			✓	✓	The tunnel solution has emerged from exhaustive studies of alternative options as the best solution to address the problems of traffic congestion on the A303 and to deliver the scheme's objectives. The cost is justified by the extensive economic, environmental, heritage and social benefits that the scheme will bring, including providing a free-flowing route to the South West (accommodating traffic now and in the future), removing the sight and sound of traffic from much of the WHS landscape, and relieving local communities of rat running traffic. Further information on the many alternative options appraised can be found in the Technical Appraisal report https://highwaysengland.citizenspace.com/cip/a303-stonehenge/ .	N
TU#52	How will you prevent ventilation openings becoming a distraction/unsafe?	✓		✓	✓	The option for a canopy with ventilation openings is not being taken forward.	N

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TU#53	No comment.				✓	Your comment is noted.	N
TU#54	The tunnel should minimise (or eliminate) lighting, minimise light pollution and preserve dark skies.			✓	✓	The tunnel will be lit internally, but there will not be any lighting along the open road inside or outside the WHS. This will reduce light pollution in the WHS and will help to preserve the dark sky environment throughout the year.	N
TU#55	What considerations have been given to tunnel lighting including transitions, sustainability and power?			✓	✓	The tunnel lighting system will provide transition lighting levels to allow drivers' eyes to adapt as they enter, pass through and exit the tunnel. Consideration is being given to the use of an LED based system to optimise energy consumption and reduce maintenance requirements.	N
TU#56	Considering instances of heavy rain, how is tunnel drainage managed?			✓	✓	The road drainage system will capture all surface water before it enters the tunnel. A tunnel drainage system will be provided to capture any water or spillages within the tunnel. Water will be collected in a low point sump and pumped up to either the surface drainage system (clean water) or to an impounding sump (contaminated water) for disposal to an approved facility. Details of the road drainage proposals are provided in ES Appendix 11.3, Road Drainage Strategy (document reference 6.3).	N
TU#57	Will TBM construction be used over the Cut & Cover method?				✓	Yes. The tunnel will be built using a Tunnel Boring Machine (TBM), except for short lengths of cut and cover canopy at either end.	N
TU#58	Vertical vegetated walls would be a more sympathetic design.				✓	A vegetated wall would require greater depth and, consequently, greater land take within the WHS. Whilst the exact nature of retaining walls will be confirmed in detailed design, the design will give consideration to visual appearance, maintenance and noise reduction.	N

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TU#59	What tunnel ventilation will be in place?				✓	The ventilation system will comprise jet fans to keep air, vehicle emissions and smoke moving towards the portals from where emissions will disperse.	N
TU#60	Two-way tunnel operation could affect Emergency Service Response. How will this be managed?				✓	In the event of an incident requiring the attendance of the emergency services, it will be possible to close either one or both carriageways of the new A303 between the Longbarrow and Countess junctions. This will allow the emergency services to gain access from either end of the tunnel, to one or both bores as needed, depending on the nature of the incident. Cross passages provided at regular intervals between the two bores will both facilitate access by the emergency services and escape of people from the affected tunnel bore. Tunnel operating plans and procedures have been and will continue to be developed via the Tunnel Design and Safety Consultation Group which has formal representation from the emergency services. Full contingency plans will be in place to ensure there is speedy and effective response by the emergency services should the need arise.	N
TU#61	Tunnelling is a high energy method of construction. Have you explored greener alternatives?				✓	The tunnel solution has emerged from extensive studies of alternative options as the most appropriate solution to address the problems on the A303 and to deliver the scheme's objectives. Information on the extensive studies can be found in the Technical Appraisal report https://highwaysengland.citizenspace.com/cip/a303-stonehenge/ .	N
TU#62	The service buildings should be outside the tunnel canopy.				✓	The need for the service buildings to be adequately ventilated dictates that they have to be mostly located and accessed outside the tunnel.	N
TU#63	A slope angle for cuttings of 1:2 or 1:3 is best.				✓	Detailed ground investigations will be used to confirm the actual slope angles to be constructed within the land being acquired for the scheme.	N

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TU#64	Why is the tunnel profile so steep?				✓	The depth and vertical alignment of the tunnel balances a number of considerations: the minimum cover required for the tunnel boring machine at the portals; the maximum safe gradient for traffic; the minimum ground cover at the low point of the tunnel (Stonehenge Bottom); and the seasonal variation in groundwater level. The tunnel gradient will be below the maximum EU standard of 3% - 5%.	N
TU#65	Is the canopy compatible with a grassed slope approach?				✓	The grassed slope option could have been shaped towards the tunnel entrance to accommodate the construction of the canopy. However, the vertical retaining wall option has been chosen over grassed slopes because that option will minimise the scheme's footprint in the sensitive WHS landscape and will therefore have less impact on the WHS.	N
TU#66	The tunnel will be unguarded. Has the potential for terrorism been appropriately risked assessed?				✓	Yes. We have been working closely with the emergency services on the design of the tunnel and its future operation. This includes contingency planning arrangements for any foreseeable scenario that could unfold in the future, as we do on other parts of the network where there is sensitive infrastructure that we need to maintain and protect. The potential for the scheme to be vulnerable to major incidents and disasters, including terrorism, is considered through the assessment of Major Events, as set out in ES Chapter 4, Methodology.	N
TU#67	Stationary vehicles in the tunnel would cause a build-up of toxic fumes. How will traffic be managed to prevent the tunnel becoming blocked?				✓	CCTV will be used to monitor traffic. Variable messaging signs will be used to control traffic flow. If a vehicle becomes disabled in the tunnel, the operator will use the lane control system to close that lane and keep traffic moving in the other lane until recovery can be completed.	N
TU#68	This area needs grass slopes options, not a tunnel.				✓	A dual carriageway through the WHS without a tunnel is not possible, no matter how well landscaped or screened. This is because, by cutting through known archaeology at or close to the surface, it would cause unacceptable damage to the OUV of the WHS. It would also breach the World Heritage Convention and would be unlikely to	N

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						receive development consent, conflicting with national and local planning policies. Further information is in the Technical Appraisal report https://highwaysengland.citizenspace.com/cip/a303-stonehenge/ . Additionally, keeping the existing A303 open past Stonehenge would retain the damaging impact that the existing road has on the OUV of the WHS. It would not address one of the fundamental aims of the scheme, which is to remove the sight and sound of traffic from Stonehenge and other parts of the WHS, reconnecting the northern and southern parts of the WHS.	
TU#69	I don't like the concrete overhangs/edging at the west entrance to the tunnel above the layby.				✓	A hardstanding is needed adjacent to the tunnel service rooms to accommodate safe access. An overhang is proposed to reduce the overall width of open cutting at this point and reduce visual impact within the WHS. The detailed design of the tunnel entrances will be sensitive to the WHS context.	N
TU#70	Will the eastern tunnel portal mirror western portal?				✓	The eastern and western portals will not necessarily be mirror images of each other. The final designed appearances of both will be sensitive to their local landscape setting, with their detailed design being carried out in accordance with the principles of Highways England's guide 'The Road to Good Design'. Further information can be seen in the Design and Access Statement, document reference 7.4.	N
TU#71	The western portal will be visible from the Stones.				✓	The western portal will not be visible from the Stones. Photomontages presented in ES Figures 7.59 – 7.62, as set out in ES Chapter 7, LVIA (document reference 6.1), present the scheme within the WHS, demonstrating how the existing road and proposed infrastructure will be removed from view.	N
TU#72	Is a combined retaining wall and grassed slope option possible?				✓	The vertical retaining wall option has been chosen for the western portal approach because this will minimise the scheme's footprint in the sensitive WHS landscape and will minimise visual intrusion from wider vantage points in the landscape, including from public rights of way. This includes the top third of the cutting being formed with a rolling grassed slope to provide a softer finish for views towards the cutting. Reducing the height of the retaining wall would result in a	Y

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						wider footprint, creating more intrusion in the WHS and the archaeological remains.	
TU#73	Is grass slope fencing considered as part of the design?			✓	✓	Perimeters of retained cuttings and tunnel portals will be protected with parapet fencing. In addition, post and wire fencing will keep people and animals away from parapet fencing.	N
TU#74	What are the expected maintenance costs for the tunnel?			✓	✓	It is not possible to give an accurate cost estimate as the maintenance costs for the tunnel will be dependent on the features incorporated into the design of the tunnel and their associated maintenance requirements. This will be determined during detailed design of the tunnel. However, based on existing Highways England tunnels, the likely annual maintenance and operational costs are estimated to be in the order of £4-5m per annum.	N
TU#75	I would prefer multiple green bridges over a cutting.				✓	Following the statutory consultation, Green Bridge No. 4 has been widened to approximately 150 metres and its location has been confirmed within the WHS. This will provide greater physical and visual connectivity between the northern and southern parts of the WHS, with enhanced heritage, landscape and biodiversity benefits. The proposal to widen the bridge was included among three changes put forward for supplementary consultation, the feedback is summarised in Chapter 6 of this report. The cultural heritage assessment, reported in ES Chapter 6 (document reference 6.1), indicates that the widening of Green Bridge No.4 will provide adequate mitigation for the scheme in the western part of the WHS and will sustain the OUV of the WHS; no further green bridges are needed. The cutting will provide visual screening of vehicles within the WHS.	N
TU#76	Will you extend the bored tunnel to the WHS boundary with ventilation openings?				✓	Extending the tunnel westwards towards or outside the western boundary of the WHS would mean extending the bored tunnel by some 1.8 kms, to a point in the landscape where the natural topography provides a suitable location for the portal. It would mean that the new Longbarrow junction could not be positioned to connect	N

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						conveniently and safely with the existing A360, which would lead to traffic rat running via unsuitable local roads through nearby communities. The additional cost and disruption means this would not be an appropriate solution and would be poor value for money. Incorporation of ventilation openings would not change this.	
TU#77	What happens to the tunnel at the end of service life?				✓	The whole life approach to design and the maintenance regime will ensure the longevity of the structure. If the tunnel was to be decommissioned at the end of its 120-year design life a decision would be made at that time on what further action should follow.	N
TU#78	The western portal should move 250m west.				✓	The location and design of the western tunnel portal/canopy has been optimised in terms of the natural topography of the area, its impact within the WHS, and the extent of benefit that will be secured by the removal of the existing A303. Extending the tunnel by some 250 metres westwards would not deliver additional benefits or reduce the impacts to justify the additional cost. It would represent poor value for money.	N
TU#79	The proposed tunnel length too long/short.				✓	Along with considerations of cost, the tunnel length has been determined by assessments informing how long it needs to be to sustain the OUV of the WHS and the most appropriate locations for the portals within the WHS. With accompanying mitigation, the assessments show that preferred solution is a 2-mile long tunnel extending between portals located adjacent to the existing A303 to the east of The Avenue and to the west of Normanton Down.	N
TU#80	Is the tunnel's internal clearance suitable for High Load Route & high vehicles?				✓	All HGVs will be able to use the tunnel except for abnormal high loads, of which there are very low numbers using the A303 - records indicate that there are approximately two abnormally high vehicles registered per year as using the A303. These abnormally high loads will divert from the A303 between the Longbarrow and Solstice Park junctions via The Packway, with minimal impact.	N

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TU#81	The design is similar to an Expressway. Are there provisions for ERAs / incident response?				✓	The scheme will have laybys, facilitating incident response, at a minimum spacing of 1.6 km, except through the tunnel where there will be no laybys but there will be raised 1.5 metre wide walkways for emergency use. In the event the tunnel needs to be closed and those in the tunnel evacuated, pre-determined emergency response plans developed in consultation with the emergency services will be put into operation.	N
TU#82	Design of both approach entrances to tunnel to take into account what Transport Focus research showed as user preference.				✓	Transport Focus has presented its findings to Highways England's Tunnel Design Authority, who provide direction and ensure a consistent approach across all of Highways England's tunnels. Ongoing engagement with Transport Focus is maintained at a strategic level, which is applied to projects and teams as appropriate. Their feedback, informed by the user experience of Hindhead tunnel for example in relation to the design of the tunnel and its entrances, has been and will continue to be taken fully into account.	N
TU#83	Vertical retaining walls on the tunnel approach would be less damaging.				✓	The vertical retaining wall option has been chosen for the western portal approach.	Y
TU#84	If a vertical wall is chosen, I prefer the cut & cover option for the tunnel.				✓	The fully grassed canopy option has been chosen for the western portal along with the vertical retaining wall option for the tunnel approach.	N
TU#85	The fire strategy for the tunnel must include fixed fire-fighting system and start and finish at covered areas not the portals.	✓				The strategy will include the full length of the tunnel, including canopies, and will incorporate a fixed fire fighting system as part of a suite of safety measures.	N

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TU#86	Concerns regarding chalk stability with changing groundwater levels and potential impact on Stonehenge.				✓	There will be no likely significant effects on Stonehenge arising from any aspect of the tunnelling operation. Chalk stability is considered in ES Chapter 10, Geology and Soils. Groundwater effects are considered in ES Chapter 11, Road Drainage and the Water Environment (document reference 6.1).	N
TU#87	Environmental concerns regarding water used during tunnelling.				✓	By using a Tunnel Boring Machine, the entire tunnelling process will be carried out within a closed pipe network, where water is re-circulated and reused. The assessment of the potential for impacts on the water environment has concluded that there would be no adverse impacts arising from tunnelling activities, as set out in ES Chapter 11, Road Drainage and Water Environment (document reference 6.1).	N
TU#88	Concerns regarding tunnel water-tightness and disposal of infiltration groundwater.				✓	The drainage system within the tunnel will collect any infiltration water in a low point sump and will pump it either to the surface drainage system (if clean) or to an impounding sump (if contaminated). The impounding sump will be emptied as needed and the contents disposed of at an approved facility.	N
TU#89	What is the likelihood of tunnel closure and what will the traffic impact be on the local road network?				✓	The new dual carriageway will be safer and more resilient than the existing single carriageway, leading to fewer incidents and less disruption to the local road network when incidents do happen. The twin-bore tunnel has been designed to allow one bore to be used for two way traffic should the other bore be unavailable. The tunnel will only be closed in the very rare event of an incident happening that creates the need for both bores to be closed at the same time. In such an event, the diversion route would be the same as it is today, namely via the A345/The Packway/B3086/A360.	N
TU#90	Rounded arches on the entrance to the eastern end of the tunnel must be chosen.				✓	A flatter profile for the tunnel entrance is preferred to a curved profile which would be taller and wider. It would increase the depth of cutting and the area of land needed in the WHS. The final designed appearance of the western (and eastern) portal will be sensitive to its WHS landscape setting, with the detailed design being carried out in accordance with the principles of Highways England's guide 'The Road to Good Design'. Further information is provided in the Design and Access Statement, document reference 7.4.	N

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TU#91	Which option would reduce the effect of high winds entering the tunnel – the fully grassed canopy of the one with ventilation holes?				✓	Consideration of wind has not affected the choice, but the fully grassed-over canopy option has been chosen for the western portal because this option blends into the surrounding WHS landscape more effectively.	N
TU#92	A low vertical wall on the northern side of the western tunnel approach should be considered.				✓	The vertical retaining wall option has been chosen for the western approach to the tunnel because this will minimise the scheme's footprint in the sensitive WHS landscape. The grassed slope option, even incorporating a low height retaining wall, would have a wider footprint, creating more intrusion in the WHS.	N
TU#93	How will the tunnel drainage be managed if the electrical power fails during heavy rain storms?				✓	There will be two power supplies to the tunnel, one at each of the service buildings located at portals, which will be taken from independent sources. If one supply fails then essential plant will draw power from the alternative supply. In the event of both supplies being unavailable there will be a back-up battery to ensure sufficient plant for minimum operating requirements. In the event of total loss of power, the tunnel will be closed until power is restored and traffic will be directed to the alternative route via the A345, The Packway and the A360.	N
TU#94	Put the service buildings inside the tunnel.				✓	The need for the service buildings to be adequately ventilated dictates that they have to be mostly located and accessed outside the tunnel.	N
TU#95	Retain access to the A303 for motorised vehicles and heavy vehicles.				✓	Access to the A303 through the tunnel will be retained for almost all motorised and heavy vehicles. In relation to motorised users, only <50cc motorcycles and abnormally high-sided vehicles will be prohibited from using the tunnel and will instead be diverted via The Packway to avoid this section of the A303.	N

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TU#96	The western tunnel entrance will be a visual intrusion on the WHS.				✓	The visual intrusion of the western portal is being mitigated by the portal's careful positioning and design, the addition of a grassed-over canopy and the road being placed in an 8 metre deep cutting. Further information can be found in ES Chapter 6, Cultural Heritage, and Chapter 7, Landscape and Visual (document reference 6.1).	N
TU#97	The western tunnel entrance approach needs to be steep-sided to minimise noise pollution.				✓	The vertical retaining wall option has been chosen for the western portal approach in order to minimise the area of land disturbed by the scheme in the WHS. The option choice will also deliver noise benefits as set out in ES Chapter 9, Noise and Vibration.	N
TU#98	The western tunnel approach retaining walls may cause damage to archaeology.				✓	Extensive archaeological investigations have been carried out in order to identify a solution which will have minimal archaeological impact and will not detrimentally affect the OUV of the WHS. The vertical retaining wall option for the cutting approach to the western portal has been chosen to minimise the scheme's footprint in the WHS. Further information can be found in ES Chapter 6, Cultural Heritage.	N
TU#99	The tunnel is a practical option but I have concerns about the archaeological impact.				✓	Extensive archaeological investigations have been carried out in order to identify a solution which will have minimal archaeological impact and will not detrimentally affect the OUV of the WHS. That solution has been taken forward and the scheme will bring extensive benefits to the WHS. Further information can be found within Chapter 6 of the ES accompanying the DCO application.	N
TU#100	Is the proposed method of tunnelling construction the most cost effective?				✓	Yes. Highways England has assessed the options for tunnel construction and the proposed method, using a tunnel boring machine, has been identified as the most appropriate and effective means of safe construction for the conditions likely to be encountered.	N
TU#101	Ventilation holes in the grassed canopy for the western tunnel entrance			✓	✓	The fully grassed-over canopy option, without ventilation openings, has been chosen for the western portal.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	would not look good in the landscape.						
TU#102	The tunnel entrance should be simple to maintain and safe for those walking the WHS area.				✓	Walkers and other users of the public rights of way in the WHS will be kept well away from the tunnel portals which will be securely fenced. The design of the portals will ensure their maintenance can be carried out without difficulty and with complete separation from WHS visitors.	N
TU#103	How will suicides be prevented if there is a large cut in the ground?				✓	Fences will be provided to prevent access.	N
TU#104	Objection to the proposed western approach to the tunnel – the road will be in such a deep cut.				✓	The western approach has been intentionally designed to be in a deep cutting, in order to screen traffic from wider vantage points in the WHS and to provide uninterrupted intervisibility across the top of the cutting between monuments, thereby avoiding or limiting impacts on the OUV of the WHS.	N
TU#105	The eastern tunnel entrance is too close to important heritage features and has a visual impact on the Avenue and Vespasians Camp.				✓	The positioning of the eastern tunnel portal has been optimised to allow the re-connection of The Avenue, where it is currently severed by the existing A303, while avoiding other potential impacts, including no likely significant adverse effects on Vespasian's Camp. Full details of the cultural heritage assessment in this area can be found in ES Chapter 6 (document reference 6.1).	N
TU#106	A longer tunnel is required to extend beyond the boundaries of WHS.				✓	The scheme assessments show that the preferred solution is a 2-mile long tunnel extending between portals located adjacent to the existing A303 to the east of The Avenue and to the west of Normanton Down. Extending the tunnel beyond the boundaries of the WHS would mean that the new A303 could not connect effectively with the A360 and A345, meaning that the existing A303 would have to remain open through the WHS, defeating one of the key aims of the	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						scheme to remove the sight and sound of traffic from much of the Stonehenge landscape. The high additional cost and the reduced benefits would make the longer tunnel very poor value for money.	
TU#107	The option for the western tunnel entrance without ventilation outlets would be better the outlets could cause problems.				✓	The fully grassed-over canopy option, without ventilation outlets, has been chosen for the western portal.	Y
TU#108	Ventilation holes in the western tunnel entrance canopy would be a hazard and should not be allowed in design.		✓		✓	The fully grassed-over canopy option, without ventilation outlets, has been chosen for the western portal.	Y
TU#109	Pleased about the length of tunnel being reduced and revised to a twin tunnel.				✓	Your comment is noted. The length of the twin-bored tunnel will be 3km, with additional sections of cut and cover lengths at both ends giving a total length of c 3.3km.	N
TU#110	Can the tunnel length be reduced further - trade-off between carbon footprint for lighting and pumping?				✓	The scheme assessments show that the preferred solution is a 2-mile long tunnel extending between portals located adjacent to the existing A303 to the east of The Avenue and to the west of Normanton Down. Reducing its length would lead to unacceptable impacts to the OUV of the WHS, bringing the scheme into conflict with national and local planning policy.	N
TU#111	People who suffer with claustrophobia won't use the tunnel.				✓	The tunnel will provide a safe and direct route for all travellers. The number of drivers that choose not to use it is not expected to be significant.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
TU#112	This is nothing short of vandalism.				✓	The scheme has been developed from an exhaustive appraisal of options (detailed in the Technical Appraisal report https://highwaysengland.citizenspace.com/cip/a303-stonehenge/) as the most appropriate solution for delivering (a) the Government's strategy to upgrade the A303 to a high quality dual carriageway, and (b) the objectives set for the scheme. The scheme will remove the damaging effect that the existing road has on the Stonehenge landscape, and the tunnel will bring extensive benefits for the WHS, as set out in the ES accompanying the DCO application.	N
TU#113	Extend the western tunnel entrance canopy over all or more of the cutting.				✓	The location and design of the western tunnel portal/canopy has been optimised in terms of the natural topography of the area, its impact within the WHS, the extent of benefit that will be secured by the removal of the existing A303 and the cost of the tunnel. Extending the canopy westwards would not deliver additional benefits or reduce the impacts to justify the additional cost. It would be poor value for money.	N
TU#114	The photos shown on pages 34 and 35 of the Consultation Booklet contradicts the information shown on the photos from pages 32 and 33 of the same document as they show different arrangements for the tunnel western entrance.				✓	The images on pages 32 - 25 of the consultation booklet showed a range of options for how the western tunnel entrance could look.	N
TU#115	How are vandals being stopped from throwing items onto the live carriageway from the canopy roof?				✓	Appropriate fencing and maintenance regimes will address any risk of vandalism.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
TU#116	Why not use geotextiles to achieve stable slopes steeper than 45 degrees for the western tunnel approach cutting?				✓	Steeper slopes would mean they could not be fully grassed - the chalk face would be visible and more intrusive - and the steeper the slope, the more difficult and hazardous it would be to maintain. It would be possible to use geosynthetics to create steeper slopes, but this would not satisfy the aim of minimising the scheme's footprint in the WHS. Their use would involve the over-excavation of the ground prior to reinstatement which would increase the potential archaeological impact.	N
TU#117	Concerns regarding the visual impact of the western tunnel entrance and deep cutting on the surface of the WHS and the local agriculture. Impact should be minimised.				✓	By adopting the vertical retaining wall option, the western tunnel portal and approach cutting have been designed to minimise the scheme's footprint in the WHS and its visual impact. This will also serve to minimise the impact on local agriculture.	N
TU#118	Slip roads east of Longbarrow junction should be tunnelled as part of a larger design to extend the tunnel west to Longbarrow junction.				✓	Extending the tunnel west to Longbarrow junction would mean extending the tunnel boring operation by nearly 2 kms, to a point in the landscape where the natural topography provides a suitable location for the portal. This would mean that the new Longbarrow junction could not be positioned to connect conveniently and safely with the existing A360, which would lead to traffic rat running via unsuitable local roads through nearby communities. The additional cost and disruption means this would not be a satisfactory solution and would be very poor value for money.	N
TU#119	Will a double skin tunnel wall be built to prevent the build-up of radon gas in the low point of the tunnel?				✓	Infiltration of any type of gas is not anticipated. Should they occur any infiltrating gases would be removed via the tunnel ventilation system.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
TU#120	Longitudinal slope in tunnel (Fig. 5.38) should be kept as shallow as possible to avoid heavy vehicles slowing down.				✓	Gradients will be in line with EU and UK standards in order to enhance tunnel safety, whilst meeting optimal construction and operation requirements.	N
TU#121	Square entrances to the tunnel are preferable.				✓	The images presented at statutory consultation were representative of how the portals could appear. The final appearance of the portals will be subject to detailed design, following Highways England's guide 'The Road to Good Design'.	N
TU#122	Transport Focus will complete research into user experience and expectations of road tunnels, carried out in partnership with Highways England, which will for the first time provide guidance on the aspects of tunnel design that matter most to users.				✓	Transport Focus has presented its findings to Highways England's Tunnel Design Authority, who provide direction and ensure a consistent approach across all of Highways England's tunnels. Ongoing engagement with Transport Focus is maintained at a strategic level, which is applied to projects and teams as appropriate.	N
TU#123	The tunnel should be closed to pedestrians and cyclists.				✓	Pedestrians and cyclists will be prohibited from using the tunnel.	N
TU#124	How are you going to stop people falling down the ventilation holes at the west canopy?			✓		The question of how ventilation outlets might be secured does not arise because the fully grassed-over canopy option has been chosen for the western portal.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
TU#125	Diversion routes around the tunnel must be permanently signed.				✓	There will be an effective signing strategy put in place to support the management of traffic using the diversion routes. The signing strategy will also use variable message signs within the scheme to indicate when the tunnel is closed and a diversion route is in operation.	N
TU#126	The portal entrances would be yet another target for protestors above the road and for suicides. What safety measures will prevent this?				✓	Appropriate fencing will be provided to prevent unauthorised access.	N
TU#127	How will air quality and air movement within the tunnel be controlled?			✓	✓	The tunnel will be ventilated using a longitudinal (jet fan) system.	N
TU#128	The road in and out of the tunnel will be at gradients at the limit of highway design.				✓	Gradients will be in line with EU and UK standards in order to enhance tunnel safety, whilst meeting optimal construction and operation requirements.	N
TU#129	How will the tunnel be lined?				✓	The choice of material and appearance of the lining will be determined at the detailed design stage.	N
TU#130	The tunnel passes through a chalk aquifer with fluctuating ground water levels and may require pumping when in use. Where will the equipment be located?				✓	The tunnel will be of watertight construction. Nonetheless there will be provision for any infiltrating water to be collected at the low point of the tunnel in a sump and pumped from this point to a second sump located at the eastern portal.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
TU#131	It would make sense that the tunnel portal design which has the least impact on the surrounding area dictates the engineering design.				✓	The aesthetics of the portal designs will be sensitive to the WHS context, seeking to reduce impacts. The portals will be subject to further detailed design, following Highways England's guide 'The Road to Good Design'. More information can be found in the Design and Access Statement, document reference 7.4.	N
TU#132	Has the vertical alignment of the tunnel changed since 2000? If so, why?			✓		The current tunnel is over 1 km longer than the tunnel that was the subject of a public inquiry in 2004. The vertical alignment of the 'old' scheme would have involved disturbance of the ground in Stonehenge Bottom where the roof of the tunnel would have passed just below the surface. The currently proposed longer tunnel readily accommodates a deeper alignment that will avoid the surface disturbance of the ground in Stonehenge Bottom that would have occurred with the old scheme.	N
TU#133	Has the team examined flints from the levels through which the tunnel will be driven, in rock exposures such as quarries or along cliffs?			✓		Geotechnical Investigation boreholes have encountered flints at the levels through which the tunnel will be bored, that have been recovered for examination.	N
TU#134	National speed limit should be enforced inside the tunnel.				✓	The tunnel will be designed to operate at the national speed limit. The installed lane control systems will also be able to display reduced speed limits in the tunnel if needed, e.g. to manage a vehicle breakdown.	N
TU#135	There is insufficient information about the proposals for lighting at the tunnel portals.			✓	✓	There will not be any lighting along the open road inside or outside the WHS. The tunnel portals will not be lit outside the tunnel. Lighting will only commence inside the tunnel. Further information on the lighting proposals can be found in the Environmental Statement Section 2.3.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
TU#136	I am concerned about the potential visibility of the eastern tunnel portal and associated works from the north-east and would like to see natural screening provided.			✓	✓	The eastern tunnel portal will be set low in the existing landscape, which will provide natural screening. When compared to the existing A303 in this area, which can be seen rising up over King Barrow Ridge, the scheme is expected to result in beneficial change for this view from the north-east. Further information on the landscape and visual assessment can be found in ES Chapter 7, Landscape and Visual Impact Assessment.	N

5.6 Matters raised on Countess junction

5.6.1 Table 5-5 below summarises the matters raised in relation to the new Countess junction.

Table 5-5: Summary of consultee comments on Countess junction and Highways England response

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
CJ#1	The flyover is too high.			✓	✓	The Countess flyover is as low as possible while maintaining minimum required headroom for vehicles passing under it.	N
CJ#2	The flyover is unattractive.				✓	Your comment is noted. The final design of the flyover will be determined during detailed design, following Highways England's guide 'The Road to Good Design' to secure an aesthetically pleasing appearance. More information on the design approach can be found in the Design and Access Statement (document reference 7.4). Details of visual assessment can be found in ES Chapter 7 (document reference 6.1).	N
CJ#3	The roundabout needs to be safe for pedestrians and cyclists to cross.			✓	✓	The roundabout will include signalised road crossings to allow pedestrians and cyclists to move safely between the north and south of the flyover. Crossings will replace the existing underpasses and provide a more pleasant and safer route.	N
CJ#4	Make the A345 go over the A303 rather than under it.				✓	If the A345 were raised to pass over the A303, this would require land to be taken from properties on the boundaries of the A345. It would be a significant visual intrusion for these properties and access to many would be lost. When the Countess Roundabout was initially built, it was future-proofed; the shape and size of the existing roundabout and the layout of the existing entry/exit roads were designed and built to allow for the A303 to go over the A345.	N
CJ#5	I would like more information on the design of the Countess flyover.			✓	✓	There will be a new junction between the A303 and A345 at the existing Countess roundabout. It will be grade-separated, meaning that through traffic using the A303 would not need to stop at the roundabout, as is currently the case. The A303 will be carried on a	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						flyover approximately seven metres above the existing roundabout, with slip road connections (using the existing dual carriageway roundabout entry and exit lanes) accommodating all movements to and from the A345. There is sufficient room within the existing highway boundary for the construction of the flyover, without the need for additional land to be acquired. Existing access to the Countess Services would be maintained on the north-east side of the junction. The detailed design of the junction will be developed at the next stage and Wiltshire Council will be consulted with in its development. More information on the approach to design can be found in the Design and Access Statement, document reference 7.4.	
CJ#6	Preference for landscaped option / fig 5.49 of the Public Consultation Booklet.	✓		✓	✓	The adopted option for the flyover at Countess junction is the 'landscaped' option presented at statutory consultation. This is a simple and common form of structural solution, with two single-span bridges over the existing roundabout, and the most cost efficient. In addition, landscaping will reduce the visual impact of the flyover.	Y
CJ#7	Preference for open option / fig 5.50 of the Public Consultation Booklet.			✓	✓	The adopted option for the flyover at Countess junction is the 'landscaped' option presented at statutory consultation in preference to the 'viaduct' option. This is because it would be easier to build, with two single-span bridges over the existing roundabout and offers a more cost-efficient solution. It also lends itself to landscaping that will reduce the visual impact of the flyover. Further information on the landscape and visual assessment can be found in ES Chapter 7, Landscape and Visual Impact Assessment.	N
CJ#8	No preference for Countess options.			✓	✓	Your comment is noted.	N
CJ#9	The flyover will generate too much noise and pollution and is too visually intrusive.	✓		✓	✓	The potential impacts of Countess flyover will be controlled and mitigated as set out in the relevant topic chapters of the Environmental Statement, including Chapter 5, Air Quality, Chapter 7, Landscape and Visual, Chapter 9, Noise and Vibration, and Chapter 13, People and Communities and Chapter 15 Cumulative effects (document reference	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						6.1). The assessment has concluded that there would be; no significant adverse impacts on air quality; temporary significant adverse visual effects on nearby residents during construction, a permanent adverse visual effect on one residential property during operation; and temporary significant adverse noise effects for nearby residents during construction. The cumulative effects assessment found that in-combination there would be a significant adverse visual, noise and air quality effect during the construction and operational phases at Countess Farm. During construction, sensitive receptors in the vicinity of Countess roundabout will be afforded protection through measures contained within a Construction Environmental Management Plan (CEMP) to, for example, control noise, dust, and artificial lighting. Operational mitigation will be delivered through 1.8m noise barriers on the north and south side of the flyover, and landscaping of the flyover embankments.	
CJ#10	The existing lighting columns should be removed.				✓	Lighting at Countess roundabout is being retained to ensure the safety of motorised and non-motorised users. As many existing columns as possible will be re-used, with their luminaires replaced by modern equivalents. This will limit the spread of light more effectively than existing fittings.	N
CJ#11	Provide a noise barrier on both sides of the flyover.			✓	✓	In mitigation of predicted levels of traffic noise, the design of the Countess flyover has been developed to include a noise barrier 1.8 metres high on its north and south sides. Further information can be found in ES Chapter 9, Noise and Vibration (document reference 6.1).	Y
CJ#12	Improve the look of the slip roads at Countess with earthworks.				✓	The scheme will provide landscaped and planted embankments for much of the length of the flyover. Further details can be found in ES Chapter 7, Landscape and Visual (document reference 6.1).	Y
CJ#13	The construction of the Countess flyover should not damage any archaeology.				✓	With the Countess flyover being constructed within the existing highway boundaries, no adverse effects on archaeology are anticipated. Details of the cultural heritage assessment can be found in ES Chapter 6 (document reference 6.1).	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
CJ#14	The flyover should have 4 lanes on either side of the central reservation.			✓	✓	With forecast levels of traffic in the future, a dual two lane dual carriageway will provide sufficient capacity. There is no need for the flyover to have greater capacity.	N
CJ#15	Remove the traffic lights.			✓	✓	Traffic signals will be retained to provide safe crossing for pedestrians and cyclists. Information on traffic modelling can be found in the Transport Assessment (Application Document 7.4).	N
CJ#16	Do not grade separate Countess roundabout (need for flyover).			✓	✓	Countess roundabout is the first point on the A303 where westbound traffic is brought to a halt after joining the road from the M3 motorway. Stopping traffic results in congestion and delay, with consequential rat-running along unsuitable local roads. This is particularly severe at weekends and in the summer months when the road is busier. Grade-separation of the A303 and A345 is needed to avoid congestion at Countess Roundabout, allowing A303 through traffic to continue without stopping. It will also allow local traffic to move more easily north and south along the A345. The arrangement will reduce traffic conflicts, making the junction safer. Grade-separation of Countess roundabout is also key to achieving the scheme's transport objective, which is to create a high quality, reliable route between the South East and South West that meets the future needs of traffic. This is explained in more detail within the Case for the Scheme, (Application Document 7.2).	N
CJ#17	Support for proposal at Countess roundabout.	✓		✓	✓	Your comment is noted.	N
CJ#18	Flyover aesthetics to tie in with lighting columns.				✓	Existing lighting will be retained at Countess roundabout; it is anticipated that new lamps will be fitted to existing columns. The final design of the flyover will be determined during detailed design, following Highways England's guide 'The Road to Good Design' to secure an aesthetically pleasing appearance.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
CJ#19	Ensure sufficient safety barriers are in place to prevent cross overs or vehicles coming off the flyover.			✓	✓	Safety barriers and bridge parapets will be provided to prescribed standards.	N
CJ#20	Concerned about the increase in traffic speed.				✓	The scheme will create a high quality, free-flowing dual carriageway that can be driven safely at the national speed limit. As well as improving safety along the A303, the new junctions at Longbarrow and Countess will mean there is less conflict with traffic on the A360 and A345, further improving safety.	N
CJ#21	Dumbell roundabout would have been better and would cost less.				✓	When the Countess Roundabout was initially built, it was future-proofed; the shape and size of the existing roundabout and the layout of the existing entry/exit roads were designed and built to allow for the A303 to go over the A345. Replacing the existing single roundabout with a dumbbell arrangement would be significantly more expensive. Additionally, a dumbbell arrangement would require more land and properties to be acquired, causing greater impacts.	N
CJ#22	Provide a parapet on the flyover.			✓		The Countess flyover will have a noise barrier, 1.8 metres high, on its north and south sides.	Y
CJ#23	Have a simpler flyover design.				✓	The adopted option for the flyover at Countess roundabout is the 'landscaped' option presented at statutory consultation. This is the simplest and most common form of structural solution, with two single-span bridges over the existing roundabout.	N
CJ#24	Provide a low noise surface.			✓		A thin surfacing system (which will generate less noise than a standard hot rolled asphalt surface) will be used on the new A303 dual carriageway and slip roads.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
CJ#25	This question is better answered by the residents of Amesbury and the Town council.				✓	All views expressed in response to the consultation, including the views of Amesbury residents and the Town Council, have been taken into consideration, as set out in this report.	N
CJ#26	The existing yellow boxing on the roundabout should be kept.				✓	At the scheme's detailed design stage, the need for the yellow boxes will be reviewed in the context of the predicted operation of Countess roundabout following the construction of the flyover, and the removal of A303 through traffic from the roundabout.	N
CJ#27	Make the North/South bridge smaller.			✓		The bridges carrying the east-west flyover across Countess roundabout have to be large enough to accommodate a two-lane dual carriageway, which is the standard being adopted for the upgrading of the A303.	N
CJ#28	Ensure traffic signals are provided for pedestrians and cyclists at Countess.				✓	The roundabout will include signalised road crossings to allow pedestrians and cyclists to move safely between the north and south of the flyover.	N
CJ#29	Update the road markings on the roundabout to assist with issues on the A345 with short tapers from lanes to 1.				✓	The road markings on the roundabout will be reviewed when the detailed design of the scheme is undertaken to ensure the new junction operates efficiently and safely.	N
CJ#30	Improve Countess roundabout and A360 interchange now to stop the existing bottleneck of traffic stopping to look at stones, before the proposed major improvements.				✓	The new junctions at Longbarrow and Countess are part of the proposals making up the DCO application for the scheme. The two junctions cannot be built until consent has been granted. If consent is granted, the aim is for the two junctions, and the Winterbourne Stoke bypass, to be built and opened to traffic as quickly and as efficiently possible.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
CJ#31	What happens if there are accidents and/or breakdowns? The traffic lights in place here handle rush hour congestion perfectly well.				✓	Accidents and breakdowns will be picked up by CCTV cameras and relayed to a central control room for appropriate response to be actioned. With the separation of A303 traffic, such events will cause much less disruption in the future. Whilst existing traffic lights effectively control traffic movement, congestion and delay at Countess roundabout are long standing problems, which the scheme will address.	N
CJ#32	It would be far less intrusive if it was built for cars and light vehicles only.			✓	✓	The A303 forms part of the strategic road network and, as part of the A303/ A358 corridor, provides a vital connection between the South East and South West for the movement of people and goods. Making suitable provision for HGVs and the efficient transport of goods is a fundamental part of the scheme.	N
CJ#33	Lighting of the new flyover should be kept to a minimum to reduce its impact.			✓	✓	The flyover will not be lit, though existing lighting will be retained on the roundabout.	N
CJ#34	How easy is it for users of the Countess Services, or coming from Amesbury to join onto the flyover if there is fast-flowing traffic on the A303?			✓	✓	Traffic from Amesbury or Countess Services will be able to access the A303 easily and safely via slip roads from Countess roundabout.	N
CJ#35	There isn't much space around countess roundabout.				✓	The existing Countess roundabout was future-proofed when it was designed and constructed, to provide sufficient space for the proposed flyover.	N
CJ#36	Any lights on the flyover should be shaded to minimise glare over the area.			✓		The flyover will not be lit, though existing lighting will be retained on the roundabout. Noise barriers will be provided both sides of the viaduct which will also help to screen vehicle headlights.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
CJ#37	Construct the flyover on pillars and not as a vast solid wall.				✓	The adopted option for the flyover at Countess junction is the 'landscaped' option presented at statutory consultation in preference to the 'viaduct' option supported by pillars. This is because it would be easier to build, with two single-span bridges over the existing roundabout and offers a more cost-efficient solution. It also lends itself to landscaping that will reduce the visual impact of the flyover.	N
CJ#38	How will the access to the Amesbury Services be maintained as this is accessed directly off the East bound carriageway straight after the roundabout?			✓	✓	Access to the services will be retained in its current arrangement, with the current eastbound carriageway of the A303 exit from Countess roundabout becoming the eastbound onslip to the A303 under the new junction layout.	N
CJ#39	You say that you have discounted raising the A345 or lowering the A303 at the Countess junction. Has a compromise of partial lowering of the A303 and part raising the A345 been considered?				✓	It has long been anticipated that an A303 flyover would be built at Countess. When the roundabout was initially built, it was future-proofed; the shape and size of the existing roundabout and the layout of the existing entry/exit roads were designed and built to allow for the A303 to go over the A345. If the A345 were raised to pass over the A303, even partially, this would require land to be taken from properties bounding the A345 as the road rose. It would be a significant visual intrusion close to these properties and access to many would be lost. Lowering the A303 would have a significant impact on this sensitive environmental area, particularly on the groundwater regime adjacent to the River Avon SSSI/SAC.	N
CJ#40	Put in traffic lights.				✓	Traffic light control will remain in place at Countess roundabout unless Wiltshire Council choose to remove them after the scheme is constructed.	N
CJ#41	Objection to proposal at Countess Roundabout.				✓	Government has made a commitment to upgrade the A303/ A358 corridor to a high quality dual carriageway; the grade separation of Countess roundabout is essential to this. Grade separation allows through traffic to continue without interruption and allows local traffic to	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						cross the route without the need to mix with through traffic. This reduces congestion as well as the risk of accidents.	
CJ#42	The views of the local community should be prioritised when deciding the aesthetics of the flyover.				✓	All views expressed in response to the consultation have been considered as set out in this report.	N
CJ#43	The flyover will create more delays.				✓	The Countess roundabout will remove a source of congestion on the A303, will accommodate free-flowing east-west through traffic, and will allow north-south A345 traffic to pass through the roundabout more easily and safely. Information on traffic modelling can be found in the Transport Assessment (Application Document 7.4).	N
CJ#44	The flyover will have harmful effects on the environment and important heritage sites.			✓	✓	The potential environmental and heritage impacts of Countess flyover are considered in the relevant topic chapters of the ES, including Chapter 5, Air Quality, Chapter 6, Cultural Heritage, Chapter 7, Landscape and Visual, Chapter 9, Noise and Vibration, and Chapter 13, People and Communities. The assessment has concluded that there would be: no significant adverse impacts on air quality; temporary significant adverse visual effects on nearby residents during construction; a permanent significant adverse visual effects on residents of Countess Farm during operation; and temporary significant adverse noise effects for nearby residents during construction. In terms of heritage, there will be significant effects on Grade II-listed buildings at Countess Farm and non-significant effects on the settings of Amesbury Abbey Registered Park and Garden. During construction, heritage assets in the vicinity of Countess roundabout would be afforded protection through measures contained within a Construction Environmental Management Plan (CEMP) to, for example, control noise, dust, and artificial lighting.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
CJ#45	The flyover will effectively cut the town in half, causing increased severance.				✓	Grade-separating the A303 and A345 will remove congestion from Countess roundabout. It will reduce severance by enabling local people to travel freely north-south on the A345 without conflict with traffic on the A303. Local people will also be able to travel freely, without delay, on the A303 itself. New surface level pedestrian/cycle crossings will be introduced around the roundabout to improve connectivity across the roundabout.	N
CJ#46	Will there be new public rights of way north and south of Countess roundabout?			✓		No new public rights of way north and south of Countess roundabout are proposed as part of the scheme. However, the ability of pedestrians and cyclists to pass north-south will be made safer and easier by the removal of A303 through traffic from the roundabout, and by signalised crossing arrangements being put in place on the roundabout in lieu of the existing subway, which will be closed.	N
CJ#47	Countess Roundabout is next to our premises (located in the industrial estate near Solstice Park). Any increase in this area of traffic and delays would considerably impact the business during the construction.				✓	The A303 will remain in operation throughout construction and flows on local roads are not anticipated to change to any significant degree. Temporary traffic management measures will be needed at times and there will be close liaison with Wiltshire Council to agree how the measures can be best implemented to minimise any disruption. An assessment of potential impacts on businesses (private assets) on or near the scheme is set out in ES Chapter 13, People and Communities (document reference 6.1). The assessment has concluded that there would be no adverse impacts on private assets within the industrial estate near Solstice Park.	N
CJ#48	Are you considering a tunnel under the roundabout instead?				✓	No. A tunnel under the roundabout would be wholly impractical. It would have to pass under the River Avon SSSI/SAC, leading to significant adverse environmental effects. It could not link with the A345 at Countess unless a large underground interchange was created, further extending the adverse environmental effects. In addition, a tunnel portal and associated infrastructure could not be created to the near east of Countess, especially with the existing Solstice park junction so close by.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
CJ#49	Lighting of the new flyover should be kept to a minimum to reduce its impact.			✓	✓	The flyover will not be lit and noise barriers, 1.8 metres high, either side of the flyover will also provide screening of vehicle headlights. Existing lighting will be retained on the existing roundabout under the flyover.	N
CJ#50	Ensure there is no impact on the area around Lord's Walk.			✓		The scheme will not have a physical impact on the Lords Walk, but its construction will involve removal of some existing vegetation which will affect the amenity of Lords Walk for users until replacement vegetation establishes itself. Further information can be found in the ES Chapter 7, Landscape and Visual Impact Assessment.	N
CJ#51	I am not convinced this is wise, as it could end up with a heavy static queue on it, including, for example heavy armour columns.				✓	Grade-separation of the A303 and A345 is needed to avoid congestion at Countess Roundabout, allowing A303 through traffic to continue without stopping. It will also allow local traffic to move more easily north and south along the A345. The arrangement will reduce traffic conflicts, making the junction safer. HGVs will benefit from the removal of queues that currently occur.	N
CJ#52	Don't remove the subway.				✓	The existing subway is not a pleasant amenity and is potentially unsafe due to its relatively remote and isolated location. It does not need to be kept open for use when A303 through traffic has been removed from Countess roundabout, which will be made safe for north-south pedestrian and cycle use by the installation of signal-controlled crossings.	N
CJ#53	Is such a large roundabout required?				✓	The size of the roundabout will be unchanged. It cannot be made smaller because the existing A303 entries/exits will be used for the slip road connections with grade-separated dual carriageway.	N
CJ#54	A noise barrier may be required on the southern side of the A303 from the Countess roundabout to near the tunnel entrance.				✓	The elevated Countess flyover will have noise barriers but there is no justification for the barrier to be extended along the south side of the A303 as far as the eastern portal. Relevant information can be found in ES Chapter 9, Noise and Vibration (document reference 6.1).	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
CJ#55	Take the A345 over the A303 at Countess.				✓	If the A345 were raised to pass over the A303, this would require land to be taken from properties on the boundaries of the A345. It would be a significant visual intrusion for these properties and access to many would be lost. When the Countess Roundabout was initially built, it was future-proofed; the shape and size of the existing roundabout and the layout of the existing entry/exit roads were designed and built to allow for the A303 to go over the A345.	N
CJ#56	Countess Flyover will cause significant impacts in terms of noise, air quality and visual intrusion for nearby residents and wildlife.			✓	✓	The potential impacts of Countess flyover are considered in the relevant topic chapters of the Environmental Statement, including Chapter 5, Air Quality, Chapter 7, Landscape and Visual, Chapter 9, Noise and Vibration, and Chapter 13, People and Communities (document reference 6.1). The assessment has concluded that there would be: no significant adverse impacts on air quality; temporary significant adverse visual effects on nearby residents during construction reducing to a permanent adverse visual effect on just one residential property, during operation; and temporary significant adverse noise effects for nearby residents during construction. During construction, sensitive receptors in the vicinity of Countess roundabout will be afforded protection through measures contained within a Construction Environmental Management Plan (CEMP) to, for example, control noise, dust, and artificial lighting. Operational mitigation will be delivered through 1.8m noise barriers on the north and south side of the flyover, and landscaping of the flyover embankments. The potential for the flyover to have impacts on wildlife is set out in ES Chapter 8, Biodiversity. The assessment has concluded that there would be no significant adverse impacts on ecological receptors.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
CJ#57	Will the scheme impact on Lords Walk?				✓	The scheme will not have a physical impact on the Lords Walk, but its construction will involve removal of some existing vegetation which will affect the amenity of Lords Walk for users. The LVIA has concluded that users of Lords Walk will experience significant adverse amenity effects during construction and into year 1 of operation. The replacement planting will become sufficiently established and mature to reduce the amenity effect to a level that is non-significant. Further information can be found in the ES Chapter 7, Landscape and Visual Impact Assessment.	N
CJ#58	How will Countess junction be constructed in the shortest possible time to avoid impact on traffic?	✓		✓	✓	The flyover will be constructed while keeping the existing A303 in operation, albeit with reduced lane availability at times. The construction sequencing will be developed by the appointed contractor to minimise any disruption during this period.	N
CJ#59	The Countess grade-separated interchange is not required.				✓	Countess roundabout is the first point on the A303 where westbound traffic is brought to a halt after joining the road from as far as the M3 motorway. Stopping traffic results in congestion and delay, with consequential rat running along unsuitable local roads. This is particularly severe at weekends and in summer months when the road is busier. Grade-separation of the A303 and A345 is needed to avoid congestion at Countess roundabout, allowing A303 through traffic to continue without stopping. It will also allow local traffic to move more easily north and south along the A345. The arrangement will reduce traffic conflicts, making the junction safer. Grade-separation of Countess roundabout is also key to achieving the scheme's transport objective: to create a high quality reliable route between the South East and South West that meets the future needs of traffic.	N
CJ#60	Countess Road - the responsibility for future maintenance of the proposed signals will likely pass to Wiltshire Council, for which a		✓			A commuted sum will be agreed with Wiltshire Council for the handover of the traffic signals at Countess roundabout.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	maintenance contribution will be sought. A contribution will be sought by the Council towards the future energy and maintenance costs associated with any traffic signals to be provided on the Countess Roundabout (for those costs which might fall to the responsibility of Wiltshire Council).						
CJ#61	There is a requirement to underground an existing overhead electricity line (currently running through the proposed eastern compound) which needs to be diverted partly beneath the Amesbury services. Until such time as further details are known it is difficult to predict the potential impact but there is concern regarding the location of the underground cable bearing in mind the			✓		The extent of these works will be determined, and the details discussed with the landowner and occupiers of the services to arrange for any necessary works to be carried out with least possible disruption.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	presence of underground fuel tanks on site. In addition there will be concerns on the impact the undergrounding of the cable will have on trade together with concerns regarding access for public, staff members and deliveries which need to be maintained at all times.						

5.7 Matters raised on Environment

5.7.1 Table 5-6 below summarises the matters raised in relation to Environment.

Table 5-6: Summary of consultee comments on Environment and Highways England response

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#1	There needs to be a quiet road surface throughout the scheme.			✓	✓	A thin surfacing system (which generate less noise than a standard hot rolled asphalt surface) will be used on the new A303 dual carriageway and slip roads.	N
ENV#2	There will be adverse impacts of phosphatic chalk and radon gas from excavated materials.	✓		✓	✓	Chemical testing and assessment of the solubility and leachate potential of the phosphatic chalk that the tunnel will bore through shows that the material does not pose a risk to controlled waters. Excavated phosphatic chalk could give rise to emissions of radon gas, which in an outside environment would disperse rapidly, posing no risk to health. Within the enclosed environment of the tunnel boring, the health of construction personnel will be protected by use of detection equipment, protective clothing and appropriate ventilation measures. Further information on the phosphatic chalk and radon gas can be found in the ES Chapter 10, Geology and Soils.	N
ENV#3	Cuttings and grass slopes along the carriageway should be formed of wildflower meadow slopes, not just grass.	✓			✓	Cuttings and grass slopes along the carriageway will be seeded with a calcareous grassland seed mix, in keeping with the surrounding land and landscape character.	N
ENV#4	How will the new chalkgrass land areas be managed by Highways England?	✓		✓	✓	The chalk grassland areas will be managed through maintenance contracts awarded by Highways England. The contractor will be required to produce a 'Landscape Management Plan' which will ensure the control of unwanted plant species and other key landscape aspects.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#5	Have you assessed construction impacts on ecology and how will these be mitigated?				✓	Potential construction impacts on ecology have been assessed using the methodology for ecological impact assessment presented in ES Chapter 8, Biodiversity. Impacts assessed include habitat loss or gain; fragmentation of populations or habitats; disturbance; habitat degradation; and specific mortality. Such impacts have first been avoided or reduced through the scheme's design development and refinement. They will be further mitigated through implementation of a Construction Environmental Management Plan which will contain safeguarding measures to protect watercourses, flora and fauna.	N
ENV#6	The scheme will have a temporary and permanent adverse effect on stone curlew.			✓	✓	As set out in ES Chapter 8, Biodiversity, construction of the scheme will result in the permanent loss of a known stone curlew breeding plot at the western end of the scheme. In mitigation, a new breeding plot would be created within Parsonage Down SSSI and NNR. The plot would be created, under agreement with Natural England, approximately 500m from the plot to be lost. Elsewhere along the scheme, including at the Normanton Down RSPB reserve, the effect on stone curlew has been assessed as being neutral and not significant. The potential for stone curlews to nest outside managed stone curlew plots will be kept under observation and managed through the Construction Environmental Management Plan.	N
ENV#7	All possible attempts should be made to preserve and enhance ecological receptors, including habitat and species, across the site.		✓	✓	✓	The scheme's objectives include the aim of improving biodiversity along the route. This is being achieved in a number of ways, including; downgrading the redundant length of the A303 to a restricted byway helping to connect habitats within much of the WHS and extending the chalk grassland adjacent to the Parsonage Down NNR. Full details of the biodiversity improvements can be found in the ES Chapter 8.	N
ENV#8	There are likely to be seriously damaging effects on the water regime.			✓	✓	As set out in ES Chapter 11, Road Drainage and the Water Environment, the assessment shows no significant changes to hydrology, surface water quality or groundwater quality during either the construction or operational phases of the scheme. During operation, the magnitude of impacts from the scheme's road drainage	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						strategy have been assessed as a moderately beneficial residual effect for water quality in the River Avon SAC as a result of improved treatment and prevention of pollution from road runoff, compared with the current situation.	
ENV#9	Concern about the pollution of the River Avon.			✓	✓	As set out in ES Chapter 11, Road Drainage and the Water Environment, the assessment shows no significant changes to hydrology, surface water quality or groundwater quality during either the construction or operational phases of the scheme. During operation, the magnitude of impacts from the scheme's road drainage strategy have been assessed as a moderately beneficial residual effect for water quality in the River Avon SAC as a result of improved treatment and prevention of pollution from road runoff, compared with the current situation.	N
ENV#10	Concern about the pollution of the River Till.			✓	✓	As set out in ES Chapter 11, Road Drainage and the Water Environment, the assessment shows no significant changes to hydrology, surface water quality or groundwater quality during either the construction or operational phases of the scheme. During operation, the magnitude of impacts from the scheme's road drainage strategy have been assessed as a moderately beneficial residual effect for water quality in the River Avon SAC, including the River Till, as a result of improved treatment and prevention of pollution from road runoff, compared with the current situation.	N
ENV#11	Retain the Nile Clumps.			✓	✓	The scheme will avoid direct impact on the Nile Clumps.	N
ENV#12	UNESCO opposes these developments.				✓	The recommendations of the UNESCO/ICOMOS missions carried out in 2015, 2017 and 2018 and the subsequent decisions of the World Heritage Committee have been considered carefully. They have informed the development of the scheme. Highways England has been working closely with the UK statutory and scheme relevant heritage bodies (Historic England, Wiltshire Council Archaeology Service, the National Trust and English Heritage Trust) to ensure that the scheme will conserve and enhance the WHS landscape. Further	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						information on the engagement with UNESCO/ICOMOS and Highway England's responses to their recommendations can be found in Chapters 2 and 3 of this Consultation Report.	
ENV#13	Street lights and vehicle lights should not be visible from the WHS.			✓	✓	There will be no open road lighting within the WHS and the scheme will also remove the existing lighting at Longbarrow. Visibility of vehicle lights within the WHS west of Amesbury will also be substantially reduced as they would be largely contained within the tunnel, in deep cutting or under the wide Green Bridge No. 4. This will result in a substantial improvement to the character of the night sky within the WHS.	N
ENV#14	The scheme cannot adversely impact Blick Mead.			✓	✓	The scheme will have no adverse impact on Blick Mead. Where it passes by Blick Mead, the scheme has been kept within the current highway boundary at the level of the existing A303 and will not touch the site. In addition, the scheme's potential impacts on groundwater levels and flows have been assessed and the assessment shows there will not be any adverse effect on spring flows at Blick Mead. Further information can be found in ES Chapter 11, Road Drainage and Water Environment.	N
ENV#15	The scheme cannot adversely impact Vespasian's Camp.				✓	Between the eastern tunnel portal and the Countess junction, a combination of re-using the existing dual carriageway, moving the new road to the north of the existing alignment, and providing a cut and cover section of tunnel will mitigate potential impacts on the setting of Vespasian's Camp such that, there would be no adverse effects, as reported in ES Chapter 6.	N
ENV#16	Opportunity to investigate Blick Mead further before construction starts.			✓	✓	The scheme will not affect Blick Mead and no archaeological surveys are needed at the site as part of the scheme requirements.	N
ENV#17	Very harmful to the environment.			✓	✓	The scheme will deliver many environmental benefits, including: for the Stonehenge landscape; for ecological connectivity; for Winterbourne Stoke; and for the nearby communities that are affected by high levels of rat-running traffic. Full details of all the	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						environmental effects can be found in the ES, and an overview can be found in Non-technical summary of the ES. Application document 6.4. As part of the full EIA process, and as a requirement of the DCO, an Outline Environmental Management Plan (OEMP) the ES Appendix 2.2 (document reference 6.3). has been prepared that sets out general and topic-specific principles and requirements for the control, mitigation and monitoring of potential construction impacts.	
ENV#18	I am happy that you have done everything possible to secure environmental benefits.				✓	Thank you for your comment.	N
ENV#19	Irreversible damage to archaeology.			✓	✓	The preferred route was carefully chosen to minimise effects on archaeology, and a comprehensive programme of archaeological evaluation surveys has informed the scheme being designed in a way that has limited any direct impacts. The cultural heritage assessment, reported in ES Chapter 6, identifies the effects on known archaeological features whilst recognising the benefits that the tunnel will deliver for the Stonehenge landscape, and concludes that overall the scheme will result in a slight beneficial effect for cultural heritage.	N
ENV#20	The scheme will disfigure the landscape, it should be designed to blend into it.			✓	✓	The approach to integrating the new road into the existing landscape is set out in the Design and Access Statement (document reference 7.4), as illustrated on the proposed Environmental Masterplan, Appendix 2.1 of the Environmental Statement, (Application document 6.3). The approach includes the provision of bunds and false cuttings, with sympathetic regrading of earthworks to match the existing natural rolling landform, along with the provision of new hedgerows and planting areas. Within the WHS, the removal of the existing surface road will greatly enhance the landscape, improving tranquillity.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#21	Can you provide a viewpoint from my house?				✓	It would not be feasible to provide viewpoints from every residential property. Instead, the Landscape and Visual Impact Assessment, as presented in ES Chapter 7, has used 36 representative viewpoints to convey the visual context of the study area and likely views of the scheme. The viewpoints were agreed with Wiltshire Council and represent a range of close, middle and long-distance views from varying receptor groups, including residents, recreational users, motorists and tourists.	N
ENV#22	Please plant trees and shrubs wherever possible. Concrete is harsh to look at and is much improved when planted.			✓	✓	The extent of planting within the scheme must be balanced against the open character of the landscape and the ambitions of the WHS Management Plan, which seeks to avoid new planting within the WHS. The scheme does, however, include planting in places where there are new structures to soften the visual appearance. The approach has been taken at both Countess flyover and the River Till viaduct.	N
ENV#23	This scheme will increase greenhouse gas emissions.				✓	The potential impact of greenhouse gas (GHG) emissions associated with the scheme on climate change is assessed in ES Chapter 14, Climate. In the context of the UK carbon budget targets, it is concluded that the GHG emissions of the scheme will not have a material impact on the Government meeting its carbon reduction targets. Further, to support the delivery of a sustainable solution, the scheme is being assessed using CEEQUAL, the evidence-based sustainability assessment and awards scheme, which includes sustainability measurement indices related to GHG and climate change. Highways England is aiming to achieve a CEEQUAL rating of Excellent, the highest rating possible.	N
ENV#24	The scheme would be harmful to the integrity and setting of Blick Mead Mesolithic site, Listed buildings at Countess, the Registered Park and			✓	✓	The construction of the flyover at Countess will result in a permanent significant adverse effect on the setting of the Grade II-listed buildings at Countess Farm. Impacts will be reduced through planting and provision of noise barriers along the raised section of flyover. There will be permanent non-significant adverse effects arising from changes to the settings of Amesbury Abbey Registered Park and Garden, and Amesbury Conservation Area. The scheme will have no	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	Garden of Amesbury Abbey and the Amesbury Conservation Area.					adverse effects on Blick Mead. Full details of the cultural heritage assessment in this area can be found in ES Chapter 6.	
ENV#25	I believe Blick Mead will be adequately protected.				✓	Your response is noted.	N
ENV#26	An increase in visual impacts, noise and light pollution would affect the tranquillity of the Blick Mead site.				✓	Blick Mead is not a 'visual' site; the cultural heritage features of Blick Mead are below ground deposits and, as such, are not considered to be sensitive to the effects of noise, light and visual impacts.	N
ENV#27	Blick Mead is not indicated correctly on your plans.				✓	The plan presented at consultation was a land ownership boundary plan. The plan shows indicative general features only and was not a reference map used to inform the assessment EIA. Detailed plans of baseline features used to inform assessments are included in the relevant topic chapters. For the Blick Mead site, this includes ES Chapter 6, Heritage and ES Chapter 11, Road Drainage and Water Environment.	N
ENV#28	Adverse impacts on ecology including protected species.			✓	✓	The ecological impact assessment, as presented in ES Chapter 8, has considered the potential of the scheme to have adverse impacts on all aspects of biodiversity, including protected species. No significant effects are predicted for any protected species.	N
ENV#29	There is insufficient archaeological information in the PEIR, therefore I cannot make a judgement.				✓	The PEIR presented the preliminary environmental information available for the purposes of statutory consultation. The full EIA is reported in the ES that forms part of the DCO application. The cultural heritage assessment, reported in Chapter 6 of the ES, provides detail	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						of the archaeological evaluation surveys and assessments that have been undertaken to inform the design of the scheme.	
ENV#30	The scheme would result in unacceptable noise and visual impacts on the WHS, including for OUV and visitors.			✓	✓	The removal of the existing surface road from much of the WHS will result in significant reductions in noise and visual intrusion within the landscape. Additionally, Longbarrow junction is being moved 600 metres to the west and, with the A303 in deep cutting, will be largely hidden within the existing landform, further reducing the noise and visual intrusion within the WHS. Together with the approximately 150-metre wide Green Bridge No.4, these elements of the design will improve the visitor experience by increasing landscape tranquillity and improve the physical and visual connectivity of the many heritage features within the WHS, sustaining the Outstanding Universal Value of the site. Further information can be found in the ES Chapter 6, Cultural Heritage.	N
ENV#31	The scheme would result in unacceptable impacts on our national heritage.			✓	✓	The removal of the existing A303 surface road from the Stonehenge landscape will also result in extensive benefits for the WHS. The cultural heritage assessment for the scheme can be found in the ES, Chapter 6 (document reference 6.1). Detailed consideration of the assessment of the scheme in the context of the OUV of the WHS can be found in ES Appendix 6.1, Heritage Impact Assessment (document reference 6.3). Overall, the scheme will benefit the country's national heritage.	N
ENV#32	The eastern tunnel portal would result in adverse impacts on Scheduled Monuments, including the Stonehenge Avenue and Vespaian's Camp, and the enjoyment of walkers in this area.			✓	✓	The positioning of the eastern tunnel portal will allow the re-connection of The Avenue where it is currently severed by the existing A303. This will result in a positive rather than negative effect. There will be no adverse effects on Vespaian's Camp and walkers in the area will be able to enjoy a new right of way from Amesbury into the WHS over the tunnel, whereas currently they would have to walk across the busy A303. Full details of the cultural heritage assessment in this area can be found in ES Chapter 6.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#33	The scheme will cause irreparable damage to the WHS and the monuments and archaeology within. It must be protected.			✓	✓	The removal of the existing A303 surface road from the Stonehenge landscape will result in extensive benefits for the WHS. The cultural heritage assessment for the scheme can be found in the ES, Chapter 6 (document reference 6.1). Detailed consideration of the assessment of the scheme in the context of the OUV of the WHS can be found in ES Appendix 6.1, Heritage Impact Assessment (document reference 6.3). Overall, the scheme will benefit the country's national heritage.	N
ENV#34	History and geology information gathered for the project should be shared with communities and other stakeholders to raise awareness of sustainability.				✓	History and geology and other information is being shared through the publication of the ES, along with the survey data that has informed the environmental impact assessments undertaken for the scheme. Highways England is also in discussion with Wiltshire Council about arrangements for the storage and presentation of archaeological finds. Ground investigation survey results are also shared with British Geological Survey, where the results are publicly available.	N
ENV#35	I am concerned about the plans to deposit 1.5 million cubic metres of spoil alongside the WHS.			✓	✓	There are no plans to deposit material from the tunnel alongside the WHS. Instead the material will be used to provide landscape and environmental mitigation on land to the east of Parsonage Down. This is approximately 2.5 km from the western boundary of the WHS and will not have any adverse effects on the WHS.	N
ENV#36	I am concerned that there will be an increase in traffic emissions, leading to pollution of the atmosphere and impacts on people, including drivers and local residents.			✓	✓	Locally, air quality will improve in Winterbourne Stoke, in the WHS along the tunnelled section of the scheme and through nearby communities, where traffic levels will reduce because drivers will no longer divert to avoid congestion on the A303. Further afield, where traffic flows are forecast to increase, air quality will reduce, albeit not to result in poor air quality. This is because only small deteriorations are expected and the existing air quality is well within the Government's national air quality objectives. Further information can be found in ES Chapter 5, Air Quality.	N
ENV#37	What will happen if there is a major archaeological find during construction?				✓	There will be further extensive archaeological fieldwork in advance of construction activity. The response to any archaeological finds both in advance of and during construction would range from protection insitu to rescuing the find and storing it or placing it in a local museum. The	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						Highways England contractor will be required to develop for agreement a Heritage Management Plan, which will include procedures for unexpected archaeological finds during construction.	
ENV#38	The scheme needs to fully embrace the importance of public rights of way for both nature conservation and recreational use.				✓	A key objective of the scheme is to improve biodiversity along the route and provide a positive legacy for communities, as well as improving access both within and to the WHS. The scheme recognises the importance of public rights of way (PRoW) as a means to achieve this. A landscape scale approach to ecological mitigation has been adopted, to provide a bigger, better connected and more diverse mosaic of high quality habitat. Planting of trees and hedgerows will contribute to this ecological network. Diversion of the surface road into tunnel, provision of green bridges with PRoW access, and creation of new PRoWs along the old A303 and A360, and either side of the new dual carriageway between Winterbourne Stoke and Yarnbury Castle will greatly improve non-motorised facilities in the area.	N
ENV#39	Increased access into and through the WHS will lead to disturbance of wildlife.			✓	✓	The ecological impact assessment, as presented in ES Chapter 8, Biodiversity, has considered the potential for disturbance to wildlife in the WHS, including in relation to stone curlew, which are particularly vulnerable to human disturbance when nesting. The assessment indicates that the increased access through the WHS will not lead to an adverse effect on wildlife in the WHS.	N
ENV#40	The heritage assessment is not correct, it misunderstands OUV and the importance of the WHS.			✓	✓	A comprehensive Heritage Impact Assessment has been prepared following ICOMOS guidelines. The scope and approach of this assessment, which is reported in ES Appendix 6.1, was endorsed by UNESCO/ICOMOS in their report from their third advisory mission on the scheme early in 2018.	N
ENV#41	The scheme should give equal consideration to archaeology outside of the WHS as within.				✓	The scheme does give equal consideration to archaeology outside and within the WHS. The approach and the results are reported in ES Chapter 6, Cultural Heritage.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#42	There is not enough information on the proposals to create chalk grassland habitat at the Parsonage Down site. How do you propose to achieve this?			✓	✓	The full extent of proposed new chalk grassland habitat on land east of Parsonage Down is outlined in the proposed Environmental Masterplan, Appendix 2.1 of the Environmental Statement, (Application document 6.3). The proposals for the treatment and transportation of the tunnel and other excavated materials prior to use is set out in the Case for the Scheme (Application Document 7.1) and in more detail in Appendix 12.1, Tunnel Arisings Management Strategy. The proposals for the establishment and maintenance of the grassland habitat are included within the Landscape and Ecology Management Plan, Appendix 7.12.	N
ENV#43	The scheme would damage the integrity of the Normanton Down barrow group and other Scheduled Monuments, including the Wilsford Shaft.			✓	✓	The integrity of the Normanton Down barrow group and other scheduled monuments, including the Wilsford Shaft, will be protected by the A303 being placed in a tunnel through much of the WHS. The scheme will bring extensive benefits to the WHS. The full assessment results are reported in ES Chapter 6, Cultural Heritage.	N
ENV#44	We believe the A303 proposal runs contrary to the recently published 25 Year Environment Plan.				✓	Two key objectives of the scheme are: To help conserve and enhance the World Heritage Site and to make it easier to reach and explore; and to improve biodiversity and provide a positive legacy for nearby communities, which align closely with many of the core themes of the Government's 25 Year Environment Plan, notably those in relation to: thriving plants and wildlife; and enhancing beauty, heritage, and engagement with the natural environment. The scheme will deliver many environmental benefits including: for the Stonehenge landscape; for Winterbourne Stoke; for the nearby communities that are currently affected by high levels of rat-running traffic; for biodiversity and ecological connectivity; and for local people	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						and visitors to the area who will benefit from greatly improved access and connectivity throughout the immediate landscape. Full details of all the environmental benefits of the scheme can be found in the ES, document reference 6.1.	
ENV#45	The scheme will impact on groundwater, how will these impacts be mitigated?			✓	✓	As set out in ES Chapter 11, Road Drainage and the Water Environment, the design has been developed and refined to avoid adverse impacts on groundwater. Construction related impacts will be managed through the Construction Environmental Management Plan. The assessment shows no significant impacts on groundwater during either the construction or operational phases of the scheme.	N
ENV#46	The scheme will have adverse impacts on residents of Shrewton, including from increased traffic through the village during construction, increased traffic on the A303 and as a result of proposals at Parsonage Down.				✓	The scheme will remove the congestion from the A303 that currently causes traffic to rat run via Shrewton. Keeping this traffic on the A303 will provide substantial relief for the community. During construction the existing A303 will remain in use and works activities will be managed to minimise disruption to the network. A haul road will be created within the site for excavated material from the tunnel to be transported, without using local roads, for use in landscaping the area of land to the east of Parsonage Down, out of sight from Shrewton. Measures will be in place to control noise and dust and will be managed through the Construction Environmental Management Plan.	N
ENV#47	Adverse impacts on European protected sites, including Salisbury Plain SPA, Salisbury Plain SAC (including Parsonage Down NNR), and River Till SAC (including River Till SSSI)			✓	✓	The potential for the scheme to affect European protected sites has been fully assessed, as reported in ES Chapter 8, Biodiversity. The assessment has concluded that, with the implementation of the mitigation embedded in the scheme design, there will be no likely significant adverse effects on the integrity of the European protected sites.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#48	There was no quantitative information on noise on which to judge likely impacts			✓	✓	The PEIR presented preliminary environmental information for the statutory consultation. Since then, a comprehensive programme of quantitative noise modelling has been undertaken to inform the noise assessment, as reported in ES Chapter 9, Noise and Vibration.	N
ENV#49	There is insufficient information on the potential for impacts on the hydrogeology, a more detailed study is required.			✓	✓	The PEIR presented preliminary environmental information for the statutory consultation. There has been extensive collation of baseline hydrological data to inform a hydrological model which has been developed in consultation with the Environment Agency and Wiltshire Council. The outcome of the full groundwater assessment is reported in ES Chapter 11, Road Drainage and the Water Environment, which concludes that there would be no likely significant adverse effects on groundwater as a result of the scheme.	N
ENV#50	The scheme will lead to an increase in flood risk, how will this be mitigated?	✓		✓	✓	As set out in ES Chapter 11, Road Drainage and the Water Environment, the assessment shows there will be no increase in flood risk. The River Till viaduct will span the river's floodplain without impact on the flood regime and measures in the Construction Environmental Management Plan will control construction activity within the floodplain. There will be no activities in the area of the River Avon that affect its flood regime.	N
ENV#51	Loss of archaeology at land east of Parsonage Down.			✓	✓	A comprehensive programme of archaeological evaluation surveys has been undertaken on the land east of Parsonage Down. Geophysical surveys have identified a small number of potential monuments of potential significance which, as far as is practicable, will be excluded from the fill placement area, and so remain in-situ at the current ground-level. However, the assessment has concluded that there would be permanent adverse effects on some non-designated assets. As a rule, archaeology that will sit below less than 2m of fill will be retained in-situ, making it accessible for future archaeological investigation, and so is not considered to be adversely affected. However, archaeology that will sit below more than 2m of fill, which it is considered would not be accessible for future archaeological	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						investigation, would be permanently adversely affected and so will be subject to full archaeological mitigation ahead of construction, as set out in the Outline Archaeological Mitigation Strategy, ES Appendix 6.11. Further information can be found in the ES Chapter 6, Cultural Heritage.	
ENV#52	There does not appear to be sufficient tree planting, additional tree and shrub planting should be included on verges			✓	✓	The extent of planting within the scheme reflects the open character of the landscape and the ambitions of the WHS Management Plan, which seeks to avoid new planting within the WHS. The scheme includes new planting where appropriate, for example to soften the visual appearance of the Countess flyover and the River Till viaduct.	N
ENV#53	Adverse impact on Parsonage Down National Nature Reserve and Site of Special Scientific Interest				✓	The potential impact of the scheme on Parsonage Down SSSI and NNR is set out in ES Chapter 8, Biodiversity. The assessment concludes that, during construction, there would be temporary land loss and the potential for dust deposition, resulting in a temporary slight adverse effect. At year of opening there would be a neutral and therefore not significant effect which would improve to a significant beneficial effect when the grassland habitat has established.	N
ENV#54	The proposed scheme will have permanent adverse impacts on bat roosting and flight pathways from lighting, noise, pollution and vibration.			✓	✓	The potential impact of the scheme on bats, bat roosts and bat flight paths, including from lighting, is assessed in ES Chapter 8, Biodiversity. A variety of mitigation measures form part of the scheme proposals, including: mitigation and control measures included in the Outline Environmental Management Plan (OEMP), the ES Appendix 2.2 (document reference 6.3), new bat hibernacula; green bridges; and the sensitive design of the River Till viaduct. Additionally, the scheme is pursuing a landscape scale approach to mitigation and connectivity which will see the creation of a linked mosaic of high quality habitat. Overall the assessment concludes there will be no significant effects on bats.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#55	Will archaeologists be involved in the project every step of the way, including throughout construction?				✓	Yes. Archaeologists have been involved with the scheme throughout every step of its development. Their advice has been to the fore in influencing the choice of route and the scheme's design. Their involvement will continue up to and through construction. More information can be found in the ES Chapter 6, Cultural Heritage.	N
ENV#56	The scheme will result in the permanent loss of habitat				✓	While the scheme will result in the loss of arable land, it will secure a net-gain of the key chalk grassland habitat, delivering a permanent beneficial effect.	N
ENV#57	The proposed scheme will result in adverse outcomes on the attributes of the Outstanding Universal value (OUV) and could lead to the loss of the UNESCO designated WHS status			✓	✓	The removal of the existing A303 surface road from the Stonehenge landscape will result in extensive benefits for the WHS. The cultural heritage assessment for the scheme can be found in the ES, Chapter 6. Overall, it is considered that the scheme will benefit the WHS and sustain its OUV. There is no indication of there being any risk to the site's world heritage status.	N
ENV#58	I am concerned that the increase in traffic volumes will lead to increased road traffic noise levels and impacts on local residents. How will this be mitigated?			✓	✓	The noise assessment for the scheme is set out in ES Chapter 9, Noise and Vibration. The scheme's mitigation measures include the provision of noise barriers on the Countess flyover and environmental screening past Winterbourne Stoke. Using predictive traffic modelling, the assessment indicates that permanent adverse noise effects would occur at one property to the north of Winterbourne Stoke and at properties along Church Street and High Street, Amesbury. The assessment has also concluded that there would be permanent beneficial noise effects for residents of Winterbourne Stoke located along and close to the existing A303, residents of Stonehenge Cottages, and residential buildings on the B390 between Chitterne and Shrewton. All other operational noise effects would be not significant.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#59	Please keep as far west as feasible from Winterbourne Stoke barrows.			✓	✓	The new A360 alignment has been designed to benefit the Winterbourne Stoke barrows. The alignment will be farther away, as far west as is possible within the constraints of the existing landscape, while minimising the impact on the surrounding land and environment and maintaining an efficient connection with the A303.	N
ENV#60	Does the scheme include animal tunnels, to increase connectivity through the scheme?				✓	In addition to the four green bridges, which each provide wildlife crossings, the scheme incorporates a number of mammal underpasses.	N
ENV#61	Highway runoff is full of pollutants, how will this be managed?			✓	✓	Existing drainage of highway run-off does not meet current standards on any part of the existing A303 from Yarnbury Castle to east of the River Avon. Drainage on the scheme will use carrier pipes to convey run-off to drainage treatment areas where contaminants will be absorbed before the run-off is discharged to ground. Details of the drainage solution are set out in ES Appendix 11.3, Highways Drainage Strategy, document reference 6.3. The scheme will deliver an improvement in road drainage against the existing system.	N
ENV#62	How will the scheme ensure that the Water Voles in the River Till SSSI are protected?				✓	The ecological impact assessment, reported in ES Chapter 8, Biodiversity, identified the potential for disturbance as a result of construction noise, vibration and light, though concluded that the local population of water voles along the River Till is likely to be habituated to the levels of noise, vibration and light associated with traffic on the existing A303. The scheme is maintaining adequate clearances above and either side of the Till, and the overall conclusion is that the local water vole population will experience no adverse effects.	N
ENV#63	I am concerned about the ecology of the River Till SSSI, how will this be protected?			✓	✓	The ecological impact assessment, reported in ES Chapter 8, Biodiversity. With the mitigation embedded in the scheme's design, including the twin-deck design of the viaduct spanning the river at a sufficient height to avoid shading impacts, there will be no likely significant adverse effects on ecology of the River Till SSSI. Protection during construction will be afforded by measures	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						contained in the Construction Environmental Management Plan (CEMP) to, for example, control dust and contain spillages.	
ENV#64	How will you ensure that trout and salmon are protected during construction, including from poaching by work force?			✓		During construction, the Rivers Till and Avon will be protected by mitigation measures contained within the Construction Environmental Management Plan (CEMP), to avoid, for example, spillages discharging to ground and polluting the rivers. Other measures include programming construction of the River Till viaduct so as much work as possible is done while the River Winterbourne is seasonally dry. The appointed contractor will be responsible for the conduct of its workforce, who will be subject to UK angling and poaching law. Further information can be found in ES Chapter 8, Biodiversity. The overall conclusion is that fish species within the study area will experience no adverse effects.	N
ENV#65	How will construction impacts be managed?		✓	✓	✓	As part of the full EIA process, and as a requirement of the DCO, an Outline Environmental Management Plan (OEMP) the ES Appendix 2.2 (document reference 6.3), has been prepared that sets out general and topic-specific principles and requirements for the control, mitigation and monitoring of potential construction impacts. Highways England's appointed contractor will be required to further develop and implement the Construction Environmental Management Plan (CEMP) which is to be based on and incorporates the requirements of the Outline Environmental Management Plan (OEMP). These control, mitigation and monitoring requirements have been incorporated in the assessments of effects for all environmental topics presented in the Environmental Statement. The Outline Environmental Management Plan (OEMP) is presented in the ES Appendix 2.2 (document reference 6.3).	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#66	I do not believe the excavated material is suitable for use in earthworks, for example scheme embankments.				✓	The appropriateness of the excavated materials for re-use in the scheme is set out in the assessment of structural and engineering geology set out in the Ground Investigation Report (ES Appendix 10.1). Excavated material, as appropriate, will undergo treatment to make it suitable for handling and re-use, including to reduce its water content.	N
ENV#67	The design should blend into the existing landscape to reduce the impact.		✓	✓	✓	The approach to integrating the new road into the existing landscape is set out in the Design Access Statement, and as outlined on the proposed Environmental Masterplan at Appendix 2.1 of the ES (Application document 6.3). The approach includes the provision of bunds and false cuttings, with sympathetic regrading of earthworks to match the existing natural rolling landform, along with the provision of new hedgerows and planting areas. Within the WHS, the removal of the existing surface road will greatly enhance the landscape, improving tranquillity.	N
ENV#68	What will be the process for mitigating the archaeology impacts ahead of construction?				✓	The principles of archaeological mitigation are outlined in Appendix 6.11 of the ES, Archaeological Mitigation Strategy, which has been informed by a comprehensive programme of archaeological evaluation. In general, archaeological remains that cannot be protected in-situ would be excavated prior to construction and recorded to the highest standards. A detailed mitigation strategy for this will be agreed with Wiltshire Council Archaeology Service and the Heritage Monitoring Advisory Group. The archaeological evaluations carried out to date indicate that there will be no loss of designated archaeology.	N
ENV#69	The scheme doesn't take account of the reduction in PM 10 and PM 2.5 particles that a free flowing A303 would bring.				✓	The Highways England methodology does not include specific assessment of PM _{2.5} within air quality assessments of highways schemes. The risk of an exceedance of the PM _{2.5} objective and the risk of likely significant effects has been considered on the basis of predicted PM ₁₀ concentrations and predicted changes in PM ₁₀ concentrations. This is because particulate concentrations are expected to be low in the air quality study area and the PM _{2.5} particulate size fraction is part of PM ₁₀ . Further consideration is given	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						to PM _{2.5} and PM ₁₀ concentrations in ES Chapter 5, Air Quality. The air quality assessment concludes that there would be no significant adverse air quality effects as a result of the scheme.	
ENV#70	Design proposals should seek to minimise noise and light impacts				✓	The design has been developed and refined to minimise as far as is practicable the potential for visual (light) and noise impacts, including through the provision of environmental screens and noise barriers. Within and adjacent to the WHS, vehicle lights will be invisible or screened within the tunnel, under the wide Green Bridge No. 4 or in deep cutting. The design also includes the removal of existing lighting at Longbarrow junction. During construction, mitigation and control measures included in a construction environmental management plan will be implemented to reduce or avoid noise and artificial lighting effects. Further information is provided in ES Chapter 7, Landscape and Visual Impact Assessment, and ES Chapter 9, Noise and Vibration.	N
ENV#71	Surface water quality here has been in decline for some time. How will these waters be protected during construction and operation?			✓	✓	During construction, mitigation and control measures will be implemented to reduce or avoid the risk of water quality being affected by spillages or siltation, for example. During operation, the scheme's road drainage strategy is likely to have a beneficial effect on water quality in the River Avon SAC (including the Till) as a result of improved treatment and prevention of pollution from road runoff, compared with the current situation. Further information can be found in the ES Chapter 11, Road Drainage and the Water Environment.	N
ENV#72	I strongly object to the scheme.				✓	Your objection is noted and you will be able to make representation during the DCO examination if you so choose.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#73	The scheme should have as little impact on the operation of farms as possible, including limiting loss of land and disruption of access.			✓	✓	The principal mitigation for the avoidance and minimisation of impacts on farm operations has been the ongoing development and refinement of the design, including maintenance and improvement of farm access via green bridges and reduction of the scheme footprint to minimise land loss. The assessment of effects on agricultural operations is set out in ES Chapter 13, People and Communities, which identifies significant temporary adverse effects on seven agricultural holdings during construction and permanent adverse effects on two agricultural holdings.	N
ENV#74	Will the improvement to Winterbourne Stoke be noticeable?			✓		Yes, the re-routing of through traffic on to the new road and the downgrading of the existing A303 through the village will result in significant, noticeable noise benefits for 40 properties along and near the road. Details of the benefits are set out in ES Chapter 9, Noise and Vibration, and Chapter 13, People and Communities.	N
ENV#75	The scheme should include ornamental tree & shrub planting, artistic landscaping and public picnic areas to make the act of travelling a joy in itself.				✓	The extent of planting within the scheme must be balanced against the open character of the landscape and the ambitions of the WHS Management Plan, which seeks to avoid new planting within the WHS. The provision of picnic areas, which would include car parking and other associated facilities, is not included within the scope of this scheme. The approach to landscaping will include chalk grassland, trees and shrubs to provide interest along the route.	N
ENV#76	The assessment for the PEIR was insufficient to properly assess mitigation requirements, when will the full EIA be available?			✓	✓	The PEIR presented the preliminary environmental information required for the purposes of statutory consultation. The full EIA has been reported in the ES that forms part of the DCO application.	N
ENV#77	The impacts on the eastern section of the WHS have been significantly downplayed.				✓	The impacts of the scheme at the eastern end of the WHS were accurately represented in the PEIR and other material published for the statutory consultation. The full environmental impact assessment for the whole scheme are reported in the ES (application document 6.1) that forms part of the DCO application.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#78	Why are you dumping the spoil at Winterbourne Stoke, it would be fairer to spread the burden across several locations and landowners.			✓	✓	Chalk excavated from the tunnel will be placed and contoured on land to the east of Parsonage Down as part of the scheme's essential mitigation which avoids potential significant adverse effects associated with transporting the materials off-site. The selection of the site has taken into account its proximity to the tunnel and its topography in relation to the mitigation proposed. Further information can be found in ES Appendix 12.1, Tunnel Arisings Management Strategy.	N
ENV#79	How will you be protecting RSPB reserves?			✓	✓	One RSPB reserve falls within the study area for the scheme, Normanton Down, and this will not be directly affected. The ecological impact assessment, reported in ES Chapter 8, Biodiversity, has concluded that, as a result of placing much of the adjacent A303 in a tunnel, there will be beneficial effects on the reserve. The improved connectivity between the public rights of way in the WHS would have the potential to result in greater disturbance of breeding stone curlew, but this will be mitigated through the use of appropriate fencing.	N
ENV#80	How will you achieve a landscape scale ecological connectivity solution, what surveys have been done to support this?				✓	The scheme is pursuing a landscape scale approach to mitigation and connectivity, as set out in the proposed Environmental Masterplan, Appendix 2.1 of the Environmental Statement (Application document 6.3) which, using a combination of green bridges, bunds, new planting of calcareous grassland, trees, hedgerow and shrubs, will see the creation of diverse high quality habitats. A full range of ecological surveys has been undertaken in support of this approach, as set out in ES Chapter 8, Biodiversity.	N
ENV#81	How noisy will the spoil processing plant be?				✓	The construction noise assessment indicates there will be no significant adverse noise effects associated with the operation of the plant, as set out in ES Chapter 9, Noise and Vibration.	N
ENV#82	The proposed development fall within HSE Public Safety Consultation Zones of a	✓				The environmental impact assessment has been undertaken in accordance within the recently updated EIA Regulations 2017, which require that an assessment of major accidents and disasters (Major Events) be carried out. The assessment of Major Events, as set out	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	Major Hazards Installation.					in ES Chapter 4, Methodology, considers both the vulnerability of the scheme to Major Events and the potential increased risk of Major Events happening as a result of the scheme. The assessment concludes that, with the mitigation measures already included in the design of the scheme, no significant adverse effects from Major Events would be expected.	
ENV#83	There are many private organisations and persons that have a keen interest in water quality and biological health of rivers. They will be monitoring closely during construction.				✓	Highways England recognises that many local people and organisations have a keen interest in the local water environment and will seek to keep people informed about how this valuable resource is protected during construction. The Local Community Forum set up for the scheme will be one way of keeping people informed.	N
ENV#84	What is the role of Natural England in the context of this project?				✓	Natural England is the Government's advisor on the English natural environment and has responsibility for the administration of nature conservation in England. Through a Discretionary Advice Service, agreed between Natural England and Highways England, Natural England have been providing advice on the potential implications of the scheme on protected sites and protected species. This advice has been provided through statutory processes, specifically through their scoping opinion and statutory consultation responses, and through other formal scheme-specific engagement, including as part of the environmental working group, and through ad hoc engagement on specific assessment matters, for example the proposals at Parsonage Down and stone curlew mitigation requirements. Engagement with Natural England is summarised in the consultation section of the relevant topic chapters in the ES.	N
ENV#85	I am concerned that the air quality modelling and assessment may not be reliable, particularly				✓	As set out in ES Chapter 5, Air Quality, the modelling assessment of potential air quality effects includes the consideration of model performance in the study area around the scheme. This is done through a process called model verification, where modelling	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	when considered in a complex rural topography.					predictions are compared to monitoring data. Adjustments have been made to optimise model performance. One of the aspects considered through this process was the effect of local topography in the area.	
ENV#86	The legal threshold for pollutant densities is too high and lower densities have human health implications. How is your assessment considering this?				✓	The assessment of air quality effects is based on the national Air Quality Objectives, as set by Defra in-line with the 2008 Ambient Air Quality Directive (2008/50/EC). These objectives have been developed based on health based effects.	N
ENV#87	Can the preferred route, in any form, avoid damaging archaeology?				✓	The preferred route for the scheme was selected to avoid known archaeological remains, important sites and monuments. Subsequent design development has been informed by a comprehensive programme of archaeological evaluation surveys which indicate that few archaeological remains would be impacted by the scheme. Those remains that cannot be appropriately protected in-situ would be excavated and recorded to the highest standard prior to the start of construction. Further information can be found in ES Chapter 6, Cultural Heritage.	N
ENV#88	Have you taken account of all water abstractions in the area and can you ensure that these will not be affected by the scheme?			✓	✓	Data on location and abstractions were requested and received from several sources including: the Environment Agency, Wiltshire Council, Wessex Water, the MoD, and private landowners. The information supplied has been assured and built on through a suite of water features surveys which included questionnaires, site visits and interviews with abstraction operators. Full details of abstractions included within the assessment, including both licenced and unlicensed abstractions, are reported in the ES Chapter 11, Road Drainage and the Water Environment. The assessment concluded that there would be no significant adverse impacts on water abstractions as a result of the scheme.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#89	The proposals for the western tunnel approach cutting are unacceptable as the monuments and archaeology there are genuinely unique, just as important as Stonehenge itself. This site must be protected.			✓	✓	The preferred route for the scheme was selected to avoid known archaeological remains, important sites and monuments. Subsequent design development at the western tunnel approach, including mitigation measures to limit or avoid impacts, has been informed by a comprehensive programme of archaeological evaluation surveys and ongoing engagement with the key heritage stakeholders. Should unknown archaeology be found by further surveys prior to a start of construction, those remains that cannot be appropriately protected in-situ would be excavated and recorded to the highest standard. Further information can be found in ES Chapter 6, Cultural Heritage.	N
ENV#90	It is dangerous to plan on the basis that what we know now of the ancient landscape is all that exists in the ancient landscape.				✓	The preferred route was carefully chosen to avoid known archaeological remains, including those that were unknown before they were identified by surveys carried out for the scheme. A continuing comprehensive programme of archaeological evaluation surveys has informed the scheme being designed in a way that has limited any direct impacts. Should more unknown archaeology be found by further surveys prior to construction, those remains that cannot be protected in-situ would be excavated and recorded to the highest standard. Further information can be found in ES Chapter 6, Cultural Heritage.	N
ENV#91	I am concerned about the vibration impacts of the tunnel boring machine on my property. I would like a commitment from the project to monitor my property during construction.				✓	As part of the noise and vibration assessment, presented in ES Chapter 9, the only properties identified for vibration monitoring during construction are Stonehenge Cottages. Other properties are too far away from the tunnel boring operation for monitoring to be considered necessary.	N
ENV#92	To date there have not been sufficient archaeological investigations in the				✓	The preferred route for the scheme was selected to avoid known archaeological remains, important sites and monuments. Subsequent design development in the western section of the WHS has been informed by a comprehensive programme of archaeological	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	western section of the WHS. The results of the evaluation may prove to be a significant constraint to the project.					evaluation surveys and ongoing engagement with key heritage stakeholders. The findings indicate that few archaeological remains would be impacted by the scheme. Moving forward, those remains that cannot be appropriately protected in-situ would be excavated and recorded to the highest standard prior to the start of construction. Further information can be found in ES Chapter 6, Cultural Heritage.	
ENV#93	Detailed mapping and modelling is required to demonstrate the exact nature of intervisibility with components of OUV and to inform an appropriate design to mitigate this.				✓	Design development has benefited from extensive modelling, to inform both the Landscape and Visual Impact Assessment and the Heritage Impact Assessment. The interpretation of OUV and the scope and approach of the assessment, which is reported in ES Appendix 6.1, was endorsed by UNESCO/ICOMOS in their report from their third advisory mission on the scheme in early 2018.	N
ENV#94	Does the water assessment include unlicensed abstractions and springs?				✓	Yes, the water assessment does include unlicensed abstractions and springs. Relevant information can be found in the ES Chapter 11, Road Drainage and the Water Environment.	N
ENV#95	The heritage assessment must be carried out in accordance with Historic England's guidance HE2015 Good Practice Advice in Planning Note 3.				✓	The heritage assessment takes account of GPA3, as set out in ES Chapter 6, Cultural Heritage	N
ENV#96	The scheme must undertake further groundwater monitoring to better understand the potential impacts of the development.			✓	✓	A water features survey was conducted between November 2017 and April 2018 to determine groundwater receptors and groundwater levels, and monitoring has been undertaken from installed boreholes. Details are presented in ES Appendix 11.4. Further site investigation will continue to inform the scheme's detailed design, including additional boreholes and pumping tests as necessary.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#97	There seems to be no consideration of the potential for Palaeolithic remains. There should be an assessment of the potential for Palaeolithic remains to be present.				✓	The potential for Palaeolithic remains to be encountered is considered in the ES Chapter 6, Cultural Heritage. In general, evidence relating to the Palaeolithic period is scarce in this area. Only a very small number of Palaeolithic artefacts have been recorded in the Stonehenge landscape, and the provenance (source) of these is often poorly recorded. Although Pleistocene deposits (dating from the last ice age) associated with the River Avon and the River Till could feasibly contain artefactual evidence for early hominin occupation in the Stonehenge landscape, any such evidence is unlikely to include in-situ Palaeolithic remains.	N
ENV#98	To date there have not been sufficient archaeological investigations in the eastern section of the WHS. The results of the evaluation may prove to be a significant constraint to the project.				✓	The preferred route for the scheme was selected to avoid known archaeological remains, important sites and monuments. Subsequent design development in the eastern section of the WHS has been informed by a comprehensive programme of archaeological evaluation surveys and ongoing engagement with key heritage stakeholders. The findings indicate that few archaeological remains would be impacted by the scheme. Moving forward, those remains that cannot be appropriately protected in-situ would be excavated and recorded to the highest standard prior to the start of construction. Further information can be found in ES Chapter 6, Cultural Heritage.	N
ENV#99	Bird populations are more affected by roads than most wildlife. How have these been considered in your assessment?				✓	The ecological impact assessment, reported in ES Chapter 8, Biodiversity, considers the potential for impacts on bird populations, both breeding and wintering, as a result of habitat loss, direct mortality, habitat degradation, and habitat fragmentation. Due to the limited size of the areas to be affected and the ample suitable alternative habitat present in the local area, it is considered likely that the loss of breeding habitat would not result in an adverse effect and would be considered as neutral and not significant. In addition, mitigation measures have been included in the design in the form of false cuttings and planting, to minimise the potential for bird mortality due to vehicle strike.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#100	How have the conclusions of the assessment of the effects on biodiversity been reached?			✓	✓	The ecological impact assessment, as presented in ES Chapter 8, Biodiversity, has been carried out in accordance with the relevant guidance and best practice, including the Ecological Impact Assessment methodology published by the Chartered Institute of Ecology and Environmental Management and Highways England's Interim Advice Note 130/10, a component part of the DMRB. The assessment has been undertaken in consultation with relevant stakeholders, including, but not limited to, the Wiltshire Council County Ecologist, Natural England, Environment Agency, and the RSPB.	N
ENV#101	I do not believe that the study areas proposed in the assessment of biodiversity effects is sufficient in all cases, how have these been decided?				✓	The ecological impact assessment was informed by both desk studies and field studies, the study areas of which were scoped to include land likely to be at risk from possible direct and indirect impacts that might arise from the scheme; this is the Zone of Influence (ZoI) of the scheme. The ZoI differs for each ecological feature. The study area of each ecological feature assessed is set out in ES Chapter 6, Biodiversity. The approach to defining study areas has been discussed and agreed, where relevant, with the relevant environment bodies, including Wiltshire Council County Ecologist and Natural England.	N
ENV#102	I do not believe the proposed scheme meets its key objective to " help conserve and enhance the World Heritage Site and make it easier to reach and explore"				✓	The removal of the existing A303 surface road from a large part of the Stonehenge landscape will result in extensive benefits for the WHS, including greatly increased connectivity between the currently severed halves of the WHS. Overall, it is considered that the scheme will benefit the WHS and sustain its OUV, and so meet its objective to conserve and enhance the WHS and make it easier to reach and explore. The cultural heritage assessment for the scheme can be found in the ES, Chapter 6.	N
ENV#103	What were the conclusions of the ICOMOS mission?				✓	The Final Report on the joint World Heritage Centre / ICOMOS Advisory mission to Stonehenge, Avebury and Associated Sites, with its conclusions and recommendations is publicly available at: https://whc.unesco.org/document/168265 . The subsequent	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						decision of the World Heritage Committee can also be found at: https://whc.unesco.org/en/list/373/documents/	
ENV#104	I am concerned about the lack of reference in the PIER to butterflies and their conservation? How will butterflies be protected and their habitat enhanced?				✓	The ecological impact assessment, reported in ES Chapter 8, Biodiversity, considers the potential for impacts on invertebrates, including butterflies, as a result of habitat loss and/or gain, habitat degradation, or habitat fragmentation. No adverse effects are expected. It is anticipated that habitats created within the scheme (including new chalk grassland, the existing A303 through the WHS being turned into a new 'green' byway and the green bridges) will re-connect semi-natural habitats within the wider landscape, facilitating the spread of butterflies.	N
ENV#105	I am concerned about the potential for impact on rare lichen communities. How will they be protected?			✓	✓	The scheme will have no direct impacts on lichen communities, and measures to control dust during construction will avoid the potential for any temporary habitat degradation associated with dust deposition. At Stonehenge, removing the surface A303 will result in reduced NOx and dust deposition on the Stones, giving a neutral-slight beneficial effect at local level on the assemblage of lichens there. Further information can be found in ES Chapter 8, Biodiversity.	N
ENV#106	The proposed scheme will have permanent adverse impacts on barn owls as a result of noise and light pollution, vibration and disturbance particularly if construction work takes place at night. How will they be protected?				✓	The potential impact of the scheme on barn owls is assessed as reported in ES Chapter 8, Biodiversity. During construction, the assessment recognises that overnight working may disturb foraging barn owls and that temporary increased noise impacts associated with overnight works may reduce their foraging success. Working practices will be adopted to limit the amount of disturbance and to restrict the amount of night time working in sensitive areas. In operation, placing the A303 in a 2-mile long tunnel will remove a section of road that currently presents a risk of direct mortality. This would result in an effect that is beneficial at the local level, and not significant.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#107	I do not believe that the scheme meets the key objective to "improve biodiversity..."			✓	✓	The scheme's objective of improving biodiversity is being achieved in a number of ways, including: placing the A303 in a 2-mile long tunnel in the WHS and connecting habitats within much of the WHS; extending the chalk grassland adjacent to the Parsonage Down NNR; providing four green bridges; and delivering a mosaic of high quality habitat through the landscape scale approach to ecological mitigation. The ecological impact assessment, reported in ES Chapter 8, Biodiversity, has concluded that the net gain of chalk grassland, an ecologically valuable habitat type, and the provision of greater ecological connectivity would result in a significant beneficial effect for biodiversity.	N
ENV#108	The drainage system should be designed so that the drainage treatment areas blend into the landscape more.				✓	The most visible features of the drainage system are the drainage infiltration areas proposed along the western half of the scheme. These will be sensitively designed in the landscape to create dew ponds, enhancing the biodiversity of the local area. Further information on the drainage proposal can be found in ES Appendix 11.3, Road Drainage Strategy. The location and size of proposed drainage system, as well as their context within the scheme and landscape is outlined in the proposed Environmental Masterplan, Appendix 2.1 of the Environmental Statement (Application document 6.3).	Y
ENV#109	The scheme should seek to use minimal electricity during construction and operation and use local and renewable energy where able.				✓	The details of electricity use, including through construction and operation of the scheme, will be develop during detailed design. To support the delivery of a sustainable detailed design solution, the scheme will be assessed using CEEQUAL, the evidence-based sustainability assessment and awards scheme, which includes sustainability measurement indices related to resource efficiency, energy use, greenhouse gases and climate change. Highways England is committed to achieving a CEEQUAL rating of Excellent, the highest rating possible.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#110	Does the visual assessment consider the progressive establishment of screen planting?				✓	Yes. The landscape and visual assessment is undertaken at year 1, scheme opening, and year 15 to account for the growth and establishment of existing vegetation and new planting and its potential to screen views of the scheme. Details of the assessment methodology can be found in ES Chapter 7, Landscape and Visual Impact Assessment.	N
ENV#111	Was the Stonehenge landscape originally wooded, were there trees? If so, does the proposed scheme aim to honour this?			✓	✓	The early Stonehenge landscape has traditionally been assumed to have been a wooded landscape which was inhabited and increasingly modified by Mesolithic and Neolithic populations, leading to large-scale woodland clearances. However, current interpretations, based on archaeological evidence, suggest a more open landscape, akin to wood pasture – grassland or heathland used for grazing with some areas of woodland, open-grown trees, groves and scrub. The present-day landscape is the product of modern agriculture, with extensive areas reverted to grassland on National Trust land. Current policy in the WHS Management Plan is to minimise new planting in the WHS and the scheme will focus on establishment of chalk grassland rather than tree planting.	N
ENV#112	I am concerned about the potential physical and hydro morphological impacts on hydrogeology from watercourse crossings and other hydraulically linked surface water features.			✓	✓	The assessment of hydromorphological interactions between the River Till viaduct and the River Till is set out in ES Chapter 11, Road Drainage and the Water Environment. The viaduct has been designed to span the river and its floodplain to avoid any adverse effects. Construction activity within the floodplain will be controlled by measures contained in the Construction Environmental Management Plan (CEMP) to avoid adverse effects. The existing A303 bridge over the River Avon will remain as it is.	N
ENV#113	What mitigation measures are being proposed in relation to geology and soils to ensure that there are no significant effects?				✓	Mitigation to limit or avoid impacts on geology and soils receptors has been inherent within the design and development of the scheme and has been informed by comprehensive baseline studies, including ground investigations. Protection of geology and soil resources during construction will be delivered through measures contained in the Construction Environmental Management Plan (CEMP) to, for	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						example, manage and protect topsoil and reduce risk of pollution events. Further information can be found in ES Chapter 10, Geology and Soils.	
ENV#114	There is insufficient information on the potential for changes in hydrology to impact on archaeology. A Conceptual Hydrological Model is required to properly assess this.				✓	A hydrological model has been developed to inform the assessment of groundwater effects. The main archaeological site exposed to risk of potential changes in hydrology is the Blick Mead site in the grounds of Amesbury Abbey, and the assessment shows there will not be any adverse effect on the spring flows which sustain the boggy ground at the Blick Mead site and the archaeology contained within it. Further information on the assessment of groundwater effects can be found in ES Chapter 11, Road Drainage and Water Environment.	N
ENV#115	I am happy with the scheme and believe it will be an improvement on the existing road.			✓	✓	Thank you for your comment.	N
ENV#116	I am happy that the scheme takes account of environmental issues and will adequately protect and enhance the environment.		✓	✓	✓	Thank you for your comment.	N
ENV#117	I think the plan to place tunnel spoil at Parsonage Down for the creation of new grassland habitat is excellent.				✓	Thank you for your comment.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#118	I am satisfied that the scheme protects archaeology as much as it can and will greatly enhance the WHS.				✓	Thank you for your comment.	N
ENV#119	It seems like the scheme will deliver an improvement in air quality. Will it?				✓	Locally, air quality will improve in Winterbourne Stoke, in the WHS along the tunnelled section of the scheme and through nearby communities, where traffic levels will reduce because drivers will no longer divert to avoid congestion on the A303. Further afield, where traffic flows are forecast to increase, air quality will reduce, albeit not to result in poor air quality. This is because only small deteriorations are expected, and the existing air quality is well within set objectives. Further information can be found in ES Chapter 5, Air Quality.	N
ENV#120	I believe that this scheme is an improvement over the previously discussed southern route.				✓	Your comment is noted.	N
ENV#121	I am reassured to see that there is no need for de-watering during construction of the tunnel.				✓	Your comment is noted.	N
ENV#122	The scheme should seek to use advanced planting and or planting of mature trees where able to ensure the timely establishment of landscape and visual mitigation.				✓	This is an appropriate strategy and the scheme will seek to identify opportunities for advance planting. Where appropriate, mature trees are being considered, balanced with where it would be more appropriate to follow standard practice of planting young trees, as these have a better establishment and long-term success rate.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#123	How much extra pollution will be generated by vehicles stuck in the jams during construction and how will this be mitigated?				✓	The A303 will remain in operation during construction and traffic will be managed with the aim of avoiding congestion being worse than it is currently. This will be achieved through the phasing and timing of construction works. The air quality assessment, as set out in ES Chapter 5, Air Quality, considers the potential for increased traffic emissions during construction and concludes that there will be no significant adverse impacts on air quality.	N
ENV#124	The scheme should improve connectivity into and through the WHS for visitors, improving the visitor experience.				✓	The scheme will improve the visitor experience by transforming the Stonehenge landscape. Connectivity into and through the WHS will be improved through the provision of new and enhanced public rights of way, notably the new route on the line of the old A303, linking Winterbourne Stoke with Amesbury via the WHS.	N
ENV#125	There are a number of stone markers along the current alignment of the A303 and adjacent roads, including a significant 1918 stone RFC/RAF Stonehenge Airfield Marker "A.M. No.1". Will these be protected?				✓	Yes. These markers are identified in ES Chapter 6, Cultural Heritage. All will be retained in-situ and protected.	N
ENV#126	You're not allowed to build in the WHS.				✓	The DCO process will examine the scheme against national and local policies, including the National Policy Statement for National Networks. The ultimate decision on whether or not to grant the development consent order for the construction of the scheme sits with the Secretary of State for Transport.	N
ENV#127	The opinion that Stonehenge should "stand alone" in its environment is				✓	The benefits of the scheme associated with removal of the sight and sound of traffic from a large part of the WHS, the reconnection of The Avenue, and the provision of a c.150 metre green bridge, are considered in the context of the whole WHS and the many scheduled monuments within it, not just the Stonehenge monument. The	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	obsolete, the tunnel is based on old thinking.					heritage impact assessment, as set out in ES Appendix 6.1, concludes that the scheme will deliver significant beneficial effects for the setting of many schedule monuments within the WHS as well as Stonehenge while maintaining the OUV of the WHS.	
ENV#128	The precise route of the tunnel will not impact on archaeology, is that correct?				✓	Yes. The bored tunnel itself will have no impact on archaeology. In overall terms, the preferred route was carefully chosen to minimise effects on archaeology, and a comprehensive programme of archaeological evaluation surveys has informed the scheme being designed in a way that has limited any direct impacts. Further information can be found in ES Chapter 6, Cultural Heritage.	N
ENV#129	Does the air quality model consider the increased dispersal potential of the newly raised road?				✓	In terms of air quality modelling, elevated sections of road would have improved pollutant dispersion compared with at-grade roads. Therefore, for the purposes of assessing a 'worst case' scenario, the scheme's air quality model assumes the new road to be at grade. The results of this conservative assessment are reported in the ES Chapter 5, Air Quality.	N
ENV#130	I am concerned for Amesbury 42 Long Barrow. Will this be affected?				✓	The heritage assessment, as presented in ES Chapter 6, Cultural Heritage, concludes that there will be a positive effect on the setting of Amesbury 42 Long Barrow, through reduced visual impacts and restored or enhanced sightlines with other monument groups.	N
ENV#131	What is the cut and fill balance of the scheme?			✓	✓	The scheme's quantities of cut and fill are in balance - there is no need for general earthworks fill material to be imported nor for cut material to be transported off site.	N
ENV#132	I do not support UNESCO's proposal for an alternative route. As usual, there is more concern for the dead than the living and future generations			✓	✓	Your comment is noted	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#133	Increased traffic will bring increased litter. How will you manage this?			✓	✓	The new road will be a free-flowing dual carriageway with quicker, more reliable journey times, enabling people to spend less time on the road, which may lead to reduced litter. The responsibility for litter collection for the majority of the A303 through Wiltshire currently sits with Wiltshire Council.	N
ENV#134	The scheme will impact on the great bustards, which are known to be present in the area around Winterbourne Stoke.			✓	✓	While the scheme's construction will cause a temporary loss of suitable habitat and increase in disturbance, the result will be neutral and not significant as great bustards are an open grassland species, unlikely to access the road or its adjacent soft estate. Further information can be found in ES Chapter 8, Biodiversity.	N
ENV#135	How will the archaeological finds be managed and stored after excavation?				✓	The response to any archaeological finds will range from protection in-situ to depositing the finds with a suitable local museum for long-term storage, curation and display. Initial discussions have been held with the Salisbury and South Wiltshire Museum to this effect. The finds and records will be retained in appropriate storage facilities until an agreement with a suitable local museum is concluded. For excavated finds, a post-excavation assessment would be undertaken, and post-excavation works are likely to be presented in appropriate publications.	N
ENV#136	Economic issues should carry far more weight than the environmental issues.				✓	The scheme's appraisal has been undertaken in accordance with DfT's Transport Analysis Guidance which requires that both economic and environmental considerations be taken into account in determining the best solution.	N
ENV#137	Avoid lighting and maximise screening throughout the scheme.			✓	✓	There will be no open road lighting along the new road within or outside the WHS and the scheme will also remove the existing lighting at Longbarrow junction. There will also be extensive screening along the scheme serving to reduce the visual impacts of traffic.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#138	Local people would suffer noise, poor air quality and inconvenience. All efforts should be taken to reduce the impacts on local communities.				✓	The scheme has been developed and refined to minimise as far as is practicable the potential for impacts on local communities. This includes the provision of environmental screening past Winterbourne Stoke and noise barriers on the Countess flyover. Temporary impacts during construction will also be minimised through the adoption of mitigation measures set out in the Construction Environmental Management Plan (CEMP). Further information can be found in ES Chapter 13, People and Communities.	N
ENV#139	How will the scheduled monuments adjacent to Allington Track be protected?				✓	During construction, the monuments will be protected by establishing a 10-metre fenced buffer zone around them. Once the permanent diversion route has been created, the northern section of the Allington Track will be closed to vehicular traffic, protecting the monument from further degradation.	N
ENV#140	The tunnel passes directly underneath the circle meaning ground will be disturbed and archaeology lost.				✓	The tunnel does not pass directly beneath the Stonehenge. At its closest point, the tunnel will pass c.200 metres to the south of the Stones, farther away than the existing A303. The tunnel will be at a sufficient depth in the substrata to ensure there will be no risk of disturbance or damage to any archaeological remains that lie above it. The potential for impacts on archaeology is set out in ES Chapter 6, Cultural Heritage, which includes consideration of the mitigation embedded within the bored tunnel, which avoids direct impacts on archaeology.	N
ENV#141	I am concerned about the noise and air pollution coming from the tunnel portals			✓	✓	In terms of air quality, while there will be higher levels of pollutants at the tunnel portals, they will disperse quickly, creating no significant adverse effects on air quality, as set out in ES Chapter 5. In terms of noise, potential impacts will be reduced by the attenuating properties of the cuttings in which the road will sit, resulting in beneficial noise effects within the WHS, as set out in ES Chapter 9.	N
ENV#142	Have you considered the impacts of the scheme on Woodhenge and the views from it?				✓	Yes. The cultural heritage impact assessment has concluded that there would be a minor beneficial effect on the setting of Woodhenge due to the A303 being placed in tunnel, as set out in ES Chapter 6.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#143	I believe the ecological benefit of the habitat creation at Parsonage Down has been overstated, given the extent of calcareous grassland in the vicinity.			✓		The land to the east of Parsonage Down provides an opportunity for the creation of a mosaic of habitat types which will complement the existing habitats in the adjacent SSSI. The proposal meets the recommendation of the Lawton Report (2010) that the English ecological network needs to be "more, bigger, better and joined". The proposals also support the aspirations of Natural England, to improve access for visitors to enjoy and understand the wildlife and landscape of the Wiltshire chalk downs. The overall conclusion is that habitat creation on the land east of Parsonage Down would result in a significant beneficial effect.	N
ENV#144	It is highly likely that the scheme will disturb Ancestors (what you call buried remains). Ancestors should be treated with the upmost respect. How will you ensure they are respected?				✓	If any human remains are encountered that need to be removed, this will be done in accordance with a licence obtained from the Ministry of Justice. The work will be undertaken by archaeological specialists. All human remains encountered will be treated with respect.	N
ENV#145	Opening up the WHS landscape will result in increased disturbance and damage to monuments to the south of the current road.			✓	✓	The scheme will reconnect the two halves of the WHS, and the new public rights of way, linking with existing byways, and will make it easier for people to access and enjoy the whole site. In the southern half of the WHS though, monuments are predominantly within private land and are not directly accessible. The cultural heritage assessment, as set out in ES Chapter 6, concludes that the opening up of the WHS landscape will have a beneficial effect for the WHS without giving rise to increased disturbance or damage to monuments.	N
ENV#146	Can fluvial / groundwater monitoring assess potential impacts in Wilton area.				✓	Wilton does not fall within the study area for the scheme's water assessment. However, the assessment has concluded that there would be no significant changes to hydrology, surface water quality or groundwater quality caused by the scheme. This means there would be no significant changes outside the study area, including in Wilton.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#147	There is no mention of the potential effects of severance on non-designated heritage assets.				✓	The PEIR presented the preliminary environmental information available at the time of statutory consultation. The full environmental assessment is reported in the ES that forms part of the DCO application. The cultural heritage assessment, reported in Chapter 6 of the ES, includes details of the potential effects of severance on non-designated heritage assets and concludes that the removal of the existing A303 surface road from within the WHS would remove existing severance effects, resulting in positive change, but that there could be new non-significant severance effects on non-designated assets.	N
ENV#148	Concerned over emissions inside the tunnel and health impact on other users.				✓	There will be no air quality health risks arising from the scheme. The tunnel's ventilation system will comprise jet fans to keep air, vehicle emissions and smoke moving towards the portals from where emissions will rapidly disperse. Further details of the proposed operational tunnel plant can be found in the Case for the Scheme (Application Document 7.1).	N
ENV#149	I hope that any environmental studies carried out will be conducted in a neutral manner so as to avoid any negative impacts being hidden from scrutiny.				✓	The ecological impact assessment, as presented in ES Chapter 8, Biodiversity, has been carried out in accordance with the relevant guidance and best practice, including the Ecological Impact Assessment methodology published by the Chartered Institute of Ecology and Environmental Management and Highways England's Interim Advice Note 130/10, a component part of the DMRB. The assessment has been undertaken in consultation with relevant stakeholders, including, but not limited to, the Wiltshire Council County Ecologist, Natural England, Environment Agency, and the RSPB.	N
ENV#150	Build up embankments and use natural screens to hide stones from the road, improving traffic flow and habitat.				✓	In its published Road Investment Strategy, the Government has committed to upgrading the A303/A358 corridor to a high performing dual carriageway. The improvement of the A303 past Stonehenge is part of a programme of eight schemes needed to upgrade the corridor. The congestion problems on the A303 past Stonehenge is self-evident; doing nothing or pursuing small-scale local measures, such as barrier-screening, are not options that meet this strategy.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						Additionally, erecting barriers to provide screening past Stonehenge would detrimentally affect the OUV of the WHS and would be conflicting with national and local planning policies.	
ENV#15 1	Boulders should be used in embankments to improve wildlife function				✓	The ecology and landscape mitigation strategy for the scheme seeks, where possible, to create chalk grassland habitat, matching the character of the landscape. The use of boulders is not proposed as this would be inconsistent with the strategy.	N
ENV#15 2	Concerned about an ancient community and nature				✓	While the scheme will have some limited heritage and biodiversity impacts, in overall terms it will deliver significant heritage and biodiversity benefits through transforming the Stonehenge landscape and creating areas of new chalk grassland. Full details of all the environmental effects can be found in the ES, Chapter 6, for cultural heritage, and Chapter 8, for biodiversity (document reference 6.1).	N
ENV#15 3	What effect will noise have on the town of Amesbury?				✓	The proposed stopping up of Stonehenge Road is likely to cause an increase in local traffic moving through the centre of Amesbury. This could lead to some adverse noise effects for properties along Church Street and High Street. Elsewhere, no significant adverse noise effects are predicted, with barriers on the Countess flyover attenuating noise levels for nearby residents. Details of the predicted noise levels are set out in ES Chapter 9.	N
ENV#15 4	The proposal fails to take into consideration the known archaeology. A full assessment into the potential archaeology hasn't been carried out.				✓	The preferred route for the scheme was selected to avoid known archaeological remains, important sites and monuments. Subsequent design development has been informed by a comprehensive programme of archaeological evaluation surveys. The findings indicate that few archaeological remains would be impacted by the scheme. Moving forward, those remains that cannot be appropriately protected in-situ would be excavated and recorded to the highest standard prior to the start of construction. Further information can be found in ES Chapter 6, Cultural Heritage.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#155	Reduce visual appearance and minimise sound pollution north of Winterbourne Stoke				✓	The viaduct crossing of the River Till is designed to retain the open character of the valley floor and minimise its visual impact in the landscape. Continuous environmental screening will be provided for Winterbourne Stoke along the south side of the new road, including across the viaduct to screen traffic. The bypass carriageways will also have a thin surfacing system which will generate less noise than a standard hot rolled asphalt surface.	N
ENV#156	Ground reshaping by using chalk removed from the tunnelling should not be allowed on Parsonage Down, which has significant archaeology.			✓	✓	A comprehensive programme of archaeological evaluation surveys undertaken on the land east of Parsonage Down has identified a small number of potential monuments of potential significance which, as far as is practicable, will be excluded from the fill placement area. Archaeology of significance that will sit below up to 2m of fill will be retained in-situ, making it accessible for future archaeological investigation. Archaeology of significance that will sit below more than 2m of fill will be subject to full archaeological mitigation ahead of construction, as set out in the Archaeological Mitigation Strategy. Further information can be found in the ES Chapter 6, Cultural Heritage.	N
ENV#157	It seems a shame to destroy surrounding countryside for the benefit of supposedly saving one part.				✓	The new road will be sensitively integrated into the existing landscape. The approach is set out in the Design Access Statement, and as outlined in the proposed Environmental Masterplan, Appendix 2.1 of the Environmental Statement (Application document 6.3). The approach includes the provision of bunds and false cuttings, with sympathetic regrading of earthworks to match the existing natural rolling landform, along with the provision of new hedgerows and planting areas. Within the WHS, the removal of the existing surface road will greatly enhance the landscape, improving tranquillity.	N
ENV#158	It is right that efforts should be made to protect the archaeology?				✓	In the context of the WHS and the iconic status of Stonehenge, the Government has decided to make a significant investment in a scheme which is helping to conserve and enhance the WHS.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#159	How are cumulative effects considered through the EIA?				✓	Cumulative effects are the result of multiple impacts on environmental receptors or resources, either from a combination of different projects or from a number of different environmental topics within a project. The cumulative assessment for the scheme, which aligns with The Planning Inspectorate's Advice Note 17 and DMRB, is set out in ES Chapter 15, Cumulative Effects (document reference 6.1).	N
ENV#160	How will vulnerable people and groups with protected characteristics be considered and protected?				✓	The potential for the scheme to impact on vulnerable groups and people with protected characteristics is assessed through the Equalities Impact Assessment (EqIA). The assessment has been developed in-line with the Equality Act 2010 and associated Public Sector Equality Duty (PSED). It assesses the potential for the scheme to discriminate against or disadvantage people and makes recommendations for the advancement of equality. The EqIA concludes that the scheme is likely to provide a range of benefits that can be shared with groups with protected characteristics, though also identifies the potential for a number of impacts where groups with protected characteristics may experience disproportionate or differential effects. Further details of the EqIA can be found in DCO document 7.7, Equalities Impact Assessment.	N
ENV#161	There is no need to carry out archaeological investigations above the route of the tunnel.				✓	The scheme does not include proposals for construction works above the route of the bored tunnel that require archaeological investigation. However, the detailed design of the tunnel and operation of the tunnel boring machine require detailed ground investigation through the use of boreholes, with archaeological investigation and evaluations informing the choice of the specific locations.	N
ENV#162	I am concerned about the potential for impacts on the Avebury half of the WHS.				✓	Given the distance of the works from the Avebury element of the WHS, the scheme has been assessed as not having any direct or indirect impacts on it.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#163	I object to the proposed new car park at Parsonage Down.			✓		The scheme will not be providing additional parking within the scheme boundaries.	N
ENV#164	Heritage matters and stakeholders are benefitting at the expense of local communities.			✓		The scheme will bring a balance of benefits. As well as delivering significant benefits for the WHS and the Stonehenge landscape, local communities will benefit from: a much needed bypass for Winterbourne Stoke; separation of through traffic on the A303 from more local traffic on the A345 and A360, accompanied by reduced rat running and congestion on local roads, allowing local people to travel more easily and safely; and greater enjoyment of the countryside, including the WHS, via the enhanced public rights of way network.	N
ENV#165	The drainage treatment areas should be designed to retain some water, to maximise the ecological benefit.				✓	The drainage treatment areas will be designed to retain some water to maximise ecological benefits. The approach to drainage is presented in detail in ES Appendix 11.3, Road Drainage Strategy (document reference 6.2).	Y
ENV#166	There is a lack of understanding about the geology of the area.				✓	The PEIR presented the preliminary environmental information required for the statutory consultation. Informed by extensive collation and evaluation of available documentation and a programme of ground investigations and testing, full details of the geology of the area are now set out in ES Chapter 10.	N
ENV#167	Noise and air quality at the tunnel portals will be particularly bad. How will this be managed?				✓	The ventilation system will comprise jet fans to keep air, vehicle emissions and smoke moving towards the portals from where emissions will rapidly disperse. There will be beneficial noise effects in the wider landscape due to the road being in a deep cutting. In terms of air quality, while there will be higher levels of pollutants at the tunnel portals but they will disperse quickly, creating no significant adverse effects on air quality, as set out in ES Chapter 5. Noise effects are set out in ES Chapter 9.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#168	I am happy with the approach taken in developing the scheme and the environmental assessment.					Thank you for your comment.	N
ENV#169	Please do not plant trees in or near the WHS, the landscape was not wooded in pre-history.					The landscaping solution for the scheme is sensitive to the character of the WHS landscape and the ambitions of the WHS Management Plan, which seeks to avoid new planting within the WHS. As such, tree planting will be limited in the vicinity of the WHS.	N
ENV#170	Have the environmental assessments taken account all relevant policy and legislation?		✓		✓	Yes, the EIA is fully compliant with the relevant overarching and topic specific legislation and policy. The overarching legislative and policy context of the EIA is set out in ES Chapter 1, Introduction. The topic specific legislative and policy context is set out in the Legislative and Policy Framework sections of each topic chapter.	N
ENV#171	Surprised at how little the sound reduction was on the post construction noise sample compared to the present noise level. Why is this?			✓	✓	The sound demonstrations at the statutory consultation provided an accurate representation of the expected changes in traffic noise at specific locations after the scheme is operational. The differences will be greater in some places than in others. Full details of the predicted differences can be found in ES Chapter 9, Noise and Vibration.	N
ENV#172	Why is the biodiversity of RSPB Normanton Down not being offered any enhancement or even protection for its tranquil wildlife refuge?			✓		The approach to Biodiversity and the mitigation of potential impacts on or enhancement of habitat for stone curlew is being considered at a scheme-wide level. As set out in ES Chapter 8, Biodiversity, construction of the scheme will not result in direct impacts on RSPB Normanton Down and, as such, enhancement in this specific location is not considered essential to the scheme. At a project-wide level, the scheme is meeting its objective to improve biodiversity in a number of ways, including removing the A303 and connecting habitats within much of the WHS and extending the chalk grassland adjacent to the Parsonage Down NNR. RSPB Normanton Down will be protected	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						during construction through implementation of a Construction Environmental Management Plan.	
ENV#173	Has work been done to assess the proposed sites for the geology to ensure the areas are suitable and not prone to pollution?			✓		Yes. Assessments have been carried out to check and ratify the suitability of sites and areas, informed by a programme of borehole ground investigation surveys. The assessment is reported in ES Chapter 10, Geology and Soils.	N
ENV#174	Barbastelle bats were picked up foraging in this area on the static bat detectors. Will lighting when adopted be sensitive to the ecology already in the area?			✓		The potential impact of the scheme on bats, bat roosts and bat flight paths is assessed in ES Chapter 8, Biodiversity. The assessment has included consideration of the impacts of lighting (with no open-road lighting being proposed along the scheme, with the exception of retained existing lighting on Countess roundabout) and has concluded that there will be no significant effects on bats.	N
ENV#175	There no topographical comparisons provided to allow comparison and contrast of the proposed earthworks vs current landform.			✓		The environmental information presented in the PEIR was at the required level of detail for the statutory consultation. The Landscape and Visual Impact Assessment, as set out in ES Chapter 7, now includes a selection of representative viewpoints illustrating the landscape without the scheme, with the scheme at year 1 of opening and with the scheme at year 15 of operation. These visualisations show the comparison between the current landform and the scheme.	N
ENV#176	The aims of the project clash. It is not possible to provide a wide range of biodiversity of the site and at the same time to encourage more people to explore the area.			✓		Biodiversity gain and increase in recreational use are not mutually exclusive. The landscape scale approach to ecological connectivity and enhancement will benefit a wide range of species and groups, including plants, invertebrates, bats, birds, badgers and hares. While human activity can cause disturbance to some species, the walking and cycling activity this scheme seeks to promote via the new public rights of way is transient in nature. Any disturbance effects would be	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						very slight and far outweighed by the ecological benefits of the scheme. Further details of the potential for human disturbance on ecological receptors can be found in ES Chapter 8, Biodiversity.	
ENV#177	Chalk grassland requires management including livestock grazing to encourage optimum establishment. Looking at the proposed scheme with chalk grassland indicated I struggle to see how this will be possible as the areas need to be accessed either by farm machinery or livestock.			✓		The chalk grassland areas will be managed by Highways England either: (a) through a maintenance contract, with the appointed contractor required to produce a 'Landscape Management Plan', which will include details of management proposals, by grazing and/or mechanical means, or (b) by arrangements entered into with adjacent landholders.	N
ENV#178	In the EIA there is reference made to attenuation ponds. We request further information when available regarding the anticipated number of water bodies, the design and whether they are going to be wet all year round, or for the purpose of 1 in 100-year storm event and therefore, expected to drain within 48 hours	✓				The ponds have been designed to the 1 in 100-year rainfall event plus an allowance for climate change. Ponds will either be fully or partially lined for the purpose of retaining water and aiding biodiversity. Further details of the design proposals can be found in the ES Appendix 11.3, Road Drainage Strategy, (document reference 6.3), with details of the location and sizes of ponds indicated on the Environmental Masterplan, ES Figure 2,5 (Application document 6.2). Highways England will continue to engage with relevant stakeholders post-DCO submission to provide further clarification as required.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	after a period of heavy rainfall						
ENV#179	How will the topography of the land east of Parsonage Down change after it has had the tunnel spoil placed on it, what will it look like?			✓		There would be extensive regrading works across the land east of Parsonage Down as part of the deposition of material from tunnel excavation. Using the existing landform, which presents itself as a depression in this area, the tunnel arisings will be placed to achieve natural contours, integrating it into the landform. The creation of chalk grassland habitat after placement of arisings, together with other associated planting, including of hedgerow and trees, will further integrate the area into the landscape. A photomontage prepared as part of the landscape and visual impact assessment, as presented in ES Chapter 7 gives a before and after visualisation of the site at years 1 and 15 of operation. The assessment considers that the proposals for the land east of Parsonage Down would deliver a beneficial change for landscape and visual receptors once established.	N
ENV#180	How will topsoil be protected and kept fertile during storage?			✓	✓	Excavated topsoil will be managed in accordance with a Soils Handling Strategy and Soils Resource Plan, which will make reference to the relevant British Standards and will include provision for the sustainable handling, storage and use of topsoil and other soil resources. A requirement for the development of these documents has been incorporated in the Outline Environmental Management Plan, as set out in Appendix 2.2 of the ES (Application document 6.3).	N
ENV#181	Waste management associated with the scheme should take account of the relevant health and safety requirements, policy, and legislation.	✓				An assessment of construction and operation waste and waste management has been carried out as part of the environmental impact assessment with reference to the relevant national policy and legislation, as set out in ES Chapter 12, Material Assets and Waste. Waste generation during the construction phase of the project will be managed through a detailed Site Waste Management Plan (SWMP) meeting relevant legislative, policy and health and safety requirements.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#182	Winterbourne Stoke are impacted by the English Heritage visitor centre, particularly during the summer months, when glare from windscreens can be seen. Nothing is being done about this.			✓		Mitigating the impacts of windscreen glare from the Stonehenge visitor centre is beyond the scope of the scheme.	N
ENV#183	Concern about damage to archaeology within the WHS.				✓	Extensive archaeological investigations have been carried out to inform the development of a solution which will have minimal archaeological impact and will not detrimentally affect the OUV of the WHS. Further information can be found within the Cultural Heritage Chapter (Chapter 6) of the ES, which forms part of the DCO application (document reference 6).	N
ENV#184	Too much focus on WHS.			✓	✓	Stonehenge is an iconic monument, an international symbol of the UK and has a rich prehistoric past. In recognition of its importance, UNESCO inscribed the WHS in 1986 - one of the earliest inscriptions on the World Heritage Sites list and one of the first in the UK. The scheme presents an opportunity to deliver significant benefits for the WHS. For this reason, cultural heritage forms one of the four key objectives of the scheme. The National Policy Statement for National Networks (NPS) is a key regulatory document and requires schemes to minimise their impact on heritage features. The NPS requires that, in deciding whether to grant consent for the scheme, the Secretary of State is required to place significant weight on the protection of the WHS.	N
ENV#185	The scheme is visually intrusive.				✓	Great care has been taken in minimising the scheme's visual impact. The approach to integrating the new road into the existing landscape is set out in the Design Access Statement, as outlined in the proposed Environmental Masterplan, Appendix 2.1 of the Environmental Statement (Application document 6.3). Within the WHS, the removal of the existing surface road will greatly enhance the landscape, improving tranquillity.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#186	Ensure that all ICOMOS / UNESCO recommendations are met so that World Heritage status for Avebury is neither withdrawn nor the Site is put on the 'Sites in Danger' list.				✓	Highways England has hosted three advisory missions by UNESCO/ICOMOS and has modified the scheme proposals in response to the recommendations of each mission. Engagement with the World Heritage Centre will continue through the detailed design and construction of the scheme. The scheme was most recently considered by the World Heritage Committee at its meeting in June 2018. There has been no indication that the site's World Heritage status is at risk.	N
ENV#187	Comply with ICOMOS Wishes.				✓	The recommendations of the UNESCO/ICOMOS missions carried out in 2015, 2017 and 2018 and the subsequent decisions of the World Heritage Committee have been considered carefully. They have informed the development of the scheme, such as setting the road in cuttings, determining the length of the tunnel, the location of its portals and in the provision of a wide green bridge adjacent to the Winterbourne Stoke barrow group. Further information on the missions, and how we have considered the recommendations of UNESCO/ ICOM OS can be found in Chapter 3 of this report.	N
ENV#188	This is a spiritual place with amazing energy. Why is it being damaged?				✓	The scheme is being pursued to address the congestion on the A303 which itself is damaging to the WHS. Placing the A303 in a 2-mile long tunnel will transform and enhance the Stonehenge landscape.	N
ENV#189	What are the drainage proposals / impact on field drains?			✓	✓	Field drainage systems and overland flows from catchments adjacent to the highway boundary will be intercepted and picked up by the scheme's drainage proposals. The approach to drainage is set out in the Road Drainage Strategy, ES Appendix 11.5. The potential for the scheme to impact on existing drainage is set out in ES Chapter 11, Road Drainage and Water Environment. There will be no adverse impacts on land drainage as a result of the scheme.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#190	Who will monitor health and welfare of residents during construction? Who will address concerns during construction as disruption to local people's lives during construction and after will be immense?			✓	✓	Construction impacts, such as noise and air quality, will be monitored and controlled within strict guidelines. Further details are set out in the Outline Environmental Management Plan, the ES Appendix 2.2 (document reference 6.3). A dedicated Community Relations Manager will keep local residents informed throughout construction of activities planned and progress being made, and will ensure ready lines of communication are available at all times for queries or concerns to be raised. The environmental impact assessment, as set out in detail in the ES, document reference 6.1, concludes that construction related impacts would occur, though these would be reduced as far as reasonably practicable through the implementation of a Construction Environmental Management Plan (CEMP). Overall, once completed, the scheme will deliver significant benefits for local people, including as a result of reduced rat running in local villages and reduction in traffic and associated effects through Winterbourne Stoke.	N
ENV#191	Negative impacts (noise, disturbance, pollution) during the 5-year long period of construction on the nearby residents, farms and businesses.			✓	✓	Local communities will be afforded the utmost consideration during the construction phase. Efforts will be made to open the bypass and junctions in advance of the tunnel section through the WHS to minimise disruption and secure the accompanying local benefits as soon as possible. The environmental effects on people during construction of the scheme have been assessed in the ES and are reported in Chapter 13, People and Communities, The Outline Environmental Management Plan in the ES Appendix 2.2 (document reference 6.3), sets out measures that will be employed during construction to reduce, as far as is reasonably practicable, the potential for adverse impacts on local people, communities, and business including, for example, in relation to control of dust and noise, reducing the risk of spillage and pollution, and limiting or avoiding any disruption caused by materials being delivered to site, Accesses will be maintained throughout construction, with temporary measures taken as appropriate.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#192	Negative impact of the scheme on archaeology and WHS.			✓	✓	Extensive archaeological investigations have been carried out to identify a solution which will have minimal archaeological impact and will not detrimentally affect the OUV of the WHS. The scheme will bring extensive benefits to the WHS. Further information can be found within ES Chapter 6, Cultural heritage (document reference 6.1), and the Heritage Impact Assessment (HIA), Appendix 6.1 of the ES (document reference 6.3)	N
ENV#193	The current scheme proposal will result in an increase in traffic and pollution/damage to the landscape.				✓	Department of Transport projections indicate continued growth in traffic on the country's strategic road network, leading to worsening problems on the A303. A traffic model has been prepared for the scheme which projects traffic growth into the future, this information is used to ensure that the design has sufficient capacity to accommodate the forecast growth. Further information can be found in the Transport Assessment (Application Document 7.4). The potential for the scheme to cause pollution or damage to the landscape is considered in the relevant topic chapters of the ES, including Chapter 5, Air Quality, Chapter 7, Landscape and Visual Impact Assessment, and Chapter 9, Noise and Vibration. The assessment has concluded that, in relation to traffic, there would be: no significant adverse impacts on air quality; a mixture of permanent adverse and beneficial landscape effects; and a mixture of permanent adverse and beneficial noise effects.	N
ENV#194	Concerns regarding interference with ley lines.				✓	There is no evidence to suggest that the scheme will interfere with ley lines.	N
ENV#195	Too much weight given to impact on cultural heritage.				✓	Stonehenge is an iconic monument, an international symbol of the UK and has a rich prehistoric past. In recognition of its importance, UNESCO inscribed the WHS in 1986 - one of the earliest inscriptions on the World Heritage Sites list and one of the first in the UK. The scheme presents an opportunity to deliver significant benefits for the WHS. For this reason, cultural heritage forms one of the four key objectives of the scheme. The National Policy Statement for National	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						Networks (NPS) is a key regulatory document and requires schemes to minimise their impact on heritage features. The NPS requires that, in deciding whether to grant consent for the scheme, the Secretary of State is required to place significant weight on the protection of the WHS and, similarly, the UK Government is required to comply with the international convention obligation made to UNESCO.	
ENV#196	Recent archaeological surveys are a waste of money.			✓		The scheme is a nationally significant infrastructure project requiring an environmental impact assessment. The archaeological surveys are essential to inform the assessment which is reported in the Environmental Statement that forms part of the DCO application, to inform subsequent detailed design and to assist the contractor in the construction of the scheme whilst protecting archaeology.	N
ENV#197	Design must ensure no increase to flood risk and that surface run-off is controlled to avoid pollution of the River Till.			✓	✓	The design of the scheme has been developed and refined to minimise as far as practicable its impacts on the environment. The location and design of the River Till viaduct have been chosen to avoid impacts on the river and its floodplain. As set out in ES Chapter 11, document reference 6.1, Road Drainage and the Water Environment, the assessment shows no significant changes to hydrology or surface water during either the construction or operational phases of the scheme. During operation, the magnitude of impacts from road drainage have been assessed as a moderately beneficial residual effect for water quality in the River Avon SAC, including the River Till SSSI, as a result of improved treatment and prevention of pollution from road run-off, compared with the current situation.	N
ENV#198	Lack of sufficient information: hydrogeology and surveys. Will this be provided?			✓	✓	The PEIR presented preliminary environmental information for the statutory consultation. A hydrological model has been developed to inform the full groundwater assessment reported in ES Chapter 11 Road Drainage and the Water Environment (document reference 6.1). The assessment concludes that there would be no likely significant adverse effects on groundwater as a result of the scheme.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#199	There will be a significant impact on the Nile Clumps. They should be protected during the works.				✓	The scheme will avoid direct impact on the Nile Clumps.	N
ENV#200	We are supportive of the proposed 'chalk grassland' but advise that careful consideration is given to what is created and how it is established and managed. Long-term consideration should be given to how areas should be managed by grazing (not mechanical means). Consideration should also be given to the source of local provenance seed/plant material This support is conditional on confirmation that the material is suitable for the purposes of creating chalk habitats.	✓			✓367	Chemical testing and assessment of the physical characteristics of the chalk samples obtained from the ground investigation surveys undertaken indicates that, with pH treatment, which, if required, will take place at the Slurry Treatment Plant, the material will be suitable for use in creating the chalk grassland. The excavated chalk will be checked and treated to ensure its suitability for use. The grassland will be created and managed in accordance with a 'Landscape Management Plan', which will include consideration of the sourcing of seed and plant material and use of grazing. The proposals are described and assessed in ES Chapter 8, Biodiversity (document reference 6.1).	N
ENV#201	The presence of ponds in the chalk landscape is beneficial for a range of species.	✓			✓	Thank you for your comment	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#202	We are supportive of the way the public access (byway) proposals run the full length of the scheme.	✓				Thank you for your comment	N
ENV#203	Our response was limited by the detail of the ecological information within the PEI Report and without more detailed information we are unable to make conclusions about the impact on the integrity of Salisbury Plain SPA and SAC, the River Avon SAC or the Chilmark Quarry SAC bat population at this stage.	✓			✓	The PEIR presented the preliminary environmental information required for the purposes of statutory consultation. Further ecological survey data reports have been shared with the relevant statutory bodies. The full EIA, which has been informed by comprehensive ecological data, has been reported in the ES that forms part of the DCO application. The detailed ecological assessment is set out in ES Chapter 8, Biodiversity (document reference 6.1), and is supported by a series of ecological surveys appendices (document reference 6.3). The potential for the scheme to affect European protected sites mentioned has been further assessed through the habitats regulations assessment (HRA), ES Appendix 8.24 and 8.25 (document reference 6.3), which confirms there will be no adverse impact on the integrity of those sites. The overall assessment indicates how the scheme's objective to improve biodiversity along the route is achieved, including by removing the A303 and connecting habitats within much of the WHS and extending the chalk grassland adjacent to the Parsonage Down NNR.	N
ENV#204	We are concerned for the River Avon SAC, comprising the River Till SSSI and River Avon System SSSI, in particular potential phosphorus pollution of ground and river water associated with the disturbance of nodules of phosphatic chalk	✓				The potential for the scheme to affect European protected sites has been fully assessed, as reported in ES Chapter 8, Biodiversity (document reference 6.1), and, with regards to the habitats regulations assessment (HRA), ES Appendix 8.24 and 8.25 (document reference 6.3). The assessment has concluded that, with the implementation of the mitigation embedded in the scheme design, there will be no adverse effects on the integrity of the SAC. This is supported by chemical testing and assessment of the solubility and leachate potential of the phosphatic chalk which shows that the material does not pose a risk to controlled waters. Further information	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	during construction. This will be relevant to any habitat regulations assessment.					on the phosphatic chalk can be found in the ES Chapter 10, Geology and Soils.	
ENV#205	We are concerned for the River Avon SAC, comprising the River Till SSSI and River Avon System SSSI, in particular changes to hydrology pre and post construction, disturbance from drilling causing chalk or other sediment to occur in solution in the river, and dust and/or run-off during construction and road drainage and runoff during operation. This will be relevant to any habitat regulations assessment.	✓			✓	The potential for the scheme to affect European protected sites, including the potential for impacts on River Avon SAC, has been fully assessed, as reported in ES Chapter 8, Biodiversity (document reference 6.1), and, with regards to the habitats regulations assessment (HRA), ES Appendix 8.24 and 8.25 (document reference 6.3). The assessment has concluded that, with the implementation of the mitigation embedded in the scheme design and included within the Outline Environmental Management Plan, there will be no adverse effects on the integrity of the SAC. This is supported by the Road Drainage and the Water Environment assessment, as set out in ES Chapter 11, Road Drainage and the Water Environment, which concluded that there would be no significant changes to hydrology, or to surface water quality or groundwater quality arising from sedimentation, dust or run-off during either the construction or operational phases of the scheme. Instead there is likely to be a moderately beneficial residual effect for water quality in the River Avon SAC as a result of improved treatment and prevention of pollution from road run-off, compared with the current situation.	N
ENV#206	We are concerned for the Salisbury Plain SAC (and other ecological sites), particular in relation to nitrogen deposition. This will be relevant to any habitat regulations assessment.	✓				The potential for the scheme to affect European protected sites, including the potential for nitrogen deposition impacts on Salisbury Plain SAC, has been fully assessed, as reported in ES Chapter 8, Biodiversity (document reference 6.1), and, with regards to the habitats regulations assessment (HRA), ES Appendix 8.24 and 8.25 (document reference 6.3). The assessment has concluded that there will be no adverse effects on the integrity of the SAC.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#207	We are concerned about the number of low level impacts deemed too small to be significant and therefore too small for "essential" mitigation. There may be a net loss to certain important aspects of the natural environment.	✓				The cumulative effects assessment, which considers the in-combination of multiple impacts on environmental receptors or resources, is presented in ES Chapter 15, Cumulative Effects. In relation to ecological receptors, the assessment has found no significant in-combination effects. The scheme will deliver a net-gain in ecological valuable habitats, as set out in ES Chapter 8, Biodiversity.	N
ENV#208	In relation to potential visual and acoustic impacts at Parsonage Down NNR, we are concerned for users of the existing permissive path, the Richmond Fellowship hut and garden, and our plans for the NNR including promoting greater visitor numbers. The access road to the farm buildings must be screened in a false cutting, topped with woody planting for additional visual screening.	✓				The noise assessment, as set out in ES Chapter 9, Noise and Vibration (document reference 6.1), identifies Cherry Lodge within Parsonage Down NNR, specifically in relation to its use by the Richmond Fellowship, as a potential construction impact receptor but concludes that there would be no significant adverse impact at this receptor. The operational noise assessment concludes that, while traffic noise level would increase across some parts of Parsonage Down NNR, these changes would be negligible across the majority of the site and not significant. In relation to visual impacts, as set out in ES Chapter 7, it is anticipated that, during construction, there would be a very large adverse effect on recreational users of Parsonage Down NNR. Post-construction, the scheme includes landscaping and planting on the River Till viaduct embankment approaches and on the north-western part of the proposed chalk grassland creation area, between the site and Cherry Lodge, for the purpose of landscape integration and visual screening, including for the access road to the farm buildings, as outlined in the proposed Environmental Masterplan, Appendix 2.1 of the Environmental Statement (Application document 6.3). With this mitigation, it is anticipated that users of Parsonage Down NNR would experience a moderate adverse effect at year one of operation, reducing to non-significant by year 15 of operation due to the maturing of the planting.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#209	The introduction of the scheme has caused a local landowner to withdraw support for a river restoration scheme, promoted by Natural England, which was underway at the River Till crossing. Therefore, the scheme has had a detrimental impact on the river and, as such, we advise compensatory measures are identified and implemented. This could include taking the opportunity to address the impact of the existing A303 box culvert.	✓				The scheme's objectives include the aim of improving biodiversity along the route. This is being achieved in a number of ways, full details of the biodiversity improvements can be found in the ES Chapter 8. In relation to impacts, the potential for the scheme to affect the River Till SSSI has been fully assessed. The assessment has concluded that, with the implementation of the mitigation embedded in the scheme design, there will be no adverse effects on the SAC. The river restoration opportunity suggested here falls outside of the scope of the scheme and its DCO (as does assessing the impact of the existing box culvert), however, Highways England is working with the relevant stakeholders to identify opportunities for legacy benefits like this to be pursued by other means.	N
ENV#210	Byway 11 and Byway 12 are on an area of chalk grassland creation and will sever and make less viable appropriate grazing on this unit, and increases the risk of distance to the breeding stone curlew site at Normanton Down. Ecologically this is an undesirable route location.	✓				The previously proposed link to the south of the existing A303 between Byways 12 and 11 has been removed from the scheme proposals. This change to the scheme proposals presented for statutory consultation was one of three changes put forward for supplementary consultation, the feedback from which is summarised in Chapter 6 of this report.	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#211	The route will impact on one existing stone curlew plot and may also lead to indirect disturbance of stone curlew nesting at Normanton Down. This impact should be assessed. We advise that if you plan to create additional plots as mitigation, the delivery of the plots must have a high level of certainty.	✓				As set out in ES Chapter 8, Biodiversity, construction of the scheme will result in the permanent loss of a known stone curlew breeding plot at the western end of the scheme. In mitigation, a new breeding plot will be created within Parsonage Down SSSI and NNR. The plot will be created, under agreement with Natural England, approximately 500m from the plot to be lost. Elsewhere along the scheme, including at the Normanton Down RSPB reserve where mitigation measures will be pursued outside the scheme boundaries by agreement, the effect on stone curlew has been assessed as being neutral and not significant.	N
ENV#212	It would be helpful to clarify the position on critical levels and the potential for exceedance of NOx at ecological sites.	✓				The critical level of NOx for vegetation, as set out in ES Chapter 8, Biodiversity (document reference 6.1), is 30 µgm-3. The assessment of potential impacts on ecological receptors in relation to NOx concludes that NOx concentrations will remain below the critical level and so no significant effects are anticipated.	N
ENV#213	The present proposals do not include enhancement or restoration of the chalk stream habitat in the vicinity of the development and the River Till and River Avon System SSSIs.	✓				The scheme's objectives include the aim of improving biodiversity along the route. This is being achieved in a number of ways, including removing the A303 and connecting habitats within much of the WHS and the creation of new chalk grassland adjacent to the Parsonage Down NNR. Full details of the biodiversity improvements can be found in the ES Chapter 8. Additionally, there is likely to be a moderately beneficial residual effect for water quality in the River Avon SAC as a result of improved treatment and prevention of pollution from road run-off, compared with the current situation. While further enhancement/restoration of the chalk stream habitat falls outside of the scope of the scheme and its DCO, Highways England is working with the relevant stakeholders to identify opportunities for legacy benefits like this to be pursued by other means.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#214	From a landscape and amenity perspective, it is often undesirable to fence byways from arable fields. Where running through grassland fields, this may be outweighed by the needs of separating stock from byway users and dogs. This relates to the byways running north and south of the A303.	✓				The need for fencing, balanced against landscape and amenity considerations, will inform the choice and location of fencing adjacent to the proposed public rights of way. In relation to the byways running north and south of the A303, fences will be provided to prevent access onto private land on one side and to keep a clear safe separation from the public highway on the other side.	N
ENV#215	Surfaced, fenced byways are proposed leading to Parsonage Down NNR and towards Green Bridge No. 1. If the land is managed by Natural England, we would like to manage the area as open access, without fenced or surfaced paths, and without designated rights of way.	✓				Taking into consideration this and other consultation responses, the proposed designated rights of way links from north of green bridge No. 1 into Parsonage Down NNR has been removed from the scheme proposals. The considerations raised in this response will form part of the Statement of Common Ground discussions between Highways England and Natural England to develop plans for and reach agreement on the treatment of land to be managed by Natural England post-construction.	Y
ENV#216	The road drainage and water assessment should consider the whole of the River Avon SAC designation. Changes to water levels and flows would	✓				The potential for the scheme to affect European protected sites, including the potential for impacts on the River Avon SAC, has been fully assessed, as reported in ES Chapter 8, Biodiversity (document reference 6.1), and, with regards to the habitats regulations assessment (HRA), ES Appendix 8.24 and 8.25 (document reference 6.3). The assessment has concluded that, with the implementation of the mitigation embedded in the scheme, there will be no likely	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	adversely affect the features of the River Avon SAC as well as impacting on water based recreational activities and human health. Springs and seepages along the valley are integral to supporting the river habitat.					significant adverse effects on the integrity of the SAC. This is supported by the Road Drainage and the Water Environment assessment, as set out in ES Chapter 11, Road Drainage and the Water Environment (document reference 6.1), which concludes that there would be no significant changes to hydrology, surface water quality or groundwater quality. Instead, there is likely to be a moderately beneficial residual effect for water quality in the River Avon SAC as a result of improved treatment and prevention of pollution from road run-off, compared with the current situation. Recreational use is considered as an attribute of water environment importance and the potential for risk to human health is presented in ES Chapter 13, People and Communities (document reference 6.1). The assessment has not identified any adverse effects to river recreation or risk to human health.	
ENV#217	Careful consideration should be given to the location and function of proposed hedgerow planting. While hedgerow planting is good for some species, it can take space from chalk grassland creation, be detrimental to landscape and be costly to manage.	✓				Planting is considered in the context of ecological compensation and enhancement, visual screening, and landscape integration, with each piece of planting having a distinct primary function and, in most cases, secondary functions. The scheme will deliver a net gain of chalk grassland habitat, c.160ha, and hedgerow, nearly 8km. It is considered that the approach to habitat creation maximises the ecological benefit of the scheme. The planting proposals submitted with the DCO are illustrated in the Environmental Masterplan, ES Figure 2.5 (Application document 6.2).	N
ENV#218	Drainage infiltration should be designed to retain some water for a prolonged period and ensure biodiversity value.	✓				The drainage treatment areas will be designed to retain some water to maximise ecological benefits, with details of the drainage solution being set out in ES Chapter 2.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#219	Opportunities for short term biodiversity gain should be taken where possible. There are opportunities to seek reversion to chalk grassland from arable to deliver both biodiversity and archaeology benefits at the same time.	✓				Opportunities for biodiversity gain and chalk grassland reversion are being taken, consistent with the scheme's objective to improve biodiversity along the route. This is being achieved in a number of ways, including removing the A303 and connecting habitats within much of the WHS and extending the chalk grassland adjacent to the Parsonage Down NNR. Full details of the biodiversity improvements can be found in the ES Chapter 8, together with the heritage effects and benefits in Chapter 8.	N
ENV#220	Bat mitigation needs to be carefully designed. Consideration is needed on crossing points, planting of woody vegetation, reinforcing existing hedges, retaining existing woody vegetation and the impact of road lighting on bats. The provision of bat hibernacula is advocated. One opportunity would be within the embankment east of Green Bridge No. 1. Another would be using the current access underpass east of the eastern tunnel entrance as a bat hibernaculum. The overall package must	✓				The potential impact of the scheme on bats, bat roosts and bat flight paths is assessed in ES Chapter 8, Biodiversity. A variety of mitigation measures form part of the scheme proposals, including: the removal of existing road lighting at Longbarrow and no new open-road lighting along the scheme; two new bat hibernacula (including one within the existing underpass east of the eastern tunnel portal, as suggested, and another within the western River Till approach embankment, to the east of the location proposed by the consultee); green bridges; and the sensitive design of the River Till viaduct. Additionally, the scheme is pursuing a landscape scale approach to mitigation and connectivity which will see the creation of a linked mosaic of high quality habitat. Overall the scheme proposals include sufficient mitigation measures for bats and the assessment concludes there will be no significant effects on bats.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	not have an adverse effect on the bat species affected.						
ENV#221	Opportunities should be taken to enhance and restore existing biodiversity in the vicinity of the River Avon SAC to mitigate impacts of the new flyover on the wildlife habitat corridor and the value of the Lords Walk footpath. Restoration of the river (in the vicinity of the Countess flyover location) would mitigate existing A303 impacts, and also potential increase noise, lighting and visual impacts caused by the new flyover on species using the River Avon corridor. Removal of a weir, realignment of the river channel, and reconnecting the river and floodplain would restore river and floodplain habitats and wildlife and enhance the	✓				The scheme's objectives include the aim of improving biodiversity along the route. This is being achieved in a number of ways, and full details of the biodiversity improvements can be found in the ES Chapter 8. In relation to the Countess flyover, the potential for its construction to affect the River Avon SAC has been fully assessed and has concluded that, with the implementation of the mitigation embedded in the scheme design, there will be no adverse effects on the SAC. Instead, there is likely to be a moderately beneficial residual effect for water quality in the River Avon SAC as a result of improved treatment and prevention of pollution from road run-off, compared with the current situation. The river restoration opportunities suggested here fall outside of the scope of the scheme, however, Highways England is working with the relevant stakeholders to identify opportunities for legacy benefits like this to be pursued by other means. In relation to Lords Walk, potential impacts relate not to biodiversity impacts, but more to visual and noise impacts, as set out in ES Chapter 7, Landscape and Visual, and Chapter 9, Noise and Vibration.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	recreational potential of this stretch of river.						
ENV#22 2	We suggest tree or hedge planting be provided to the west of the new byway south of Green Bridge No. 1, to provide greater amenity and bat benefits.	✓				As set out in the Environmental Masterplan, ES Figure 2.5 (Application document 6.2), the land to the west of the new byway is proposed to be returned to agricultural land. Seeking to change the use of land not permanently required for the scheme is beyond its scope.	N
ENV#22 3	The treatment of the downgraded former A303 at its western end needs careful consideration in terms of its surface treatment and nature of the surrounding vegetation to maximise its amenity and biodiversity value. The current south facing embankment should be considered for chalk grassland creation.	✓			✓	All the new public rights of way proposed along the length of the scheme will be constructed in a way that will make them fit for all the uses permitted by their designated status. In addition to the existing planting adjacent to the current A303 to the west of Winterbourne Stoke, which will be retained, it is proposed to plant chalk grassland and shrubs to the north and south of the road, maximising the future amenity and ecological value of the new byway to be created along the old road. Exact cross-sectional details of the byway and construction materials will be determined as part of the scheme's detailed design.	N
ENV#22 4	We suggest advanced hedge planting along the west of the old and re aligned B3083 to provide screening to the chalk deposition area.	✓				As set out in the Environmental Masterplan, ES Figure 2.5, (Application document 6.2) the scheme includes hedgerow planting to the west of the B3083.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#225	In the area between Stonehenge Cottages and the Eastern Tunnel, the proposals appear to replace tree cover with chalk grassland. Woody vegetation should be retained in situ with hedge planting along the south west side of the Amesbury road to improve the situation for bats.	✓				It is not proposed that any existing trees in the vicinity of Stonehenge Cottages be removed. In relation to existing vegetation generally, specific provisions will be included with the Construction Environmental Management Plan for the retention and protection of existing trees. The extent of planting within the scheme must be balanced against the open character of the landscape and the ambitions of the WHS Management Plan, which seeks to avoid new planting within or adjacent to the WHS. As such, given the location of the eastern tunnel portal in the WHS, it is not proposed to plant in this location.	N
ENV#226	Consideration should be given to fully re-connecting the Stonehenge Avenue. The possibility of reaching Amesbury by a footpath along the river via existing footpaths should be explored. This would link the Bluehenge site to Stonehenge.	✓				The scheme will facilitate the reconnection of The Avenue where it is currently severed by the existing A303. Further reconnection and making it fully accessible falls outside the scope of the scheme. Highways England is working with the relevant stakeholders to identify opportunities for legacy benefits, such as improving footpaths along the river, to be pursued by other means.	N
ENV#227	The hedge running north and south from Green Bridge No. 2 could be improved by extending it along the north of the adjoining contractor compound.	✓				The hedgerow running north to south from Green Bridge No.2 extends along the north of the proposed construction compound location for approximately 250m, as illustrated on the Environmental Masterplan, ES Figure 2.5 (document reference 6.2). The scheme's objectives include the aim of improving biodiversity along the route, details of which can be found in the ES Chapter 8, Biodiversity.	N

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ENV#228	On the approach to the tunnel portal, a wall will best deliver the minimisation of archaeological impact but not maximising visual and acoustic amenity for road users/WHS visitors and maximising ecological value. It would be helpful to know the steepest angle of cutting the geology will support. An engineered wall or reinforced steep slope could be the best solution.	✓				The vertical retaining wall option has been chosen for the western portal approach because this will minimise the scheme's footprint in the sensitive WHS landscape and will minimise visual intrusion from wider vantage points in the landscape, including from public rights of way. Any grassed slope option would have a wider footprint, creating more intrusion in the WHS. Visual amenity for road users is not as critical a consideration as protection of the OUV of the WHS and the amenity of visitors to the WHS. Diversion of the surface road into tunnel and deep cutting within the WHS will have a significant beneficial effect on the noise environment of the WHS. Steeper non-retained slopes would mean they could not be grassed successfully - the chalk face would be visible and more intrusive - and the steeper the slope, the more difficult and hazardous it would be to maintain. It would be possible to use geosynthetics to create steeper slopes, but this would not satisfy the aim of minimising the scheme's footprint in the WHS. Their use would involve the over-excavation of the ground prior to reinstatement which would increase the potential archaeological impact.	N
ENV#229	Land around the scheduled monument to the west of the current long barrow roundabout could be reverted to chalk grassland for ecological and archaeological reasons. Also reverting the land to the east of the western tunnel entrance would protect a scheduled monument from the plough and link with the chalk grassland field to the east.	✓				Opportunities for chalk grassland reversion and biodiversity gain are being taken, consistent with the scheme's objective to improve biodiversity along the route. This is being achieved in a number of ways, including removing the A303 and connecting habitats within much of the WHS. Full details of where chalk grassland reversion is proposed, and the biodiversity improvements, can be found in ES Chapter 8. The areas of land mentioned are not required permanently for the scheme and it will be for the relevant landholders to determine the future use of those areas.	N

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ENV#230	The scheme is a great improvement on the route options taken to consultation in 2017 and the presented scheme had significantly improved in terms of the impact on the WHS. The removal of over 3km of the surface A303 and the reunification of the landscape will improve the ability of the public to appreciate the whole WHS rather than the isolated north part, which is the case at present.	✓				Thank you for your comment	N
ENV#231	The protection of OUV and the Authenticity and Integrity of the WHS are key considerations in assessing proposals within the site or its setting.	✓				Agreed. The Heritage Impact Assessment (HIA), as set out in ES Appendix 6.1, HIA, considers the implications of the scheme in the context of the protection of OUV and the Authenticity and Integrity of the WHS.	N
ENV#232	East of Countess Roundabout – The proposals would have a positive impact on Scheduled Monument No. 1009566. It is vital that measures are taken to protect the	✓				During construction, the monuments will be protected by establishing a 10 metre fenced buffer zone around them. Once the permanent diversion route has been created, the northern section of the Amesbury Road will be closed to vehicular traffic, affording protection to the monument.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	monument from further vehicle damage once the byway diversion has been created.						
ENV#233	The proposed location of the eastern tunnel portal improves upon that of the 2017 public consultation scheme, providing greater separation between the portal and the Stonehenge Avenue. There is an eventual prospect of making much of the course of the Avenue through the landscape accessible to future generations which would be a significant achievement for the conservation and enhancement of the WHS and major improvement on the present surface road.	✓				Thank you for your comment.	N
ENV#234	The proposed portal location is acceptable in OUV terms provided that it is mitigated by the proposed 200m extension, which gives essential landscape	✓				Thank you for your comment. The canopy extension has been included as part of the scheme proposals.	Y

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	mitigation. The western portal is in our view well located to make best use of the natural topography having a relatively low visual impact when viewed from most sites and monuments that convey OUV.						
ENV#235	The bored tunnel would deliver huge benefits to the WHS by facilitating the removal of the damaging/intrusive surface road. Benefits include improving visitors' experiences, improve the setting of some of the county's most important prehistoric monuments and restore tranquillity to this landscape.	✓				Thank you for your comment.	N
ENV#236	Longbarrow junction has the potential to impact positively upon the OUV of the WHS, provided the design detail of the new junction is sensitive to its location within the setting of the WHS. The positive	✓				The detailed design of the Longbarrow junction will be sensitive to its location within the setting of the WHS. Further archaeological evaluation and assessment will inform the final details to ensure the potential benefits are secured.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	recommendations are made possible by the new road in cutting to the south of the line of the existing A303.						
ENV#237	The commitment to avoid intrusive lighting at Longbarrow junction is a welcome and necessary one. We are keen to learn more about how intrusive lighting will be avoided. We are keen to be engaged about lighting at this junction.	✓				The design of the new Longbarrow junction, including appropriate signing and road markings (which will be finalised at the next detailed design stage), will ensure it will operate safely without the need for intrusive road lighting. The two roundabouts will be signal controlled to secure their safe use by motorised and non-motorised users. Highways England will continue to engage with Historic England during the continuing stages of the scheme's design.	N
ENV#238	We welcome commitments from Highways England to avoid intrusive signage within and adjacent to the WHS.	✓				The detailed design of the scheme, including signage details, will be sensitive to its location within and adjacent to the WHS. Highways England will continue to engage with Historic England to ensure any impacts are minimised as far as is reasonably practicable.	N
ENV#239	From Countess to proposed Eastern Portal - any new signage will require very careful consideration at this location due to the proximity of Amesbury Abbey and Vespasian's Camp.	✓				The detailed design of the scheme, including signage details, from Countess to the eastern tunnel portal will be sensitive to its location within the setting of the WHS and in proximity to Amesbury Abbey and Vespasian's Camp. Further archaeological evaluation and assessment will inform the final details to ensure the potential impacts to setting are avoided and benefits to the WHS and other monuments are secured. Highways England will continue to engage with Historic England to ensure any impacts are minimised as far as is reasonably practicable.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#240	Countess Roundabout / junction – There is the potential for indirect impacts (settings and visual) upon Amesbury Abbey, Amesbury Conservation Area, and Countess Farm. We would welcome the opportunity to discuss the impacts further with Highways England.	✓				While Impacts at Countess will be reduced through landscaping and planting and the provision of noise barriers along the raised section of flyover, the construction of the flyover will unavoidably result in a permanent significant adverse effect on the setting of the Grade II-listed buildings at Countess Farm. There will also be permanent non-significant adverse effects arising from changes to the settings of Amesbury Abbey Registered Park and Garden, and Amesbury Conservation Area. Full details of the cultural heritage assessment in this area can be found in ES Chapter 6. Highways England will continue to engage with Historic England during the continuing stages of the scheme's design.	N
ENV#241	Regarding the eastern tunnel portal, the proposals are acceptable in principle and should preserve OUV. This is because of, for instance, negligible archaeological impact and preservation of the Avenue. However, the infrastructure must be designed and sensitively to ensure the improvement is fully realised. We are concerned that the impact upon the setting of Vespasian's Camp scheduled monument is also assessed and any	✓				Between the eastern tunnel portal and the Countess junction, a combination of moving the new road to the north of the existing A303 and re-using the existing dual carriageway as much as possible, accompanied by the associated infrastructure being sensitively designed, will serve to minimise any impacts within the WHS, including on the setting of Vespasian's Camp. The cultural heritage assessment, as reported in ES Chapter 6, has concluded that there would be no adverse effects on Vespasian's Camp arising from the scheme.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	impacts identified properly mitigated.						
ENV#24 2	The proposal to provide connectivity for motor vehicles between Byways Open To All Traffic (BOATs) 11 and 12 causes us serious concern. It would encourage more vehicles to use the byways which would harm the OUV and is against the aim of the scheme to remove intrusive sight and sound of traffic from much of the Stonehenge WHS. It should be a Restricted Byway only for walkers, cyclists and horse riders/carriages.	✓				Taking into consideration this feedback and that of others from the statutory consultation, the previously proposed link to the south of the existing A303 between Byways 12 and 11 has been removed from the scheme proposals. This change to the scheme proposals presented for statutory consultation was one of three changes put forward for the supplementary consultation summarised in Chapter 6 of this report. Walkers, cyclists and horse riders/carriages will be able to travel between Byways 11 and 12 via the new restricted byway being provided along the old A303 through the WHS.	Y
ENV#24 3	The western section of the proposed scheme within the WHS has the potential to impact adversely upon the WHS and its OUV unless very carefully	✓				The preferred route for the scheme was selected to protect OUV, including avoiding known archaeological remains, important sites and monuments. Subsequent careful and sensitive design development, including mitigation measures to limit or avoid impacts, has been informed by a developing Heritage Impact Assessment, as set out in ES Appendix 6.1, HIA. This has informed the choice of options for the cutting approach to the tunnel and canopy design over the tunnel entrance in the western part of the WHS, as well as the positioning of	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	and sensitively designed.					a c.150 metre wide green bridge near Longbarrow (as one of three changes put forward for the supplementary consultation reported in Chapter 6). The removal of the A303 from the Stonehenge landscape will result in extensive benefits for the WHS. The cultural heritage assessment for the scheme can be found in the ES, Chapter 6. The careful and sensitive design will continue, and the assessment shows that, overall, the scheme will benefit the WHS and sustain its OUV.	
ENV#244	The new road, its embankment and viaduct will all be visible from the scheduled monuments to the north of the new road between Winterbourne Stoke and Shrewton. A thorough assessment of the potential setting impact upon these assets must be carried out so the effects can be determined and mitigation agreed.	✓				The heritage assessment takes account of heritage assets between Winterbourne Stoke and Shrewton, as set out in ES Chapter 6, Cultural Heritage. These assets are identified in ES Figures 6.3, Scheduled Monuments, and referenced in the heritage assessment.	N
ENV#245	Historic England, in partnership with the National Trust, prepared an outline OUV assessment titled 'Stonehenge A303 Improvement: Assessment of aspects of the Preferred Route as at 4th December 2017, March 2018'. Our views are informed by	✓				Highways England can confirm receipt of the 'Stonehenge A303 Improvement: Assessment of aspects of the Preferred Route as at 4th December 2017, March 2018', which was provided as part of Historic England's response to statutory consultation. This assessment has been considered in the development of Highways England's Heritage Impact Assessment (HIA), as referenced in ES Chapter 6, Appendix 6.1, HIA. The HIA has been undertaken through consultation and liaison with the Heritage Monitoring Advisory Group (HMAG) which includes Historic England and National Trust, as well as Wiltshire Council Archaeology Service and English Heritage.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	the conclusions of that document.						
ENV#24 6	The definitive advice of Historic England on the scheme, or any individual element of it, can only be undertaken once the design is finalised.	✓				Your comment is noted. Highways England will continue to engage with Historic England during the continuing stages of the scheme's design.	N
ENV#24 7	East of Countess Roundabout - The proposals would have little or no impact upon the setting of the WHS or designated assets to the west of Countess roundabout and the A345 Amesbury-Durrington road.	✓				Thank you for your comment.	N
ENV#24 8	Countess Roundabout junction - It does not appear that the proposals would have significant impact upon OUV of the WHS. Careful consideration will need to be given to associated infrastructure (e.g. signage, fencing etc.).	✓				Consideration has been given to the infrastructure at Countess Roundabout, to reduce the visual intrusiveness and avoid impact on the OUV of the WHS. The heritage assessment, as set out in ES Chapter 6, concludes that the new Countess junction proposals will not have a significant impact on the OUV of the WHS. The detailed design of the Countess junction, including the associated infrastructure, will be sensitive to its location within the setting of the WHS.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#249	It may be that the Blick Mead site is dependent in part on the maintenance of groundwater levels within the site. An appropriate assessment (see recent Historic England guidance) will be important in identifying any sensitivities and designing effective mitigation.	✓				The scheme's potential impacts on groundwater levels and flows have been assessed and the assessment shows there will not be any adverse effect on spring flows at Blick Mead, showing that the scheme will have no adverse impact on Blick Mead. However, given the interest in the site, both from members of the public and heritage bodies, hydrological monitoring at Blick Mead will continue and will include monitoring of water levels and water quality at shallow depths. Further information can be found in ES Chapter 11, Appendix 4, Annex 3, Blick Mead Tiered Assessment, which was completed in accordance with Historic England's guidance.	N
ENV#250	We note that from ongoing discussions with Highways England, it appears there will be no harmful effect upon the Blick Mead site.	✓				The scheme's potential impacts on groundwater levels and flows have been assessed and the assessment shows there will not be any adverse effect on spring flows at Blick Mead, showing that the scheme will have no adverse impact on Blick Mead. Further information can be found in ES Chapter 11, Appendix 4, Annex 3, Blick Mead Tiered Assessment.	N
ENV#251	The Winterbourne Stoke Bypass will largely be out of sight of much of the WHS and is unlikely in our view to have an adverse impact on its setting.	✓				Your comment is noted.	N
ENV#252	A substantial programme of evaluation is required to allow us to understand the direct impacts of the proposed scheme. This	✓				A comprehensive programme of archaeological evaluations, the scope of which was agreed with HMAG and endorsed by the Scientific Committee, has continued over the scheme area, which includes land to be acquired temporarily and permanently, both within and outside of the WHS. The cultural heritage assessment, reported in Chapter 6 of the ES, provides detail of the archaeological	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	includes all areas within the red line boundary and land affected by temporary infrastructure.					evaluation surveys and assessments that have been undertaken to inform the design of the scheme. The evaluations will continue pre-construction of the scheme.	
ENV#253	Where archaeological excavation is required, it is important the project commits to a full and timely programme of post-excavation analysis, archive preparation and appropriate publication. Funding must be available for the full publication of results in a suitable and appropriate format. There should also be adequate resources made available for the long-term storage of the archive arising from archaeological work.	✓				The principles of archaeological mitigation, including archaeological excavation, are outlined in Appendix 6.11 of the ES, Archaeological Mitigation Strategy, which has been informed by a comprehensive programme of archaeological evaluation. In general, archaeological remains that cannot be protected in-situ would be excavated prior to construction and recorded to the highest standards. A detailed mitigation strategy, including resourcing and arrangements for publishing results and storing/displaying finds, will be agreed with Wiltshire Council Archaeology Service and the Heritage Monitoring Advisory Group.	N
ENV#254	Any groundwater sensitivity may be due to fluctuations in surface water entering the site through drainage ditches alongside the existing A303. Highways England must understand the role of	✓				The implications of the scheme for the Blick Mead site have considered potential impacts on groundwater levels and flows at the site, including the influence of highway drainage on water levels, concluding that the drainage may be contributing some overland flow to the Blick Mead site, though only during times of heavy rainfall. The assessment shows that there will not be any adverse effects on spring flows at Blick Mead. However, given the interest in the site, both from members of the public and heritage bodies, hydrological monitoring at Blick Mead will continue and will include monitoring of	N

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	those ditches in maintaining those waterlogged conditions at Blick Mead and ensure the scheme has no negative impact on that flow. In relation to Blick Mead, targeted assessment of the small-scale groundwater environment within the relatively restricted area of Blick Mead would be advantageous.					the small-scale groundwater environment, including in relation to water levels and water quality at shallow depths. Further information can be found in ES Chapter 11, Appendix 4, Annex 3, Blick Mead Tiered Assessment.	
ENV#255	The treatment for the portal extension should best replicate the existing landform within its footprint.	✓				The grassed-over canopy extensions will replicate, as far as is reasonably practicable, the existing landform over the top of the tunnel, aiding the integration of the scheme into the landscape.	Y
ENV#256	Western portal to the new A303/A360 junction location – The design and mitigation of this section is vital to protecting the OUV of the WHS. The treatment for the western tunnel approach cutting should set the road within the steep-sided 'abutment' cutting rather than a gently-sloped 'open' cutting. Steep-sided	✓				The vertical retaining wall option has been chosen for the western cutting approach to the tunnel to minimises the area of land being disturbed in the WHS. The retaining walls will receive sensitive consideration, following Highways England's guide 'The Road to Good Design'. Further mitigation in this location includes the adoption of a grassed canopy over the tunnel entrance in the western part of the WHS, as well as the positioning of a c.150 metre wide green bridge near Longbarrow (as one of three changes put forward for the supplementary consultation reported in Chapter 6). The careful and sensitive design will continue, and the assessment shows that, overall, the scheme will benefit the WHS and sustain its OUV.	Y

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	cutting will require retaining walls and the design of these will need sensitive consideration. Further landscape mitigation will be required to minimise the impact upon OUV within this section.						
ENV#257	The 45m wide green bridge on the site of the current Longbarrow junction will do little to provide the necessary landscape mitigation to offset the impact of cutting upon two key groups of sites and monuments that convey OUV. Where the Winterbourne Stoke and Diamond groups lie in close proximity, additional landscape mitigation is required. The proposed green bridge provides connectivity but not effective landscape mitigation. We suggest a wider land bridge of 150m that is located to the east of the proposed old-A360 location.	✓				This suggestion has been adopted for the scheme, being one of three changes put forward for the supplementary consultation summarised in Chapter 6 of this report.	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#258	Careful design and use of subtle landscaping techniques would be preferable to screen planting. We note the indicative proposed tree/scrub planting proposed around parts of the proposed Green Bridge No.3 and approaches and would recommend that landscape planting is avoided at this location, in accord with the draft WHS Woodland Strategy.	✓				The A303 will be set in cutting under Longbarrow junction, which will do much to screen it from view from the WHS and aid in its integration into the landscape. In keeping with the open character of the landscape and the ambitions of the WHS Management Plan, tree planting will be kept to a minimum in favour of chalk grassland.	N
ENV#259	This scheme is the best opportunity in a generation to resolve the traffic problems affecting the WHS. It has the potential to protect the OUV of the WHS and deliver substantial public benefits through the removal of the current surface of the A303 and the reunification of the two halves of the Stonehenge WHS. The two key outstanding issues are the question	✓				Thank you for your comment. In terms of the two outstanding issues, the previously proposed link to the south of the existing A303 between Byways 12 and 11 has been removed from the scheme proposals (as one of three changes put forward for the supplementary consultation summarised in Chapter 6 of this report). The landscape mitigation east of the existing Longbarrow roundabout has been addressed by measures including the grassed canopy extension over the western tunnel entrance, and the positioning of a c.150 metre wide green bridge near Longbarrow (as one of three changes put forward for the supplementary consultation reported in Chapter 6). The careful and sensitive design will continue, and the assessment shows that, overall, the scheme will benefit the WHS and sustain its OUV.	Y

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	of landscape mitigation east of Longbarrow roundabout and the issue of the proposed byway link for motorised vehicles south of Stonehenge.						
ENV#260	We welcome the proposals for specific consideration of leaching of phosphorus from phosphatic chalk.	✓				Thank you for your comment.	N
ENV#261	We welcome the proposal to use closed face boring for tunnel construction.	✓				Thank you for your comment.	N
ENV#262	We support the production of a Construction Environmental Management Plan (CEMP).	✓				Thank you for your comment.	N
ENV#263	We are pleased the PEIR references the potential requirement of otter fencing and the safe passage of otter.	✓				Thank you for your comment. Highways England can confirm that, in order to avoid potential impacts of direct mortality, the culverts located near the River Avon will be retained and otter fencing installed either side of the river to guide otters (and other wildlife) to safe crossing points	N
ENV#264	We are pleased that the proposed drainage schemes will be designed to enhance biodiversity. The ES	✓				Thank you for your comment. The proposed drainage strategy is set out in ES Appendix 11.3, Road Drainage Strategy. The detail of the drainage headwalls and outfalls will be developed during the detailed design stage. Highways England is committed to ensuring that a high quality design approach will be maintained, being fully sensitive to the	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	should include a commitment that designs for any proposed outfalls/headwalls will also seek to be as unobtrusive and under engineered as possible.					scheme's surrounding context, following Highways England's guide 'The Road to Good Design'.	
ENV#265	We are pleased the temporary crossing for River Till will be a bridge and not an in stream structure.	✓				Thank you for your comment.	N
ENV#266	We disagree with the statement that there will be no indirect impact on fish from noise and vibration. There are potential risks from construction activities (e.g. noise, vibration and increased siltation from the works). The ES should include an assessment of all potential impacts from both the construction works and the operation upon fish within both watercourses.	✓				During construction, the Rivers Till and Avon will be protected by mitigation measures contained within the Construction Environmental Management Plan (CEMP), to avoid, for example, spillages discharging to ground and polluting the rivers. Other measures, specifically for the avoidance of indirect impacts on fish from noise and vibration, include programming construction of the River Till viaduct so as much work as possible is done while the winterbourne river is seasonally dry. The potential impacts on fish during construction and operation have been assessed and reported in ES Chapter 8, Biodiversity. The overall conclusion is that fish species within the study area will experience no adverse effects. During operation, there is likely to be a moderately beneficial residual effect for water quality in the River Avon SAC as a result of improved treatment and prevention of pollution from road run-off, compared with the current situation.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#267	Wild brown trout spawn in the upper reaches of the River Till and the most sensitive time is 1 November to 30 April. This time should be avoided.	✓				Construction of the River Till viaduct will be programmed so as much work as possible is done while the winterbourne river is seasonally dry, avoiding indirect impacts of fish from noise and vibration. The potential impacts on fish during construction and operation have been assessed and reported in ES Chapter 8, Biodiversity. The overall conclusion is that fish species within the study area will experience no adverse effects.	N
ENV#268	We disagree with the statement that there will be no impacts to migratory spawning as the River Till dries up in autumn.	✓				Construction of the River Till viaduct will be programmed so as much work as possible is done while the winterbourne river is seasonally dry, avoiding indirect impacts of fish from noise and vibration. The potential impacts on fish, including migratory spawning, during construction and operation have been assessed and reported in ES Chapter 8, Biodiversity. The overall conclusion is that fish species within the study area will experience no adverse effects.	N
ENV#269	There are risks on fish migration, particularly important at the time of year when both migratory and non-migratory salmonids will travel upstream seeking spawning sites (e.g. through a physical barrier to fish migration). Also there is a risk to salmonids if there is likely to be a considerable disturbance of sediment due to the construction of the new road. Mobilisation of sediment	✓				The scheme does not include any temporary or permanent structures within either the River Till or River Avon that would act as a physical barrier to fish migration. During construction, both rivers will be protected by mitigation measures contained within the Construction Environmental Management Plan (CEMP), to avoid, for example, spillages discharging to ground and polluting the rivers. Further information can be found in ES Chapter 8, Biodiversity. The overall conclusion is that fish species within the study area will experience no adverse effects.	N

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	can cause mortality of trout eggs.						
ENV#270	The PEIR refers to a shading study but we cannot see it referenced. Please provide this.	✓				The bridge shading study has been submitted with the DCO application as an annex to the ES, Appendix 8.25, Annex 1, Shading Study, and Annex 2, Bridge Shading Assessment.	N
ENV#271	We have not seen the flood risk assessment and so have been unable to comment in any detail on matters of flood risk.	✓				The PEIR presented preliminary environmental information required for the purposes of statutory consultation. The detailed flood risk assessment (FRA) has been completed and is set out in ES Appendix 11.5 submitted with the DCO application. The FRA was shared with relevant statutory bodies ahead of the DCO application and shows the scheme will not cause any increase in flood risk.	N
ENV#272	In addition to the DCO, an environmental permit for flood risk activities may be required to carry out certain works e.g. in, under, over or near a main river.	✓				Highways England has been engaging and will continue to engage closely with the Environment Agency, including with regards to environmental permitting and other consent requirements.	N
ENV#273	The waste management issues discussed within the PEIR are noted, no further comments.	✓				Your comment is noted.	N
ENV#274	Ecological data that is collected as part of the A303 project should be shared with the relevant statutory bodies. We are interested in the	✓				The ecological survey data collected for the scheme has been and will continue to be shared with the relevant statutory bodies. The full EIA, which has been informed by comprehensive ecological data, has been reported in the ES that forms part of the DCO application. The detailed ecological assessment is set out in ES Chapter 8, Biodiversity (document reference 6.1), and is supported by a series of	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	great crested newt record on the River Till and any other water related species and habitats information.					ecological surveys appendices (document reference 6.3), which include those related to great crested newts and other water related species and habitats.	
ENV#275	It is noted that a Water Framework Directive Assessment will be undertaken. A WFD compliance assessment report should be produced alongside the ES.	✓				A Water Framework Directive (WFD) Compliance Assessment has been undertaken alongside and to inform the EIA and is presented as part of the ES at Appendix 11.2, WFD Compliance.	N
ENV#276	The 'with development' fluvial hydraulic modelling will need to consider both the permanent and temporary works.	✓				The detailed fluvial model, as set out in ES Appendix 11.5, Annex 1A, Fluvial Hydraulic Modelling Report, considers both temporary and permanent works associated with the scheme. The flood risk assessment (FRA), as informed by the fluvial model, shows no increase in flood risk. The Till viaduct has been designed to span the river and its floodplain to avoid any adverse effects. Construction activity within the floodplain will be controlled by measures contained in the Construction Environmental Management Plan (CEMP), to avoid adverse effects. The existing A303 bridge over the River Avon will remain unchanged.	N
ENV#277	Modelling associated with any temporary works must be carried out as part of the full flood risk assessment submitted in support of the DCO and not left to a later date.	✓				The detailed flood risk assessment (FRA), as set out in ES Appendix 11.5, includes an assessment of both temporary and permanent works associated with the scheme. The FRA shows no increase in flood risk.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#278	Further detailed information is required to demonstrate that risks to quality and quantity of controlled waters will be acceptable (e.g. drainage strategy and management of contaminated land)	✓				The PEIR presented preliminary environmental information required for the purposes of statutory consultation. A full EIA has been undertaken including a detailed assessment of the potential risks to controlled water, as set out in ES Chapter 11, Road Drainage and the Water Environment (document reference 6.1) and its technical appendices (document reference 6.3). The assessment shows no significant changes to hydrology, surface water quality or groundwater quality during either the construction or operational phases of the scheme. During operation, there is likely to be a moderately beneficial residual effect for water quality in the River Avon SAC as a result of improved treatment and prevention of pollution from road run-off, compared with the current situation.	N
ENV#279	The risk posed to controlled waters by contamination should be managed using the guidelines set out in the Model Procedures for the Management of Land Contamination.	✓				The Outline Environmental Management Plan (OEMP), the ES Appendix 2.2 (document reference 6.3), submitted with the DCO application makes specific reference to how the risk to controlled waters by contamination will be managed using the guidelines set out in the Environment Agency's Model Procedures for the Management of Land Contamination. Construction risk to controlled waters will be managed through the implementation of a Construction Environmental Management Plan (CEMP) which will be based on the OEMP in the ES Appendix 2.2 (document reference 6.3).	N
ENV#280	Where excavated materials are to be re-used it must be demonstrated that risks to controlled waters are acceptable and the work carried out in accordance with the appropriate environmental permit, exemption of CL:AIRE	✓				Chemical testing and assessment of the solubility and leachate potential of the material, including the phosphatic chalk, that the tunnel will bore through shows that the material does not pose a risk to controlled waters. Further information on the materials to be excavated can be found in the ES Chapter 10, Geology and Soils (document reference 6.1). During construction the excavated materials will be tested and treated as necessary to ensure their suitability for re-use. It has been agreed with the Environment Agency that the tunnel excavated material will not be a waste material and therefore will not be subject to environmental permitting for re-use purposes. Instead, the material will be managed under the CL:AIRE code of practice.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	Definition of Waste Code of Practice.						
ENV#281	The calibration of the local groundwater model should be at least as good as the regional model for levels and flows in the area of interest.	✓				The calibration of the local groundwater model is as good as the regional model and has been improved above the regional model calibration for peak water levels. Details of the local groundwater model are presented in ES Appendix 11.4, Annex 1, Groundwater Numerical Model.	N
ENV#282	The assessment should consider the uncertainties around hydrogeology and what further information will be required to ensure risks to quality and quantity of controlled waters and from flooding are acceptable. Any requirement for further ground investigation must be identified at the earliest opportunity.	✓				The assessment does consider the uncertainties around hydrogeology, with sufficient ground investigation having been carried out to inform the assessment. There has been extensive collation of baseline hydrological data to inform a hydrological model which has been developed in consultation with the Environment Agency and Wiltshire Council. The outcome of the full groundwater assessment is reported in ES Chapter 11, Road Drainage and the Water Environment, which concludes that there will be no likely significant adverse effects on groundwater as a result of the scheme.	N
ENV#283	Outputs from the impact assessment should demonstrate the potential impacts in terms of quality and quantity on groundwater and surface water	✓				A full EIA has been undertaken including a detailed assessment of the potential risks to groundwater and surface water, as set out in ES Chapter 11, Road Drainage and the Water Environment (document reference 6.1) and its technical appendices (document reference 6.3). The assessment shows no significant changes to hydrology, surface water quality or groundwater quality (including at locations such as abstraction points) during either the construction or operational	N

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	receptors. The assessment should cover both the construction and operational phases (and include locations such as abstraction points).					phases of the scheme. During operation, there is likely to be a moderately beneficial residual effect for water quality in the River Avon SAC as a result of improved treatment and prevention of pollution from road run-off, compared with the current situation.	
ENV#284	Where topography is altered by the scheme, consideration should be given to the relation between finished ground levels and the full range of expected groundwater levels. This will assess the risk of flooding or changes to ground or surface water flow pathways.	✓				The detailed flood risk assessment (FRA), as set out in ES Appendix 11.5, includes consideration of changes in topography, for example in relation to engineered embankments and cuttings and the proposed reshaped landscaped area east of Parsonage Down. The FRA shows there will be no increase in flood risk as a result of the scheme or adverse effects on ground or surface water flow pathways.	N
ENV#285	Further details of the proposed mitigation (including monitoring strategy) are required and we recommend early dialogue with the Environment Agency to determine what abstraction licences or environmental permits for discharges may be required.	✓				Details of mitigation and monitoring proposals associated with the water environment are set out in ES Chapter 11, Road Drainage and the Water Environment (document reference 6.1). Highways England has been engaging and will continue to engage closely with the Environment Agency, including with regards to any environmental licences and permits required.	N

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ENV#286	Further information is required on the scheme to ensure risks to water quality are acceptable and to determine whether an environmental permit is required for discharge.	✓				A full EIA has been undertaken including a detailed assessment of the potential risks to groundwater and surface water, as set out in ES Chapter 11, Road Drainage and the Water Environment (document reference 6.1) and its technical appendices (document reference 6.3). The assessment shows no significant changes to hydrology, surface water quality or groundwater quality during either the construction or operational phases of the scheme. During operation, there is likely to be a moderately beneficial residual effect for water quality in the River Avon SAC as a result of improved treatment and prevention of pollution from road run-off, compared with the current situation. Highways England has been engaging and will continue to engage closely with the Environment Agency, including with regards to any environmental licences and permits required.	N
ENV#287	Measures for the storage and handling of potential pollutants should be included in the Construction Environmental Management Plan (CEMP). The CEMP will also cover potential connectivity of run off from haul roads to controlled waters and plant oil/fuel losses whilst in use.	✓				The Outline Environmental Management Plan (OEMP), in the ES Appendix 2.2 (document reference 6.3). submitted with the DCO application, includes specific measures for the control of construction risk to water quality. During construction, risk will be managed through the implementation of a Construction Environmental Management Plan (CEMP) which will be based on the OEMP in the ES Appendix 2.2 (document reference 6.3). and will include measures for the storage and handling of potential pollutants, covering potential plant oil/fuel losses and run off from haul roads. The assessment, as set out in ES Chapter 11, Road Drainage and the Water Environment (document reference 6.1), shows no significant impacts on water quality. During operation, there is likely to be a moderately beneficial residual effect for water quality in the River Avon SAC as a result of improved treatment and prevention of pollution from road run-off, compared with the current situation.	N
ENV#288	Drainage should be via sustainable drainage systems (SuDS) designed and maintained to current good practice	✓				Existing drainage of highway run-off does not meet current standards on any part of the existing A303 from Yarnbury Castle to east of the River Avon. Drainage on the scheme has been designed to current good practice standards (including measures capable of containing contamination from the reasonable worst case spill scenarios) and will use carrier pipes to convey run-off to drainage treatment areas	N

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	standards. These measures should be capable of containing contamination from the reasonable worst case spill scenario.					where contaminants will be absorbed before the run-off is discharged to ground. Details of the drainage solution are set out the Case for the Scheme (Application Document 7.1) Through the use of Sustainable Drainage Systems (SuDS), the scheme will deliver an improvement in road drainage quality against the existing system.	
ENV#289	Highway Sustainable Drainage Systems (SuDS) will need to be carefully engineered to both balance flows and protect the water environment from pollution.	✓				Existing drainage of highway run-off does not meet current standards on any part of the existing A303 from Yarnbury Castle to east of the River Avon. The drainage system on the scheme has been designed to current good practice standards to balance flows and protect the water environment from pollution. The system will use carrier pipes to convey run-off to drainage treatment areas where contaminants will be absorbed before the run-off is discharged to ground. Details of the drainage solution are set out in the Case for the Scheme (Application Document 7.1). Through the use of Sustainable Drainage Systems (SuDS), the scheme will deliver an improvement in road drainage quality against the existing system.	N
ENV#290	The maps provided with the PEIR are not clear. Different colours for different designations and highlighting rivers would be helpful. It would be helpful to highlight the watercourses for clarity.	✓				The plans and drawings presented at consultation and in the PEIR illustrated the scheme and the preliminary environmental information in sufficient detail for people to understand the proposals on which they were being invited to express their views. Since statutory consultation, plans and figures accompanying the Environmental Statement submitted with the DCO application have been prepared and updated to show a much higher level of detail.	N
ENV#291	The impacts of proposed lighting should be considered, particularly in relation to bats and fish.	✓				There will be no open-road lighting along the scheme, except for existing lighting at Countess roundabout being retained. The existing lighting at Longbarrow roundabout will be removed. The potential impact of the scheme on bats and bat flight paths from lighting is assessed in ES Chapter 8, Biodiversity. Overall the assessment concludes there will be no significant effects on bats. In relation to impacts on fish from lighting, the ecological impact assessment does	N

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						not consider this as there is no new lighting proposed in relation to either the River Till or River Avon.	
ENV#292	The PEIR does not state how wide the land corridor/buffer will be. With any bridge, sufficient room should be left for the safe and free movement of otters (and other wildlife) up and down the catchment.	✓				The PEIR provided preliminary information required for the statutory consultation. Since then the scheme's details have been further refined as reported in the ES. In relation to otters (and other wildlife), to avoid potential impacts of direct mortality, the culverts located near the River Avon will be retained and otter fencing installed for up to 300m either side of the river to guide otters (and other wildlife) to safe crossing points. The scheme does not include any works in relation to the existing crossing of the River Avon to the east of Countess roundabout. Information about the scheme's mitigation proposals in relation to otters (and other wildlife) is set out in detail in ES Chapter 8, Biodiversity. The assessment has concluded that there would be a neutral effect on otters as a result of the scheme.	N
ENV#293	Wildlife passes and fencing should be designed in accordance with the Highways England Design Manual for Roads and Bridges (Part 4 – Natural conservation in relation to otters). There is also an Environment Agency publication (Otters and River Habitat Management) which gives a brief introduction to otter pass design.	✓				To avoid the impacts of direct mortality the culverts located near the River Avon will be retained and otter fencing installed either side of the river to guide otters to safe crossing points. As a minimum, fencing will be designed in accordance with Highway England's Design Manual for Roads and Bridges (Part 4 – Natural conservation in relation to otters). Elsewhere in the scheme, mammal tunnels (wildlife passes) will also have regard to guidance from the Environment Agency and be designed in accordance with DMRB Part 4.	N

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ENV#294	Opportunities to promote free migration routes for otters must be considered in all future bridge maintenance / renewal programmes.	✓				To avoid the impacts of direct mortality the culverts located near the River Avon will be retained and otter fencing installed either side of the river to guide otters to safe crossing points. For the measures incorporated with the scheme proposals, future maintenance/renewal will include the upkeep of those measures.	N
ENV#295	There is no assessment of non-native invasive species (e.g. Mink, Japanese knotweed and Himalayan balsam). It is expected that an assessment of their presence and control measures will be in the ES.	✓				The PEIR presented preliminary environmental information required for the purposes of statutory consultation. The full EIA considers the presence of non-native invasive species in the context of the scheme, as set out in Chapter 8, Biodiversity of the ES, which forms part of the DCO application. Measures for the removal of non-native invasive species prior to construction will be included within the Construction Environmental Management Plan.	N
ENV#296	There is an impact to the watercourse and loss of floodplain habitat at the bridge support locations. Further mitigation/enhancements to the watercourses should be explored.	✓				The Till viaduct has been designed to span the river and its floodplain to avoid any adverse effects on the flood regime and the floodplain habitat. The flood risk assessment (FRA), as informed by the fluvial model, shows no increase in flood risk. The scheme's objectives include the aim of improving biodiversity along the route. This is being achieved in a number of ways, as set out in ES Chapter 8, Biodiversity. In relation to the Till and Avon, there is likely to be a moderately beneficial residual effect for water quality as a result of improved treatment and prevention of pollution from road run-off, compared with the current situation. While further enhancement work on the watercourses falls outside the scope of the scheme, Highways England is working with the relevant stakeholders to identify opportunities for such legacy benefits to be pursued by other means.	N

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ENV#297	The scheme could contribute to the delivery of River Avon Restoration Plan (RARP) objectives and achievement of 'favourable condition' status for the Hampshire Avon SSSI by mitigating the impact of the road.	✓			✓	The scheme's objectives include the aim of improving biodiversity along the route. This is being achieved in a number of ways, as set out in the ES Chapter 8, Biodiversity. In relation to the Avon, there is likely to be a moderately beneficial residual effect for water quality as a result of improved treatment and prevention of pollution from road run-off, compared with the current situation. While further contribution to the RARP falls outside of the scope of the scheme, Highways England is working with the relevant stakeholders to identify opportunities for legacy benefits like this to be pursued by other means.	N
ENV#298	The scheme has the potential to transform the Stonehenge part of the WHS landscape. If well designed and located sensitively, it could greatly enhance the Outstanding Universal Value of the World Heritage Site, improve the setting of the stones themselves and people's experience of them by removing the surface road.			✓		Thank you for your comment. The scheme has been and will continue to be sensitively designed to provide enhancements for the WHS.	N
ENV#299	The mitigation Highways England has included in the western portal design to protect the OUV of the World Heritage Site is welcome. We largely			✓		Thank you for your comment.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	support the current design.						
ENV#300	We request more detail about the size and exact location of the land bridge (Green Bridge No.4) for the Western Portal to ensure it maintains visual and physical connectivity between barrow groups in the western part of the WHS.			✓		Following the statutory consultation, Green Bridge No.4, to the west of the western tunnel portal, has been widened to approximately 150 metres and its location has been confirmed within the WHS, as one of three changes presented for the supplementary consultation summarised in Chapter 6 of this report. The amended bridge proposal is illustrated on the Environmental Masterplan, ES Figure 2.5 (Application document 6.2). This change has been made to increase the visual and physical connectivity between barrow groups in the western part of the WHS, with the accompanying heritage assessment being reported in ES Chapter 6, and in the Heritage Impact Assessment, ES Appendix 6.1.	Y
ENV#301	We support connecting rights of way so that NMU can explore the landscape.			✓		Thank you for your comment.	N
ENV#302	We support the position of the eastern portal which allows the line of the Avenue to be respected so that visitors can walk the full length of the route.			✓		Thank you for your comment.	N
ENV#303	We are pleased to learn that the scheme will not impact the Blick Mead site. However, its			✓		The scheme will have no adverse impact on Blick Mead. The scheme's potential impacts on groundwater levels and flows have been assessed and the assessment shows there will not be any adverse effect on spring flows at Blick Mead. However, given the interest in the site, both from members of the public and heritage	N

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	hydrology needs to be carefully monitored.					bodies, hydrological monitoring at Blick Mead will continue and will include monitoring of water levels and water quality at shallow depths. Further information can be found in ES Chapter 11, Appendix 4, Annex 3, Blick Mead Tiered Assessment.	
ENV#304	The proposed green bridge will do little to mitigate the impacts of the scheme upon the WHS at this location and suggested a further or wider green bridge in this area. An assessment carried out shows the needs for a wider land-bridge at a position east of the proposed green bridge to ensure meaningful physical and visual landscape connectivity between the Winterbourne Stoke and Diamond monument groups.			✓		Following the statutory consultation, this suggestion has been adopted. Green Bridge No.4 has been widened to approximately 150 metres and its location has been confirmed within the WHS as one of three changes put forward for the supplementary consultation summarised in Chapter 6 of this report. The wider bridge will provide greater physical and visual connectivity between the northern and southern parts of the WHS, and between the groups of monuments in the western part of the WHS, with enhanced heritage, landscape and biodiversity benefits. The accompanying heritage assessment is reported in ES Chapter 6, and in the Heritage Impact Assessment, ES Appendix 6.1.	Y
ENV#305	We are very concerned about the proposal to link existing byways open to all traffic 11 and 12 with a new byway due to adverse impacts on the OUV of the WHS. There will be a negative impact upon			✓		Taking into consideration this and other feedback from the statutory consultation, the previously proposed link to the south of the existing A303 between Byways 12 and 11 has been removed from the scheme proposals. This change to the scheme proposals presented for statutory consultation was one of three changes put forward for the supplementary consultation summarised in Chapter 6 of this report. Access between the two byways for walkers, cyclists and horse riders will instead be provided by the new restricted byway being provided along the old A303 through the WHS.	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	views from and towards the Stonehenge monument. We cannot support the creation of a new route for traffic. The new link should be a restricted byway only for walkers, cyclists and horse riders.						
ENV#306	Clear signposting needed at Countess East junction, portal entrances and on slip roads to the new Longbarrow junction, to help users of the new road and byways navigate towards the Stonehenge visitor centre.			✓		A detailed signage strategy will be developed at the next design stage. It will include clear signing from the A303 directing traffic to use the Longbarrow junction for access to the Stonehenge Visitor Centre.	N
ENV#307	Infrastructure at the Eastern Portal needs to be designed and located sensitively if the improvement is to be properly realised. We are keen to see more on this design.			✓		The design of the eastern portal is described in the Case for the Scheme (Application Document 7.1) and illustrated in the Environmental Masterplan, ES Figure 2.5 (Application document 6.2). In the context of the heritage implications of the portal, full details can be found in ES Chapter 6, Cultural Heritage (document reference 6.1). The further detailed design of the portal and its associated infrastructure will be fully sensitive to its WHS context, following Highways England's guide 'The Road to Good Design'.	N
ENV#308	Following design development since the 2017 route options, we welcome the decision to move the location of the			✓		Thank you for your comment.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	western portal and to placement of the route north of Winterbourne Stoke in deep cutting.						
ENV#309	We fully support the scope of opportunities summarised in the PEIR, particularly the aim of facilitating the spread of invertebrates.			✓		Thank you for your comment.	N
ENV#310	We are concerned about the potential for increase in recreational disturbance at Normanton Down RSPB reserve following the removal of the existing carriageway with the likelihood of rendering it less favourable for stone curlew. We will work with Highways England to develop an acceptable solution to mitigate adverse impact on stone curlew at Normanton Down. A strategy will need to be developed to safeguard the stone curlew's status including: a set of mitigation measures to avoid disturbance, a			✓		Highways England is working closely with the RSPB and Natural England to identify suitable mitigation measures in relation to stone curlew on Normanton Down. Any further mitigation beyond that identified in the ES Chapter 8, Biodiversity, is likely to be pursued by agreement outside the boundary of the scheme. The assessment indicates that the increased access through the WHS will not lead to an adverse effect on stone curlew in the WHS.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	scheme to monitor the number and breeding success of the nesting stone curlews and appropriate compensation measures.						
ENV#311	The breeding population of stone curlew at Normanton Down can be considered to be functionally linked in supporting the Salisbury Plain SPA population. The impacts of stone curlew should be considered in the context of Habitat Regulations Assessment			✓		The potential for the scheme to affect European protected sites, including the potential for impacts on stone curlew in relation to Salisbury Plain SPA, has been fully assessed, as reported in ES Chapter 8, Biodiversity (document reference 6.1), and, with regards to the habitats regulations assessment (HRA), ES Appendix 8.24 and 8.25 (document reference 6.3). The assessment has concluded that, with the implementation of the proposed mitigation, there will be no adverse effect on the integrity of the SPA.	N
ENV#312	We have no objection to the proposals in the context of the lost stone curlew breeding plot in the west of the scheme near Parsonage Down provided that suitable nesting habitat is provided to compensate for the loss. We are confident that, subject to implementation of adequate mitigation (and the removal of the			✓		As set out in ES Chapter 8, Biodiversity, construction of the scheme will result in the permanent loss of a known stone curlew breeding plot at the western end of the scheme. In mitigation, a new breeding plot will be created within Parsonage Down SSSI and NNR. The plot will be created, under agreement with Natural England, approximately 500m from the plot to be lost. Elsewhere along the scheme, including at the Normanton Down RSPB reserve, the effect on stone curlew has been assessed as being neutral and not significant. The potential for stone curlews to nest outside managed stone curlew plots will be kept under observation and managed through the Construction Environmental Management Plan, which will be based on the Outline Environmental Management Plan (OEMP), presented in the ES Appendix 2.2 (document reference 6.3).	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	existing carriageway between the Avenue and Longbarrow roundabout), significant adverse effects can be avoided on the stone curlew.						
ENV#313	The Scheme presents significant opportunity to achieve the Lawton principles of landscape scale conservation. In particular this relates to the strategic connectivity for chalk grassland habitats and associated species.			✓		The scheme is pursuing a landscape scale approach, consistent with the Lawton principles, to mitigation and connectivity (as set out in the proposed Environmental Masterplan at Appendix 2.1 of the ES (Application document 6.3) which, using a combination of green bridges, bunds, new planting of calcareous grassland, trees, hedgerow and shrubs, will see the creation a mosaic of high quality habitat. A full range of ecological surveys has been undertaken in support of this approach, as set out in ES Chapter 8, Biodiversity.	N
ENV#314	We recommend that consideration be given to modifications aimed at disabling encampment e.g. reducing the widths of Byways 11 & 12 as a measure to reduce disturbance and re-routing the proposed link further north, away from RSPB Normanton Down.			✓		Reducing the widths of Byways 11 and 12 is something that is beyond the scope of the scheme. The suggestion would be a matter for Wiltshire Council to consider as the responsible authority for the byways. Regarding the previously proposed link between Byways 11 and 12, taking into consideration this and other feedback from the statutory consultation, this has been removed from the scheme proposals as one of three changes put forward for the supplementary consultation summarised in Chapter 6 of this report. Access between the two byways for walkers, cyclists and horse riders will instead be provided further to the north of Normanton Down by the new restricted byway being provided along the old A303 through the WHS.	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#315	The potential for construction related impacts on stone curlew e.g. disturbance should be managed through the Construction Environmental Management Plan.			✓		The potential for construction related impacts on stone curlew will be managed through the Construction Environmental Management Plan, which will be based on the Outline Environmental Management Plan (OEMP), presented in the ES Appendix 2.2 (document reference 6.3).	N
ENV#316	An access management plan for Stonehenge WHS is critical in preserving the wildlife refuge in the quieter, southern half of the WHS. RSPB is keen to contribute to this as part of a collaborative approach with other stakeholders.			✓		Thank you for your suggestion. This is beyond the scope of the scheme and its DCO, but the collaboration between stakeholders in relation to the WHS Management Plan will continue in parallel with the continued development of the scheme.	N
ENV#317	We recognise the opportunity the Scheme brings to tackle the road's impact and welcomes the proposal to place the road in a cutting on the western approach to the tunnel which will remove traffic causing a visual intrusion to much of the Stonehenge landscape.			✓		Thank you for your comment.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#318	We acknowledge the removal of vehicles from the existing A303 alignment could provide significant benefits for public access and significant potential for habitat restoration.			✓		Thank you for your comment.	N
ENV#319	We acknowledge that the proposed scheme is a once in a generation opportunity to reconnect the iconic stones with the surrounding ancient monuments to restore the natural sitting and tranquillity lost for generations.			✓		Thank you for your comment.	N
ENV#320	We recognise that Highways England have made many improvements to the scheme design in an attempt to protect the WHS.			✓		Thank you for your comment.	N
ENV#321	We agree that the proposed alignment of the road and the associated western portal position presents the best opportunity to ensure the protection of the WHS.			✓		Thank you for your comment.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#322	We are pleased see that the proposed design for the eastern portal seeks to minimise impact on the landscape and that many of the buildings/infrastructure would be hidden.			✓		Thank you for your comment.	N
ENV#323	We are pleased to see the twin deck approach to allow more light to reach the River Till SSSI.			✓		Thank you for your comment.	N
ENV#324	The drainage infiltration areas as proposed are large and it is not clear how these areas will be managed and how the potential impact on the water quality will be managed.			✓		Taking into consideration the consultation feedback, the number of drainage infiltration areas have been rationalised in terms of reducing the number from five to four and locating them closer to the new road. Due to the reduced number, each infiltration area needs to be slightly larger to meet the storage capacity requirement and to provide permanently wet areas to create dew ponds which will be managed and maintained to secure biodiversity enhancements. This design refinement reduces the agricultural land take. Further information can be found in ES Appendix 11.3, Road Drainage Strategy. With regards to water quality, existing drainage of highway run-off does not meet current standards on any part of the existing A303 from Yarnbury Castle to east of the River Avon. Drainage on the scheme will use carrier pipes to convey run-off to drainage treatment areas where contaminants will be absorbed before the run-off is discharged to ground. Details of the drainage solution are set out in Case for the Scheme (Application Document 7.1). The scheme will deliver an improvement in road drainage against the existing system.	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#325	The option with the screen on the parapet is preferable to reduce the noise impact on the properties close to this section of the road.			✓		Taking into consideration the feedback from the consultation, a 1.5 metre high environmental screen will be provided on the south side of the viaduct. The screen is not needed on grounds of noise reduction but is justified in terms of the benefits it will provide for Winterbourne Stoke in reducing the visual impacts of traffic.	Y
ENV#326	Highways England will need to ensure the newly built up areas on which the viaduct will sit do not adversely impact on the functionality of the flood plain.			✓		The location and design of the River Till viaduct have been chosen to avoid impacts on the river and its floodplain. As set out in ES Chapter 11, Road Drainage and the Water Environment, the assessment shows there will be no adverse impacts on the functionality of the floodplain.	N
ENV#327	National Trust, in partnership with the Historic England, prepared an outline OUV assessment titled 'Stonehenge A303 Improvement: Assessment of aspects of the Preferred Route as at 4th December 2017, March 2018'. Responses to the consultation are based on this assessment, but are subject to change.			✓		Highways England can confirm receipt of the 'Stonehenge A303 Improvement: Assessment of aspects of the Preferred Route as at 4th December 2017, March 2018', which was provided as part of Historic England's response to statutory consultation. This assessment was considered in the development of Highways England's Heritage Impact Assessment, as referenced in ES Chapter 6, Appendix 6.1, HIA. The HIA has been undertaken through consultation and liaison with the Heritage Monitoring Advisory Group (HMAG) which includes Historic England and National Trust, as well as Wiltshire Council Archaeology Service and English Heritage.	N
ENV#328	We await the publication of the full Environmental Impact Assessment and associated Heritage			✓		The full EIA, including a full cultural heritage assessment, ES Chapter 6, and an accompanying Heritage Impact Assessment (HIA), ES Appendix 6.1, has been completed since statutory consultation and is reported in the ES. The HIA has been developed by Highways England in close consultation with HMAG.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	Impact Assessment to allow us to assess the potential impacts of the proposed scheme and the effectiveness of the mitigation measures.						
ENV#329	Any final decision on the scheme, or any individual element of it, can only be undertaken once the design is finalised.			✓		Your comment is noted. The information that is needed to support the DCO application is contained with the scheme's submission. Highways England will continue to engage with relevant bodies through future stages of the scheme, as appropriate.	N
ENV#330	We strongly object to the proposal to introduce a new route between byways 11 and 12 due to likelihood of adverse impacts on the OUV of the WHS. This will undermine the benefits of the scheme. It is inappropriate to reintroduce damage caused by motorised traffic, which is what the scheme is seeking to address. There is no need or a justification to provide a new link between Byways 11 and 12.			✓		Taking into consideration this and other feedback from the statutory consultation, the previously proposed link to the south of the existing A303 between Byways 12 and 11 has been removed from the scheme proposals. This change was one of three changes put forward for the supplementary consultation summarised in Chapter 6 of this report.	Y
ENV#331	The land bridge options regarding Green Bridge			✓		Following the statutory consultation, this suggestion has been adopted. Green Bridge No.4 has been widened to approximately 150	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	No. 4 do not adequately mitigate the impact of the road as it passes between the Winterbourne Stoke and Diamond barrow groups. The first proposed location for this bridge would provide no mitigation. The second proposed location is improved but the bridge needs to be of a substantially greater width to provide acceptable mitigation. A width of at least 150m is required. Any land bridge must be designed to minimise the visual impact on the landscape whilst improving habitat connectivity and access to the newly created byway.					metres and its location has been confirmed within the WHS as one of three changes put forward for the supplementary consultation summarised in Chapter 6 of this report. The wider bridge will provide greater physical and visual connectivity between the northern and southern parts of the WHS, with enhanced heritage, landscape and biodiversity benefits.	
ENV#332	Regarding the future use of the existing A303 and aspects still under consideration, if the existing alignment becomes a restricted byway, the surfacing should not damage the			✓		Future design refinements of the scheme will take account of all environmental considerations, including the OUV of the WHS. Regarding the surfacing and fencing of the old A303 within the WHS, the details will be determined as part of the scheme's detailed design, and will be sensitive to the WHS landscape while making the new restricted byway fit for use for all its permitted uses. The planning of maintenance and monitoring to ensure proper usage of the restricted	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	WHS. In addition, further information is awaited on the approach to fencing, maintenance and ensuring monitoring and enforcing proper use of the old A303 in the future.					byway will accompany the finalising of the byway details at the next detailed design stage.	
ENV#333	There will need to be discussions with Highways England about how agricultural and landowner access will be maintained on the affected part of the WHS and how suitable access to Stonehenge Cottages will be ensured.			✓		Any severed accesses will be provided with a suitable alternative and this will be agreed with landowners and other affected parties. If this is unachievable then appropriate compensation will be made. The downgraded A303 will accommodate private means of access to Stonehenge Cottages from Stonehenge Road, Amesbury.	N
ENV#334	We object to the proposed design of the ventilation openings due to the likelihood of visual impact with regard to the western portal. The practical and visual impacts of any fencing and additional safety measures required around the openings will need to be considered, as well as the impacts of light			✓		Taking into consideration this and other feedback from the statutory consultation, the fully grassed-over canopy option has been chosen for the western portal.	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	emitted from the openings.						
ENV#335	We have concerns about the incorrect identification of byways on National Trust land and generally within about the poorly defined use of the word “byway” in the consultation materials. We would note that National Trust land (that which is publicly accessible) within the WHS is permissive open access, not open access.			✓		Thank you for your comment about the National Trust’s land being ‘permissive open access’ within the WHS. The designations of the proposed byways (public rights of way) along the scheme were clarified as part the supplementary consultation held on three changes made to the scheme proposals presented for statutory consultation, as described in Chapter 6 of this report.	N
ENV#336	We are pleased to see the beneficial effects of moving Longbarrow junction further west, the placement of the new carriageway in cutting and the proposal to situate the new A360 junction and approach roads in partial cutting thereby reducing the impact of the junction of the Winterbourne Stoke			✓		Thank you for your comment.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	and Diamond groups of monuments.						
ENV#337	The same standards of archaeological evaluation and mitigation to be undertaken by Highways England outside the WHS as within.			✓		The scheme does give equal consideration to archaeology outside and within the WHS. The approach and the results are reported in ES Chapter 6, Cultural Heritage.	N
ENV#338	We are encouraged to see the new NMU route from Winterbourne Stoke to the WHS but are concerned that the current NMU crossing plans are dangerous.			✓		Non-motorised users of the new bridleway from Winterbourne Stoke will be able to use the proposed signalised crossing of the A360 (south) to gain safe access to the new public rights of way in the WHS via Green Bridge 4.	N
ENV#339	In relation to the future use of the existing A303 within the WHS, we await further details of the approach to fencing, the proposed ownership and maintenance approach, the proposals for monitoring and enforcing use, and access arrangements for landowners and Stonehenge cottage.			✓		It is proposed that the section of downgraded A303 within the WHS will become a restricted byway which will also accommodate private means of access arrangements to Stonehenge Cottages and to land adjacent to the new byway. The precise fencing details will be determined at the detailed design stage, in discussion with affected landholders, and will be sensitive to the WHS landscape. The existing A303 highway land within the WHS will be retained by Highways England to secure the future management and maintenance by the relevant highway authority of the restricted byway to be created along the detrunked A303.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	The route should be a restricted byway.						
ENV#340	Highways England must do their utmost to maintain the viability of the farming businesses affected in this section.			✓		Maintaining the viability of farm businesses is an inherent part of the scheme's development and design. Measures include the retention and improvement of farm access via green bridges and the choice of design options to minimise the scheme's footprint to minimise land loss and disruption. The potential for impacts on agricultural operations is set out in ES Chapter 13, People and Communities, which identifies significant temporary adverse effects on seven agricultural holdings during construction and permanent adverse effects on two agricultural holdings. Where applicable, business owners will be compensated for loss of viability or disruption.	N
ENV#341	We welcome the creation of new chalk grassland but would like to understand the mechanisms by which this will be achieved, maintained and monitored.			✓		The grassland will be created and managed in accordance with a 'Landscape Management Plan', which will include consideration of the sourcing of seed and plant material and use of grazing. The proposals are described and assessed in ES Chapter 8, Biodiversity (document reference 6.1).	N
ENV#342	The large area of new ground reshaping east of Parsonage Down could potentially impact on archaeology outside of the WHS and we would encourage Highways England to work closely with Wiltshire Council and Historic England to			✓		A comprehensive programme of archaeological evaluation surveys continues to be undertaken on the land east of Parsonage Down where the ground reshaping is proposed. Any monuments of potential significance, will as far as is practicable, be excluded from the fill placement area. Archaeology that will sit below up to 2m of fill will be retained in-situ, making it accessible for future archaeological investigation. Archaeology that will sit below more than 2m of fill will be subject to full archaeological mitigation ahead of construction, as set out in the Archaeological Mitigation Strategy. Further information can be found in the ES Chapter 6, Cultural Heritage. This approach to evaluation and mitigation has been discussed and agreed with HMAG	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	ensure this concern is appropriately addressed.					and endorsed by the Scientific Committee. Highways England will continue to engage with the relevant heritage bodies on matters of heritage.	
ENV#343	We have not yet seen adequate detail on the use of areas marked up as 'contractor site compounds'. We need to understand this in detail to assess both the permanent and temporary impacts on the WHS. We have not yet seen evidence of how the long-term impact of the construction compounds on ground and water quality and wildlife will be managed and mitigated. We would like to understand any potential impacts on the River Avon SAC.			✓		Details of the construction compounds are provided in ES Chapter 2. The associated potential impacts will be mitigated through the implementation of a Construction Environmental Management Plan (CEMP) which will include, for example, measures to control lighting, dust, noise, spillage, and the movement of construction traffic on roads. The Outline Environmental Management Plan, on which the CEMP will be based, is presented in Appendix 2.2 of the ES. As reported in ES Chapter 11, Road Drainage and the Water Environment, there will be no significant changes to hydrology, surface water quality or groundwater quality during either the construction or operational phases of the scheme, and no resulting impacts on wildlife or on the River Avon SAC. During operation, there is likely to be a moderately beneficial residual effect for water quality in the River Avon SAC as a result of improved treatment and prevention of pollution from road run-off, compared with the current situation.	N
ENV#344	We have not yet been provided with detail on the potential noise impacts of the areas marked as 'contractor site compounds' during construction.			✓	✓	Details of the construction compounds are provided in ES Chapter 2. The associated potential impacts will be mitigated through the implementation of a Construction Environmental Management Plan (CEMP) which will include, for example, measures to control lighting, dust, noise, spillage, and the movement of construction traffic on roads. The Outline Environmental Management Plan, on which the CEMP will be based, is presented in Appendix 2.1 of the ES. ES Chapter 9, Noise and Vibration sets out the assessment of potential	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						construction noise impacts, including from proposed construction compounds.	
ENV#345	We would encourage Highways England to meet the recommendations of the Landscape Institute in the design of all land bridges for this scheme to provide an ecosystem level of connection that will provide benefits for both wildlife and access. The land bridge should be of sufficient width, seeded with native provenance wildflower and grass seed and planted with native shrubs and trees (outside of the WHS).			✓		The Landscape Institute concerns itself with the landscape and visual impact assessment (LVIA), not landscape design. The LVIA methodology draws upon the Guidelines for Landscape and Visual Impact Assessment, Third Edition, 2013, (GLVIA 3) and Highways England Interim Advice Note 135/10, 2010, (IAN135/10). The approach to landscape design is set out in the Design Access Statement submitted with the scheme's DCO application. Regarding the "ecosystem level of connection", the scheme is pursuing a landscape scale approach to mitigation and connectivity, as set out in the proposed Environmental Masterplan, Appendix 2.1 of the ES (Application document 6.3) which will see the creation of diverse high quality habitats. The grassland will be created and managed in accordance with a 'Landscape Management Plan'.	N
ENV#346	We consider that more work is needed on the design of the road as the road leaves the western portal at the western end of the WHS to protect OUV and designated heritage assets. The impact of the scheme on the Winterbourne Stoke and Diamond barrow groups			✓		Taking into consideration this and other feedback from the statutory consultation, in relation to the impacts of the scheme at the western end of the WHS, the suggestion of a wider bridge has been adopted. Green Bridge No.4 has been widened to approximately 150 metres and its location has been confirmed within the WHS as one of three changes put forward for the supplementary consultation summarised in Chapter 6 of this report. The wider bridge will provide greater physical and visual connectivity between the northern and southern parts of the WHS, including between the Winterbourne Stoke and Diamond barrow groups in this western part of the WHS, with enhanced heritage, landscape and biodiversity benefits.	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	is not acceptable without further mitigation. The bridge is currently of insufficient width to provide acceptable mitigation. A land bridge with a width of at least 150m is required.						
ENV#347	If a longer land bridge required internal lighting beneath its length we would expect Highways England to honour the commitment for no external lighting within the WHS.			✓		Highways England can confirm that no external, open-road lighting is proposed along the new road in the WHS.	N
ENV#348	We believe that the newly proposed byway that runs from north to south along the western edge of the WHS must be a restricted byway not open to motorised use.			✓		The proposed byway running north-south from Green Bridge No.4 along the western edge of the WHS will be a restricted byway not open to motorised use.	N
ENV#349	In order to protect the OUV, more work is required to mitigate the impact of the road as it runs between the Winterbourne Stoke and Diamond barrow groups.			✓		Taking into consideration this and other feedback from the statutory consultation, Green Bridge No.4 has been widened to approximately 150 metres and its location has been confirmed within the WHS as one of three changes put forward for the supplementary consultation summarised in Chapter 6 of this report. The wider bridge will serve to help sustain the OUV of the WHS, by providing greater physical and visual connectivity between the northern and southern parts of the WHS, with enhanced heritage, landscape and biodiversity benefits	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						where the route runs between the Winterbourne Stoke and Diamond barrow groups.	
ENV#350	The proposed vertical sides will reduce the visual impact of the traffic and the road itself from the cut. The sloped version of the cutting would have a much greater impact on attributes of OUV of the WHS. It would also require 50% greater land take than the vertically sided solution.			✓		Taking into consideration this and other feedback from the statutory consultation, the vertical retaining wall option has been chosen for the western portal approach.	Y
ENV#351	Even with a bored tunnel length of 3km as per our assessment work, the proximity of the tunnel portal to the Normanton Down barrow group would have a damaging impact on the OUV of the WHS without additional mitigation.			✓		Further mitigation in this location includes the adoption of a grassed canopy over the tunnel entrance in the western part of the WHS, as well as the positioning of a c.150 metre wide green bridge near Longbarrow (as one of three changes put forward for the supplementary consultation reported in Chapter 6). The full EIA, including a full cultural heritage assessment, ES Chapter 6, and an accompanying Heritage Impact Assessment, ES Appendix 6.1, shows that, overall, the scheme will benefit the WHS and sustain its OUV.	Y
ENV#352	The proposed 200m canopy extension to the western tunnel portal has the potential to mitigate the impact of			✓		The fully grassed-over canopy option has been chosen for the western portal.	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	the road on the views between Winterbourne Stoke, Diamond and Normanton Downs. Our work shows this 200m extension is essential to protect the OUV of the WHS.						
ENV#353	Infrastructure at the Eastern Portal needs to be designed and located sensitively if the improvement (i.e. reuniting the Stonehenge Avenue, which is seen as beneficial to the OUV of the WHS) is to be properly realised.			✓		The design of the eastern portal is described in Case for the Scheme (Application Document 7.1) and illustrated in the environmental masterplan, ES Figure 2.5 (Application document 6.2). In the context of the heritage implications of the portal, full details can be found in ES Chapter 6, Cultural Heritage (document reference 6.1). The further detailed design of the portal and its associated infrastructure will be fully sensitive to its WHS context, following Highways England's guide 'The Road to Good Design'.	N
ENV#354	We are pleased to see that the design for the eastern portal seeks to minimise its impact on the landscape and also that the canopy extension at the eastern tunnel portal moves the tunnel entrance further down slope away from Stonehenge Avenue. We would like to see confirmation of aural and light pollution assessments. We seek			✓		Regarding lighting, the tunnel will be lit internally, but there will not be any lighting along the open road inside the WHS. Chapter 7 of the ES considers the potential for visual impacts of the scheme, including from lighting. It has concluded that there would be beneficial effects to landscape and visual receptors in this location. The aural assessment is set out in ES Chapter 9, Noise and Vibration (document reference 6.1) and concludes that, in the vicinity of the eastern tunnel portal, at Stonehenge Cottages and the northern end of Stonehenge Road, there would be a significant beneficial effect during operation, with other noise improvements being seen further into the WHS, as illustrated on ES Figures 9.3 – 9.5.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	assurances that lighting will be avoided in this section of the WHS.						
ENV#355	In order to ensure we are not left with a continuing harm to the WHS we strongly advise that the embankment at Stonehenge Bottom is removed as part of the proposed scheme.			✓		Removing the embankment at Stonehenge Bottom is beyond the scope of the scheme. The scheme as proposed will deliver significant benefits to the WHS while protecting its OUV, as set out in ES Chapter 6, Cultural Heritage.	N
ENV#356	We have concerns in relation to the construction of the A303 flyover at Countess roundabout, including impacts on the Grade 2 listed buildings (Countess Farmhouse and buildings owned by National Trust). We are requesting further information showing evidence that the listed buildings will not be physically damaged and that traffic lights are necessary at the roundabout (and do not lead to increased delays and pollution). We are			✓		While the impact of the new flyover at Countess will be mitigated through landscaping and planting, and the provision of noise barriers, it will result in a permanent significant adverse effect on the setting of the Grade II-listed buildings at Countess Farm. All construction work will be carried out within existing highway boundaries and there will be no direct physical impact on the farm buildings. In terms of noise, there are likely to be significant noise impacts during construction of the scheme which will be controlled through the implementation of a Construction Environmental Management Plan. Detail of the noise assessment can be found in ES Chapter 9, Noise and Vibration. In terms of monitoring, this has been undertaken to the side of Countess Farm, which is considered to be both proportionate and sufficient for the assessment. Regarding lighting, the flyover will not be lit, though lighting will be retained on the roundabout in combination with the use of traffic signals to provide safe crossing facilities for pedestrians and cyclists.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	also concerned about the impact on the National Trust tenants who live in the building and would like more information on mitigation. Noise monitoring should take place at the rear as well as the front of Countess Farm. Any mitigation to the potential harm to Countess Farm needs to be clearly set out. We would like to see a similar approach to that of Longbarrow junction being pursued for lighting.						
ENV#357	We note that three of the affected farm businesses are National Trust tenants, and we encourage Highways England to ensure communication with these landowners is ongoing.			✓		Highways England has been engaging with and will continue to engage with farm businesses that are affected by the scheme, including National Trust tenants.	N
ENV#358	Concerns in relation to the construction of Countess junction in relation to general			✓		The local community will be afforded the utmost consideration during the construction of the Countess flyover. Environmental impacts will be controlled via the CEMP, which will be based on the Outline Environmental Management Plan (OEMP), presented in the ES Appendix 2.2 (document reference 6.3).	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	impacts on the local community.					Temporary traffic management measures will be needed at times and there will be close liaison with Wiltshire Council to agree how the measures can be best implemented to minimise any disruption. Further details can be found in ES Appendix 2.1, Annex A.13, Traffic Management Plan. Additionally, efforts will be made to open the Countess flyover as early as efficiently possible, in advance of the tunnel section through the WHS, to minimise disruption and secure the accompanying local benefits as soon as possible.	
ENV#359	Highways England must ensure their final design avoids pollution, road salt run off and direct/indirect impacts on the ecology of the River Avon SSSI & SAC.			✓		As set out in ES Chapter 11, Road Drainage and the Water Environment, the assessment shows no significant changes to hydrology, surface water quality or groundwater quality during either the construction or operational phases of the scheme. The ecology of the River Avon SSSI & SCA will not be adversely affected, as reported in ES Chapter 8, Biodiversity. During operation, the magnitude of impacts from the scheme's road drainage strategy have been assessed as a moderately beneficial residual effect for water quality in the River Avon SAC as a result of improved treatment and prevention of pollution from road runoff, compared with the current situation.	N
ENV#360	Highways England should put in place appropriate measures to ensure continuity of above ground habitat connectivity, following the loss of the underpass in Bowtie Field. This is currently an important feature for bat passage.			✓		The scheme is pursuing a landscape scale approach to mitigation and connectivity (as set out in the Environmental Masterplan) which, using a combination of green bridges, bunds, new planting of calcareous grassland, trees, hedgerow and shrubs, will see the creation a mosaic of high quality habitat that will maintain bat commuting corridors. A full range of ecological surveys has been undertaken in support of this approach, as set out in ES Chapter 8, Biodiversity. It is proposed that the existing underpass be retained and re-purposed to become a bat hibernacula structure.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#361	Regarding air quality, we would expect to see exemplary mitigation during construction to minimise temporary impacts.			✓		As part of the full EIA process, and as a requirement of the DCO, an Outline Environmental Management Plan (OEMP) has been prepared that sets out general and topic-specific principles and requirements for the control, mitigation and monitoring of potential construction impacts, including air quality. The OEMP is presented in the ES Appendix 2.2 (document reference 6.3). Highways England's appointed contractor will be required to develop and implement the Construction Environmental Management Plan (CEMP) based on the OEMP whose control, mitigation and monitoring requirements have been incorporated in the assessments of effects for all environmental topics presented in the Environmental Statement. The air quality assessment has concluded that there will be no significant adverse effects on air quality during construction.	N
ENV#362	We would expect to see detailed assessments of the two possible corridors for the eastern power connection in due course.			✓		An assessment of the proposed utility connection options is reported in the Environmental Statement, which has been submitted with the DCO application (document reference 6.1).	N
ENV#363	Changes in visitor footfall numbers is a potential indirect impact, and we would expect to see full information on the proposed mitigation.			✓		The scheme will reconnect the two halves of the WHS, and the new public rights of way, linking with existing byways, making it easier for people to access and enjoy the whole site. In the southern half of the WHS though, monuments are within private land and not directly accessible. The cultural heritage assessment, as set out in ES Chapter 6, concludes that the opening up of the WHS landscape will have a beneficial effect for the WHS without giving rise to increased disturbance or damage to monuments.	N
ENV#364	We have not yet seen evidence of the treatment protocols identified as mitigation in the road drainage infiltration areas to			✓		Existing drainage of highway run-off does not meet current standards on any part of the existing A303 from Yarnbury Castle to east of the River Avon. Drainage on the scheme has been designed to current good practice standards and will use carrier pipes to convey run-off to drainage treatment areas where contaminants will be treated/absorbed before the run-off is discharged to ground. Details of	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	control pollution from road run-off.					the drainage solution are set out in the Case for the Scheme (Application Document 7.1). Through the use of Sustainable Drainage Systems (SuDS), the scheme will deliver an improvement in road drainage quality against the existing system.	
ENV#365	We welcome the opportunity for continued engagement with Highways England to discuss the ongoing scope of the LVIA and associated landscape mitigation.			✓		Highways England has engaged with the National Trust over the scope of the LVIA and the associated landscape mitigation, and will continue to engage with National Trust and with other stakeholders on relevant matters as appropriate throughout the further design of the scheme.	N
ENV#366	We would like to see evidence that the embankments required for the viaduct over the River Till SAC would not adversely affect the floodwater environment.			✓		The location and design of the River Till viaduct and its approach embankments have been chosen to avoid impacts on the river and its floodplain. The evidence showing that there will be no adverse effects on the floodwater environment is set out in ES Chapter 11, Road Drainage and the Water Environment.	N
ENV#367	Cumulative, In-combination and Project-wide Effects – we expect to see the full evaluation in due course.			✓		The cumulative assessment for the scheme is set out in ES Chapter 15 and assessed effects are the result of multiple impacts on environmental receptors or resources, either from a combination of different projects or from a number of different environmental topics within a project. The assessment has concluded that there is potential for some significant adverse cumulative effects on single receptors within the project during construction and operation. There would be no significant adverse cumulative effects between the scheme and other developments.	N
ENV#368	While we support the approach to no 'lighting columns' on the new roundabout we would			✓		There is no road lighting proposed at the Longbarrow junction but the roundabout entries will be signal-controlled to ensure the junction can be used safely by non-motorised users as well as motorised users.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	like to see further detail of any alternative lighting proposals where that is necessary.						
ENV#369	We urge Highways England to conduct detailed assessment and evaluation to understand and avoid direct or indirect impacts on the Blick Mead site.			✓		The scheme will have no adverse impact on Blick Mead. The scheme's potential impacts on groundwater levels and flows have been assessed and the assessment shows there will not be any adverse effect on spring flows at Blick Mead. However, given the interest in the site, both from members of the public and heritage bodies, hydrological monitoring at Blick Mead will continue and will include monitoring of water levels and water quality at shallow depths. Further information can be found in ES Chapter 11, Appendix 4, Annex 3, Blick Mead Tiered Assessment.	N
ENV#370	We urge Highways England to conduct detailed assessment and evaluation to understand and avoid direct or indirect impacts on Vespasian's Camp.			✓		Between the eastern tunnel portal and the Countess junction, a combination of re-using the existing dual carriageway and moving the new road to the north of the existing will serve to minimise any impacts on the setting of Vespasian's Camp. The cultural heritage assessment, as reported in ES Chapter 6, has concluded that there would be no adverse effects on Vespasian's Camp arising from the scheme.	N
ENV#371	We would expect a full assessment of any potential effects on breeding Stone Curlew with reference to any indirect impacts from construction and increased visitor footfall closer to breeding areas. We would expect the new location of the western portal and			✓		The ecological impact assessment, as presented in ES Chapter 8, Biodiversity, has considered the potential for disturbance to wildlife in the WHS, including in relation to stone curlew. Highways England is working closely with the RSPB and Natural England to identify suitable mitigation measures in relation to stone curlew on Normanton Down. Any further mitigation beyond that identified in the ES Chapter 8, Biodiversity, is likely to be pursued by agreement outside the boundary of the scheme. The assessment indicates that the increased access through the WHS will not lead to an adverse effect on stone curlew in the WHS. Ongoing consideration will be given to this as the scheme design is finalised.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	approach road to minimise the impact on the Stone Curlews on the RSPB reserve of Normanton Down. Ongoing consideration should be given to this as the scheme design is finalised.						
ENV#37 2	Measures to avoid, reduce or mitigate the impacts of noise and light pollution need to be incorporated into the proposed scheme.			✓		The scheme's design has been developed and refined to minimise as far as is practicable the potential for visual (light) and noise impacts. This includes the use of cuttings, environmental bunds and screens, and noise barriers, along with the use of a thin road surface system, which will generate lower noise levels than standard hot rolled asphalt. Within the WHS, vehicle lights will be invisible or screened within the tunnel, under the wide Green Bridge No.4 or in deep cutting. The design also includes the removal of existing lighting at Longbarrow roundabout.	Y
ENV#37 3	We welcome the benefits that the scheme presents for the reduction of noise levels within the WHS and would expect appropriate mitigation for all other areas where increase noise levels are anticipated.			✓		The scheme's design has been developed and refined to minimise as far as is practicable the potential for noise impacts. This includes the use of cuttings, environmental bunds and screens, and noise barriers, along with the use of a thin road surface system, which will generate lower noise levels than standard hot rolled asphalt. The requirement for noise mitigation is informed by the noise assessment, which considers the potential for increases in noise levels as a result of the scheme on nearby noise-sensitive receptors. Further details of the noise assessment and mitigation proposals are set out in ES Chapter 9, Noise and Vibration	Y
ENV#37 4	We are concerned that the construction phase poses a significant risk to the WHS.			✓		As part of the full EIA process, and as a requirement of the DCO, an Outline Environmental Management Plan (OEMP) has been prepared that sets out general and topic-specific principles and requirements for the control, mitigation and monitoring of potential construction impacts. The OEMP is presented in the ES Appendix 2.2 (document	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						reference 6.3). Highways England's appointed contractor will be required to develop and implement the Construction Environmental Management Plan (CEMP) based on the OEMP whose control, mitigation and monitoring requirements have been incorporated in the assessments of effects for all environmental topics presented in the Environmental Statement.	
ENV#375	We are encouraged that Highways England are seeking to explore the legacy opportunities for the proposed scheme to ensure the maximum possible legacy benefits for the WHS and the local community are realised.			✓		Thank you for your comment. Highways England will continue to engage with the local community and relevant stakeholders in the identification and pursuit of legacy projects/benefits that fall outside of the scope of this DCO.	N
ENV#376	The current farming systems require a continued high level of access throughout the development and construction of the proposed scheme to facilitate land management. The viability of field size, maintenance of secure boundaries etc. must not be overlooked.			✓		Maintaining the viability of farm businesses is an inherent part of the scheme's development and design. Highways England has been engaging with affected landowners and tenants through the design development process, taking into consideration the viability of field size and the maintenance of secure boundaries. This engagement will continue. The potential for impacts on agricultural operations is set out in ES Chapter 13, People and Communities.	N
ENV#377	We expect exemplary mitigation for any potential impacts on biodiversity.			✓		The scheme's objectives include the aim of improving biodiversity along the route. This is being achieved in a number of ways, including removing the A303 and connecting habitats within much of the WHS and extending the chalk grassland adjacent to the Parsonage Down	N

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						NNR. Full details of the biodiversity assessment, mitigation proposals, and improvements can be found in the ES Chapter 8.	
ENV#378	Our current assessment suggests there would be adverse impacts on monuments that convey attributes of OUV. This relates to the new BOAT joining byways 11 and 12 and without additional mitigation of adverse impacts in the area cutting between the Diamond Group and Winterbourne Stoke barrows.			✓		In terms of the two matters raised, the previously proposed link to the south of the existing A303 between Byways 12 and 11 has been removed from the scheme proposals (as one of three changes put forward for the supplementary consultation summarised in Chapter 6 of this report). The landscape mitigation east of the existing Longbarrow roundabout has been addressed by measures including the grassed canopy extension over the western tunnel entrance, and the positioning of a c.150 metre wide green bridge near Longbarrow (as another of three changes put forward for the supplementary consultation reported in Chapter 6). The full EIA, including a full cultural heritage assessment, ES Chapter 6, and an accompanying Heritage Impact Assessment, ES Appendix 6.1, shows that overall, the scheme will benefit the WHS and sustain its OUV.	Y
ENV#379	We await more information in order to assess the landscape and visual impact beyond our outline assessment of impact on the OUV of the WHS.			✓		The full EIA, including a full cultural heritage assessment, accompanying heritage impact assessment, and landscape and visual assessment is reported in the ES accompanying the DCO application.	N
ENV#380	The pig enterprise provides a diversity of habitat particularly for insects which in turn provides food for bats and birds. The land used by the pig			✓		The scheme's objectives include the aim of improving biodiversity along the route. This is being achieved in a number of ways, including removing the A303 through much of the WHS and connecting habitats within the northern and southern parts of the site. Where part of the pig enterprise land is required permanently for the scheme, the replacement chalk grassland will be of higher ecological value than the current land use once established and will contribute to the	N

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	enterprise attracts Stone Curlews which are promoted and important in the area.					landscape scale approach to ecological connectivity and biodiversity net gain, including for stone curlew. Full details of the biodiversity improvements can be found in the ES Chapter 8.	
ENV#38 1	One of the main concerns about having the proposed tunnel through farmland is biosecurity issues.			✓		During construction, measures will be implemented to promote biosecurity and avoid the risk that invasive non-native species and diseases are spread as a consequence of the scheme. Measures to this effect will be included in a Construction Environmental Management Plan which will be based on the Outline Environmental Management Plan presented in Appendix 2.2 of the ES. For example, measures include toolbox talks, exclusion zones, and method statements on the cleaning of equipment.	N
ENV#38 2	Who will be responsible for water quality and water supply during and after construction?			✓		Highways England, as the scheme promoter, is responsible for ensuring that groundwater resources including the supply and quality are protected during the construction and operation of the scheme. As set out in ES Chapter 11, Road Drainage and the Water Environment, the assessment shows no significant changes to hydrology, private water supply, surface water quality or groundwater quality (water supply) during either the construction or operational phases of the scheme. Highways England has been and will continue to work with Wessex Water and other statutory utility providers as required.	N
ENV#38 3	No attempt has been made to justify assessment methods as requested by the Planning Inspectorate through the Scoping Opinion.				✓	Highways England has responded to the Scoping Opinion, which includes comments from The Planning Inspectorate and other statutory consultees, through the EIA process. Scoping Opinion comments relating to specific environment topic assessments have been responded to in each of the respective topic assessment chapters of the ES, Chapters 5 – 14. General Scoping Opinion comments have been responded to through ES Appendix 4.1, which includes the full Scoping Opinion. Where relevant, Scoping Opinion	N

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						comments have been addressed in consultation with the relevant consultees, informing the EIA findings presented in the ES.	
ENV#384	All new planting on the scheme should use pollinator friendly native species.				✓	The scheme is achieving a net gain of ecologically valuable, pollinator friendly habitat, including chalk grassland habitat and species rich hedgerow, which will be planted with pollinator friendly native species. Further details of the planting proposals can be found in ES Appendix 8.26, Outline Landscape and Ecology Management Plan.	N
ENV#385	Core Policy 58 of the Wiltshire Core Strategy aims to ensure that Wiltshire's important monuments, sites and landscapes and areas of historic and built heritage significance are protected and enhanced in order that they continue to make an important contribution to Wiltshire's environment and quality of life. Development should protect, conserve and where possible enhance the historic environment		✓			The scheme proposals, as shown by the cultural heritage assessments set out in ES Chapter 6, and the heritage impact assessment, set out in ES Appendix 6.1, have had full regard to Wiltshire Council Strategy Core Policy 58. Whilst identifying the potential for adverse effects on known archaeological features and built heritage. The assessments also reveal the extensive benefits that the tunnel will deliver for the WHS and many monuments within it, including Stonehenge itself. Overall, the heritage assessments conclude that the scheme will result in a slight beneficial effect for cultural heritage.	N
ENV#386	Core Policy 59 of the WCS states that to sustain the OUV of the WHS, opportunities will be sought that support the positive		✓			The scheme proposals, as shown by the cultural heritage assessments, set out in ES Chapter 6, and the heritage impact assessment, set out in ES Appendix 6.1, have had full regard to Wiltshire Council Core Policy 59. Whilst recognising that the scheme's construction will have some adverse impacts within the WHS, the removal of the A303 from the Stonehenge landscape will	N

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	management of the WHS through development that, inter alia, reduces the negative impacts of road, traffic and visitor pressure					also result in extensive benefits for the WHS, sustaining its OUV and reducing the negative impacts on the road, traffic and on the WHS. The new public rights of way proposals accompanying the removal of the existing A303 will enable visitors to explore the WHS more widely and provide them with an enhanced experience.	
ENV#387	Core Policy 6 of the WCS also seeks to protect Stonehenge and its setting so as to sustain its OUV. It explains that new visitor facilities will be supported where they: a) Return Stonehenge to a more respectful setting befitting its WHS status, b) Include measures to mitigate the negative impacts of the road.		✓			Wiltshire Council Core Policy 6 relates to proposals for new visitor facilities. While not directly relating to Core Policy 6, the scheme aligns with the objectives of the policy, particularly in relation to returning Stonehenge to a more respectful setting and mitigating the negative impacts of the existing A303. The scheme's cultural heritage assessment is set out in ES Chapter 6, accompanied by the heritage impact assessment, set out in ES Appendix 6.1.	N
ENV#388	The WCS is clear, therefore, that sustaining the OUV of the WHS is a key consideration, and recognises that the A303 currently has a		✓			Highways England agrees that the tunnel will make the setting of the Stonehenge monument more tranquil and will improve the environment for wildlife, and that the scheme's public rights of way proposals will give the public greater access to the prehistoric landscape. The removal of the existing A303 surface road from the Stonehenge landscape will also result in extensive benefits for the WHS and will sustain its OUV. The cultural heritage assessments, as	N

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	negative impact on the setting of the WHS. The proposed tunnel would reconnect Stonehenge and the two-thirds of the WHS lying to the south of the A303 and currently cut off by it. The tunnel would make the setting of the ancient stone circle more tranquil, give the public greater access to the wider prehistoric landscape and improve the environment for wildlife.					set out in ES Chapter 6, and the heritage impact assessment, as set out in ES Appendix 6.1, present further information on the potential adverse and beneficial impacts of the scheme on the WHS and its attributes of OUV.	
ENV#389	Wiltshire Council considers that the PEIR provides a robust framework for producing the necessary assessment (EIA) and will provide the decision maker with an authentic and credible evidence base on which to base their assessment.		✓			Your comment is noted.	N

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ENV#390	Full and detailed Environmental and Heritage Impact Assessments will need to form part of the further work to be undertaken by Highways England.		✓			A full EIA has been undertaken and is presented in the ES submitted with the DCO application. The ES includes a detailed heritage impact assessment, as set out in ES Appendix 6.1.	N
ENV#391	Therefore, while there is strategic support for the proposals in principle, the decision must be made on the application of a balanced judgement through comparing benefits that will accrue against the extent of any environmental harm that will occur and how this can or cannot be mitigated.		✓			Highways England notes that there is strategic support for the proposal in principle but that a position of ultimate support must be made on the basis of balanced judgement of benefits against harm. The detailed EIA, as set out in the Environmental Statement (document reference 6.1), presents the potential for environmental benefits and disbenefits, including the requirement for mitigation. The scheme will deliver significant environmental benefits, including overall heritage and biodiversity and local community benefits, as summarised in ES Chapter 16, Summary of Effects. In addition, the scheme will deliver extensive transport and economic benefits by providing a free-flowing dual carriageway improving connectivity to the South West, as set out in The Case for the Scheme (Application Document 7.1).	N
ENV#392	Construction methodology and plant requirements have not yet been confirmed and these will have a significant impact on noise generation during the construction phase.		✓			The PEIR presented the preliminary environmental information that was required for the purposes of statutory consultation. While the finalised details of the construction methodology and plant requirements will await Highways England's appointment of a contractor, for the purpose of the detailed construction noise assessment, as reported in ES Chapter 9, Noise and Vibration (document reference 6.1), a realistic worst case scenario has been presumed, as presented in ES Chapter 2. The associated potential impacts will be mitigated through the implementation of a Construction Environmental Management Plan (CEMP) which will	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						include, for example, measures to control dust, noise, spillage and the movement of construction traffic on public roads. The CEMP will be based on the Outline Environment Management Plan presented in the ES Appendix 2.2 (document reference 6.3).	
ENV#393	It is recognised that the PEIR contains only a qualitative assessment of construction noise and vibration assessment based on the application of best practicable means to minimise noise and vibration levels.		✓			The PEIR presented the preliminary environmental information that was required for the purposes of statutory consultation. The full EIA includes a quantitative assessment of construction noise and vibration reported in ES Chapter 9, Noise and Vibration. The reference to Best Practicable Means (BPM) has been continued into the Outline Environmental Management Plan (OEMP) presented in the ES Appendix 2.2 (document reference 6.3), and remains an important mitigation for construction noise and vibration impacts. The scheme will be constructed in accordance with a Construction Environmental Management Plan (CEMP) that will be based on the OEMP.	N
ENV#394	It should be noted that noise monitoring to produce a baseline noise survey at a selection of locations along the proposed scheme is being carried out in early 2018, therefore the detailed information on existing background noise levels is not yet available to determine the impact of noise in both the construction and operational phases of the project. However, a		✓			A programme of baseline noise monitoring has been undertaken, the scope of which was shared and agreed with Wiltshire Council. The resulting detailed background noise information has informed the detailed noise assessment, as set out in ES Chapter 9, Noise and Vibration. As part of the full EIA process, and as a requirement of the DCO, an Outline Environmental Management Plan (OEMP) has been prepared that sets out general and topic-specific industry best practice principles and requirements for the control, mitigation and monitoring of potential construction impacts, including noise and vibration. Highways England's appointed contractor will be required to develop and implement a detailed Construction Environmental Management Plan (CEMP), in accordance with the OEMP. These control, mitigation and monitoring requirements have been incorporated in the assessments of effects for all environmental topics presented in the Environmental Statement. The OEMP is presented in the ES Appendix 2.2 (document reference 6.3).	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	detailed Construction Environmental Management Plan (CEMP) is required to address noise and vibration issues related to the construction phase. This plan is needed to ensure industry best practice is followed to mitigate negative noise impacts.						
ENV#395	A quantitative assessment of noise and vibration impacts arising from construction works must be undertaken and included in the ES that will be submitted with the DCO application.		✓			The full EIA, which includes a quantitative assessment of construction noise and vibration, ES Chapter 9, Noise and Vibration, has been reported in the ES that forms part of the DCO application.	N
ENV#396	A requirement that a CEMP is to be submitted to and agreed by the Local Authority prior to the commencement of the construction phase to identify measures to mitigate noise and vibration from the construction phase of the scheme, including		✓			As part of the full EIA process, an Outline Environmental Management Plan (OEMP) has been prepared that sets out general and topic-specific principles and requirements for the control, mitigation and monitoring of potential construction impacts, including stipulating the use of low noise and low vibration construction methods for minimising impacts on receptors in the vicinity of works for the Countess flyover, Till viaduct and tunnel boring. Highways England's appointed contractor will be required to develop and implement a detailed Construction Environmental Management Plan (CEMP) based on the Outline Environmental Management Plan (OEMP). The OEMP's control, mitigation and monitoring requirements (including in relation to the use/operation of construction	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	the siting, construction and operation of construction compounds and satellite offices, and use of low noise / low vibration methods. Specific emphasis is to be made to mitigating noise from construction of the elevated sections of the road at Countess Roundabout and over the River Till north of Winterbourne Stoke, and vibration at Stonehenge Cottages from the tunnel boring operations.					compounds and) have underpinned the assessments of effects for all environmental topics presented in the Environmental Statement. The OEMP is presented in the ES Appendix 2.2 (document reference 6.3) and the associated detailed construction noise and vibration assessment is set out in ES Chapter 9, Noise and Vibration.	
ENV#397	Requirement to meet prior consent process under Section 61 of the Control of Pollution Act 1974 in respect to the construction phase of the scheme.		✓			As set out in the OEMP the ES Appendix 2.2 (document reference 6.3), Highways England's appointed contractor will be responsible for submitting any application to Wiltshire Council (in a format as agreed) for prior consent under Section 61 of the Control of Pollution Act 1974.	N
ENV#398	Details of noise associated with the operation of plant serving the tunnel are to be agreed with the Local Authority prior to its commissioning.		✓			Details of tunnel plant are presented in ES Chapter 9, Noise and Vibration. The detailed noise assessment considers the potential for noise impacts from tunnel plant during the operation of the scheme. Highways England will continue to engage on the detailed design of the scheme, including the anticipated noise levels associated with the plant serving the tunnel.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#399	Tyre generated road noise shall be minimised from the scheme to protect the local amenity.		✓			Road noise will be minimised by the use of a thin road surfacing system (which generates less noise than a standard hot rolled asphalt surface) along the scheme's main carriageway and slip roads. Noise levels in Winterbourne Stoke will reduce significantly by the removal of A303 traffic and only one property to the north of Winterbourne Stoke will experience increased traffic noise. At Countess a 1.8 metre high noise barrier will be provided either side of the new flyover and a preliminary consideration of properties has identified only a single property which may qualify for noise insulation works. Full details of the predicted noise levels in the Winterbourne Stoke and Amesbury can be found in the ES Chapter 9 (document reference 6.1).	N
ENV#400	There could be adverse effects during the construction phase of the proposed scheme in relation to construction dust and non-road mobile machinery (NRMM) and vehicle emissions. These could be suitably minimised by the application of industry standard mitigation measures.		✓			As part of the full EIA process, an Outline Environmental Management Plan (OEMP) has been prepared that sets out general and topic-specific principles and requirements for the control, mitigation and monitoring of potential construction impacts, including dust and plant emissions. The OEMP is presented in the ES Appendix 2.2 (document reference 6.3) and prescribes that works will be in accordance with best practicable means (BPM) and that measures will be based upon industry best practice. Highways England's appointed contractor will be required to develop and implement a Construction Environmental Management Plan (CEMP) based on the OEMP. These control, mitigation and monitoring requirements underpin the assessments of effects for all environmental topics presented in the ES.	N
ENV#401	At this stage in the proposed scheme details in relation to construction vehicles, the construction		✓			The PEIR presented the preliminary environmental information that was required for the purposes of statutory consultation. The full EIA includes a quantitative air quality assessment reported in ES Chapter 5, Air Quality. The detailed air quality assessment was developed in	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	schedule, associated activities and detailed plant equipment are not yet available, therefore only a qualitative discussion of potential construction air quality impacts associated with these sources is provided in the PEIR.					consultation with Wiltshire Council prior to submission of the DCO application.	
ENV#402	Air quality from the operational phase of the road scheme has been assessed as having a low impact.		✓			This is a correct assessment. Air quality will improve in Winterbourne Stoke, in the WHS along the tunnelled section of the scheme and through nearby communities, where traffic levels will reduce because drivers will no longer divert to avoid congestion on the A303. Further afield, where traffic flows are forecast to increase, air quality will reduce, albeit not to result in poor air quality. This is because only small deteriorations are expected and the existing air quality is well within set objectives. Further information can be found in ES Chapter 5, Air Quality.	N
ENV#403	No materials shall be burnt on the development site during the construction phase of the scheme.		✓			As part of the full EIA process, an Outline Environmental Management Plan (OEMP) has been prepared that sets out general and topic-specific principles and requirements for the control, mitigation and monitoring of potential construction impacts, including in relation to air quality. The OEMP is presented in the ES Appendix 2.2 (document reference 6.3) and prescribes that works will be in accordance with best practicable means (BPM) and that measures will be based upon industry best practice. The OEMP includes a specific provision that materials will not be burnt on the construction site. Highways England's appointed contractor will be required to develop and implement a detailed Construction Environmental Management Plan (CEMP) based on the OEMP.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#404	A CEMP is to be submitted to and agreed by the Local Authority prior to the commencement of the construction phase to identify measures to mitigate dust generated during the construction of the scheme and to mitigate light nuisance from artificial lighting used as part of the construction phase.		✓			As part of the full EIA process, an Outline Environmental Management Plan (OEMP) has been prepared that sets out general and topic-specific principles and requirements for the control, mitigation and monitoring of potential construction impacts, including in relation to air quality and dust, and in relation to light nuisance from artificial lighting. The OEMP is presented in the ES Appendix 2.2 (document reference 6.3). and prescribes that works will be in accordance with best practicable means (BPM) and that measures will be based upon industry best practice. Highways England's appointed contractor will be required to further develop and implement a detailed Construction Environmental Management Plan (CEMP), based on the OEMP, which will be submitted to Wiltshire Council for agreement.	N
ENV#405	Traffic diversions should not involve routing traffic through AQMAs.		✓			In the construction phase, contingent diversion routes will be needed to manage incidents, as with the current A303 when diversions are implemented, as needed, in response to incidents on the A303. One of the regional diversion routes does pass through the Salisbury AQMA, but this is would be used rarely and therefore would not significantly affect air quality. Significant changes in traffic and therefore significant air quality effects are not anticipated during the construction phases through AQMAs. Further information can be found in ES Chapter 5, Air Quality.	N
ENV#406	Consideration should be given to the examination of the impact of the development on Air Quality on A36 and A350 AQMAs and implement mitigation measures where a		✓			As set out in ES Chapter 5, Air Quality, no significant adverse effects from the operational phase of the scheme are predicted for the A36 and A350 AQMAs.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	negative impact on Air Quality is predicted at relevant receptors.						
ENV#407	All artificial lighting shall be so sited as not to cause light intrusion or nuisance to residential dwellings in the area adjacent to the scheme.		✓			There will be no open-road lighting along the scheme, except for existing lighting at Countess roundabout being retained. For the scheme's construction, as part of the full EIA process, an Outline Environmental Management Plan (OEMP) has been prepared that sets out general and topic-specific principles and requirements for the control, mitigation and monitoring of potential construction impacts, including in relation to light nuisance from artificial lighting in the context of impacts on residential dwellings. The OEMP is presented in the ES Appendix 2.2 (document reference 6.3) and prescribes that works will be in accordance with best practicable means (BPM) and that measures will be based upon industry best practice. These control, mitigation and monitoring requirements underpin the assessment of the potential for intrusive lighting impacts during construction, as set out in ES Chapter 7, Landscape and Visual Impact Assessment. Highways England's appointed contractor will be required to develop and implement a detailed Construction Environmental Management Plan (CEMP), based on the OEMP.	N
ENV#408	The private water supplies and associated hydrology and land drainage must be protected from any impacts from both the construction and operational phases of the scheme, including any sewage disposal from construction compounds.		✓			A full EIA has been undertaken, including a detailed assessment of the potential risks to controlled water, as set out in ES Chapter 11, Road Drainage and the Water Environment (document reference 6.1) and its technical appendices (document reference 6.3). As part of the full EIA process, an Outline Environmental Management Plan (OEMP) has been prepared that sets out general and topic-specific principles and requirements for the control, mitigation and monitoring of potential construction impacts, including in relation to the protection of private water supplies, hydrology, land drainage, and sewage disposal from construction compounds. The OEMP is presented in the ES Appendix 2.2 (document reference 6.3) and prescribes that works will be in accordance with best practicable means (BPM) and that measures will be based upon industry best practice. The EIA	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						assessment shows no significant changes to hydrology, surface water quality, groundwater quality, land drainage or private water supplies during either the construction or operational phases of the scheme. During operation, there is likely to be a moderately beneficial residual effect for water quality in the River Avon SAC as a result of improved treatment and prevention of pollution from road run-off, compared with the current situation.	
ENV#409	A CEMP is to be submitted to and agreed by the Local Authority prior to the commencement of the construction phase to identify mitigation measures to prevent potential contamination of ground water sources from the construction phase.		✓			As part of the full EIA process, an Outline Environmental Management Plan (OEMP) has been prepared that sets out general and topic-specific principles and requirements for the control, mitigation and monitoring of potential construction impacts, including in relation to the protection of groundwater from potential contamination and pollution events. The OEMP is presented in the ES Appendix 2.2 (document reference 6.3) and prescribes that works will be in accordance with best practicable means (BPM) and that measures will be based upon industry best practice. Highways England's appointed contractor will be required to develop and implement a detailed Construction Environmental Management Plan (CEMP), based on the OEMP.	N
ENV#410	Mitigation measures must be in place to prevent potential contamination of ground water sources from the final scheme's operational infiltration road drainage system.		✓			Existing drainage of highway run-off does not meet current standards on any part of the existing A303 from Yarnbury Castle to east of the River Avon. Drainage on the scheme has been designed to current good practice standards and will use carrier pipes to convey run-off to drainage treatment areas where contaminants will be treated/absorbed before the run-off is discharged to ground. This will prevent potential contamination of groundwater sources, as set out in the details of the drainage solution presented Case for the Scheme (Application Document 7.1) Through the use of Sustainable Drainage Systems (SuDS), the scheme will deliver a significant improvement in road drainage quality against the existing system.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#411	Soil Handling Strategy should be prepared to current best practice detailing the storage and placement of soils to be used for the land raise at Parsonage Down east and the restoration of chalk grassland habitat.		✓			A Soils Handling Strategy and Soils Resource Plan will refer and adhere to relevant British Standards and will include provision for the sustainable handling, storage and use of soil resources along the scheme, including at the land east of Parsonage Down where ground reshaping will take place. The Strategy and Plan will be prepared for Highways England's approval by its appointed contractor prior to the start of construction. A scoping requirement for the development of these documents has been incorporated in the Outline Environmental Management Plan, as set out in the ES Appendix 2.2 (Application document 6.3).	N
ENV#412	The applicant should provide cut and fill calculations to give confidence that there will be neither a shortfall nor a surplus of material to achieve the design proposal, either of which could have an impact on landscape, visual and ecological effects.		✓			As set out in Case for the Scheme (Application Document 7.1), the design aims to balance 'cut and fill' requirements as far as practicable. It is anticipated that there will be no need for fill material to be imported nor for excavated material to be transported off site.	N
ENV#413	Acoustic modelling for the acoustic / screen bunds e.g. to the north of Winterbourne Stoke and acoustic barriers e.g. to the Till Valley flyover should be provided to demonstrate the design is fit for purpose.		✓			The scheme's noise assessment has been informed by detailed acoustic modelling, the details of which, specifically the data sources utilised, are provided as Appendix 9.3 to ES Chapter 9, Noise and Vibration. The assessment shows there is need for a 1.8 metre high noise barrier either side of the Countess flyover at the eastern end of the scheme. At the western end, the assessment shows there is no need for a noise barrier on the Till valley viaduct (rather than flyover), however, a 1.5 metre high environmental screen is justified along the south side of the viaduct to reduce the visual impacts of traffic on	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						Winterbourne Stoke, where noise levels will already have been significantly reduced by the removal of A303 traffic from the village.	
ENV#414	Detailed design proposals for the green bridges where they have an ecological function should be wholly agreed in advance of approval / construction.		✓			Each of the green bridges will provide an ecological benefit as well as serving other functions, including providing public rights of way links over the new dual carriageway. Highways England has been engaging and will continue to engage with Wiltshire Council and other relevant bodies as appropriate during the detailed design of the scheme.	N
ENV#415	While the creation of additional chalk grassland at Parsonage Down is very welcomed, there is concern that some existing “stepping stones” of chalk grassland that support significant populations of rare invertebrates and which are within HE’s current soft estate, are becoming degraded due to lack of appropriate management, particularly the Protected Road Verge at Yarnbury Castle.		✓			Improvement of existing chalk grassland beyond the limits of the scheme falls outside of the scope of the scheme proposals that are the subject of the DCO application. The area of land in question is part of Highways England’s soft estate, and the suggestion will be pursued separately by Highways England as part of its overall soft estate management along the A303.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	The scheme could include a target to incorporate remedial management of this road verge, to maximise the effectiveness of the provision of new habitat for invertebrates in the local area.						
ENV#416	River Till - Officers are very supportive of the multi-span decks that allow for the penetration of light to the River Till.		✓			Thank you for your comment.	N
ENV#417	River Till - A screen to the parapet would be preferable to provide acoustic attenuation. Although it will not provide visual screening per se, it could reduce light spill from car headlamps if constructed from appropriate materials.		✓			Taking into account the majority support expressed in the consultation feedback for the screening option along the Till viaduct, and the results of the visual and noise assessments presented respectively in ES Chapters 7 and 9, the scheme includes a 1.5 metre high environmental screen on the south side of the viaduct. The function of the screen, as determined by the assessments, is to reduce the visual impacts of traffic on Winterbourne Stoke. The assessments showed that a noise barrier is not needed to secure further attenuation of noise levels in the village which will be significantly reduced by the removal of A303 traffic.	Y
ENV#418	Longbarrow junction - The isolated 'internal' grass verges could provide a green refuge for invertebrates and sedentary slow worms.		✓			At the Longbarrow junction, it is proposed that the verges will be predominantly chalk grassland with a suitable wild flower mix, aligning with the objectives of the scheme to improve biodiversity. The grassland will be created and managed in accordance with a 'Landscape Management Plan', by Highways England's appointed contractor.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	Recommend seeding with a suitable wild flower mix and implementing appropriate monitoring and management.						
ENV#419	Longbarrow junction - The no lighting design for dark skies is welcomed. However, if it is shown necessary to light the junction, consideration must be given to Annex II bats which may be crossing at this point, which is slightly west of the existing junction. This should be checked once the bat data has been analysed and interrogated.		✓			There will be no open-road lighting along the scheme, except for existing lighting at Countess roundabout being retained. The existing lighting at Longbarrow roundabout will be removed and there is no intention to erect road lighting at the new junction. The potential impact of the scheme on bats and bat flight paths is assessed in ES Chapter 8, Biodiversity. Overall the assessment concludes there will be no significant effects on bats.	N
ENV#420	Consideration should be given to any opportunity to underground the existing overhead electricity cables and removal of the pylons.		✓			Placing existing overhead utilities underground falls outside of the scope of this scheme and the DCO.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#42 1	The, as yet, unpublished bat data should be consulted to determine if there are any ecological reasons why Green Bridge No.4 should not move to the east.		✓			Taking into consideration the feedback from the statutory consultation and the subsequent EIA, the location of Green Bridge No.4 has been confirmed within the WHS, and it has also been widened to approximately 150 metres as one of the three changes presented for the supplementary consultation summarised in Chapter 5. The ecological survey data collected for the scheme, including that related to bats, has been shared with Wiltshire Council County Ecologist and does not provide any ecological reason for not locating the bridge in the WHS.	Y
ENV#42 2	There are not really any landscape impacts for either option, however either may have a bearing on the WHS.		✓			Following the statutory consultation, the location of the bridge has been confirmed within the WHS. It has also been widened to approximately 150 metres as one of three changes presented for the supplementary consultation reported in Chapter 6 of this report. Adopting this option for the location and width of the bridge provides greater physical and visual connectivity between the northern and southern parts of the WHS, with enhanced heritage, landscape and biodiversity benefits.	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#423	With regard to landscape and ecology, either option would provide similar effects. Obviously, the green banks (rather than a retained structure) would be more beneficial for local landscapes, habitats and driver experience, however it is understood that consideration given to land taken within the WHS will weigh heavily in the planning balance.		✓			The vertical retaining wall option has been chosen for the western portal approach because this will minimise the scheme's footprint in the sensitive WHS landscape and will minimise visual intrusion from wider vantage points in the landscape, including from public rights of way. This includes the top third of the cutting being formed with a rolling grassed slope to provide a softer finish for views towards the cutting. Any grassed slope option would have a wider footprint, creating more intrusion in the WHS.	N
ENV#424	The retaining wall design does give rise to a dramatic fall and there is no mention of safety rails or fencing. This has landscape (visual) and ecological implications e.g. fencing would need to secure the site from a variety of wildlife (e.g. from the smaller brown hares and hedgehogs to larger badgers and deer), visitors to WHS, farmers and livestock.		✓			The vertical retaining wall option has been chosen for the western portal approach because this will minimise the scheme's footprint in the sensitive WHS landscape and will minimise visual intrusion from wider vantage points in the landscape, including from public rights of way. The perimeters of the retained cuttings and tunnel portals will be protected with parapet fencing. In addition, appropriate fencing along the highway boundaries will keep people and animals away from the parapet fencing. The details of the fencing solution will be decided at the detailed design stage, with the details being sensitive to the WHS landscape in terms of minimising intrusion.	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#425	With regard to landscape and ecology, officers will support either option of tunnel entrance design.		✓			The fully grassed-over canopy option has been chosen for the western portal because this option blends into the surrounding WHS landscape more effectively. The ventilation outlets would create additional features detrimental to the WHS landscape.	Y
ENV#426	The canopy design is a technical issue to be resolved, however officers consider that either will have similar landscape and ecological benefits. However, the open canopy could generate some adverse landscape and ecological effects from escaping light pollution at night and protective fencing. It is felt that there is a possibly unknown potential impact for ecology e.g. bats flying through the holes, other wildlife falling through. The holes would need to be grated.		✓			The fully grassed-over canopy option has been chosen for the western portal because this option blends into the surrounding WHS landscape more effectively. The ventilation outlets would create additional features detrimental to the landscape.	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#427	The existing roundabout is landscaped with trees and shrubs. Changing the design to the open un-landscaped flyover represents a loss for biodiversity.		✓			The adopted option for the flyover at Countess junction is the landscaped embanked option presented at statutory consultation. Landscaping and planting will reduce the visual impact of the flyover and provide some compensation for the loss of existing vegetation. Overall, the scheme will achieve its objective of improving biodiversity along the route in a number of ways, including removing the A303 and connecting habitats within much of the WHS and extending the chalk grassland adjacent to the Parsonage Down NNR. Full details of the biodiversity effects and improvements can be found in the ES Chapter 8.	N
ENV#428	A holistic Landscape and Ecological Mitigation Strategy is needed that combines the recommendations from the LVIA and ecological survey reports.		✓			An Outline Landscape and Ecology Management Plan (OLEMP) has been developed and submitted with the ES, Appendix 8.26, (Application document 6.3) alongside the DCO application. The OLEMP has been informed by the detailed EIA, including the LVIA informing the ecological impact assessment, ES Chapter 8, and landscape and visual impact assessment, ES Chapter 7. It outlines the principles for the establishment, management and monitoring of landscape and ecology mitigation that will be needed to secure the successful delivery of the scheme's landscape and ecological proposals.	N
ENV#429	Landscape and Ecological Management Plan (LEMP) which details the maintenance and management of HE 'soft' estate for the section of road in the short, medium and long term to ensure the success and viability of newly created habitats /		✓			An Outline Landscape and Ecology Management Plan (OLEMP) has been developed and submitted with the ES, Appendix 8.26, (Application document 6.3) alongside the DCO application. The OLEMP has been informed by the detailed EIA and outlines the principles for the establishment, management and monitoring of landscape and ecology mitigation in the short, medium and long term to ensure the proposed measures are successful.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	landscape mitigation is needed.						
ENV#430	CEMP is needed that details the methods of protection for ecological systems during the construction process.		✓			As part of the full EIA process, an Outline Environmental Management Plan (OEMP) the ES Appendix 2.2 (document reference 6.3) has been prepared that sets out general and topic-specific principles and requirements for the control, mitigation and monitoring of potential construction impacts, including in relation to the protection of ecological receptors and systems. Highways England's appointed contractor will be required to develop and implement a detailed Construction Environmental Management Plan (CEMP), based on the OEMP.	N
ENV#431	In addition to the ES, we would expect to see details of acoustic modelling		✓			The scheme's noise and vibration assessment, presented in ES Chapter 9, Noise and Vibration, has been informed by detailed acoustic modelling, the details of which are provided as ES Appendix 9.3.	N
ENV#432	Conditions and requirements relating to LEMP, CEMP and Soil Handling Strategy in the context of ecology should be discharged in liaison with Wiltshire Council at the appropriate point of the implementation process.		✓			Highways England has been engaging with Wiltshire Council (and other statutory bodies) throughout the development of the scheme, including as the ecological impact assessment has developed and been undertaken. Highways England will continue to engage with Wiltshire Council and other statutory bodies as appropriate in relation to the discharge of requirements prior to the construction of the scheme, including in relation to the LEMP, Construction Environmental Management Plan (CEMP) and Soil Handling Strategy.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#433	Parsonage Down East - The proposed deposition of chalk from the tunnel in this location is going to negatively impact on a number of known archaeological features, including settlement and burial features from prehistoric and Roman times. The area has not yet been archaeologically evaluated. When it is, it is likely that further features will be identified and some of these may be highly significant and may need to be preserved in situ at the current ground surface level. Until the evaluation and assessments of this area are completed (with requisite consents from the land owner) it is too early to judge if the proposed deposition and landscaping will be acceptable across the whole of this area.		✓			Since statutory consultation, a comprehensive programme of archaeological evaluation surveys has been undertaken on the land east of Parsonage Down. Geophysical surveys have identified a small number of potential monuments of potential significance which, as far as is practicable, will be excluded from the fill placement area, and so remain in-situ at the current ground-level. However, where this will not be achievable, the assessment has concluded that there will be permanent adverse effects on some non-designated assets. Archaeology that will sit below less than 2m of fill will be retained in-situ, making it accessible for future archaeological investigation, and so is not considered to be adversely affected. Archaeology that will sit below more than 2m of fill, has been judged to not be accessible for future archaeological investigation and, as such, would be permanently adversely affected. Those assets will be subject to full archaeological excavation ahead of construction, as set out in the Outline Archaeological Mitigation Strategy, ES Appendix 6.11. Further information can be found in the ES Chapter 6, Cultural Heritage. Notwithstanding these heritage impacts,	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#434	Longbarrow junction - design solutions and options are needed to minimise light pollution to dark skies from car headlights.		✓			The scheme's design has been developed and refined to minimise as far as is practicable the potential for visual (light) impacts. This includes the use of cuttings, environmental bunds and screens. At the new Longbarrow junction, the A303 will be in a deep cutting 600 metres to the west of the existing Longbarrow roundabout on the western boundary of the WHS. The removal of roundabout and its existing lighting will result in an improvement for the dark skies environment in this area.	N
ENV#435	Western Approach - The proposed new length of expressway within the WHS will be damaging to below ground archaeological features and to the visual setting of monuments and groups of monuments in the WHS. The damage can be minimised to some extent by the proposal to put it within a deep cutting. The option to use vertical retaining walls to minimise land take to a width of 41 metres is the more desirable option.		✓			Taking into consideration this and other consultation feedback, the vertical retaining wall option has been chosen for the western cutting approach to the tunnel. Further mitigation on this section of the scheme includes a grassed canopy over the western tunnel entrance, as well as the positioning of a c.150 metre wide green bridge near Longbarrow (as one of three changes put forward for the supplementary consultation summarised in Chapter 6 of this report). Careful and sensitive design of the scheme will continue, and the cultural heritage assessment shows that, overall, the scheme will benefit the WHS and sustain its OUV. Details of the cultural heritage assessment are reported in ES Chapter 6, accompanied by the heritage impact assessment in ES Appendix 6.1.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#436	Green Bridge No.4 - new landscape severance caused by the new cutting within the WHS needs further mitigation than currently proposed. There is an issue here with severance of the visual relationship between the barrow groups north and south of the proposed new road cutting, especially the Winterbourne Stoke Group and Diamond Group which needs to be minimised. Physical access is also severed in this location. The proposed Green Bridge No. 4 at the A360 crossing will provide some mitigation but not enough. An alternative bridge is It is our view that both bridges are required to minimise the impact on the WHS. Therefore, the preference is for both option a and b. The width of each bridge needs to be carefully		✓			Taking into consideration this and other feedback from the statutory consultation, Green Bridge No.4 has been widened to approximately 150 metres and its location has been confirmed within the WHS as one of three changes put forward for the supplementary consultation summarised in Chapter 6 of this report. The wider bridge will serve to help sustain the OUV of the WHS, by providing greater physical and visual connectivity between the northern and southern parts of the WHS, with enhanced heritage, landscape and biodiversity benefits where the route runs between the Winterbourne Stoke and Diamond barrow groups.	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	considered and assessed in relation to the visual setting of key monuments. In WCAS's view, both together a minimum combined length of 100 metres will be required. There is a consensus from other Council services that this approach is acceptable.						
ENV#437	Western portal - western portal is proposed to be located within the WHS north west of Normanton Gorse immediately to the south of the existing A303. Two options have been presented for the tunnel entrance and canopy. In order to minimise visual impact on attributes of OUV, the fully grassed canopy would be preferable. This will also help to minimise light pollution. Therefore, officer's preference is option a: fully grassed over canopy with external buildings.		✓			The fully grassed-over canopy option has been chosen for the western portal because this option blends into the surrounding WHS landscape more effectively. The ventilation outlets would create additional features detrimental to the landscape.	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#438	Proposed link between Byway 11 and 12 - WCAS advise that this proposal is removed from the scheme.		✓			Following this and other feedback, the previously proposed link to the south of the existing A303 between Byways 11 and 12 has been removed from the scheme proposals. This was one of three changes put forward for the supplementary consultation summarised in Chapter 6 of this report.	Y
ENV#439	Eastern portal - The eastern tunnel portal is proposed to be located to the East of King Barrow Ridge and the Avenue. The design and location of the portal needs to carefully consider the setting of key monuments in this part of the WHS, especially the Avenue to the east and Vespasian's Camp to the south.		✓			The scheme will facilitate the reconnection of The Avenue where it is currently severed by the existing A303, enhancing the WHS and sustaining its OUV. Between the eastern tunnel portal and the Countess junction, a combination of positioning the portal just to the north of the existing A303, providing a grassed canopy tunnel extension of approximately 80 metres, and maximising the re-use of the existing dual carriageway will serve to avoid any impacts on the setting of Vespasian's Camp. The cultural heritage assessment, as reported in ES Chapter 6, has concluded that there would be no adverse effects on The Avenue or Vespasian's Camp arising from the scheme.	N
ENV#440	Rollestone crossroads - The proposed modified highway layout at Rollestone Corner is in an area of significant designated and non-designated archaeological monuments. This area has not yet been evaluated. An		✓			Since statutory consultation, the proposed modification of the layout at Rollestone crossroads has been moved eastwards to create a more compact solution. This was one of three changes put forward for the supplementary consultation summarised in Chapter 6 of this report. The archaeological surveys undertaken in this area indicate that the junction's smaller footprint is free of archaeological remains. Full details of the archaeological evaluations can be found in the published ES Chapter 6, Cultural Heritage, and its appendices.	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	evaluation will need to be completed and the results included in the EIA.						
ENV#44 1	Countess junction - Internationally significant Mesolithic remains and deposits with paleoenvironmental potential have recently been discovered in and around the Blick Mead area relating to the River Avon (south west of Countess roundabout and West of Amesbury Abbey). Therefore, the design of the flyover infrastructure needs to be minimised to protect these deposits with a solution having minimum ground intrusion.		✓			The scheme, including the proposed Countess flyover, will have no adverse impact on Blick Mead. The scheme's potential impacts on groundwater levels and flows have been assessed and the assessment shows there will not be any adverse effect on spring flows at Blick Mead, and so no risk to the Mesolithic remains and paleoenvironmental deposits. However, given the interest in the site, both from members of the public and heritage bodies, hydrological monitoring at Blick Mead will continue and will include monitoring of water levels and water quality at shallow depths. Further information can be found in ES Chapter 11, Appendix 4, Annex 3, Blick Mead Tiered Assessment.	N
ENV#44 2	The visual setting of the Iron Age hillfort at Vespasian's Camp also needs careful consideration. Until further work is done, it is not clear if option a or b will be preferable in terms of ground impact and setting.		✓			The adopted option for the flyover at Countess junction is the 'landscaped' option presented at statutory consultation in preference to the 'viaduct' option. Between the eastern tunnel portal and the Countess junction, a combination of re-using the existing dual carriageway and moving the new road to the north of the existing will serve to avoid any impacts on the setting of Vespasian's Camp. The cultural heritage assessment, as reported in ES Chapter 6, has concluded that there would be no adverse effects on Vespasian's Camp arising from the scheme.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#443	Solstice Park - In order to facilitate the proposed closure of the Allington Track, a new route is proposed to be created between the Allington Track and Equinox Drive in Solstice Park. This proposal includes a divergence of the AMES 1 byway to avoid the group of Scheduled Barrows (Ratfin Barrows). This proposal is welcomed. However, the new proposed divergence of AMES 1 cuts across an area which has known archaeological features and has not been subject to archaeological evaluation and assessment. This needs to be undertaken and mitigation measures proposed in		✓			The archaeological evaluation and cultural heritage impact assessment has been undertaken in relation to the divergence of AMES1, as reported in ES Chapter 6. No significant archaeological remains were found.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	order for this to be acceptable.						
ENV#444	Compounds - Compounds and temporary spoil storage areas have been proposed outside of the WHS. WCAS are aware that some of these are archaeologically sensitive. Others have not yet been evaluated and need to be as soon as possible and the results fed into the EIA. The proposed compound and spoil storage area at Countess East contains significant archaeological remains including a Roman building and Saxon settlement. It may be difficult to use some or all of this area as proposed. Detailed consideration of the archaeological remains here will need to be set out in the EIA and		✓			The footprints of the proposed construction compounds and material stockpile areas have been included within the scope of the archaeological evaluations and cultural heritage assessments reported in ES Chapter 6. The indicative layout of construction compounds has been arrived at to avoid known heritage assets, including the possible Saxon settlement and Roman building at Countess East construction compound. Measures for the protection of archaeology within the footprint of construction compounds and material stockpiles are included in the Outline Environmental Management Plan (OEMP), which has been prepared as part of the full EIA, and is presented in Appendix 2.2 of the ES. The compound designs include exclusion areas to protect particular archaeological features, and a 'no dig' solution for the building of compounds which would see topsoil retained in situ. Highways England's appointed contractor will be required to develop and implement a detailed Construction Environmental Management Plan (CEMP), based on the OEMP. A detailed archaeological mitigation strategy will be agreed with Wiltshire Council Archaeology Service and the Heritage Monitoring Advisory Group ahead of archaeological mitigation works.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	Mitigation Strategy (see below). Mitigation requirements for these areas will need to be addressed in the CEMP.						

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ENV#445	Officers would expect to see a full and detailed ES submitted with the DCO covering all aspects of the historic environment. This should also include a full assessment on the impact of OUV carried out in accordance with the ICOMOS Guidance on Heritage Impact Assessments for Cultural Properties (2011). This assessment has not yet been done in relation to the proposed Scheme. These assessments will need to consider construction impacts, and temporary impacts need to be assessed in the same way as permanent impacts (direct and indirect). The results of the EIA and HIA will need to feed into an Archaeological Mitigation Strategy and CEMP. These documents will need to		✓			A full EIA, including a cultural heritage assessment, as set out in ES Chapter 6, and a heritage impact assessment (HIA), as set out in ES Appendix 6.1, has been undertaken and is reported in the ES, which has been submitted as part of the DCO application. The HIA was carried out in accordance with ICOMOS Guidance on Heritage Impact Assessments for Cultural World Heritage Properties, and was overseen by the Heritage Monitoring Advisory Group (HMAG). The EIA and HIA have considered both temporary and permanent impacts of the scheme and have informed an Outline Environmental Management Plan (OEMP), the ES Appendix 2.2 (document reference 6.3) and Outline Archaeological Mitigation Strategy, ES Appendix 6.11. Highways England's appointed contractor will be required to develop and implement a detailed Construction Environmental Management Plan (CEMP), based on the OEMP. The detailed archaeological mitigation strategy will be produced by Highways England based on the outline strategy and will be agreed with the Council's Archaeology Service and HMAG.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	be presented with the DCO.						
ENV#44 6	Archaeological Mitigation Strategy will need to be agreed and its implementation secured by a condition /		✓			An outline archaeological mitigation strategy has been submitted with the ES, Appendix 6.11, as part of the DCO application. A detailed archaeological mitigation strategy will be prepared by Highways England, based on the outline strategy, and agreed with Wiltshire	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	requirement attached to any grant of consent.					Council Archaeology Service and the Heritage Monitoring Advisory Group in readiness for archaeological mitigation works.	
ENV#447	Provision of a Community Benefit Fund or equivalent to help deliver heritage benefits of the proposed scheme is essential. Measures should be made for the provision of adequate museum storage for finds and archaeological archives arising from the archaeological fieldwork, as well as heritage interpretation and implementation of projects linked to the key objectives in the WHS Management Plan (2015).		✓			The response to any archaeological finds will range from protection in-situ to depositing the finds with a suitable local museum for long-term storage, curation and display. Initial discussions have been held with the Salisbury and South Wiltshire Museum to this effect. The finds and records will be retained in appropriate storage facilities until an agreement with a suitable local museum is concluded. For excavated finds, a post-excavation assessment would be undertaken and post-excavation works are likely to be presented in appropriate publications. Highways England will continue to engage with relevant bodies, including Historic England and Wiltshire Council Archaeology Service to maximise the heritage benefit of the scheme and agree appropriate resourcing.	N
ENV#448	Flood Risk and Drainage - HE will still need to supply further details on ground investigations prior to final approval by the Council. Ongoing monitoring of boreholes is being undertaken by HE and their		✓			There has been extensive collation of baseline hydrological data to inform a hydrological model, which has been developed in consultation with the Environment Agency and Wiltshire Council. The outcome of the full groundwater assessment is reported in ES Chapter 11, Road Drainage and the Water Environment, which concludes that there will be no likely significant adverse effects on groundwater as a result of the scheme. The numerical modelling undertaken to inform the assessment requires monitoring to validate the predicted impacts. To achieve this, as agreed with Wiltshire Council and the Environment Agency, monitoring will be undertaken	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	consultants to allow a greater understanding of the catchment issues within the scheme's catchment. Long term monitoring for up to 5 years after construction is expected to be required and the monitoring equipment may also need to remain in place after construction in order to confirm that the design is functioning as intended and address any mitigation works.					during a baseline period, construction, and a minimum 5 year period post construction. Highways England will continue to engage with the relevant authorities on the matter of groundwater monitoring.	
ENV#449	The application will be required to comply with all planning policies and decisions on planning applications for major developments to ensure that sustainable drainage systems (SuDS) for the management of run-off are put in place. This will need to include consultation with Wiltshire Council as LLFA on the management of surface and ground water. It		✓			The scheme's drainage proposal is a Sustainable Drainage System (SuDS) designed in consultation with Wiltshire Council to current good practice standards, in compliance with relevant planning policies. The system will use carrier pipes to convey run-off to drainage treatment areas where contaminants will be /treated/absorbed before the run-off is discharged to ground. The details of the drainage solution are set out in the Case for the Scheme (Application Document 7.1). Existing drainage of highway run-off does not meet current standards on any part of the existing A303 from Yarnbury Castle to east of the River Avon and, as such, during operation, there is likely to be a moderately beneficial residual effect for water quality in the River Avon SAC as a result of improved treatment and prevention of pollution from road run-off, compared with the current situation. The scheme's flood risk assessment, as set out in ES Appendix 11.5, has concluded that there will be no increase to flood risk.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	will be for HE to demonstrate that the proposed scheme will not increase the flood risk to others within the catchment area.						
ENV#450	Consents may be required for all works within 8.0m of watercourses under the Wiltshire Land Drainage Byelaws 2014 and HE will therefore need to ensure compliance with the 2014 Byelaws where working within 8 metres of a watercourse.		✓			The Outline Environmental Management Plan (OEMP), as set out in the ES Appendix 2.2 (document reference 6.3) includes specific provisions for the exclusion of works within 8.0 metres of a watercourse. The requirement for environmental permits for works on or near a main river has been considered as part of the detailed environmental impact assessment. Highways England has identified the potential need for an environmental permit in relation to works near the River Till and has therefore engaged in preliminary discussion with the Environment Agency in seeking the necessary environmental permits. Highways England will continue to liaise with the relevant authorities for any consents needed to construct the works.	N
ENV#451	The proposed development may need to include SuDS to ensure that the discharge from the site has been reduced (this is covered under planning policies etc.).		✓			The scheme's drainage proposal is a Sustainable Drainage System (SuDS) designed in consultation with Wiltshire Council to current good practice standards, in compliance with relevant planning policies. The system will use carrier pipes to convey run-off to drainage treatment areas where contaminants will be treated/absorbed before the run-off is discharged to ground. The details of the drainage solution are set out in the Case for the Scheme (Application Document 7.1). Existing drainage of highway run-off does not meet current standards on any part of the existing A303 from Yarnbury Castle to east of the River Avon and, as such, during operation, there is likely to be a moderately beneficial residual effect for water quality in the River Avon SAC as a result of improved	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						treatment and prevention of pollution from road run-off, compared with the current situation.	
ENV#452	HE will need to ensure that all planning conditions and government guidance such as Planning Policy, Ciria Guidance, Water Framework Directive (WFD), and the Flood and Water Management Act 2010 are fully complied with.		✓			The EIA is fully compliant with the relevant overarching and topic specific legislation and policy. The overarching legislative and policy context of the EIA is set out in ES Chapter 1, Introduction. The topic specific legislative and policy context is set out in the Legislative and Policy Framework sections of each topic chapter	N
ENV#453	It is estimated that a couple of these clumps of trees may be affected by the proposals and therefore an assessment of these trees is needed and if necessary potential replanting in an alternative position proposed.		✓			The scheme will avoid direct impact on the Nile Clumps.	N
ENV#454	River Till Viaduct - Archaeology officers have no preference for either option presented (a or b).		✓			Your comment is noted.	N

5.8 Matters raised on Public Rights of Way

5.8.1 Table 5-7 below summarises the matters raised in relation to the scheme's public rights of way proposals.

Table 5-7: Summary of consultee comments on Public Rights of Way and Highways England response

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
PR#1	The link between Byways 12 and 11 should not be constructed.	✓		✓	✓	The previously proposed link to the south of the existing A303 between Byways 12 and 11 has been removed from the scheme proposals. This change to the scheme proposals presented for statutory consultation was one of three changes put forward for supplementary consultation, the feedback from which is summarised in Chapter 6 of this report.	Y
PR#2	The designation of byways is not clear.	✓		✓	✓	The designations of the byways (public rights of way) along the scheme were explained at consultation and were clarified after feedback as part the supplementary consultation held on three changes made to the scheme proposals presented for statutory consultation, as described in Chapter 6 of this report.	Y
PR#3	BSJA3A is missing from the consultation documents.		✓	✓	✓	Byway BSJA3A was omitted from the plans shown at statutory consultation because it has been ploughed over and is not in use. The public rights of way proposals have been clarified as part of the supplementary consultation held on three design changes made since the statutory consultation. The supplementary consultation plans show the designated route of BSJA3A, but make clear that the adjacent section of BSJA3 is to be formally designated as a byway open to all traffic (BOAT) to accommodate motorised use, reflecting what in practice exists on the ground. Feedback from the supplementary consultation is summarised in Chapter 6 of this report.	Y
PR#4	Equestrians should be able to use all new public rights of way.	✓		✓	✓	Equestrians will be able to use all the new public rights of way proposed along the scheme, except for the short length of AMES1 byway east of Solstice Park and north of the proposed link between	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						Amesbury Road and the Allington Track. This section is to be converted from a BOAT to a public footpath.	
PR#5	PRoWs need to be inclusive for disabled access.				✓	Where existing topographical constraints allow, there will be disabled access to all new public rights of way proposed along the scheme.	N
PR#6	All new public rights of way should be high quality and fit-for-purpose for cyclists/horse riders/carriages where appropriate.			✓	✓	All the new public rights of way proposed along the length of the scheme will be constructed in a way that will make them fit for all the uses permitted by their designated status. Exact cross-sectional details and construction materials will be determined as part of the scheme's detailed design, and will be sensitive to the landscapes through which the rights of way will pass.	N
PR#7	More information is requested on the fencing and gating strategy for the new PRoWs.			✓	✓	Fences along public rights of way will be provided to prevent access onto private land, grazed grassland or the highway, or to provide a buffer zone to the retained cutting between Longbarrow junction and the western tunnel entrance. Kent Carriage Gaps will be provided at access points to restricted byways, preventing entry by mechanically propelled vehicles. Equestrian gates will be provided at access points to bridleways and pedestrian gates will be provided at access points to footpaths.	N
PR#8	There is no need for an NMU route across the whole of the WHS.				✓	The old A303 through the WHS between Longbarrow and Stonehenge Road needs to be converted to a restricted (NMU) byway to cater for those NMUs who will not be permitted to use the tunnel when travelling between Amesbury and Winterbourne Stoke. In addition, the new byway will significantly enhance the existing public rights of way network, encouraging walking and cycling, and will provide greater opportunity for the WHS to be explored and enjoyed.	N
PR#9	Remove the public right of way from Green Bridge No. 1 and move it to the north side of A303 between green	✓		✓	✓	Routing the right of way over Green Bridge No. 1 is preferred because the alternative via the B3083 would be a longer detour for users of Byway SLAN3 seeking to cross the A303 safely.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	bridge no. 1 and the B3083.						
PR#10	Convert the stopped up northern section of byway 11 into a bridleway.			✓	✓	The previously proposed link to the south of the existing A303 between Byways 12 and 11 has been removed from the scheme proposals. This was one of three changes put forward for the supplementary consultation summarised in Chapter 6 of this report. The change means that the northern part of Byway 11 will remain open and will link to the proposed restricted byway on the line of the existing A303.	Y
PR#11	Make sure the existing A303 through the WHS is closed off to MPVs.			✓	✓	Except for occasional farm and utility vehicles gaining access to adjacent farmland and services, no motor vehicles will be permitted on the former A303 through the WHS, which will become a restricted byway.	N
PR#12	Make sure the existing A303 through the WHS is available for MPVs, or at least the section between AMES 11 and AMES 12; otherwise the link between byways 12 and 11 must be in place.	✓		✓	✓	The previously proposed link to the south of the existing A303 between byways 12 and 11 has been removed from the scheme proposals. This change to the scheme proposals was one of three changes put forward for supplementary consultation as summarised in Chapter 6 of this report. The change has been made because the link would have had an adverse impact on the adjacent Normanton Down barrow group and on the tranquillity of the WHS at this location. Byway 11 will be stopped up for motorised use where it currently joins the existing A303 to avoid vehicles running between Byways 11 and 12 along the old A303 in close proximity to Stonehenge to the detriment of the monument's setting. MPVs seeking access between Byways 11 and 12 will have to use the public highway network. Non-motorised users will be able to link between Byways 11 and 12 via the new restricted byway being created along the old A303 through the WHS.	Y
PR#13	Alterations to the PRowS reduce connectivity in the area.				✓	The new public rights of way measures proposed along the scheme will not only maintain, but will also considerably enhance the existing PRow network, significantly improving connectivity for non-motorised users.	N
PR#14	Maintain access to byway BSJA3 from			✓	✓	Motorised access from BSJA3 to the new A303 will be via the old A303 through Winterbourne Stoke and the new Longbarrow junction.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	A303 i.e. keep junction open or turn the current proposed bridleway running parallel and south of the A303 between SLAN3 and Winterbourne Stoke into a BOAT.					The proposed restricted byway between BSJA3 and SLAN3 is not being created as a BOAT because that could lead to increased turning movements where SLAN3 joins the A303 and hazardous conflicts between slow and fast-moving traffic.	
PR#15	Change the designation of all new bridleways to restricted byways to allow use by carriages.			✓	✓	Restricted byways are being provided where practical and where there is sufficient room to provide the width necessary to accommodate horse-drawn carriages. Bridleways are provided where there is insufficient off-road width reasonably available and, to the east of Winterbourne Stoke for example, where carriages will be able to use safely what will be the lightly trafficked old A303 to connect with the new restricted byways being provided in the WHS. Full details can be found in the Rights of Way and Access Plans, document reference 2.6.	Y, where appropriate
PR#16	Provide a cycle track on the north side of the A303 to better link with the Solstice junction to cross the A303.				✓	Providing a cycle track in this location is beyond the scope of the scheme and would be a matter for Wiltshire Council to consider. There are no significant changes to the local road network that are not provided with a convenient diversion route.	N
PR#17	Create a new bridleway between Cholderton and Allington Track.				✓	Providing a new bridleway in this location is beyond the proposed scope of the scheme and would be a matter for Wiltshire Council to consider.	N
PR#18	New PRoW between Winterbourne Stoke and Longbarrow junction is unnecessary.				✓	The new bridleway to the east of Winterbourne Stoke will be of significant benefit to local people, encouraging walking and cycling, and adding to the amenity of the area. It will connect into the new public rights of way proposed for the WHS, providing convenient safe access and the opportunity for the WHS to be explored and enjoyed.	N
PR#19	Move the proposed bridleway along the northern side of existing	✓		✓	✓	The proposed bridleway between Winterbourne Stoke and Longbarrow junction is better located on the north side of the old A303, separated from the existing road by an existing mature hedge	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	A303 between Winterbourne Stoke and Longbarrow junction to the southern side.					along part of the route. The alternative route on the south side would mean the removal of an area of woodland and involve additional earthworks.	
PR#20	Provide a footpath/cycle path from Countess to the eastern tunnel entrance.				✓	There is insufficient space to accommodate a new footpath/cycle path alongside the A303 from Countess into the WHS. The pedestrian and cycle route from Countess to the WHS will be via Amesbury and Stonehenge Road to link with the new public right of way proposed along the line of the old A303 through the WHS.	N
PR#21	The PRoW north of Green Bridge No. 4 should continue to the Stonehenge visitor centre.			✓	✓	The new restricted byway running northwards from Green Bridge No. 4 will continue to the Stonehenge visitor centre.	Y
PR#22	Safe crossing for NMUs from the PRoW north of Green Bridge No. 4 to the A360 to Shrewton is needed.				✓	NMU access along the A360 to Shrewton is not safely accommodated along the A360 from Airman's Corner. A safer, more pleasant NMU route from the new public rights of way proposed in the western part of the WHS would be via the new bridleway being provided alongside the old A303 towards Winterbourne Stoke, before continuing towards Shrewton either via existing public rights of way up the Till valley or via the lightly trafficked B3083.	N
PR#23	Safe access for NMUs to the southern A360 slip road from the PRoW south of Green Bridge No. 4 is needed.				✓	Non-motorised users of the new bridleway from Winterbourne Stoke will be able to use the proposed signalised crossing of the A360 (south) to gain safe access to the new public rights of way in the WHS via Green Bridge No. 4	N
PR#24	Do not stop up the B3086 north of the Stonehenge visitor centre for NMUs.				✓	The status of the B3086 north of the Stonehenge visitor centre will not be changed as part of the scheme.	N
PR#25	There is no need for additional access into Parsonage Down.			✓	✓	Taking into consideration this feedback from the statutory consultation, the two short lengths of public right of way north of Green Bridge No. 1 that were shown extending into Parsonage	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						Down as part of the consultation proposals have been removed from the scheme.	
PR#26	Provide new crossing over The Packway (assumed) for equestrians at Larkhill.				✓	A new crossing over The Packway would be a matter for Wiltshire Council as the responsible highway authority.	N
PR#27	Do not create new byways running alongside the A303 between Yarnbury Castle and Winterbourne Stoke.				✓	The new byways either side of the new dual carriageway between Winterbourne Stoke and Yarnbury Castle are being created to enhance the public rights of way network in the area, in pursuit of the Government's policy to encourage walking and cycling. The new byways will meet an existing byway (SLAN3).	N
PR#28	Make sure the public right of way north of the A303 between Yarnbury Castle (SLAN3) and Green Bridge No. 1 is a BOAT.				✓	The new public rights of way (PRoW) either side of the new dual carriageway between Winterbourne Stoke and Yarnbury Castle are being created to improve non- motorised facilities in the area, in pursuit of the Government's policy to encourage walking and cycling. As such, the new PRoW on the north side of the A303 between SLAN3 and Green Bridge No. 1 is to be a restricted byway and not a BOAT. Motorised vehicles travelling east-west will be able to use the new A303 and access via Longbarrow junction.	N
PR#29	Make sure public right of way north of the A303 between Yarnbury Castle (SLAN3) and Green Bridge No. 1 is a restricted byway.	✓			✓	The new public right of way on the north side of the A303 between SLAN3 and Green Bridge No. 1 will be a restricted byway.	Y
PR#30	Provide a crossing over/under the A303 at Yarnbury Castle (SLAN3) for vehicles and NMUs.		/	✓	✓	A separated road crossing at Yarnbury Castle is outside the scope and limits of the scheme.	N
PR#31	The line of BOAT WST03 may need to be		✓		✓	The northern end of WST03 will be adjusted to connect into the realigned B3083.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	changed at its northern junction.						
PR#32	Put existing byway WST04 on a bridge over the new bypass.	✓			✓	Existing byway WST04 is unaffected by the scheme as it follows a route that will pass beneath the proposed River Till viaduct.	N
PR#33	Presumably WST04 will pass underneath the River Till viaduct?				✓	Yes, WST04 will pass under the new viaduct.	N
PR#34	Presumably access along WST06B will be retained over Green Bridge No. 2?			✓	✓	Yes, access along WST06B will be retained over Green Bridge No. 2.	N
PR#35	Do not create lots of new byways.			✓	✓	The remit of the scheme is to ensure the existing byway network is satisfactorily maintained and the opportunity is being taken to include extensive public rights of way proposals, not only for maintaining but also enhancing the existing network. This aligns with Government policy to encourage walking and cycling. The proposals will link Yarnbury Castle and Winterbourne Stoke and allow access all the way through the WHS to Amesbury, making it easier for walkers, cyclists and horse riders to access and enjoy the WHS.	N
PR#36	Provide as many byways as possible.				✓	The scheme is providing a comprehensive set of public rights of way proposals along its length. Full details can be found in the Rights of Way and Access Plans, document reference 2.6.	N
PR#37	Provide public access from Green Bridge No. 1 through Parsonage Down to existing western access to Stonehenge.	✓			✓	This is outside the scope of the scheme. General improvements to the wider rights of way network is a matter for Wiltshire Council as the local highway authority.	N
PR#38	The NMU connections around Amesbury are not as comprehensive				✓	The new public rights of way (NMU) proposals around Amesbury are appropriately designed to accommodate and enhance the existing network. A particular benefit for residents of Amesbury will be that walkers, cyclists and horse riders will be able to gain easy, safe	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	as those in Winterbourne Stoke.					access to the WHS via Stonehenge Road, and the new restricted byway along the line of existing A303.	
PR#39	I want to be able to use my motorcycle on the PRowS as this will be safer.				✓	The new public rights of way proposals along the scheme align with Government policy to encourage walking and cycling and are not intended for motorised use. The exception is where access is required for motorised vehicles and where no suitable highway route exists. Motorised vehicles, including motorcycles, will have the benefit of using the existing Byways Open to All Traffic and a safer highway network relieved of congestion.	N
PR#40	Public access needs to be controlled.			✓	✓	Public access to private land will be controlled by fences similar to those already used in the area or as agreed with affected landholders.	N
PR#41	MPV access to the new restricted byways and bridleways needs to be denied and controlled.			✓	✓	Highways England is taking the opportunity to create legacy benefits for non-motorised users in accordance with their Strategic Business Plan and Roads Investment Strategy. This aligns with Government policy to encourage walking, cycling & horse-riding through national and local policies and plans. A number of new and diverted public rights of way (PRow) are proposed. Some of these are byways but most are not open to motorised vehicles. The designation of each existing and proposed PRow was clarified at Supplementary Consultation as one of: (1) Byway (open to all traffic) (2) Restricted Byway (Non-motorised users only) (3) Bridleway (Pedestrians, Cyclists and equestrians) (4) Footpath (Pedestrians) Byways open to all traffic are only proposed when access is required for motorised vehicles and where no suitable highway route exists. Appropriate gates and fencing will be used to prevent motorised vehicles accessing the non-motorised public rights of way. Extensive new public rights of way are proposed along the scheme where MPV access will be prohibited.	N
PR#42	Track above Scotland Lodge Farm to Berwick St James (BSJA3) and stretch of downgraded	✓		✓	✓	The BSJA3 track above Scotland Lodge towards Berwick St James will remain open as today. The stretch of downgraded A303 west of Winterbourne Stoke to the junction of the BSJA3 will be a byway open to all traffic which farm vehicles will be able to use.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	A303 from Winterbourne Stoke should be retained for farm access.						
PR#43	Keep PRow on A360 south of Longbarrow junction separated from traffic on a dedicated path.				✓	Pedestrians, cyclists and horse riders will be able to use a new dedicated, separated new public right of way, running alongside the A360 south of Longbarrow junction.	Y
PR#44	How will NMUs be kept safe along PRowS where there is a PMA for agricultural vehicles?				✓	Where a new public right of way is intended to accommodate non-motorised use and agricultural vehicles, it will be wide enough for safe use by all. The users will share the route, as is typical for a public right of way of this type.	N
PR#45	Carriage-riders are not mentioned at all in consultation...how does the scheme affect them?				✓	The designations of the public rights of way proposals along the length of the scheme were clarified for the supplementary consultation reported in Chapter 6. Extensive lengths of restricted byways, which will accommodate use by carriage riders, are being provided, e.g. along the old A303 through the WHS and between Winterbourne Stoke and Yarnbury Castle. Details can be found in the Rights of Way and Access Plans, document reference 2.6.	Y
PR#46	Landowners should be consulted about the byways.			✓	✓	All affected landowners have been consulted about the proposed public rights of way as part of the statutory consultation and supplementary consultation undertaken for the scheme, as explained in this report.	N
PR#47	Existing byways and access to them to remain as they are currently are.			✓	✓	The scheme maintains the existing byway network and where possible improves connectivity through the World Heritage Site and between Amesbury and Yarnbury Castle. It provides alternative routes parallel to the new dual carriageway. Full details of the public rights of way proposals, including the small number of modifications being made to the existing network, can be found in the Rights of Way and Access Plans, document reference 2.6.	N
PR#48	Downgrade byways 12 and 11 so that MPVs can't use them.	✓		✓	✓	The remit of the scheme is to ensure the existing byway network is maintained in a satisfactory manner rather than changing the status of the BOATS in the WHS. Changing the status of the existing	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						BOATS is beyond the scope of the scheme and is a matter for Wiltshire Council to consider as the local highway authority.	
PR#49	Use the old B3086 northern section as a byway past the Stonehenge visitor centre.				✓	The B3086 will remain as a public road and thus cannot be downgraded to a byway. A new restricted byway will be provided alongside the A360 (north) from Longbarrow to the visitor centre.	N
PR#50	Move the PRoW along the existing A303 between Winterbourne Stoke and Longbarrow junction to the north side of the new A303.			✓	✓	Moving the proposed new public right of way between Winterbourne Stoke and Longbarrow to the north side of the new A303 would not provide such a convenient or attractive route for walkers, cyclists and horse riders into the WHS. The proposed route alongside the old A303 also links well into existing public rights of way.	N
PR#51	WST04 is a BOAT, not a bridleway.				✓	WST04 is a BOAT and there are no proposals to alter this.	N
PR#52	Full MPV rights to be retained on BOAT WST03.				✓	WST03 is a BOAT and there are no proposals to alter this.	N
PR#53	I agree with the proposed opportunities for improving the PRoW network in this area.			✓	✓	Thank you for your support.	N
PR#54	Why will access to the Stonehenge cottages become private?				✓	The existing access to Stonehenge Cottages is directly off the section of A303 which is to be placed in tunnel. A replacement access therefore needs to be provided. This will be via Stonehenge Road from Amesbury, continued as a private means of access over the tunnel which will be contiguous with eastern end of the new public right of way being created into the WHS from Stonehenge Road.	N
PR#55	Concerns regarding byways should not affect the overall scheme.				✓	The new public rights of way proposals along the scheme align with Government policy to encourage walking and cycling. The proposals ensure the existing byway network is maintained and include extensive enhancements to the existing network. These align with	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						the scheme objective to provide a positive legacy for local communities.	
PR#56	Fit for purpose surfacing on any new farm access roads is needed.			✓		The surfaces of new agricultural accesses will be determined in consultation with affected landowners and tenants as appropriate.	N
PR#57	The PRoW south of Green Bridge No. 4 should continue to Druid's Lodge.				✓	The PRoW south of Green Bridge No. 4 will continue to Druid's Lodge and connect into BSJA11.	Y
PR#58	The PRoWs north and south of Green Bridge No. 4 should be restricted byways.				✓	The public rights of way proposed north and south of Green Bridge No. 4 will be restricted byways. The restricted byway running south alongside the A360 will retain this designation until it reaches BSJA9 (an existing restricted byway). From this point south, it will be a bridleway due to the available width off-road and to avoid removing existing trees.	Y
PR#59	The link between byways 12 and 11 should be a BOAT.				✓	The previously proposed link to the south of the existing A303 between byways 12 and 11 has been removed from the scheme proposals. This change to the scheme proposals, presented for statutory consultation, was one of three changes put forward for supplementary consultation, the feedback is summarised in Chapter 6 of this report. The change has been made because the link would have had an adverse impact on the adjacent Normanton Down barrow group and on the tranquillity of the WHS at this location.	Y
PR#60	The byways through the WHS are historically important.				✓	The importance of the byway network in the WHS is recognised. The scheme's public rights of way proposals will enhance the network for walkers, cyclists, carriages and horse riders.	N
PR#61	Early engagement with cycling representatives is recommended.				✓	Following previous engagement during the last stage of the scheme development, a workshop was held on 24 July 2018. This was attended by representatives of Cycling UK, local cycling clubs and others with an interest in cycle routes including: Cycling Opportunities Groups for Salisbury (COGS) Rights of Way and Countryside Manager, Wiltshire Council Senior Rights of Way Warden, Wiltshire Council Councillor, Amesbury Town Council Chair, Parish Council and The National Trust. The Ramblers,	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						Wiltshire Bridleway Association Sustrans were invited but were unable to attend. Engagement will continue with non-motorised user groups during the detailed design of the scheme.	
PR#62	Carriage drivers need an off-road route from Shrewton across to Amesbury.			✓	✓	For carriage users, the off-road route between Shrewton and Amesbury will be via: BOAT SHRE4/SHRE15/WSTO6B south-east from Shrewton, across the old A303 onto the lane south to join BOAT WSTO6A, then left onto restricted byway BSJA9 to cross the A360 onto new restricted byway north to Longbarrow, then right onto new restricted byway along the route of the former A303 to the old Stonehenge Road into Amesbury. Alternatively, the lightly trafficked old A303 could be used as a shorter route into the WHS.	N
PR#63	If BOATs in the WHS are downgraded, traffic in the WHS should be stopped.				✓	The existing BOATs in the WHS are not being downgraded as part of this scheme. Wiltshire Council has made a temporary experimental order to prohibit motorised use of the BOATS and will decide in due course whether or not to make the order permanent. You can find out more by calling 0300 456 0105 or writing to: Highways, Wiltshire Council, Bythesea Road, Trowbridge, Wiltshire BA14 8JN.	N
PR#64	Support for the PROWS west of Green Bridge No. 1.				✓	Thank you for your support.	N
PR#65	A344 should be a bridleway or restricted byway.				✓	The designation of the old A344 does not form part of the scope of this scheme.	N
PR#66	Downgrade all byways around Winterbourne Stoke from BOATs to restricted byways, bridleways or footpaths.	✓		✓	✓	The remit of the scheme is to ensure the existing byway network is satisfactorily maintained rather than to change the designations of existing byways. This is beyond the scope of the scheme and is a matter for Wiltshire Council as the responsible authority for byways.	N
PR#67	Modify rather than downgrade byways 11, 12 and new link to reduce disturbance on environment.				✓	Byways 11 and 12 are not being downgraded as part of this scheme. Additionally, the previously proposed link (to the south of the existing A303) between Byways 12 and 11 has been removed from the scheme proposals as one of three changes put forward for the supplementary consultation reported in Chapter 6 of this report. With	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						the scheme, motorised use of Byway 11 will terminate its northern end where it currently joins the existing A303. Non-motorised users will be able to join the new restricted byway to be created along the line of the old A303 through the WHS after the tunnel has been constructed.	
PR#68	Move the link between byways 12 and 11 further north, adjacent to existing A303.			✓	✓	The previously proposed link between Byways 12 and 11 has been removed from the scheme proposals as one of three changes put forward for the supplementary consultation reported in Chapter 6 of this report. Moving the link north adjacent to the existing A303 would mean motorised vehicles would continue to pass in close proximity to Stonehenge, defeating one of the main aims of the scheme to remove the sight and sound of traffic from much of the WHS landscape. With the scheme, motorised use of Byway 11 will terminate its northern end where it currently joins the existing A303. Non-motorised users will be able to join the new restricted byway to be created along the line of the old A303 through the WHS after the tunnel has been constructed.	Y
PR#69	SLAN3 and A303 connection must be retained.				✓	The SLAN3 and A303 connection is being retained.	N
PR#70	Make sure safety for NMUS is considered.			✓	✓	Ensuring the safety of non-motorised users has been paramount in developing the scheme's public rights of way proposals and will continue to be so as the design details are finalised.	N
PR#71	There shouldn't be a new byway going through the WHS.				✓	Pedestrians, cyclists and pedestrians will be prohibited from travelling through the tunnel. Therefore, a new public right of way is being provided along the old A303 from Stonehenge Road westwards through the WHS to provide a convenient alternative route for non-motorised users wishing to travel between Amesbury and Winterbourne Stoke. This restricted byway will provide a significant benefit to non-motorised users seeking to enjoy the WHS.	N
PR#72	There can be no dead end byways as a result of the scheme.				✓	There will be no dead-end byways except that motorised vehicles will not be permitted to join the former A303 from BOAT AMES11 (Byway 11), as the east-west former A303 through the WHS will be a restricted byway available to walkers, cyclists, pedestrians and	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						carriages. Not providing vehicular rights along it is consistent with the scheme's aim of removing the sight and sound of traffic from the vicinity of Stonehenge.	
PR#73	Ensure AMES44 and Raftyn Bridge are retained.		✓	✓	✓	The public right of way access over the Ratfyn Bridge, east of Countess roundabout will be retained.	N
PR#74	Consideration should be given to the recent enquiries regarding the designation of existing byways in the WHS - they should not be downgraded.				✓	Consideration has been given to the recent enquiries regarding the designation of the existing byways through the World Heritage Site. As such, the designation of byways 12 and 11 will not change as part of this scheme.	N
PR#75	New rights of way need to be definitive rather than permissive.				✓	New public rights of way which form part of this scheme will be definitive routes rather than permissive paths.	N
PR#76	Improve surface for cyclists on byway 12 between A303 junction and A344 junction.				✓	Byway 12 is maintained by Wiltshire Council as the responsible authority, and improving the surface is not within the scope of this scheme.	N
PR#77	The link between byways 12 and 11 should be a bridleway.				✓	The previously proposed link to the south of the existing A303 between Byways 12 and 11 has now been removed. This change was presented at the supplementary consultation reported in Chapter 6. The former A303 within the WHS will become a restricted byway, providing a link for walkers, cyclists and horse riders between Byways 11 and 12.	Y
PR#78	There should be no fencing along the existing A303 PRow through the WHS.				✓	Where necessary, fencing along the old A303 through the WHS will be retained or replaced to ensure: a) users of the restricted byway cannot access adjacent private land, b) non-pedestrian users cannot enter open access land, and c) to provide a buffer zone to the western section of the new road in cutting.	N
PR#79	WST04 must remain open during construction.				✓	WST04 will be kept open as much as possible during construction but, as the new viaduct is being constructed overhead, it may need to be temporarily closed or diverted for safety reasons.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
PR#80	The needs of motorised user groups are not being considered.				✓	The needs of motorised user groups have been considered in forming the scheme's proposals. No byways open to all traffic (BOATs) are being removed and a new BOAT on the line of the old A303 to the west of Winterbourne Stoke is included to provide connection between Winterbourne Stoke and BSJA3. The only change is in the WHS where Byway 11 will no longer be a through route because the old A303 will become a restricted byway in support of the aim to remove the sight and sound of traffic from the Stonehenge landscape. The previously proposed link between Byways 11 and 12 to the south of the old A303 has been removed because it would have had adverse heritage impacts. This change was part of the supplementary consultation reported in Chapter 6.	N
PR#81	Restricted byways should be open to trail bikes.				✓	Motorised trail bikes are not permitted to use restricted byways, although they can use byways open to all traffic.	N
PR#82	Will I still be able to cross the A303 on SLAN3?			✓	✓	Yes, there are no modifications proposed where SLAN3 crosses the A303.	N
PR#83	There needs to be clear signage for those that are prohibited from the tunnel.				✓	Appropriate signage will be installed so that it is clear which users are prohibited from the tunnel and to provide alternative route directions for those users.	N
PR#84	There needs to be clear signage for NMUs wishing to cross the A303.				✓	The scheme will be suitably signed to facilitate NMU movements across the A303 corridor.	N
PR#85	Open the existing A303 through the WHS to local traffic.				✓	Keeping the existing A303 open for local traffic would defeat one of the main aims of the scheme, namely to remove the sight and sound of traffic from the Stonehenge landscape.	N
PR#86	Create a temporary PRow from Winterbourne Stoke to Yarnbury Castle during construction.	✓			✓	Existing rights of way within the scheme boundary will be maintained during construction, using temporary diversions as necessary. The new rights of way proposed will be constructed and opened as soon as is efficiently possible, including those between Winterbourne Stoke and Yarnbury Castle.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
PR#87	Construct Green Bridge No. 1 for immediate north-south connectivity.				✓	Construction timings will be determined once a contractor is appointed. green bridge no. 1 cannot be constructed before the cutting for the new A303 is formed beneath it.	N
PR#88	The public need to have more input regarding PRowS.			✓	✓	Information on the public rights of way proposals was provided as part of the statutory consultation and the designations of the proposals along the scheme were clarified at the supplementary consultation reported in Chapter 6.	N
PR#89	WSTO3 needs to keep its access to the B3083.				✓	Access onto the B3083 from WSTO3 will be retained.	N
PR#90	Provide a car park for NMUS at the north end of Green Bridge No. 1	✓			✓	Car parking proposals are outside the scope of the scheme.	N
PR#91	Downgrade as many existing byways as possible.			✓	✓	The scheme does not seek to downgrade any byways. As the responsible authority, Wiltshire Council has a duty to maintain existing rights of way; any requests for their downgrading should be made to the Council.	N
PR#92	Move the link between byways 12 and 11 south along the National Trust boundary.			✓	✓	The previously proposed link to the south of the existing A303 between byways 12 and 11 has been removed from the scheme proposals. This change to the scheme proposals, presented for statutory consultation, was one of three changes put forward for supplementary consultation, the feedback from which is summarised in Chapter 6 of this report. The change has been made because the link would have had an adverse impact on the adjacent Normanton Down barrow group and on the tranquillity of the WHS at this location. Moving the motorised link further south would have increased the impact on the barrow group. Non-motorised users will be able to travel between byways 11 and 12 via the old A303, which will become a new restricted byway between the two that are already existing.	Y
PR#93	Are byways being stopped up to maintain traffic flow?				✓	Byways east of Solstice Park are being stopped up to remove unsafe access to and from the A303. By preventing the mixing of slow and fast-moving traffic, this will assist traffic flow and improve	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						safety. Within the WHS, the motorised use of Byway 11 is being stopped up at the point where the byway joins the existing A303 to avoid vehicles continuing to pass in close proximity to Stonehenge. Walkers, cyclists and horse riders using Byway 11 will still be able to join the old A303 which will become a restricted byway.	
PR#94	The link between byways 11 and 12 is a good idea.				✓	The previously proposed link to the south of the existing A303 between byways 12 and 11 has been removed from the scheme proposals. This change to the scheme proposals, presented for statutory consultation, was one of three changes put forward for supplementary consultation, the feedback from which is summarised in Chapter 6 of this report. The change has been made because the link would have had an adverse impact on the adjacent Normanton Down barrow group and on the tranquillity of the WHS at this location. Non-motorised users will be able to travel between byways 11 and 12 via the old A303, which will become a new restricted byway between the other two that are already existing.	Y
PR#95	Northern part of Stonehenge Road should not be stopped up.			✓	✓	Once the scheme is in operation the northern part of Stonehenge Road will not be required as a public highway. It will be retained as restricted byway and private means of access to properties adjacent to King Barrow Ridge. It will no longer be available to members of the public in motorised vehicles.	N
PR#96	How will the PRoW WST04 cross the new A303 bypass?				✓	WST04 will pass under the new River Till viaduct on its existing alignment.	N
PR#97	Farm vehicles should be able to use all byways.			✓	✓	Farm vehicles are permitted to use byways open to all traffic. Authorised farm vehicles will be permitted to use the new restricted byways under private means of access arrangements.	N
PR#98	Can WST04 be diverted to the east to allow the River Till viaduct to be lower?	✓			✓	Diverting WST04 would not alter the height of the River Till viaduct. The height is dictated by the need to provide sufficient light beneath the deck to avoid shading adversely affecting the River Till SSSI and the integrity of the SAC.	N
PR#99	Make sure the public right of way south of the A303 between Yarnbury Castle	✓		✓	✓	The public right of way south of the A303 will be restricted byway between Yarnbury Castle (SLAN3) and Green Bridge No. 1, except	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	(SLAN3) and Green Bridge No. 1 is a restricted byway.					for a section along the old A303 to the west of Winterbourne Stoke which is needed to serve as a byway open to all traffic to maintain connection with BSJA3.	
PR#100	Ensure NMU needs are considered during construction phase.				✓	Existing public rights of way will be maintained wherever possible during construction, using temporary diversions as necessary.	N
PR#101	Good management of the byways is critical to avoid damage to the environment.			✓	✓	It is envisaged that management and maintenance of the new public rights of way proposals will pass to Wiltshire Council as the responsible highway authority.	N
PR#102	The PRow between the BSJA3/A303 junction and the southern end of Green Bridge No. 1 needs to be wide enough for large and long farm vehicles. This applies to the corner where the new PRow turns onto BSJA3.			✓	✓	The public right of way between the BSJA3/A303 junction and the southern end of Green Bridge No. 1 will be wide enough for large and long farm vehicles, including at the corner where the new right of way turns onto BSJA3.	N
PR#103	Make sure public right of way south of the A303 between Yarnbury Castle (SLAN3) and BSJA3 is a bridleway, not a BOAT.			✓	✓	The public right of way south of the A303 will be a restricted byway between Yarnbury Castle (SLAN3) and BSJA3. It is not being created as a BOAT because that could lead to increased turning movements where SLAN3 joins the A303 and hazardous conflicts between slow and fast moving traffic.	Y
PR#104	Lack of any clear information as to what will happen to the section of the de-trunked road from Old Stonehenge Road in an easterly direction.			✓		The redundant section of A303 to the east of the old Stonehenge Road will be removed and the surface returned to grass.	N
PR#105	The actual point of stopping up the Byway number 32 needs to be moved further north.			✓		Byway Open to All Traffic AMES32 follows the route of Allington Way in Amesbury and is unaffected by the scheme. Assuming this is in reference to AMES2, the byway has been stopped up at its junction with the A303 to improve safety.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
PR#106	There is no need to create a cycle pedestrian track all the way along the existing A303 from the A360 to West Amesbury.				✓	The old A303 through the WHS between Longbarrow and Stonehenge Road needs to be converted to a restricted (NMU) byway to cater for those who will not be permitted to use the tunnel when travelling between Amesbury and Winterbourne Stoke. In addition, the new byway will significantly enhance the existing public rights of way network, encouraging walking and cycling, and will provide greater opportunity for the WHS to be explored and enjoyed.	N
PR#107	Remove the PRow south of Green Bridge No. 4 and re-route it west on proposed PRow and then south along the realigned A360 to allow farming of these fields as one.			✓		The proposed PRow route running to the south of Green Bridge No. 4 follows the line of the existing A360 to provide a convenient north-south route. The proposed route to the west is intended to provide for the east-west desire line into Winterbourne Stoke. The suggested alteration would increase the relevant length of the N-S route from about 400 metres to over 1km reducing the benefits to users of the byway and those with private means of access rights. It is also intended to retain the existing A360 boundary fence/hedge as a feature which will serve to separate the N-S PRow from the fields on either side.	N
PR#108	The B3083 underpass must include a private track, not a public right of way.			✓		A private means of access cattle track is proposed under the A303 on the eastern side of the B3083 underbridge. This will also incorporate safe bridleway use by equestrians on the B3083 so that they will not need to share the same road space under the bridge with motorised vehicles. A gate system will ensure that the private means of access will be closed when the route is in use by equestrians and vice versa. The same gate will close either the public or private access at both ends of the bridge, similar to large kissing gates.	Y
PR#109	Where and what will be 'stopping up' boundaries consist of?			✓		The new boundary at stopped-up sections will be similar to the existing boundary either side, e.g. post and rail fence or post and wire stockproof fence. Byway 11 will have Kent Carriage Gaps (an arrangement of low bollards preventing unauthorised vehicular use) and a gate to provide access for adjacent landowners and other authorised vehicles.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
PR#110	What are the future maintenance costs of the stopped up PRoWs?			✓		Sections of PRoWs that are stopped up will be restored to agricultural use for reversion to adjacent landholders. No ongoing maintenance costs are anticipated.	N
PR#111	Where will restrictions for private means of access start from on the stretch of downgraded A303 west of Winterbourne Stoke? And will this definitely be restricted?			✓		The section of downgraded A303 west of to the junction of the BSJA3 will be a byway open to all traffic (BOAT) which farm vehicles will be able to use without restriction. The new BOAT will continue to the point where it connects with existing BOAT BSJA3 which runs southwards from the existing A303 towards Berwick St. James. To the west of BSJA3, a new restricted byway will continue on the south side of the new A303 to connect with the existing BOAT SLAN3. This new section of restricted byway between BSJA3 and SLAN3 will also accommodate a private means of access for the adjacent landholder.	N
PR#112	It is difficult to decide whether byways 11 and 12 should be downgraded or not. Highway rights and protection of archaeological interests are equally important.		✓			Consideration of whether or not Byways 11 and 12 should be downgraded is a matter for Wiltshire Council as the responsible authority.	N
PR#113	Highways England proposals for old A303 to be downgraded to local road will mean that WST05 becomes a cul-de-sac BOAT where it meets the existing A303.		✓			WST05 does not meet the existing A303. It is assumed that the comment is about WST04. Even after the old A303 through Winterbourne Stoke is downgraded to a local road, WST04 will not become a cul-de-sac; it will remain fully connected into the public highway network.	N
PR#114	Who is responsible for the decision regarding the downgrading of byways 11 and 12?		✓			Consideration of whether or not to downgrade Byways 11 and 12 is a matter for Wiltshire Council as the responsible authority.	N
PR#115	There are a number of options which have been considered by highways		✓			Taking into consideration this and other feedback from the statutory consultation, the previously proposed link to the south of the existing	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	officers in the context of how Byways 11 and 12 should be addressed. It is recommended that Option 3 <i>[not to oppose the promotion of a Prohibition of Driving Order on Byways 11 and 12]</i> be pursued, so that Highways England can proceed to incorporate in their submitted design proposal a connection between Byways 11 and 12 along the line of the old A303, but without the level and nature of traffic use to which the partners to the Management Plan object.					A303 between Byways 11 and 12 has been removed from the scheme proposals. This change was one of three put forward for the supplementary consultation summarised in Chapter 6 of this report. The change means that Byway 11 will terminate for vehicular use where it currently joins the existing A303, and a turning head will be provided at this location for vehicles to turn around and return to the public highway. Non-motorised users of Byway 11 will be able to join the new restricted byway to be created along the line of the old A303 through the WHS which will continue to provide a non-motorised link between Byways 11 and 12. This change has been made without the need for the status of Byways 11 and 12 to be downgraded to prohibit vehicular use which would be beyond the scope of the scheme.	
PR#116	The proposed solutions for the amendment of the public rights of way affected by the scheme are pragmatic and are therefore welcomed. However, in what is understood to have been an attempt to simplify the key to the maps, there has been a wide use of the word "byway" to encompass rights of way of differing status, which has already resulted in the Council's Rights of Way officers receiving		✓			Following this and other feedback, the designations of the proposed byways (public rights of way) along the scheme were clarified as part the supplementary consultation held on three changes made to the scheme proposals presented for statutory consultation, as described in Chapter 6 of this report.	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	requests for clarification from confused members of the public and representatives of rights of way user groups.						
PR#117	New routes need to be created from SLAN3 as a minimum of restricted byway, but if created as a BOAT then A303 crossing could be closed?		✓			The new public right of way on the north side of the new A303 between SLAN3 across Green Bridge No.1 will be a restricted byway. The public right of way on the south of the A303 will be restricted byway between SLAN3 and BSJA3, from where it will continue eastwards as a byway open to all traffic, utilising the old A303, into Winterbourne Stoke.	N
PR#118	BSJA3A needs to be stopped-up and BSJA3 retained as BOAT. Unless direct access is to be retained from BSJA3 onto A303, new route on south side of A303 needs to be BOAT to link to SLAN3. If no direct access to be retained onto A303, new route on south side of A303 needs to be BOAT, to both west and east.		✓			Motorised access from BSJA3 to the new A303 will be via the old A303 through Winterbourne Stoke and the new Longbarrow junction. The proposed restricted byway between BSJA3 and SLAN3 is not being created as a BOAT because that could lead to increased turning movements where SLAN3 joins the A303 and hazardous conflicts between slow and fast moving traffic.	Y
PR#119	Green Bridge No. 2 to carry a "byway" across the new A303, and this byway should be preserved as a BOAT.		✓			WSTO6B will remain as a BOAT and will cross the new A303 on Green Bridge No. 2.	N
PR#120	Highway Authority has Highways Act 1980 S.130 duty to prevent, as far as possible, the stopping-up of the highway. MPV		✓			MPV rights will be preserved on AMES12 over the tunnel, crossing the new restricted byway to be created along the old A303 between Longbarrow roundabout and Stonehenge Road.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	rights (if retained) on BOAT AMES12 would need to be preserved over the crossing point of old A303. Status of public rights to be retained on old A303 between Longbarrow roundabout and Old Stonehenge Road should be a restricted byway.						
PR#121	AMES11 – old A303 vehicle rights will be extinguished, this will create a cul-de-sac BOAT on AMES11.		✓			The previously proposed link to the south of the existing A303 between AMES11 and AMES12 (Byways 11 & 12) has been removed from the scheme proposals as one of three changes put forward for the supplementary consultation summarised in Chapter 6 of this report. The change means that AMES11 will terminate for vehicular use where it currently joins the existing A303, and a turning head will be provided at this location for vehicles to turn around and return to the public highway. Non-motorised users of Byway 11 will be able to join the new restricted byway to be created along the line of the old A303 through the WHS which will continue to provide a non-motorised link between Byways 11 and 12.	Y
PR#122	The provision of a new link between the byways, to the south of the existing A303 line is objected to by the Council's Archaeological Service.		✓			Taking into consideration this and other feedback from the statutory consultation, the previously proposed link to the south of the existing A303 between Byways 11 and 12 has been removed from the scheme proposals. This change was one of three put forward for the supplementary consultation summarised in Chapter 6 of this report.	N
PR#123	WST06 crosses open fields and the River Till by means of a historic bridge and is wholly inappropriate as Byway.			✓		The scheme is maintaining the continuity of byways WST06A and WST06B via Green Bridge No.2. Any review of its designated status and use would be a matter for Wiltshire Council as the responsible authority for the byways.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
PR#124	Provide a green bridge at Yarnbury Castle.	✓			✓	A separated road crossing at Yarnbury Castle is outside the scope of the scheme.	N
PR#125	Provide a crossing for vehicles and NMUs across the A303 at Amesbury Road or Allington Track.			✓	✓	The Amesbury Road and Allington Track junction/access closures on the A303 are proposed for reasons of safety. Alternative reasonably convenient safe access is available across the trunk road via the Solstice Park junction.	N
PR#126	Stopped up section of Amesbury Road should be a bridleway or public footpath.				✓	The stopped-up section of Amesbury Road will become a footpath to maintain public access to the barrow adjacent to the southern boundary of A303.	N
PR#127	What is the need for the bridleway on the stopped-up section of the Allington Track? This should be removed.			✓		The proposal to convert the stopped-up section of Allington Track to a bridleway has been withdrawn. No public access along this route will be provided.	Y
PR#128	NMU shared paths should be provided alongside new roads.				✓	Extensive new public rights of way are being provided along the scheme, providing a continuous route for walkers, cyclists and horse riders from Amesbury, through the WHS, to Winterbourne Stoke and continuing through to Yarnbury Castle.	N
PR#129	Retain Allington Track as footpath.				✓	The stopped-up section of Allington Track will accommodate private farm access only. Footpath access is not being provided to the A303 for safety reasons.	N
PR#130	Downgrade all byways around Winterbourne Stoke to non-motorised users.				✓	The status of the existing byways around Winterbourne Stoke will remain unchanged, with the exception of a modification to BSJA3 south of the A303, which will be changed from a bridleway to a byway open to all traffic to match its existing usage. The remit of the scheme is to ensure the existing byway network is well maintained rather than change the status of the byways. The scheme also includes extensive proposals for non-motorised public rights of way to maintain and enhance the existing network.	N
PR#131	From the south end of Green Bridge No.1 to Longbarrow Junction				✓	There will be a dedicated bridleway for pedestrians, cyclists and horse riders from east of Winterbourne Stoke to Longbarrow	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	along the existing A303, pedestrians, cyclists and equestrians should be separated from vehicular traffic.					Junction. The existing A303 from the south end of Green Bridge No.1 to the east of Winterbourne Stoke will become a quiet road with little traffic, accommodating easy, safe non-motorised movements.	
PR#132	PRoW east of Winterbourne Stoke along the existing A303 should start further west at the junction of the A303 with WST04.				✓	Between WST04 and the start of the new segregated bridleway, the existing A303 will have a 30mph speed limit and, as such, will be safe for use by horse riders alongside motorists. Pedestrians and cyclists will use a shared path along this section before joining the new bridleway. In addition, the existing bridge over the River Till is too narrow to accommodate the segregated bridleway extending westwards into the village.	N
PR#133	PRoW east of Winterbourne Stoke along the existing A303 should have a separate footbridge over the River Till.				✓	The existing A303 will only be used by low levels of local traffic to Winterbourne Stoke, Berwick St James and Shrewton. As a consequence, the construction of a new, separate footbridge over the River Till cannot be justified as part of the scheme. However, there will be provision over the existing River Till bridge for shared pedestrian and cycle use.	N
PR#134	The closure of BOATs is unacceptable.				✓	BOATs are only being stopped up at their existing junctions with the A303 for justified reasons. BOATs AMES1 and AMES2, east of Solstice Park, are being stopped up to remove unsafe access to and from the A303. Within the WHS, the motorised use of AMES11 (Byway 11) is being stopped up at the point where the byway joins the existing A303 to avoid vehicles continuing to pass in close proximity to Stonehenge. Walkers, cyclists and horse riders using Byway 11 will still be able to join the old A303 which will become a restricted byway. Motorised users of the byways have alternative routes available to them via the public highway network.	N
PR#135	How will the traces of the old A303 be removed within the WHS?				✓	The existing A303 will be converted to a restricted byway for non-motorised users. A narrow width of the existing road will be retained (to accommodate use by cyclists, mobility scooters/wheelchairs and walkers), but with a different bound surface that will better integrate with the adjacent chalk grassland. The remainder of the road will be returned to chalk grassland.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
PR#136	Issues walking along and crossing the B390 in Chitterne.				✓	Consideration of such issues on the B390 in Chitterne is the responsibility of Wiltshire Council as the responsible highway authority.	N

5.9 Matters raised on Land

5.9.1 Table 5-8 below summarises the matters raised in relation to Land.

Table 5-8: Summary of consultee comments on Land interests and Highways England response

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
LAN#1	Why was I sent a document requesting owner occupier and mortgage details?			✓	✓	Land Interest Questionnaires (LIQs) were sent to all people and businesses that have been identified as having an interest in land close to the project, or land that may be affected by it. The purpose of this questionnaire is to obtain the most up to date information about land ownership in this area. This will help us keep the relevant people up to date with the scheme when more information becomes available. We are required to send out the LIQs to comply with the statutory processes of the Development Consent Order that we require for the A303 scheme. It is not compulsory to respond, but it does help us make sure we have correct land ownership information.	N
LAN#2	Is Highways England planning a compulsory purchase on my house?			✓	✓	There are no proposals to compulsory purchase any residential properties under the A303 Amesbury to Berwick Down Scheme.	N
LAN#3	New land boundaries - how will they be maintained?			✓	✓	New boundaries created by the scheme will be provided with suitable protection for the land use. Once the standard of construction is agreed between landowners and Highways England and the boundary is in place, the maintenance of these will be passed to the landowner.	N
LAN#4	What will Highways England do about the noise effects on my property and how will I be compensated?			✓	✓	A preliminary indication of any properties likely to qualify under the Noise Insulation Regulations is provided in the assessment undertaken in Chapter 9 of the ES (document reference 6.1). A full assessment will be completed once the detailed design is finalised and in accordance with the timescales set out in the Regulations. A preliminary consideration of properties which may qualify for noise insulation works under the Regulations has identified a single property – Lindisfarne at the northern end of Ratfyn Road, Amesbury.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						Based on the preliminary assessment, the Noise Insulation Regulations criteria are just exceeded for this property, although the magnitude of the change in traffic noise levels at this property are negligible in both the short and long term.	
LAN#5	If my property value is blighted by the project, will Highways England compensate me for this?			✓	✓	Blight claims will be assessed independently by the Valuations Office. If you think the project has blighted the value of your property, please inform Highways England and it will be assessed.	N
LAN#6	How do I apply for discretionary purchase of my property?				✓	Applications can be made to Highways England for homes, business premises or agricultural units for discretionary purchase, provided you have occupied the property for at least six months. Contact us on 0300 123 5000 and speak to the Community Relations Team, or email info@a303stonehenge.co.uk and we will advise you.	N
LAN#7	My access is due to be affected by the scheme, what will Highways England do about this?			✓	✓	Any severed accesses will be provided with a suitable alternative and this will be agreed with you. If this is unachievable then appropriate compensation will be provided.	N
LAN#8	Will there be further surveys taking place?			✓	✓	Surveys will be taking place up to and during construction of the project. These are needed to help inform the detailed design and also to update key information where necessary.	N
LAN#9	Ensure communication with the affected landowners and asset owners is maintained throughout the project.	✓		✓	✓	Regular meetings and updates are taking place with the affected landowners and asset owners. This will continue as the scheme progresses to ensure their individual requirements are met.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
LAN#10	Limit temporary land take and ensure it is returned to its previous condition.			✓	✓	The temporary possession of land will be limited to what is essential for the efficient construction of the scheme. The condition of the land will be recorded and, post-construction, it will be reinstated to its former condition.	N
LAN#11	My business will be affected by the project, what will Highways England do about the effect this has?			✓	✓	If your business is adversely affected by the scheme, you may be able to claim compensation under section 152 of the Planning Act 2008 or under section 10 of the Compulsory Purchase Act 1965. The legislation is complicated; we will discuss matters with you, but you may wish to seek professional advice (the cost of which will be compensable by Highways England) before making a claim. We have identified people we consider may be able to make such a claim as Cat 3 people in our BoR (Chapter 3) – and they will have received a letter during the statutory consultation identifying them as a person under s42(1)(d). Any interests identified as having a relevant claim have already been approached or will be in the near future.	N
LAN#12	How will land be acquired and what is the project timeline for this?				✓	Land required permanently will be acquired through individual agreement with landholders or under the General Vesting Declaration (GVD) process. The process is likely to begin in 2020 if the scheme receives development consent. The development consent order will also seek powers to take temporary possession of land for constructing the scheme. This may be land that is only required during the construction works, such as for compounds and the storage of materials. Where land is intended to be acquired permanently, temporary possession may initially be taken until the permanent requirements are finalised to ensure that we do not permanently acquire more land than is necessary. Temporary possession will be taken by serving notice of the intended entry on affected landholders. Powers to take temporary possession or compulsorily acquire land under the DCO must be exercised within 5 years beginning with the day on which the Order comes into force.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
LAN#13	Will I be compensated if my view is affected?			✓	✓	Under Part I of the Land Compensation Act 1973 compensation can be claimed by people who own and occupy property that has been reduced in value by more than £50 by physical factors caused by the use of a new or altered road. The physical factors considered for compensation under Part I are noise, vibration, smell, fumes, smoke, artificial lighting and the discharge on to the property of any solid or liquid substance. Loss of view is not included under Part I compensation.	N
LAN#14	Land take north west of Longbarrow junction is too great. Why is it designed like this?			✓	✓	Land is required in this location on a temporary basis to accommodate the main compound which has been optimally sited to facilitate the efficient construction of the scheme. Details of the construction compounds are provided in the Case for the Scheme (Application Document 7.1). On completion of the scheme the construction compounds will be removed and the land will be reinstated and returned to the landholder.	N
LAN#15	What is being done about affected utilities and utility companies and access to their assets?	✓		✓		Utility companies are being consulted individually. Any required diversions will be discussed and agreed as appropriate. Existing utilities will only be diverted when necessary and the remaining assets running through the current A303 will remain. An access right to the de-trunked road and any diversions as a result of the scheme will be provided by Highways England through the DCO process.	N
LAN#16	I would challenge the land ownership plan which shows the extent of areas to be planted for trees to the west of Scotland Lodge as the road will be in a cutting. It is questionable whether from the road itself the trees will be seen and				✓	The planting proposals north west of Scotland Lodge Farm perform a number of functions. In this area the planting will not be for the benefit of drivers' views but creates essential habitat connectivity for bats, while also contributing to wider habitat connectivity for wildlife and aiding the integration of the scheme into the landscape.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	would be of limited benefit.						
LAN#17	The area of land to be returned south of Parsonage Down/east of Scotland Lodge Farm is less than the 24 metres required for sprayer and fertilising machinery. This would have impacts on the agricultural efficiency of the land.				✓	The area of land south of Parsonage Down/east of Scotland Lodge Farm is to be permanently acquired for essential mitigation purposes. The extent of the permanent acquisition and the effect on the landholding will be the subject of continued discussion with the landowner and compensation negotiations with the Valuations Office.	N
LAN#18	The current western approach to the existing Longbarrow roundabout will be reverted to chalk grassland. Can you clarify who would own and use this land?			✓		The land in question, including the subsoil rights of the current A303, is owned by Highways England who will retain ownership and secure its use as chalk grassland.	N
LAN#19	Will stopped up roads be reverted to the adjacent landowners?			✓		If the land is not required, stopped up highways/PRoWs will revert to adjacent landowners. However, some stopped up sections may contain utilities so access rights will have to be retained.	N
LAN#20	How are professional fees for affected land interests paid?			✓		Professional fees in relation to affected land interests can be paid directly by Highways England. Before fees are incurred, an estimation of the cost should be provided to Highways England for review and sign-off by the Valuations Office. Invoices should be submitted for work done, supported by evidence of a work breakdown. Professional fees are not met for the DCO examination.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
LAN#21	Farm Subsidy Schemes, in common with the agricultural industry in general, owns subsidy entitlements and submits annual claims under the Basic Payment Scheme. How will these be compensated if affected?			✓		If subsidy entitlements are affected by the scheme and if landholders are able to prove a loss, the submitted evidence will be assessed independently by the Valuations Office and compensation provided if considered appropriate.	N
LAN#22	Who will own the de-trunked A303 and laybys if this scheme is successful? Will Highways England remain in ownership of the land they currently own related to the maintenance of the current road?			✓		It is envisaged that the de-trunked A303 and associated laybys will become the responsibility of Wiltshire Council as local highway authority, if the land is not required for another purpose. Prior to handing over the road, Highways England will review and agree with the Council any works that are needed, and will either carry out those works or agree to pay the Council a commuted sum sufficient to cover the cost of the works.	N
LAN#23	No requirement for permanent land acquisition underneath the River Till viaduct severance.			✓		After the viaduct piers are constructed, any land not taken up by the piers' construction will revert to the current landowner.	N
LAN#24	Severance cannot be entirely eliminated by features incorporated within the design. We seek the relocation of farm infrastructure /			✓		The relocation of the farm infrastructure is something Highways England is willing to consider assisting with. The need for relocation of any farming infrastructure, subject to any required planning consent, can be discussed with the Valuations Office as part of agreeing the amount of compensation to be paid.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	farmsteading such that it is not severed by the alignment.						
LAN#25	What is the area west of the A360 between Longbarrow junction and the Stonehenge visitors centre required for?			✓		The area of land being acquired to the north of the A303 and to the west of the A360 will be used for a number of purposes. Land is required permanently to accommodate the realigned A360 and the relocated Long Barrow junction. Land to the south of the realigned A360 will be required temporarily for temporary traffic management during construction. Land to the north of the realigned A360 will be required temporarily to accommodate the main site compound.	N
LAN#26	My land is subject to Natural England stewardship schemes and receives subsidies for basic payment schemes. If these are affected, how will Highways England compensate me?			✓	✓	Any affected subsidy payments can be submitted as a compensation claim. These will be assessed by the Valuations Office.	N
LAN#27	It is not clear why Highways England needs to permanently acquire the land required for a cable route – a wayleave would give the electricity distributor sufficient rights to lay this cable.			✓		Permanent land acquisition will only be required for the extension of a substation in the area in question. Wayleaves will be used to run new utility cables and the rights to do this will either be sought through agreement or using the powers provided by the DCO.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
LAN#28	We would expect Highways England to meet all of our client's legal fees, and any payment neighbouring landowners may demand in relation to the changes at Countess junction.			✓		Any requests for Highways England to cover costs will be considered and evaluated independently by the Valuations Office.	N
LAN#29	What is the final outcome of the eastern side of the bow tie field?			✓		This land is required for the temporary works site of the eastern portal tunnelling works. Upon completion of these works the land will be returned to the landowner with suitable access to the field.	N
LAN#30	I'm concerned about land use post construction that the trenched areas, having disturbed the soil structure down to the subsoil, will no longer be suitable for operating the outdoor pig enterprise.			✓		Land that has been subjected to archaeological trenching that is not permanently required for the scheme will be reinstated, as near as is practicable, to its former condition. If any residual issues arise, those would be considered as part of compensation discussions with the Valuations Office.	N
LAN#31	Objection to the removal of the trees at slip road of Ratfyn Farm which are an important screen and noise barrier for Ratfyn Farmhouse.			✓		No trees are to be removed from the Ratfyn Farm slip-road.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
LAN#32	What will the final land use be of the old A360 at Rolleston Junction, could the land take to the east be minimised to ensure effective farming can continue and will the drainage arrangements be changed?			✓		At Rolleston junction the new junction layout has been modified as one of three changes put forward for the supplementary consultation summarised in Chapter 6. The modified layout is located in the north west corner of the field to the east of B3086 within the WHS. This will take up less land and will allow a section of the current B3086 to revert to agricultural land, connecting with the field to the west. The road drainage will be designed to be self-contained within the new highway footprint.	Y
LAN#33	The equestrian business at Scotland Lodge Farm will be rendered unviable by the scheme.			✓		The potential impact of the scheme on Scotland Lodge Farm is set out in ES Chapter 13, People and Communities. The assessment has concluded that there would be a large adverse temporary effect, due to temporary land loss during construction, and a moderate adverse permanent effect due to land loss. Highways England will continue to discuss with the owners how the impact of the scheme on their business might be reduced.	N
LAN#34	How will the potential impacts on cattle and livestock be mitigated?			✓		Access to adjacent landholdings will be maintained during and post-construction of the scheme. Appropriate fencing will also be erected. Construction activities will be discussed with affected farmers to understand and address any concerns that can be taken into consideration as far as is reasonably practical in planning and carrying out the works. The potential for impacts on agricultural operations, including in relation to cattle and livestock, is considered through the people and communities assessment, as set out in ES Chapter 13. Potential construction impacts will be minimised as far as reasonable practicable through the implementation of a Construction Environmental Management Plan (CEMP).	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
LAN#35	Farm access to remain as it is both during construction and after.				✓	Access to agricultural land will be maintained during and post-construction but it may need to be via alternative routes.	N
LAN#36	What is the soil management plan / concerns regarding the impact of the scheme on the agricultural land?			✓	✓	The scheme design seeks to minimise the area of land required both temporarily and permanently. Land acquired for temporary use will be returned to its former use. A Soil Management Plan will be produced prior to works commencing and will set out the requirements of soil handling, storage and treatment. The potential for the scheme to affect agricultural land is set out in ES Chapter 13, People and Communities, document reference 6.1.	N
LAN#37	From the layby west of Winterbourne Stoke to a point east of the village where the route needs to be changed to accommodate access to the proposed grade separated Longbarrow junction, the existing A303 will be de-trunked (with maintenance responsibilities passing to Wiltshire Council) but generally be retained in its current form as a local adopted road. The remaining section to the existing Longbarrow junction will be stopped up, with land likely reverting to the frontage landowners.		✓			This is correct in terms of describing the length of A303 to become a local adopted road from the layby west of Winterbourne Stoke to the point east of the village where the route needs to be changed to connect with the southern dumbbell roundabout at the new Longbarrow junction. The ownership of the remaining redundant section eastwards to the existing Longbarrow roundabout will be discussed with the relevant adjacent landowners.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
LAN#38	To the east of Longbarrow, the nature of the existing A303 will be dealt with as previously intended i.e. de-trunked and downgraded to provide for non-motorised users only (but with exemptions, as necessary, to provide for private access to agricultural land). The status of the 'old' section of the road, where general traffic is to be removed is detailed in the Rights of Way section below. The existing road construction materials are intended to be excavated and disposed of, the new surface will be a more natural chalk based material, but suitable for its intended use by equestrians, leisure cyclists and pedestrians, as well as		✓			The proposals for converting the 'old' A303 into a restricted byway (with PMA rights) through the WHS have been developed in consultation with Wiltshire Council and with heritage bodies. The byway will comprise a 4 metre wide bound surface, suitable for accommodating all permitted uses, without hard edging or other raised features to allow the surface to marry with the adjacent grass verges. The bound surface will initially be suitably coloured to be as unobtrusive as possible within the WHS landscape. In time the surface tone will weather, to further aid its absorption within the landscape. The details and choices of bound surfaces will be determined through continued discussions with Wiltshire Council and heritage stakeholders.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	for vehicular access to fields, where required.						
LAN#39	To the east of the Stonehenge Road junction it is not intended that any public access be made available on the former line of the A303. It is assumed that the old road will be stopped up and the land, which it is understood to have been acquired by the Department for Transport (DfT) when the dualled section west of Countess Roundabout was constructed, will likely revert to Highways England, who will determine its future use and ownership (subject to Criche Down Rules potentially applying).		✓			This is correct; it is intended that ownership of the old A303 east of the Stonehenge Road junction will be retained by Highways England.	N
LAN#40	An issue of concern has been identified in relation to two farms (Park Farm and West Amesbury Farm), because the farms have		✓			Farm access arrangements have been and will continue to be discussed with affected landholders, including Park Farm and West Amesbury Farm. Suitable alternative access arrangements will be pursued for agreement with the affected landholders of the two farms. If this is unachievable then appropriate compensation will be agreed.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	a need to accommodate movements of large vehicles (combine harvesters, circa 4m wide), which could be problematic if the only access to the farms were to be via Amesbury.						
LAN#41	Historic structures may be affected by the proposed works. Further information can be provided on request.	✓				Thank you for providing an initial overview of the structures. Should further detail be required, Highways England will be in contact.	N
LAN#42	Utility assets are likely to be affected by the proposed works. Access to maintain plant and apparatus must be provided during the construction phase.	✓		✓		Highways England has been and will continue to work with utility owners to ensure that access to plant and apparatus is maintained during the scheme's construction. Protective provisions for the benefit of statutory undertakers are provided in Schedule 11 to the draft DCO.	N
LAN#43	Utility plant and apparatus may potentially be diverted. If this should be the case, this will need our agreement. Where diversion can't take place, protection measures will need to be implemented and these will need to be agreed.	✓		✓		Highways England has been discussing potential impacts on utility plant and apparatus with relevant statutory undertakers. Discussions will continue and Highways England will seek to agree with affected utility owners the extent of needed protection or diversion of affected plant/apparatus. Protective provisions for the benefit of statutory undertakers are provided in Schedule 11 to the draft DCO.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
LAN#44	Our assets will currently not be affected by the proposed works, but we should be re-consulted if works are not commenced within 90 days of our response.	✓				Thank you for your confirmation. Works will not be commenced within 90 days of this response. Highways England will continue to engage with statutory undertakers at regular intervals as the scheme progresses.	N
LAN#45	A utility asset is indirectly affected by the proposals. Please contact the relevant owner to ascertain the effect on the asset.			✓		Highways England has been in communication with the owners of identified assets that may potentially be affected by the scheme. Any new assets identified will also be discussed with the relevant owners.	N
LAN#46	There are problems with hare coursers and unwanted access etc. A sufficient stockproof fence and hedge on the south side of the PROW between SLAN3 and BSJA3 is required. The landowner requires a right of access with a tractor to cut the hedge when required. The landowner is not particularly concerned with having the land back just as long as access is available to cut the hedge, and there is sufficient room along the bridleway. There is also a				✓	The land acquisition will accommodate the provision of a new restricted byway along the south side of the A303 between SLAN3 and BSJA3. The sufficiency of stock proof fence/hedge on the south side of the restricted byway will be discussed/agreed with the affected landowner. A private right of access will be permitted on the restricted byway for access with a tractor to cut the hedge when required. The stewardship margin interest will be taken into consideration in negotiations with the landowner.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	stewardship margin at this point which at later stage will need to be taken into consideration.						
LAN#47	How will Highways England manage the new woodland created for environmental mitigation, south east of Parsonage Down and west of Scotland Lodge Farm?			✓	✓	The woodland will be managed in accordance with a 'Landscape Management Plan' by Highways England's appointed contractor. The proposals are described and assessed in ES Chapter 8, Biodiversity (document reference 6.1).	N
LAN#48	I question the extent of the land take. It should be limited to the essential area needed for the construction of the Highway. Therefore, the red line boundaries need to move closer to each other to minimise land take.				✓	The land being acquired permanently is the area that is needed to accommodate the construction, operation and maintenance of the new road and the essential mitigation measures set out in the ES accompanying the DCO application. Some areas of land within the red line are also needed temporarily for construction purposes which, if shown as temporary acquisition within the DCO application, will be returned upon completion of the scheme to the landowner.	N
LAN#49	Concerns that Stonehenge Road will need to be opened to allow access to the Custodian Cottages. By creating an access to the Custodian Cottages from Stonehenge Road it will open up the area to the north of the road			✓		Access to Custodian Cottages from Stonehenge Road will be under a private means of access arrangement created via the restricted byway being provided along the old A303 through the WHS. Access by vehicles will be controlled using a secure locked gate, which will prevent non-authorised public use.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	to activities that are currently unlikely to take place such as hare coursing.						
LAN#50	Utility assets have the potential to be affected by the proposals. Highways England will need to engage with us prior to any works that may affect our assets, including in relation to measures to be taken to divert assets or to ensure the assets are not adversely affected.	✓				Highways England will continue to discuss and agree with affected utility owners the extent of any needed protection or diversion of affected plant/apparatus. Provisions for managing the interaction between the scheme and utility assets are provided for in the protective provisions at Schedule 11 of the draft DCO submitted with the Application.	N
LAN#51	Utility assets will not be affected by the proposed works.	✓				Your comment is noted.	N
LAN#52	The link between the existing A303 and the proposed Green Bridge No.2 is shown as being double fenced and severs an arable field. It is important that a crossing point (horizontal) with the existing A303 is established.			✓		The fencing layouts will be determined in discussion with the adjacent landholders. The crossing of the existing A303 will be much easier and safer when it becomes a lightly trafficked local road after the new dual carriageway is built.	N

5.10 Matters raised on Construction

5.10.1 Table 5-9 below summarises the matters raised in relation to Construction

Table 5-9: Summary of consultee comments on Construction and Highways England response

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
CON#1	Use pre-cast tunnel segments rather than making them on-site.				✓	In order to meet the proposed construction programme a constant supply of tunnel segments is needed. The current proposal is to manufacture them on-site. If these were to be cast off-site and brought to site as required, the necessary lorry movements would cause an unacceptable level of disruption to the existing road network. In addition, by manufacturing on site, the speed of supply can be guaranteed, again helping to keep work to programme. Chapter 2 of the ES sets out the construction methodology.	N
CON#2	Slurry treatment plant is too close to Winterbourne Stoke.				✓	The slurry treatment plant is located within the main construction compound. This has been optimally sited as close as is practicable to the tunnel to facilitate the efficient movement of the material along the line of the proposed road, minimising environmental impacts by avoiding the need to use the local roads network and as removed from Winterbourne Stoke as is practical. Chapter 2 of the ES provides more details.	N
CON#3	Deposit the spoil on Salisbury Plain instead of Parsonage Down.	✓		✓	✓	Chalk excavated from the tunnel will be placed and contoured on land to the east of Parsonage Down - not on Parsonage Down - as part of the scheme's essential mitigation. The selection of the site has taken into account its proximity to the tunnel and its topography in relation to the proposed landscape profile. The Salisbury Plain SAC would not be an acceptable alternative location. Further information can be found in ES Appendix 12.1, Tunnel Arisings Management Strategy, document reference 6.3.	N
CON#4	Reduce spoil processing and cement producing hours from 24/7 to			✓	✓	Details of working hours are provided in the Outline Environmental Management Plan (OEMP) Appendix 2.2 of the ES, (document reference 6.3). Working hours are dependent on the nature of the construction activity as well as the location of the specific work being carried out. Mitigation actions will minimise the impacts during this	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	something more acceptable.					operation and this information is also in the Outline Environmental Management Plan.	
CON#5	Make sure that accommodation for workers on site doesn't impact on nearby residents.			✓	✓	It is currently not envisaged that there would be on site sleeping accommodation for workers.	N
CON#6	Can cyclists still use the B3083 during construction? Will construction impede equestrian routes to Salisbury Plain?			✓	✓	Yes, cyclists will still be able to use the B3083 during construction, though temporary traffic signals will have to be in place to control traffic during periods of the work. Existing public rights of way across the scheme, including equestrian routes, will be maintained during construction, although some may need to be temporarily diverted.	N
CON#7	Start construction of the grade separated junctions as soon as possible with the option to open them ahead of the central section.	✓			✓	A detailed construction programme will be developed with the appointed contractor in due course. This will seek to open the Winterbourne Stoke bypass and Countess flyover sections of the scheme earlier than the central tunnel section.	N
CON#8	I'm worried about the number of vehicles using the Packway through Larkhill during construction.	✓			✓	The existing A303 will remain in operation during construction and any temporary traffic management measures will be planned and implemented with the aim of avoiding diversion from the A303 to The Packway.	N
CON#9	Concern about the impacts of the closure of the B3083 during construction on ability of Winterbourne Stoke residents to access Shrewton.				✓	The B3083 will remain open for local traffic throughout the construction period. Relatively minor delays will only be experienced when temporary signal-controlled single lane working is needed, for instance to accommodate the tie-in works between the diverted section of B3083 and the existing road.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
CON#10	Previous work on the Longbarrow junction caused so much disruption to the area, will things be different this time?				✓	Small scale improvements to the existing Longbarrow roundabout have had to be carried out while the A303 remains in operation through the roundabout. The scheme will deliver a new junction, approximately 600 metres to the west of the existing roundabout, separated from the existing road, which will remain open while the new junction is built. In this way, the existing flow of traffic will be maintained while the junction is constructed.	N
CON#11	Concerns about the impacts of construction of the scheme on existing roads in the area e.g. the A36.	✓		✓	✓	The A303 will remain in operation throughout construction and flows on roads are not anticipated to change to any significant degree. Temporary traffic management measures will be needed at times and there will be close liaison with Wiltshire Council to agree how the measures can be best implemented to minimise any disruption. The Outline Environmental Management Plan, Appendix 2.2 of the ES (document reference 6.3) sets out the approach to construction.	N
CON#12	Concerns regarding the location and impact of the western compound during construction and plans for after construction.	✓		✓	✓	Details of the location and nature of use of construction compounds are provided in Chapter 2 and Appendix 2.2 of the Environmental Statement (document reference 6.3). The potential impacts of the compounds and the activities associated with them will be controlled by measures to limit or avoid dust, noise, spillage and disruption by construction traffic. On completion, the construction compounds will be removed and the land reinstated. The Outline Environmental Management Plan, Appendix 2.2 of the ES (document reference 6.3) sets out the approach to construction.	N
CON#13	Concerns regarding the location and impact of the eastern compound during construction and plans for after construction.			✓	✓	Details of the construction compounds are provided in Chapter 2 and Appendix 2.2 of the Environmental Statement (document reference 6.3). The potential impacts of the compounds and the activities associated with them will be controlled by measures to limit or avoid dust, noise, spillage and disruption by construction traffic. On completion, the construction compounds will be removed and the land reinstated. The Outline Environmental Management Plan, Appendix	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						2.2 of the ES (document reference 6.3) sets out the approach to construction.	
CON#14	What are the construction working hours and will they avoid busy periods?			✓	✓	Construction working hours will be dependent on the nature of the construction activity as well as the location of the specific work being carried out, being sensitive to the circumstances and seeking to avoid or minimise disturbance and effects. Details can be found in the Outline Environmental Management Plan in Appendix 2.2 (Application document 6.3) of the ES accompanying the DCO application.	N
CON#15	How will environmental impacts be managed during construction?			✓	✓	The Outline Environmental Management Plan (ES Appendix 2.2, document reference 6.3) sets out the range of mitigation measures that will be used to limit or avoid environmental impacts during construction. The appointed contractor will be required to submit and have approved a Construction Environmental Management Plan, prepared in accordance with the OEMP, to be implemented throughout the construction period.	N
CON#16	5 years to build is too long; can it be reduced?			✓	✓	5 years is typically the length of time it can take to construct a tunnel some 2 miles long with its associated approach roads. Opportunities will be sought to complete and open the Winterbourne Stoke bypass and junctions earlier.	N
CON#17	What are you going to do with the tunnel spoil, will it be re-used?			✓	✓	All excavated material will be re-used within the construction of the scheme. Further details of the proposals for the re-use of tunnel excavated materials can be found in the Tunnel Arisings Management Strategy, ES Appendix 21.1, (document reference 6.3).	N
CON#18	Maintain temporary access to land during construction.			✓	✓	Access to adjacent land will be maintained during construction using existing, temporary or new permanent means of access.	N
CON#19	Maintain traffic flows on the A303 during construction by erecting screens/hoardings.				✓	The existing A303 will remain in operation during construction. The need for any temporary screening will be considered in relation to the nature of the construction activity being carried out adjacent to the existing road.	N
CON#20	If the project is too lengthy, then the				✓	It is anticipated that work will commence in 2021 and complete in 2026. The construction of the scheme will be completed as quickly as	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	environmental effects will be greater. Hopefully the project can be completed quickly.					efficiently possible, and it is anticipated that the Winterbourne Stoke bypass and Longbarrow and Countess junctions will be completed ahead of the tunnel construction. All construction activities, regardless of their duration, will be managed in-line with the Construction Environmental Management Plan (CEMP) which will control and mitigate, as far as practicable, the potential for construction related environmental impacts. Details can be found in the Outline Environmental Management Plan Appendix 2.2 (Application document 6.3) of the ES accompanying the DCO application.	
CON#2 1	Move the main compound to the east of Longbarrow junction and use up that land.	✓		✓	✓	The main compound at Longbarrow is needed to support the construction of the tunnel and has been positioned as close as is practicable to the tunnelling operations. The land to the east of the compound is needed for the construction of the new Longbarrow junction and associated temporary traffic management arrangements. More detail can be found in the Case for the Scheme (Application Document 7.1).	N
CON#2 2	Who will manage the contractor to ensure they act responsibly, including how they travel to work and where they stay?			✓	✓	The appointed contractor will be required to sign up to the Considerate Constructors Scheme and will be answerable to Highways England in the event of any concerns raised. The contractor will be required to work to a Construction Environment Management Plan based on the Outline Environment Management Plan (OEMP), presented in ES Appendix 2.2 (document reference 6.3). and to comply with a travel management plan which will be designed to avoid disruption to the local road network. Where the contractors' staff will stay is a question that cannot be answered at this stage.	N
CON#2 3	Where can I find out more about the construction methodology and sequence?			✓	✓	Chapter 2 of the ES (document reference 6.1) sets out the approach to the construction of the scheme, sequencing, the movement of construction vehicles, and materials, to and within the site.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
CON#2 4	The consultation states that the B3083 will be closed to non-local traffic. In reality, during the construction phase the congestion will force non-local traffic to find alternative routes unless there is a physical way of preventing this. Further action is required to address this.				✓	Signage will be used to make it clear the B3083 is for local use only. A temporary reduced speed limit will be applied to reduce the attractiveness of this route to non-local traffic. Use of the B3083 will be monitored and, if necessary, other measures will be discussed with Wiltshire Council, and with the Police if appropriate.	N
CON#2 5	Which villages will be considered "local" in terms of being able to use the B3083 during construction?				✓	Local villages are considered to be Shrewton and Winterbourne Stoke and those nearby. Signs will refer to use by 'local' traffic and speed restrictions will seek to make the route unattractive for wider use.	N
CON#2 6	The method and route by which the spoil is to be dumped is of great concern. Movement of trucks 24 hours a day is a worry.			✓	✓	Excavated materials will be transported and deposited within the boundary of the scheme. A haul road will be created within the site for use by construction traffic, separated from traffic on public roads. Details of the haul route are provided in Chapter 2 and Appendix 2.2 of the ES.	N
CON#2 7	It is unfair and unreasonable that the World Heritage Site stands to gain massively from the scheme, but is completely protected from the construction phase at the expense of local communities.				✓	Planning policy and Government's commitment to the inscribing of Stonehenge as a world heritage site requires due consideration of the WHS and measures that minimise harm. Local communities will be afforded the utmost consideration during the construction phase. The approach to construction is set out in the Outline Environmental Management Plan, Appendix 2.2 of the ES (Application document 6.3). Efforts will be made to open the Winterbourne Stoke bypass and junctions of the scheme in advance of the tunnel section through the	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						WHS to minimise disruption and secure the accompanying local benefits as soon as possible.	
CON#28	Need further information about the chalk /slurry processing plant and movement of wet chalk.			✓	✓	The excavated material treatment plant is located within the main compound. This has been optimally sited as close as is practicable to the tunnel to facilitate the efficient movement of the material along the line of the proposed road, minimising environmental impacts and avoiding the need to use the local roads network. After treatment, it will be carried by lorry to its deposit location, making use of a haul road that is also within the site boundary. Chapter 2 of the ES (document reference 6.1) sets out the construction methodology.	N
CON#29	Give the public information on the phases of the construction work, including the impacts of those visiting the WHS.				✓	Information on the phasing of construction work is explained within the Outline Environmental Management Plan, Appendix 2.2 of the ES (Application Document 6.3). A dedicated Community Relations Manager will keep local residents informed throughout construction of activities planned and progress being made. The role will include liaison with English Heritage for appropriate information to be displayed at the Stonehenge Visitor Centre, explaining the scheme, progress, any impacts on visitors to the WHS and any mitigations put in place. For the travelling public, Highways England will post regular updates on the scheme website and also consider other ways of providing information, such as through the development of a mobile app, displays in roadside services and use of variable message signs to indicate travel times.	N
CON#30	What is the impact on overhead power lines, during and after construction?			✓		An existing overhead power line crosses the scheme in a north/ south direction to the east of the eastern portal. It is unaffected by the scheme.	N
CON#31	How will the tender ensure contractors have site access / use haulage roads, without being traffic bound or affecting local				✓	Chapter 2 of the ES sets out the approach to the construction of the scheme, including the movement of construction vehicles to and within the site. A haul road will be created within the site for use by construction traffic, separated from traffic on public roads. Precise details on the sources and transport of materials have yet to be determined, but transport to site will be via main roads and managed	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	roads? Need information on logistics for construction including the source of materials and transport to and from site.					at times to minimise disruption. The appointed contractor will be required to comply with requirements set by the DCO approval, in accordance with the terms of the contract which will contain those requirements, including a traffic management plan, against which tenders will be invited. Further information can be found in the Outline Environmental Management Plan, Appendix 2.2 of the ES (document reference 6.3).	
CON#3 2	Construction compound in the eastern section is in the floodplain, what's the impact?			✓		While the plans presented at statutory consultation indicated a slight overlap between the illustrative layout of the eastern construction compound and an area of Flood Zone 2, the precise layout of the compound will be designed to avoid any intrusion on the floodplain.	N
CON#3 3	Power supply line for the tunnel looks like it's under the public rights of way. Contact should be made with Wiltshire Council.				✓	Wiltshire Council, in common with all statutory stakeholders, has been consulted in the development of the design and will be fully consulted in the Development Consent Order process.	N
CON#3 4	Contract should include penalties if construction time is not met.				✓	Whilst the contract details have yet to be fully determined, it is envisaged that the appointed Contractor will be incentivised to better any agreed construction timescales.	N
CON#3 5	Will there be provision for security along the route to deter vandalism?				✓	The appointed Contractor will be required to adequately secure the works to guard against vandalism. The measures adopted will take into consideration the environmental constraints and sensitivities of the site.	N
CON#3 6	What is the risk that the design will change to include more shafts or changes to infrastructure?				✓	The design has been fixed to an appropriate level for the DCO application. The detailed design will be developed at the next stage in the scheme's development. Whilst there is some flexibility in the scheme's design, any alterations are only allowed within pre-determined limits secured in the DCO approval and with reference to the environmental impact assessment.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
CON#37	Protests are likely and will have huge cost implications to manage.				✓	Highways England, in conjunction with the appointed contractor, will respond to any protest action, in liaison with the Police, as appropriate.	N
CON#38	The contractor's engineers will not have been part of the ground investigation process, so how do Highways England know that the surveys they are currently doing are in the relevant places?			✓		Highways England has received expert professional advice to ensure that the geotechnical surveys undertaken to date have been sufficient to inform the development and design of the scheme and would be suitable for the contractor's engineers. This has been supplemented by a large amount of data available from historic scheme proposals. Highways England will continue to receive expert professional advice, including from the contractors who will be tendering for the works, in planning and undertaking any additional surveys that may be needed to inform the detailed design and construction of the scheme.	N
CON#39	Will the landowners be permitted to use areas required for the scheme during the construction?			✓		Regular meetings and updates are taking place with affected landholders. These meetings will continue to discuss the temporary use of land and how landholders' access can best be facilitated, however some areas required for the construction of the scheme will not be accessible.	N
CON#40	Lack of detail about the provision of electrical power required during and post- construction.			✓		Whilst initial construction electricity supplies may be provided by generators, they will be replaced by main supplies provided by the local supplier, SSE.	N
CON#41	How much spoil is to be excavated during tunnelling and over what time?			✓		It is estimated that approximately 900,000 cubic metres of excavated material will be excavated by the tunnel boring machine over two six month periods.	N
CON#42	Ensure the temporary haul bridge over the River Till is high enough so that in cases of			✓		The height and width of the temporary bridge over the River Till will be sufficient to ensure it will not act as a dam and cause an increase in flood risk. Further information on the flood risk assessment and the implications of the scheme on the water environment can be found in	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	extreme rain, it doesn't become a dam.					ES Chapter 11, Road Drainage and the Water Environment, document reference 6.1	
CON#4 3	Start the scheme as soon as possible.				✓	Your comment is noted. A Development Consent Order application has been submitted for the scheme. Subject to approval, start of works is anticipated in 2021 with the scheme open to traffic in 2026.	N
CON#4 4	Construction practicality of working close to the A303				✓	There is no particular difficulty in working close to the A303. Highways England and its contractors have extensive experience of working on or close to busy roads. The existing A303 will remain in use during construction and all activity will be managed in a way that separates, and ensures the safety of the travelling public and the workforce.	N
CON#4 5	Move / Justify the East Compound location				✓	The east compound has been positioned to best serve the construction of the Countess flyover. Its location is influenced by a range of factors, considering: proximity to the works, ease of access, local topography, proximity to properties and ecological restrictions associated with the River Avon valley. There is no location in this area where the compound can be sited more conveniently to serve the efficient construction of the eastern end of the scheme. Further details of the compound can be found in the Case for the Scheme (Application Document 7.1).	N
CON#4 6	Justification of use of Parsonage Down for spoil rather than MOD land.			✓	✓	The site to the north of Winterbourne Stoke on the north side of the bypass and to the east of Parsonage Down - not on Parsonage Down - is optimally located for the position of excavated material and forms part of the scheme's essential landscaping proposals. There is no comparable viable option on MoD land. The case for the use of the land is presented in ES Appendix 12.1, Tunnel Arisings Management Strategy.	N
CON#4 7	There are no details of construction compounds. How will impacts from compounds be mitigated?			✓	✓	Details of the construction compounds are provided in ES Chapter 2. The associated potential impacts will be mitigated through the implementation of a Construction Environmental Management Plan (CEMP) which will include, for example, measures to control dust, noise, spillage and the movement of construction traffic on roads. The CEMP will be based on the Outline Environmental Management Plan	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						(OEMP) is presented in the ES Appendix 2.2 (document reference 6.3).	
CON#48	The construction compound and associated activities at Longbarrow will have a detrimental effect on the well-being of residents of and Berwick St James.	✓			✓	The potential for local communities to experience adverse health and well-being effects from the scheme's construction, including from having the main compound sited at Longbarrow, has been assessed as set out in ES Chapter 13, People and Communities. Potential impacts on air quality, noise and neighbourhood amenity would be managed through the use of best practicable means included in the OEMP, the ES Appendix 2.2 (document reference 6.3), and the use of temporary noise barriers where possible as outlined in the noise and vibration assessment, ES Chapter 9. As a result, the effect of the scheme on air quality, noise and neighbourhood amenity as a determinant of human health during construction is assessed to be neutral.	N
CON#49	The placement of spoil needs to consider the impact on local traffic.			✓	✓	Excavated materials will be transported to their deposit locations within the boundary of the scheme via a haul road created within the construction site. This will keep haul road traffic separate from local traffic. Details are provided in Chapter 2 of the Environmental Statement (document reference 6.1).	N
CON#50	Ensure spoil near Parsonage Down does not impact local traffic.			✓	✓	A temporary haul road constructed within the site will be used to transport excavated material to the area to the east of Parsonage Down. Local roads will not be used for this activity. Further information can be found at Appendix 2.2 of the Environmental Statement (document reference 6.3).	N
CON#51	As far as is reasonably practicable, Highways England requires through contracts that road construction materials be delivered by way of the motorway and trunk road network, and that deliveries avoid		✓			Chapter 2 of the ES sets out the approach to the construction of the scheme, including the movement of construction vehicles to and within the site. A haul road will be created within the site for use by construction traffic, separated from traffic on public roads. Precise details on the sources and transport of materials have yet to be determined, but transport to site will be via main roads and managed at prescribed times to minimise disruption. Highways England's appointed contractor will be required to comply with requirements set by the DCO approval. Further information can be found in the Outline	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	using local county roads in the vicinity, many of which may be inappropriate for the nature of potential demand. It is proposed that primary tunnel linings be fabricated on-site, at a compound west off the A360 near Longbarrow, where a batching plant will be set up, and that bitumen-bound road construction materials be mixed on-site too. Management of haul routes to and from the site, for inbound road and tunnel-making materials and outbound waste respectively maximises use of the trunk road network and minimises use of the local road network.					Environmental Management Plan, Appendix 2.2 of the ES (document reference 6.3).	
CON#5 2	There is a concern that use of Amesbury service station by HGVs and other construction traffic will lead to a deterioration of the site in terms of damage caused to roads.				✓	Maintenance of the access to the temporary eastern construction compound through Amesbury service station will be carried out by Highways England's appointed contractor during its use. A condition survey will be undertaken before and after its use to ensure it is returned to now worse than its previous condition.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
CON#53	It is intended that the main compound area be sited to the west of the A360 near Longbarrow, with satellite sites at Countess and close to the River Till viaduct. No details are yet available as to how such compounds might be accessed, but the Countess site will likely lie behind Countess Services. The River Till viaduct satellite compound may require access from the B3083; this road is inappropriate as a construction site access from the north (Shrewton), and will likely need to be reinforced at its southern end if used as a haul route from the A303. Wiltshire Council will need to ensure that Highways England remediate any damage to local roads at no cost to the local tax payer. A pre-commencement condition survey of local		✓			The comment correctly identifies the locations of the construction compounds. Accompanying details can be found in the ES Chapter 2. Access to the main compound at Longbarrow will be via the A360, and to the eastern compound will be via Countess roundabout, using the Countess Services access. At the western compound, access will be via the B3083 and will be carefully managed so access is only from the A303 and along the southern part of the B3083. The haul road created through the site will be used to transport heavy construction plant and machinery. The B3083 will be surveyed prior to the start of construction and monitored during construction; any pre or post-construction protective/remedial works needed (and the associated costs) will be agreed with Wiltshire Council as local highway authority.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	roads potentially subject to construction traffic use will be a requirement of the Council in relation to any DCO consent.						
CON#5 4	The Council will encourage as much construction traffic movement as possible to be contained within the operational construction site boundaries.		✓			As much construction traffic movement as possible will be contained within the operational construction site boundaries. Further information on the planned construction activities, including in relation to construction compounds and haul routes, can be found in ES Chapter 2, (document reference 6.1). An indicative construction layout, including the location of proposed compounds and haul routes, can be found in ES Figure 2.7 (document reference 6.2).	N
CON#5 5	A requirement will be required to ensure that appropriate pre-commencement and post works visual and / or structural carriageway surveys are undertaken to ensure that any contract works road damage can be identified and rectified at no cost to Wiltshire Council.		✓			Pre- and post-condition surveys of relevant affected roads will be undertaken jointly with Wiltshire Council to determine the basis for any consequent remedial works needed. This will include determining whether Highways England carries out the agreed works or whether it pays a commuted sum to the Council.	N

5.11 Matters raised on Traffic and Transport

5.11.1 Table 5-10 below summarises the matters raised in relation to Traffic and Transport

Table 5-10: Summary of consultee comments on Traffic and Transport and Highways England response

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
TT#1	Provide safe means of egress from the A303 for cyclists that can't enter the tunnel at both Longbarrow and Countess.				✓	The junctions at Longbarrow and Countess will have cycle-friendly facilities and signs directing cyclists wishing to travel between Amesbury and Winterbourne Stoke to use the new public right of way along the old A303 through the WHS.	N
TT#2	Additional traffic and higher speeds will mean more accidents.				✓	The new dual carriageway, with grade-separated junctions, will be safer than the existing road. It will remove turning conflicts between through traffic and local traffic, remove congestion and will ease driver frustration. Statistics have also proven that such dual carriageway roads are safer than such single carriageways. Further information can be found in the Transport Assessment (Application Document 7.4).	N
TT#3	Concerns regarding the impact of the scheme on traffic levels through the Woodford valley.				✓	There is no predicted increase in traffic levels through the Woodford valley as a result of the scheme.	N
TT#4	Concerns regarding the impacts of closures of local accesses onto the A303 for local trips.				✓	Alternative access onto the A303 will be available via the new A360 Longbarrow, A345 Countess or Solstice Park junctions for all accesses that are currently available directly onto the existing A303 and which are to be closed.	N
TT#5	Positive comments on traffic impacts.		✓	✓	✓	The scheme will have a range of positive impacts on traffic, such as improved journey times and reliability along the A303. There will also be improved safety and reduced traffic levels on local roads in the vicinity.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
TT#6	More traffic modelling information is required.			✓	✓	An overview of the traffic impacts of the scheme was included as part of the statutory consultation information. Further details of the traffic modelling and impacts are set out in the Transport Assessment (Application Document 7.4).	N
TT#7	Concerns regarding the impact on current traffic levels through my village.			✓	✓	The scheme will remove congestion from the A303 and will relieve local communities of rat running traffic that currently seeks to avoid the congestion on the A303. Further information can be found in the Transport Assessment (Application Document 7.4).	N
TT#8	The scheme will pull traffic from the M4/M5 corridor.				✓	The scheme will improve journey times along the A303 which will result in some trips rerouting to the A303. Around 1,000 trips per day are forecast to divert from the M4/M5 corridor. This scheme forms part of a programme of improvements to the A303/A358 corridor to provide a high quality dual carriageway between the South East and the South West, providing a reliable alternative to the M4/M5 corridor. It has been designed to accommodate current and projected traffic growth up to 15 years from the date of opening, in accordance with DfT guidance.	N
TT#9	Concerns regarding the impact of the scheme on rat-running through Durrington.	✓		✓	✓	Durrington is one of several communities which currently suffers from rat running traffic when the A303 is congested at busy times of the year. The scheme will remove that congestion, and will relieve local communities, such as Durrington, of rat running traffic. Further information can be found in the Transport Assessment (Application Document 7.4).	N
TT#10	Stop up side roads to improve safety.				✓	There will be no local side road accesses directly onto the A303 dual carriageway over the length of the scheme. Consideration of safety issues at other local side roads outside the extent of the scheme will be given by Highways England on a case by case basis.	N
TT#11	Concerns regarding rat-running through Amesbury.			✓		North Amesbury is one of several locations which currently suffers from rat running traffic when the A303 is congested at busy periods. The scheme will remove that congestion and will relieve Amesbury of rat running traffic. The scheme will also close Stonehenge Road to	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						through traffic, removing this rat run too. Further information can be found in the Transport Assessment Report (Appendix 6.1)	
TT#12	There is a need to consider the additional traffic due to army rebasing.				✓	Additional traffic arising from the army rebasing has been fully represented in the traffic forecasts that have been used as the basis of the scheme's design. Further information can be found in the Transport Assessment (Application Document 7.4).	N
TT#13	Concerns regarding the impact of the scheme on rat-running through local villages.			✓	✓	The scheme will remove congestion from the A303 and will relieve local communities of rat running traffic that currently seeks to avoid the congestion on the A303.	N
TT#14	Concerns regarding the scheme leading to induced traffic and traffic growth throughout the network.				✓	One of the objectives of the scheme is to enable growth in jobs and housing by providing a free flowing and reliable connection between the South East and the South West. Achievement of this objective will be associated with an increase in traffic along the corridor. The scheme appraisal considers the impact of this additional traffic and makes necessary allowance within the design. Further information can be found in Combined Modelling and Appraisal Report Appendix C: Transport Forecasting Package (Application Document 7.8).	N
TT#15	Congestion only occurs during the summer and busy periods.			✓	✓	Traffic modelling confirms that congestion is at its most severe at weekends and during summer months. Nevertheless the case for the scheme also includes time savings throughout the year. Further information can be found in Combined Modelling and Appraisal Report (Application Document 7.5) and Economic Appraisal Package (Application Document 7.9)	N
TT#16	Changes are needed to Airmans cross roundabout to discourage rat-running.				✓	The scheme will relieve communities of rat running traffic that currently seeks to avoid the congestion that arises on the A303. Changes at Airman's Cross roundabout are not needed as part of the scheme.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
TT#17	Concerns regarding local traffic impacts for vehicles that cannot use the tunnel; NMUs and other prohibited vehicles.			✓	✓	Non-motorised users travelling between Amesbury and Winterbourne Stoke will be able to use the new restricted byway created along the old A303 through the WHS. In relation to motorised users, only low-powered motorcycles and anomalously high vehicles will be prohibited from using the tunnel and will instead be diverted via The Packway to avoid this section of the A303. This represents very low levels of vehicle movements and will not cause a noticeable impact on local roads.	N
TT#18	Concerns regarding the diversion route during tunnel closure.				✓	The tunnel would only be closed in the very rare event of an incident happening that creates the need for both bores to be closed at the same time. In such an event, the diversion route would be the same as it is today, namely via the A345/The Packway/B3086/A360.	N
TT#19	What speed limits will apply and how will journey times change with the scheme in place?	✓			✓	The scheme will operate to national speed limits for a dual carriageway at 70mph. At non-congested times, the scheme will reduce the journey time along this section of the A303 by approximately 4 minutes. At congested times, the scheme could reduce journey times by up to an hour.	N
TT#20	Improvements are required to facilitate army movements from the westbound A303 to Bulford Camp. An overpass coming from the East over the A303 to Bulford Camp is required.				✓	The army rebasing has been fully represented in the traffic forecasts (Transport Assessment Report, Application document 7.4, Section 5) that have been used as the basis of the scheme's design proposals. No further measures are needed as part of the scheme to cater for the predicted army movements between Bulford Camp and the A303.	N
TT#21	Why has the flow on the scheme section reduced since 2003? Can the scheme be justified in transport terms?				✓	The congestion problems on the A303, giving rise to the need for the scheme, have been there for many years, extending back to well before 2003. Current traffic flows are broadly similar to those in 2003, with the current congestion acting as a constraint on growth. The traffic justifications for the scheme include: (1) significant levels of congestion that can cause a 10 minute journey to increase by up to	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						an hour, leading to extensive rat-running through nearby towns and villages. (2) Poor connectivity to the South West, causing the region to underperform economically. (3) and the WHS being severed by a heavily trafficked road. (4) Safety has also been affected by high levels of driver stress and frustration. The scheme will address all of these; further information can be found in the Case for the Scheme, (Application Document 7.2)	
TT#22	What is the traffic justification for the scheme?			✓	✓	The traffic justifications for the scheme include: (1) significant levels of congestion that can cause a 10 minute journey to increase by up to an hour, leading to extensive rat-running through nearby towns and villages. (2) Poor connectivity to the South West, causing the region to underperform economically. (3) Winterbourne Stoke and the WHS being severed by a heavily trafficked road. (4) Safety has also been affected by high levels of driver stress and frustration. The scheme will address all of these; further information can be found in the Case for the Scheme, (Application Document 7.2)	N
TT#23	The Technical Appraisal Report (TAR) Executive Summary, p.1) indicates that this section of road operates at twice its capacity however the Congestion Reference Flow for a normal two-way single carriageway road is around 22,000 to 23,000 Annual Average Daily Traffic (AADT), much the same as at present. A wide two-way single carriageway road has still more capacity.				✓	The statement can be read in the context of design guidance within the Design Manual for Roads and Bridges stating that a dual carriageway should be considered for traffic flows above 15,000 vehicles per day.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
TT#24	How much extra time will a journey take while the work is ongoing?			✓	✓	Temporary traffic management measures during construction are expected to delay traffic along the A303 by up to five minutes until the Countess flyover and Winterbourne Stoke bypass sections are completed. After that, it is expected to have little change in journey times for the remainder of the construction period.	N
TT#25	Eastbound morning traffic leaving A303 for Solstice Park, will have to wait much more than present to enter the roundabout (currently no traffic) which will cause traffic to back up the very short exit road.			✓	✓	The impacts of the scheme have been assessed using a traffic model of the local road network. This does not predict longer queues at this location as a result of the scheme. Further information can be found in Combined Modelling and Appraisal Report Appendix C: Transport Forecasting Package (Application Document 7.8).	N
TT#26	Road closures at the eastern end of the scheme will cause more traffic to join the A303.				✓	The closure of local accesses onto the A303 will result in some minor local rerouting of traffic. There will be no significant effect on A303 traffic flows.	N
TT#27	Traffic levels on local roads post implementation of the scheme should be monitored and negative impacts remedied.				✓	The scheme will benefit the local road network by relieving it of high levels of rat running traffic. Highway's England routinely monitor scheme impacts; the detailed monitoring plan will be developed during detailed design stage. If there are any negative impacts, potential remedies will be discussed with Wiltshire Council as the responsible highway authority for the local network.	N
TT#28	Concerns regarding the impact of the closure of Stonehenge Road onto the A303 on local roads.			✓	✓	Access to the A303 from West Amesbury and properties along Stonehenge Road will be via the High Street and Countess roundabout. The increase in travel time through Amesbury would be offset by faster travel times along the A303 for affected journeys.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
TT#29	You should fix the traffic problems at other locations in Wiltshire instead.				✓	Highways England is responsible for the strategic road network and this scheme is being progressed, along with other schemes, to address an identified need to upgrade the A303/ A358 corridor to a high quality dual carriageway. The resolution of traffic problems on local roads in Wiltshire is a matter for the local highway authority, Wiltshire Council.	N
TT#30	Removing views of Stonehenge will improve journey times along the A303.				✓	Removing views of Stonehenge from the A303 will not in itself remove congestion. Congestion arises because the volume of traffic seeking to use the A303 at various times is greater than the capacity of the road.	N
TT#31	Traffic going between Salisbury and Bath may choose to use the A360 route instead of the A36 due to the poor quality of the Winton to Wylle section of the A36.				✓	Some traffic travelling from Salisbury to Bath is predicted to use the A360 route to join the A303 at Longbarrow junction to get to Wylle, instead of using the A36. From Longbarrow the journey time to Bath would then be quicker via the A303/A36 rather than via the A360. If this transfer arises and Wiltshire Council consider it to be inappropriate, traffic management measures could be introduced on the A360 out of Salisbury to dissuade drivers from switching.	N
TT#32	Tourists may choose not to use the tunnel increasing traffic levels on local roads.				✓	Stonehenge will not be visible for tourists to view from the local roads around the WHS. Therefore there is no reason to assume that many tourists would divert to lower standard local roads and suffer inconvenience to avoid the tunnel.	N
TT#33	Traffic approaching from the east going to the Stonehenge Visitor Centre may cause queues in the tunnel.				✓	Surveys have been undertaken at the Stonehenge visitor centre to understand the existing and predicted demand and ensure it is appropriately reflected in the traffic forecasts used to inform the scheme's design. Longbarrow junction has been designed with sufficient capacity to avoid any risk of traffic queuing in the tunnel. Further information can be found in the Combined Modelling and Appraisal Report Appendix C: Transport Forecasting Package (Application Document 7.8).	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
TT#34	The scheme is being progressed in isolation from the other schemes being proposed on the A303/A30/A358 corridor. This will mean the full impacts of these schemes are likely to be underestimated.			✓	✓	The cumulative impacts arising from other schemes to enhance the A303 corridor committed to within the current Road Investment Strategy have been fully considered. Relevant details can be found in the Transport Assessment (Application Document 7.4).	N
TT#35	The closure of Allington Track will put additional pressure on Solstice Park junction.				✓	The level of traffic making use of the Allington Track is minimal. Our assessments indicate that the scheme has no material traffic impact at Solstice Junction. The Transport Assessment (Application Document 7.4) shows traffic flow change forecast with the scheme.	N
TT#36	Provide an additional junction to the west of the scheme providing access to Winterbourne Stoke.				✓	The proposed Longbarrow junction provides convenient access for Winterbourne Stoke to and from the A303 and therefore an additional junction would not be justified. The scheme as proposed will remove any traffic from Winterbourne Stoke that does not have a local destination, creating a tranquil village environment.	N
TT#37	Very concerned to ensure that it will be possible to turn right from the A303 onto the A360 to get to Shrewton. If there is no right turn then it will mean that Shrewton-bound traffic from Amesbury will have to proceed via Larkhill, which is often not convenient.				✓	A303 traffic will be able to access Shrewton via the A360, via the new Longbarrow junction, just as it does today.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
TT#38	North - south road links in Wiltshire are poor. The proposed diversion of the A360 via the new junction would lengthen journey times between Salisbury/Devizes/ M4.				✓	The grade-separation of the Longbarrow junction will reduce the potential for delays on the A360 at this location, resulting in improved journey times at peak periods and little difference at off-peak periods.	N
TT#39	The A345 is already horrendously busy these days and a 30MPH speed limit should seriously be considered.				✓	Consideration of changes to speed limits on the A345 is the responsibility of Wiltshire Council as the responsible highway authority.	N
TT#40	Objection to the proposed scheme as it does not meet Highways England's key stated Transport objectives.				✓	The scheme as proposed has emerged from an exhaustive appraisal of options as the best solution to meet all the objectives set for it, including the transport objective. Further information on the appraisal process and route selection can be found in the TAR and SAR (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/) as well as the Case for the Scheme (Application Document 7.2)	N
TT#41	The new roundabout east of Larkhill must be re-engineered for HGVs - it appears to be tight and sloped.	✓			✓	The roundabout on The Packway to the east of Larkhill does not form part of this scheme. It is part of the local road network, maintained by Wiltshire Council.	N
TT#42	Stop vehicular movements across the A303 west of Countess roundabout.				✓	There will be no vehicular movements across the new A303 dual carriageway other than by bridged crossings.	N
TT#43	Traffic growth will mean that road will still be congested.				✓	The traffic forecasts produced for the scheme indicate that the proposed dual two lane carriageway will have sufficient capacity to cater for future growth. Transport Assessment (Application Document 7.4) shows traffic flow change forecast with the scheme.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
TT#44	Concerns regarding impacts on other pinch-point sections of the A303.			✓	✓	The scheme is part of a programme of improvements designed to upgrade the entire A303 route to a high quality dual carriageway between the M3 and the M5 at Taunton, which will alleviate congestion along the whole route, including pinch-point sections.	N
TT#45	Do a survey of why drivers use the road past Stonehenge.				✓	A roadside interview was conducted in 2015. Additional Automatic Number Plate Recognition Surveys were undertaken in 2017. These provide good evidence of the journey purposes and movement patterns of vehicles along this section of the A303. This information has informed the assessments undertaken. See Combined Modelling and Appraisal Traffic Data Package (Application Document 7.6).	N
TT#46	Concern the tunnel will be a bottleneck.				✓	The standard of the dual carriageway will be retained through the tunnel, providing ample capacity to secure the continuous safe free flow of traffic, preventing a bottleneck.	N
TT#47	Concern about corridor bottlenecks.				✓	As set out in its Road Investment Strategy, the Government's aim is to upgrade all remaining single carriageway sections of the A303/A358 corridor into a high quality dual carriageway route, improving connectivity to the South West. There is a programme of schemes along the corridor that will be pursued in the coming years to deliver the strategy, addressing existing bottlenecks along the corridor.	N
TT#48	There aren't many accidents on the A303 from drivers looking at the Stones.				✓	In the period from January 2014 to December 2017, a total of 68 collisions involving personal injury were recorded on the stretch of the A303 between Amesbury and Berwick Down, including two which caused fatalities. While it is not always possible to state the cause, a quarter of the recorded collisions, including both fatalities and two thirds of the serious injuries, occurred within view of Stonehenge.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
TT#49	Traffic should be dissuaded from heading north when they leave the visitors centre.				✓	Signing will direct traffic to and from the Stonehenge Visitor Centre via the new Longbarrow junction. The scheme will remove congestion from the A303 and provide a free-flowing dual carriageway connection for those wishing to travel beyond the immediate area. This will reduce the likelihood of people leaving the Stonehenge Visitor Centre and travelling via routes which avoid the A303.	N
TT#50	The scheme will result in disruption on local roads.			✓	✓	The existing A303 will remain in operation throughout construction and flows on local roads are not anticipated to change to any significant degree. Temporary traffic management measures will be needed at times and there will be close liaison with Wiltshire Council to agree how the measures can be best implemented to minimise any disruption. The scheme's completion will see local roads relieved of rat running traffic and operating much more efficiently, separated from but with easy connections to the free-flowing A303.	N
TT#51	Concerned about the suitability of the proposed high load route through Larkhill to accommodate overheight vehicles.			✓	✓	There are no height restrictions on the route through Larkhill to prevent use by over height vehicles. The Packway through Larkhill already serves as the existing diversion route for the A303 in the event of incidents closing the road.	N
TT#52	Concerns over quantity of large vehicles using local roads in general.				✓	The A303 forms part of the strategic road network, which is essential for the efficient movement of goods throughout the country and to support business activity at local, regional and national levels. Improving the reliability and resilience of the A303 will encourage HGVs to remain on the route, making use of a road which is designed to accommodate them, rather than using less suitable local roads.	N
TT#53	Concerns around the number of vehicles using the diversion route if the tunnel is closed and this will affect me and my property.				✓	The tunnel would only be closed in the very rare event of an incident happening that creates the need for both bores to be closed at the same time. In such an event, the diversion route would be the same as it is today, namely via the A345/The Packway/B3086/A360, but the new dual carriageway will provide far greater resilience than the existing single carriageway, reducing the number of times the diversion is called into operation.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
TT#54	Road users are currently slowing down to look/take photos of the Stones which slows down traffic/ is a traffic safety risk.				✓	Removing views of Stonehenge from the A303 will not in itself remove congestion, which arises because the volume of traffic seeking to use the A303 at various times is greater than the capacity of the road. The scheme will mean that the Stones will no longer be visible from the road and this in itself will address any issues of traffic slowing to view the Stones.	N
TT#55	Increased speed generated from bypassing bottleneck moves the traffic congestion further along the A303 at the next bottleneck.				✓	The scheme is part of a programme of improvements designed to upgrade the entire A303/A358 route to a high quality dual carriageway between the M3 and the M5 at Taunton. When complete this will alleviate congestion along the whole route.	N
TT#56	Support for the improvements to traffic speed and reducing traffic jams.				✓	The scheme, if consented, will have a range of positive impacts on traffic, such as improved journey times and reliability along the A303. There will also be improved safety and reduced traffic levels on local roads in the vicinity. This is explained further within the Case for the Scheme, (Application Document 7.2).	N
TT#57	Highways England stress that the figures presented in the consultation documents are preliminary and that further work is being undertaken, particularly in relation to refining the traffic model for the local roads, and that the apparent inconsistencies will be addressed. It is a concern that traffic is forecast to increase through Stockton and		✓			The transport model refinements undertaken since statutory consultation and used for the detailed assessment of the scheme have focused on the local demand network. The forecasts show no material increase in traffic levels through Stockton and adjacent villages. Further details can be found in the 7.5 Combined Modelling and Appraisal Report, Section 4.3.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	adjacent villages (the C10).						
TT#58	It is anticipated that traffic figures will be further explained once the local area detailed modelling has been undertaken and verified.		✓			Detailed modelling of the local area has been undertaken, verified and communicated with Wiltshire Council since statutory consultation took place. Refined traffic forecasts have been presented to Wiltshire Council and discussed. Further details can be found in 7.5 Combined Modelling and Appraisal Report, Section 4.3.	N
TT#59	In relation to those occasions where tunnel bores have to be closed for unplanned works, there will likely be potentially severe local impacts with traffic using the signed as well as unsigned alternative routes; this is considered to be unavoidable. However, with an appropriate management plan in place, as referred to above, it is considered that the potential problems can be appropriately mitigated.		✓			The new dual carriageway will be safer and more resilient than the existing road. The tunnel would only be closed in the very rare event of an incident happening that creates the need for both bores to be closed at the same time. In such an event, the diversion route would be the same as it is today, namely via the A345/The Packway/B3086/A360. There will be an effective management strategy in place to inform traffic, including the use of variable message signs to indicate when the tunnel is closed and the diversion route is in operation.	N
TT#60	The improvement itself can result in increases in traffic on local connecting roads		✓			Detailed modelling of the local area has been undertaken, verified and communicated with Wiltshire Council since statutory consultation took place. The refined traffic forecasts indicate a potential increase in traffic on the A360 (largely diverted from the A36) between	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	resulting from the attractiveness of the new road compared with its unimproved state. The A360 from Salisbury area and the A345 Countess Road South to the A303 count amongst those routes which are anticipated to see additional traffic use. Highways England has confirmed that further refinement of traffic forecasting through the consultation period and beyond will allow for a more definitive view to be reached on this aspect of the scheme proposals.					Salisbury and the A303, but no additional traffic on the A345 south of Amesbury. Further details can be found in the 7.5 Combined Modelling and Appraisal Report, Section 4.3 [Figure 4-2 shows the AADT forecasts].	
TT#61	Forecast traffic increases on the A345 north of Stock Bottom need to be further examined to determine the consequences for the route through Amesbury town area. For the B3083, the route standard is poorer than the A360 and the impacts on the communities of		✓			Detailed modelling of the local area has been undertaken, verified and communicated with Wiltshire Council since statutory consultation took place. The transport model refinements used for detailed appraisal of the scheme have focused on the local demand network. The forecasts indicate no increase in traffic on the A345 south of Amesbury or on the B3083 south of Winterbourne Stoke through Stapleford and Berwick St James. Further details of the transport model refinements are detailed in 7.5 Combined Modelling and Appraisal Report, Chapter 3 with details on the impacts in Section 4.3 of the same document.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	Stapleford and Berwick St James will be more acute if additional traffic uses the route; current forecast suggest this will not be the case. It will be necessary for officers to ascertain the details of any such impacts, and to make representations accordingly.						
TT#62	When the impacts of the detailed proposals become clearer, it is anticipated that all regulatory requirements will be identified and addressed by Highways England in consultation with the Council.		✓			The likely impacts of the scheme have been fully assessed as presented in the documents submitted with the DCO application. Highways England will continue to consult with Wiltshire Council over any local road measures needed to ensure all regulatory requirements are identified and addressed.	N
TT#63	Signals timings may need to be reviewed and adjusted as part of the scheme, following scheme opening.		✓			Signals timings will be kept under review following scheme opening. They will be adjusted if necessary, through discussion with Wiltshire Council, to ensure the A303 junctions with the A360 and A345 operate as safely and efficiently as possible.	N
TT#64	Will not use tunnel and instead will use rat runs.				✓	The scheme will accommodate free-flowing east-west traffic safely through the tunnel. It will provide shorter, more reliable journey times than side roads through local villages. As a consequence, people will choose to use the A303 in preference to less suitable local roads. Further information can be found in the Transport Assessment (Application Document 7.4).	N

5.12 Matters raised on Operations and Maintenance

5.12.1 Table 5-11 below summarises the matters raised in relation to Operations and Maintenance of the scheme.

Table 5-11: Summary of consultee comments on Operations and Maintenance and Highways England response

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
OM#1	Lessons must be learnt from the frequent closure of the A3 Hindhead Tunnel.				✓	The experience from Hindhead has been reviewed and has informed the design and operational requirements of the tunnel.	N
OM#2	What will happen to the traffic when the tunnel needs to be serviced?			✓	✓	Planned maintenance will be carried out overnight and during periods of low traffic flow in one tunnel bore at a time, with two way (contraflow) traffic using the other tunnel bore.	N
OM#3	Diversions routes around the tunnel must be adequately/ permanently signed as per the 'Umleitung' signs on German autobahns.				✓	There will be an effective signing strategy in place to support the management of traffic using the diversion routes. The signing strategy will also use variable message signs within the scheme to indicate when the tunnel is closed and a diversion route is in operation.	N
OM#4	Additional signage and speed limits are required on local roads.				✓	We have consulted with Wiltshire Council, as the highway authority responsible for local roads, on the impacts of the scheme on the local road network. No additional signage or speed restrictions for local roads have been identified as being needed beyond that accompanying the scheme's construction and operation, including new signs accompanying the new road layout. The Council will monitor the impacts of the scheme once built and implement any additional signage or speed limits they consider necessary.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
OM#5	Not enough information has been provided on signage and lighting; both will need careful planning.			✓	✓	There will be no lighting along the open road along the scheme, inside or outside the WHS, except for the existing lighting at Countess roundabout being retained. A detailed signage strategy will be developed at the next design stage.	N
OM#6	Support for the use of electronic signage for the management of incidents.				✓	Electronic signage will be used to manage incidents. This will include lane control and reduced speed limits, with variable message signs reinforcing the reason for lane-closure/speed-reduction. This package of measures, along with an automated tunnel incident detection system, comprehensive CCTV and operational procedures, will secure the safe management of traffic.	N
OM#7	Fix existing road problems (potholes etc) before building any more.				✓	Highways England is responsible for ongoing maintenance of the strategic network, in addition to its upgrade and improvement. The local road network is maintained by the local highway authority, being Wiltshire Council in this area.	N
OM#8	Where and how will the local Emergency Services cope with inevitable accidents, fire, etc? As a community we would like to see extensive plans put into place.				✓	Highways England has been working with the Emergency Services over the design of the scheme and to put in place appropriate emergency plans that address potential incidents within the tunnel and on the road. The engagement will continue through the detailed design, the construction and the operation stages of the scheme.	N
OM#9	There should be traffic restrictions and the expressway should not be used for minor or non-motorised traffic.				✓	The scheme will provide a high quality dual carriageway between Amesbury and Berwick Down, with grade-separated junctions with the A345 and A360. This will separate longer-distance traffic from local traffic seeking to pass across the A303. Non-motorised users will be prohibited from using the tunnel.	N
OM#10	Signage should be carefully considered, when it's not in use, its				✓	The detailed design of appropriate signage will be developed at the next stage in the scheme's development.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	gets covered over. Yet recent directives from transport authorities have repeated that unnecessary signs should be removed. Consider effective signage before installing.						
OM#11	Road should be open to all vehicles, to prevent restricted vehicles clogging up villages and village roads.			✓	✓	The only motorised vehicles that will be prohibited from using the tunnel are: abnormally high-sided vehicles; and motorcycles <50cc. The diversion route for high load vehicles will be the A360/B3086/The Packway/Solstice Park junction. The number of vehicles that will regularly divert is predicted to be very low and far outweighed by the reduction there will be in rat running traffic that currently uses The Packway to avoid congestion on the A303.	N
OM#12	Adequate lighting at night is important.				✓	Lighting will be provided inside the tunnel but there will be no open road lighting proposed along the scheme, except for the existing lighting at Countess roundabout being retained. The scheme will be designed to secure its safe operation without the need for lighting, which will help preserve the dark sky environment throughout the year.	N
OM#13	Margin widths appear to be too big.				✓	The verge and central reserve widths for the new dual carriageway have been designed to UK Highway Standards, to achieve a design that is safe for road users and road workers. The central reserve is predominately used to house the concrete safety fence needed between carriageways. The verges are used to house roadside equipment, including traffic signs.	N
OM#14	How will green bridges and the wider landscape be maintained and by who?				✓	The green bridges and land retained by Highways England on completion will be maintained by Highways England's appointed maintenance contractor, working to an approved Landscape Management Plan.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
OM#15	What are the costs of tunnel maintenance? Do emergency services agree with maintenance costs and practicalities?				✓	It is not possible to give accurate costs as the maintenance costs for the tunnel will be dependent on the features incorporated into the design of the tunnel and their associated maintenance requirements. This will be determined during detailed of the tunnel. However, based on existing Highways England tunnels, the annual maintenance and operational costs are estimated to be in the order of £4-5m per year. Emergency services have been fully consulted in all the proposed operational aspects of the tunnel.	N
OM#16	Concern regarding the impact of tunnel diversion routes on local communities.				✓	The new dual carriageway will be far more resilient than the existing single carriageway and the tunnel diversion route would only be called into play in the very rare event of an incident happening that creates the need for both bores to be closed at the same time. In such an event, the diversion route would be the same as it is today, namely via the A345/The Packway/B3086/A360.	N
OM#17	Will drifting snow present a problem?				✓	The scheme has identified snow drifts as a specific operational risk in the area, particularly within the cutting on the western approach to the tunnel. Specific winter maintenance procedures will be put in place to support the safe and efficient operations of the scheme.	N
OM#18	CCTV in/around the tunnel is required for enforcement purposes to prevent site-specific problems (overtaking, littering).				✓	The tunnel and its approaches will have comprehensive CCTV coverage to support the operational monitoring of traffic. This will allow a speedy response when action is needed.	N
OM#19	ERAs should be considered for this road.				✓	Laybys are being included along the new road, outside the tunnel, at intervals of no more than 1.6km. Within the tunnel, there will be raised walkways 1.5 metres wide for emergency use.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
OM#20	The maintenance entrance should be on the tunnel approach.				✓	Tunnel service buildings, recessed into the sides of the cuttings, will be provided on the approaches to each tunnel bore, at the western end of the eastbound bore and at the eastern end of the westbound bore.	N
OM#21	Hard shoulder appears to be too small; there will be limited space for broken down vehicles especially near the tunnel entrances.				✓	The scheme will deliver a high quality dual carriageway to current design standards, with hard strips rather than hard shoulders because the road is not a motorway. Laybys will be provided along the new road (outside the tunnel) with a spacing of no greater than 1.6km (1 mile), including on the tunnel approaches. Within the tunnel, a 1.5 metre wide raised walkway will be provided for safe emergency use.	N
OM#22	How are you addressing safety for NMUs when crossing green bridges?		✓		✓	Parapets (fencing) will be provided as part of the bridge structure to ensure nothing is able to fall onto the road below. The green bridges will be as safe as any other modern structure on the trunk road network.	N
OM#23	Motorbikes will be forced off the A303 and onto lengthy detours.				✓	Motorbikes will be able to continue to use the A303, with the exception of motorcycles with 50cc engines or less. These motorcyclists will be prohibited from using the tunnel. Their diversion route between the Longbarrow and Countess junctions will be via the A360/B3086/The Packway/A345.	N
OM#24	The Consultation Booklet is virtually silent on the way in which the de-trunked road will be maintained and managed after it loses its status.				✓	The de-trunked A303 through the WHS to the west of Stonehenge Road will become a public right of way. From Longbarrow into Winterbourne Stoke, the de-trunked A303 will become the local access road into the village. To the west of Winterbourne Stoke the de-trunked A303 will become a public right of way to maintain a connection with an existing byway BSJA3. It is anticipated that these sections will become the responsibility of Wiltshire Council, as local highway authority, for future management and maintenance.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
OM#25	Safety concern on A358				✓	Highways England is currently progressing a scheme to improve the A358 between Southfields and Taunton. Further information can be found via Highways England's website.	N
OM#26	How will 'unwanted access' be managed across the WHS, for example to prevent illegal and unauthorised fly-tipping, hare coursing, parking, camping and motorhomes parking up on the byways?				✓	The management of access across the WHS is a matter for Wiltshire Council, as the highways authority with responsibility for the public rights of way, and landowners, including the National Trust and English Heritage. Fences along public rights of way will be provided to prevent access onto private land, grazed grassland or the highway.	N
OM#27	Will the B390 be given a 3.5 tonne weight limit to stop heavy and large vehicles using it?				✓	Regulating the use of the B390 would be dealt with by Wiltshire Council as the responsible highway authority.	N
OM#28	Add more tourist information signage on the A303, currently there is just one sign at A360 junction.				✓	A signage strategy will be prepared at the next stage of design, which will include consideration of the need for tourist signing.	N
OM#29	Objection to raising the tunnel section to motorway standard as this disenfranchises many users from using the route, such as pedestrians, cyclists, learner drivers, horse				✓	The tunnel section is not being raised to motorway standard, but a key safety feature of the scheme is non-motorised users being prohibited from using the tunnel. This is readily accommodated by such users being able to enjoy the safe amenity provided by the old A303 being transformed into a restricted byway between Amesbury and Longbarrow.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	drawn traffic and mopeds.						
OM#30	Arrangements for Wiltshire, as Local Highway Authority, to take on the responsibility for those parts of the A303 to be de-trunked will be dealt with through negotiation with Highways England; the essential requirement on the part of Wiltshire Council will be to ensure that it receives an asset in good repair, where the need for structural maintenance in the foreseeable future being minimised.		✓			Prior to handing over any assets, Highways England will review their condition with Wiltshire Council and, if any works are needed to ensure hand over in a suitable condition, Highways England will either carry out those works or agree to pay Wiltshire Council a commuted sum sufficient to cover the cost of agreed works.	N
OM#31	A requirement will be sought to secure a de-trunked asset which will not require foreseen structural maintenance interventions for at least 5 years following the asset being vested in Wiltshire Council.		✓			Such a sought requirement can be part of discussions to be held between Highways England and Wiltshire Council. Highways England will review the structural condition of the de-trunked A303 with the Council prior to handover. If any work is needed to secure the adequacy of its structural condition, Highways England will either carry out those works or agree to pay Wiltshire Council a commuted sum sufficient to cover the cost of the agreed works.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
OM#32	Where an incident requires unplanned closure of one or both bores, diverted traffic will be directed via the A360, B3086, The Packway and A345 Countess Road North. This is an existing diversion route used when the A303 past Stonehenge is closed. A similar route will be used for the diversion of high loads (those over 6.1m high) which can't pass through the tunnel, although in this case the route will use the A3028 / Salisbury Road (avoiding the A303 flyover bridge at Countess roundabout). A condition will be sought to secure a scheme for the management of diverted traffic when access through the tunnel is partially or wholly		✓			The description of the planned diversion routes, including for high loads is correct. The tunnel would only be closed in the very rare event of an incident happening that creates the need for both bores to be closed at the same time. In such an event, the diversion route would be the same as it is today, namely via the A345/The Packway/B3086/A360, but the new dual carriageway will provide far greater resilience than the existing single carriageway, reducing the number of times the diversion is called into operation. There will be an effective signing strategy in place to support the management of traffic using the diversion routes, including at a wider regional/national level. Locally, the signing strategy will also use variable message signs within the scheme to indicate when the tunnel is closed and a diversion route is in operation.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	unavailable. The scheme shall set out arrangements for the signing of the alternative route and the management of traffic at the local, regional and national level to ensure that motorists are least inconvenienced by planned and unplanned closures, and that local diversion route traffic loads are minimised. The reduction in current 'rat-running' through Bulford and Larkhill as a result of the scheme is likely to more than compensate for the occasional need for the diversion route roads to accommodate diverted traffic.						
OM#33	Regarding the maintenance of the highway drainage system, designing for long term maintenance considerations will need to be within the design statement so far as		✓			Arrangements for the ongoing maintenance of the proposed highway drainage system for the scheme, including details of frequency and methods are set out in ES Appendix 11.3, Road Drainage Strategy.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	frequency and methods are concerned.						
OM#34	The DCO will need to ensure that there are clear and ongoing maintenance arrangements for ongoing maintenance of the highway drainage systems over the lifetime of the development.		✓			Arrangements for the ongoing maintenance of the proposed highway drainage system for the scheme are set out in ES Appendix 11.3, Road Drainage Strategy.	N
OM#35	Concerns about having high goods vehicles on the A303 diverted through villages like Shrewton and Larkhill.				✓	By replacing the single carriageway with a dual carriageway, the scheme will greatly improve the resilience of the A303, meaning that there will be less likelihood of HGVs passing through local villages. Traffic will only have to be diverted away from the A303 on rare occasions when an incident causes the full closure of both carriageways and on these occasions the existing diversion route will be used.	N

5.13 Matters raised on Consultation and process

5.13.1 Table 5-12 below summarises the matters raised in relation to Consultation and process

Table 5-12: Summary of consultee comments on Consultation and process and Highways England response

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
CC#1	Consultation is not fit for purpose as the PRow proposals were not clear.			✓	✓	The material published for statutory consultation was sufficient to satisfy the purpose of gaining feedback on the scheme proposals and for that feedback to be taken into consideration as part of the continuing development of the scheme up to the time of submitting the DCO application. The designations of the Public Rights of Way proposals along the scheme were clarified as part of the supplementary consultation. The feedback from the consultation can be found in Chapter 6 of this report.	N
CC#2	Consultation process flawed, information provided is insufficient / inadequate to inform properly.			✓	✓	Consultation was undertaken in accordance with the Statement of Community Consultation, which was subject to consultation with the Local Planning Authority and Planning Act 2008 statutory requirements. Information about the scheme proposals was available online at public events and local deposit locations. Staff were on hand at exhibitions to talk through the proposals. The material published for statutory consultation was based on the information available at that time and was sufficient to satisfy the purpose of gaining feedback on the scheme proposals and for that feedback to be taken into consideration as part of the continuing development of the scheme up to the time of submitting the DCO application. In addition to the consultation booklet, the information provided included the Preliminary Environment Information Report (PEI Report) and its non-technical summary, as well as plans of the proposals. Further detail is presented in the application for development consent.	N
CC#3	No information has been given on crucial elements such as signage, lighting, gantries and emergency				✓	Images and films were designed to provide a visual representation of the overall scheme at the time of consultation and further detail is provided within volume 2 of the DCO application. Laybys will be provided along the new road (outside the tunnel) with a spacing of no greater than 1.6km (1 mile). Within the tunnel, a 1.5 metre wide	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	laybys. We consider the exhibition videos misleading in this respect.					raised walkway will be provided for safe emergency use. There is no open road lighting proposed along the scheme, except for the existing lighting at Countess roundabout to be retained. Street furniture details, including signing will be determined at the next design stage.	
CC#4	Insufficient information has been supplied about other archaeological remains.				✓	Relevant information on archaeology was presented in the PEI Report and its non-technical summary. Further archaeological survey work has been undertaken since consultation to inform the heritage impact assessment, Appendix 6.1 of the ES.	N
CC#5	Thank you for the opportunity to comment on the proposals / appreciation of the consultation.	✓	✓	✓	✓	Thank you for taking an interest in the proposals.	N
CC#6	Lack of information as to what will happen to the section of de-trunked Stonehenge Road and whether it will terminate further east including responsibilities for management.			✓	✓	The de-trunked section of A303 to the west of Stonehenge Road through the WHS will be converted to a public right of way for walkers, cyclists and pedestrians. The de-trunked section to the east of Stonehenge Road, running towards Vespasian's Camp, will be returned to grass.	N
CC#7	Concern that those who don't agree with proposals may be successful in blocking it.				✓	The application for development consent will be considered via an examination by the Planning Inspectorate on behalf of the Secretary of State, during which the public will be able to make representations and participate in hearings (as appropriate). Following the examination, the panel of inspectors charged with examining the application will make a recommendation to the Secretary of State based upon all the information and evidence available to them. The views of those who don't agree with the proposals, and the reasons for that disagreement, will be considered alongside other consultee responses, and the other information and evidence presented, as well as relevant policy requirements. The final decision on the scheme will be made by the Secretary of State for Transport.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
CC#8	Concerned that views won't be listened to, given serious consideration or not addressed to satisfaction.			✓	✓	All views expressed in response to the consultation have been considered and taken into account as set out in this report. There will be a further opportunity to express views as part of the DCO examination.	N
CC#9	The content of the public consultation materials was in some areas cases factually incorrect, misleading and therefore was difficult to understand.			✓	✓	The material published for statutory consultation was sufficient to satisfy the purpose of gaining feedback on the scheme proposals and for that feedback to be taken into consideration as part of the continuing development of the scheme up to the time of submitting the DCO application. As part of the continuing development of the scheme following statutory consultation, a supplementary consultation was carried out on three specific design changes and the opportunity was also taken to clarify the public rights of way proposals along the scheme. Booklets prepared to support the above consultations were written in plain English and made use of images and photographs with the intention of making them accessible to a wide audience. Non-technical summaries were also provided for the environmental information presented. Highways England made every attempt to ensure the consultation materials were easy to understand. There were a small number of instances of incorrect labelling of an image or map; these did not affect the context of the information provided in the consultation materials and do not amount to the consultation being misleading. Highways England is therefore of the view that the consultation was effective and robust in order to inform consultees and seek their views on the proposals.	N
CC#10	Public exhibition locations were not extensive enough, mostly kept within Wiltshire.			✓	✓	Public exhibition events were held in locations which reflected the impact and interest of the scheme to local communities and customers. These were agreed with Wiltshire Council as host local authority. Reflecting wider interest, an exhibition was also held in central London. The consultation was also advertised extensively, using national and local media, and the material was available on the scheme website for the wider audience.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
CC#11	Consultations to date have been inadequate and strongly conflict with advice contained within Planning Act 2008.				✓	The consultations carried out have been successful in contributing to the development of the scheme. The pre-DCO application statutory consultation followed the published Statement of Community Consultation, on which Wiltshire Council were consulted and was compliant with the requirements of the Planning Act 2008 as set out in this report.	N
CC#12	Disappointed that suggestions / outcomes of previous consultations have been ignored.			✓	✓	All feedback received from the 2017 non-statutory consultation has been considered, as set out in the report on that consultation (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/results/report-on-consultation---volume-1.pdf) and summarised in Chapter 2 of this report. Many diverse views have been expressed and not all suggestions received could be incorporated into the scheme proposals.	N
CC#13	The consultation material has been very partial and selective in describing the negative environmental and archaeological impacts. This leaves non-local readers with a view that the visual impact of the scheme is considerably less than it will be in reality.	✓		✓	✓	A PEI Report and non-technical summary were published at statutory consultation to give an accurate and balanced indication of the environmental impacts based on the information gathered at the time, including visual and archaeological impacts. A full environmental impact assessment has been undertaken on the scheme submitted for development consent, with the results reported in the ES (document reference 6).	N
CC#14	Excellent exhibitions and materials, good consultation.				✓	Thank you for taking an interest in the proposals and for your supportive comments on the consultation.	N
CC#15	Why so many consultations / expense of so many?			✓	✓	The statutory pre-application consultation carried out in 2018 is a requirement of the Planning Act 2008, for nationally significant infrastructure projects such as this, to give people the opportunity to comment on and influence the scheme proposals prior to the DCO application being submitted. The purpose of the 2017 non-statutory consultation was to receive people's views on route options prior to	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						the preferred route being chosen, which is recognised best practice by Highways England.	
CC#16	Don't understand the purpose of consultation if the outcome is predetermined and views won't make a difference.	✓		✓	✓	The outcome of consultation is not predetermined and views expressed can and do make a difference to the development of the scheme proposals, as set out in this report. The scheme will also be subject to an examination by an independent Inspector, or panel of Inspectors, who will make a recommendation to the Secretary of State for Transport. The Secretary of State will make the final decision on whether the scheme receives consent.	N
CC#17	Information is lacking to properly assess the environmental impacts of the scheme.			✓	✓	Relevant preliminary environmental information for the statutory consultation was presented in the PEI Report and its non-technical summary based on the information gathered at that time. A full environmental impact assessment has been undertaken and the results reported in the ES, document reference 6 of the DCO application.	N
CC#18	Listen to the opinions of people who live locally.	✓		✓	✓	All views expressed in response to the consultation, including the views of local people, have been considered and taken into consideration as set out in this report. There will be a further opportunity to express views as part of the DCO examination. Local views are also continuing to be heard via the Local Community Forum that has been established for representatives of community bodies/groups to engage about the scheme.	N
CC#19	Maps confusing, inaccurate, should be accompanied by a scale and grid reference markings.			✓	✓	The plans and drawings presented at consultation aimed to illustrate the scheme in sufficient detail for people to understand the proposals on which they were being invited to express their views. A scale and grid lines were shown on the large scale map used as a centre piece at exhibitions and staff were on hand to respond to questions and grid lines were shown on maps within booklets. From the general response, the plans and drawings were successful in achieving that aim. A supplementary consultation was held on three potential changes to the scheme; this took the opportunity to clarify public rights of way in response to feedback received at the statutory consultation.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
CC#20	No public discussion on whether there should actually be a tunnel. The presentation seems heavily weighted towards a presumption to go ahead with a tunnel.			✓	✓	The 2017 non-statutory public consultation explained why non-tunnel route options would not deliver the scheme's objectives. Detailed information on the options appraisal process is set out within in the Technical Appraisal report (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/).	N
CC#21	Pleased that previous consultation responses have been acted upon.				✓	Thank you for your comment.	N
CC#22	Presentation doesn't address the damage to archaeology from the scheme.				✓	Relevant information about the impacts on archaeology, based on work undertaken prior to consultation, was presented in the PEI Report and its non-technical summary. Further archaeological survey work has been undertaken since consultation to inform the heritage impact assessment reported in Chapter 6 and Appendix 6.1 of the ES.	N
CC#23	Need to have regard to the advisory missions and the reports. What is the risk of having World Heritage status removed? This information has been deliberately withheld from the consultation.				✓	Extensive archaeological investigations have been carried out in order to identify a solution which will have minimal archaeological impact. The scheme will bring extensive benefits to the WHS as reported in the ES. Highways England has hosted three advisory missions by UNESCO/ICOMOS and has modified the scheme proposals in response to the recommendations from each mission, as set out in the Heritage Impact Assessment (HIA), ES Appendix 6.1. Engagement with the World Heritage Centre will continue through the detailed design and construction of the scheme. The scheme was most recently considered by the World Heritage Committee at its meeting in June 2018 - there has been no indication that World Heritage status might be removed. The PEIR provided an overview of ICOMOS, their role in relation to the scheme, and described at a high level the past and future proposed engagement with them. The PEIR also presented a conclusion that the scheme would maintain the OUV of the WHS. There has also been no withholding of information – the mission reports and subsequent decisions of the World Heritage	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						Committee are available via UNESCO's own website at: https://whc.unesco.org/en/list/373/documents/	
CC#24	Staff attending the events did not have detailed knowledge and were vague on the issues that matter including noise and local footpaths.				✓	Public exhibitions were hosted by a team of experts, seeking to have people on hand able to respond to questions on different topics such as: design; traffic; noise; heritage; statutory process; and others. Inevitably all members of staff cannot be expert in all areas and people were re-directed wherever possible to a team member better able to answer a question.	N
CC#25	Staff at the venues were knowledgeable, helpful, courteous and patient.				✓	Thank you for your comment.	N
CC#26	The consultation feedback response form provides no space to discuss the impact of the eastern portal.				✓	Question 7 in the response form invited comments on the central section of the scheme which included the location of the eastern portal. Question 11 also invited any other comments about the scheme that people wished to make. People were also able to provide additional written feedback.	N
CC#27	The consultation website links should be improved to make it easier to find the link to Stonehenge Consultation Booklet.				✓	We will keep the website under review to ensure the links to the information are easy to find.	N
CC#28	There is a lack of reference to motorcycles or motorcyclists within the consultation documents / materials.				✓	The designations of the Public Rights of Way along the scheme, including motorcycle use, were clarified as part of the supplementary consultation. The feedback from the consultation can be found in Chapter 6 of this report.	N
CC#29	The scheme proposals are in violation of / ignore the 1972			✓	✓	In full recognition of its obligations under the 1972 UNESCO World Heritage Convention, the Government is making a substantial investment in funding a tunnel past Stonehenge to bring extensive	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	UNESCO World Heritage Convention.					benefits to the WHS. Compliance with planning policies will be tested through the DCO process.	
CC#30	There needs to be a fresh consultation process to provide the public with a genuine range of options that cause no further harm to the WHS.			✓	✓	Proposals for the improvement of the A303 between Amesbury and Berwick Down have been the subject of extensive study and consultation since 1991. The process of options identification and route selection leading to the scheme is summarised in the Case for the Scheme (Application Document 7.1) and in Chapter 3 of the Environmental Statement, and further details can be found in the Technical Appraisal Report and the Scheme Assessment Report (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/). The scheme has been developed from an extensive process to identify an optimum solution that represents a significant investment by the Government which will address the congestion problems on the A303 and deliver extensive benefits for the WHS.	N
CC#31	This consultation is little more than a marketing exercise for a broadly predetermined scheme rather than following proper public consultation principles of involvement.				✓	The scheme is a nationally significant infrastructure project. As such Highways England has complied with the Planning Act 2008 in carrying out consultation, for people to have the opportunity to comment on the proposals and for those comments to be considered during the scheme's development pre-DCO application. The outcome of consultation is not pre-determined; views expressed can and do make a difference to the development of the scheme proposals, as set out in this report. The scheme will also be subject to an examination by an independent Inspector, or panel of Inspectors, who will make a recommendation to the Secretary of State for Transport. The Secretary of State will then make the final decision on whether the scheme receives consent.	N
CC#32	Very nice artists' impressions of the roads and tunnel portals, but totally unrealistic without the indication of the essential road furniture that will be installed,			✓	✓	The images presented at statutory consultation were provided to give a representation of how the scheme could look. Further information can now be found in ES Chapter 7, Landscape and Visual Impact Assessment (document reference 6.1) as well as the scheme plans (document reference 2). Full details of road furniture and signage will be developed at the next stage in the scheme's design.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	e.g. road direction signs, warning and restriction signs, information gantries, safety barriers and fencing, roadside refuges/hard shoulders, etc.						
CC#33	Communities need to be kept informed of the progress of the project.				✓	Those respondents who have requested to be kept informed will continue to be informed of the scheme's progress. Information will also be available on the scheme website as well as on the Planning Inspectorate's website during the DCO process.	N
CC#34	As an organisation with an interest in the scheme we are keen to be engaged throughout the development of the proposals.	✓		✓	✓	Following application for development consent, anyone with an interest in the scheme will get an opportunity to be involved in the public examination of the scheme proposals. This process will be managed by the Planning Inspectorate and people will be able to register as interested parties through the Inspectorate website. Highways England will also continue to engage with stakeholders and the local communities.	N
CC#35	Incorrect information presented in the consultation materials.			✓	✓	There were a small number of instances of incorrect labelling of an image or map; these did not affect the context of the information provided in the consultation materials. In response to feedback received, the designations of the Public Rights of Way proposals along the scheme were clarified as part of the supplementary consultation reported in Chapter 6.	N
CC#36	Affected landowners (including farmers) may not have been contacted during pre-consultation, and all landowners should be contacted.				✓	Land Interest Questionnaires (LIQs) were sent to all people and businesses that have been identified as having an interest in land that may be affected by the scheme or is close to it. All known landholders have been written to, and regular meetings are taking place with those affected. This will continue as the scheme progresses to seek to address their individual requirements.	N
CC#37	Stakeholder comments should be included in				✓	Whether made by stakeholder bodies or individual members of the public, all comments have been summarised in this consultation	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	full in the application to show transparency of views.					report submitted as part of the DCO application. Statutory consultee bodies have been named where they have made the summarised comment. In all other instances, anonymised reference numbers have been allocated to those making the comments. If the Planning Inspectorate wished to see the full responses behind the comments, the allocated references will be used to provide the responses.	
CC#38	Broaden the language used when describing those affected by the scheme, to include all those who use the route not just drivers, ie bus passengers.				✓	Your comment is noted and will be considered in drafting future material.	N
CC#39	Information from the working groups needs to be communicated and notes issued after meetings.				✓	The purpose of the working groups has been to provide stakeholder input into the scheme's developing design, resulting design has then been opened for comment with the public through the various consultations that have been held. Working groups have also informed the documents forming the DCO submission, on which interested parties are able to comment through the statutory process.	N
CC#40	Highways England conducted the consultation not on whether the scheme was acceptable in principle but with the intention of adapting a pre-determined scheme according to suggestions made by those whose responses were helpful in progressing it.				✓	The aim of improving the A303/A358 corridor was announced by the Government in its Road Investment Strategy, published in 2014. The purpose of the consultation, in compliance with the Planning Act 2008, was to seek views on the scheme proposals, for those views to be taken into consideration as part of the scheme's continuing development during the period up to the application being made for the development consent order to construct the scheme. An earlier consultation was held on route options, leading to the announcement of the preferred route by the Secretary of State in September 2017.	N
CC#41	Historic England welcome the	✓				Highways England has been working and will continue to work closely with Historic England and Wiltshire Council in seeking to protect the	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	opportunity to advise upon the proposed impact assessment methodology and ensure the best approach to protect these designated heritage assets. Discussion should include the relevant Wiltshire Council Conservation Officer, who is normally the lead source of advice for Grade II Listed Buildings and Conservation Areas.					designated heritage assets potentially affected by the scheme. This has included working with the Heritage Monitoring Advisory Group (which also includes English Heritage and the National Trust), to discuss and agree the heritage impact assessment methodology as the basis for undertaking the cultural heritage assessment, reported in ES Chapter 6, and the accompanying heritage impact assessment, included in ES Appendix 6.1.	
CC#42	The consultation was too local. This is of national importance.	✓				The scheme is recognised as being of national importance – it is designated as a nationally significant infrastructure project. As such, Highways England has complied with the Planning Act 2008 in the carrying out of the pre-DCO statutory consultation. In accordance with the Planning Act, a Statement of Community Consultation (SoCC) was finalised and published after consultation with Wiltshire Council as the host authority, and the consultation was carried out in pursuance of the SoCC. This included notices and adverts being placed in national newspapers, and social media channels were also used to promote the statutory consultation. An exhibition was held in London in recognition of the wider interest in the scheme. Additionally, all consultation material was available on the scheme website, enabling anyone with an interest in the scheme to view the proposals and submit their views.	N
CC#43	Need to ensure compliance with the Wiltshire Core Strategy (WCS) and within the				✓	All national and local planning policy documents have been reviewed and a summary of relevant policy and compliance with that policy is set out in the Case for the Scheme (Application Document 7.2) which accompanies the application. The National Networks National Policy	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	context of relevant National Policy Statement (NPS) on infrastructure delivery and the wider planning context provided by the National Planning Policy Framework (NPPF). Ensuring 'agreements' and 'orders' are included in the submission.					Statement (NNNPS) Accordance Table within the Case for the Scheme also provides a detailed analysis of compliance with the NNNPS. The DCO application includes all the 'orders' needed to enable the scheme to be constructed, operated and maintained.	
CC#44	Detailed information about the design of the scheme is needed by those who will be assuming the management and ongoing maintenance of the assets.				✓	Highways England will ensure its own appointed contractors have all the information they need for their future ongoing management and maintenance of the scheme. Close liaison with Wiltshire Council will also continue to include consideration of those assets which will become the Council's once work is complete.	N
CC#45	Information and continued discussions will be welcomed on how agricultural and landowner access will be maintained and managed across the affected part of the WHS.				✓	Highways England has been engaging and will continue to engage with affected landholders on how access will be maintained and managed across the affected part of the WHS.	N
CC#46	The Public Consultation document is currently devoid of information about the intended surface of the byway.				✓	All the new public rights of way proposed along the length of the scheme will be constructed in a way that will make them fit for all the uses permitted by their designated status. Exact cross-sectional details and construction materials will be determined as part of the	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						scheme's detailed design, and will be sensitive to the landscapes through which the rights of way will pass.	
CC#47	The specifications of the underpass are critical and the consultation does not contain any measured drawings of the viaduct or proposed underpass.			✓		The information provided at consultation provided visual representations of the options under consideration. The design has now been progressed and details of preferred options are now shown on the drawings included in the scheme drawings submitted with the DCO application.	N
CC#48	The area for the proposed works falls within the statutory aerodrome height consultation zones. MOD would like to be consulted on the infrastructure to be used whilst works are taking place, i.e. lighting columns, construction vehicles etc.	✓				Highways England has been engaging and will continue to engage with the MoD on the scheme, and on construction methodology.	N
CC#50	DCO application should include a requirement to inform major road users, such as Royal Mail, about works affecting the local network.	✓				Highways England will keep major road users (such as Royal Mail) informed about the works proposed on the A303 without the need for it to be a DCO requirement. This will be through a variety of channels, including inter-alia: direct communication with major users; parties registered for scheme updates; regular updates with regional and national stakeholders; local updates via the scheme's Local Community Forum; and via the scheme website.	N
CC#51	Ensure major road users are not affected during construction by conducting full engagement with them	✓				Major road users have had, and a number have taken, the opportunity, via the statutory consultation, to comment on the scheme proposals. Following the DCO application for development consent, anyone with an interest in the scheme will have an opportunity to be involved in the public examination of the scheme proposals. During	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	during the development process					construction, the existing A303 will remain open until traffic can be switched to the new road and any temporary traffic management needed to accommodate construction works will be planned and implemented in a way that minimises any disruption. Regular scheme updates will also be publicised during construction to inform major road users in their journey planning.	
CC#51	The consultation period was too short.				✓	The consultation ran for a period of 75 days. This is substantially in excess of the 28 day minimum required period and provided a significant amount of time for the public to consider and submit their views on the scheme proposals.	N
CC#52	Consultees comments not taken on board.				✓	The Planning Act 2008 requires us to consider all comments that we receive through our statutory consultation. This Consultation Report sets out the comments that we have received and our responses, including whether or not the scheme has been changed in response to the comments and the reasons why.	N
CC#53	This is an expensive consultation.				✓	It is a requirement of the Planning Act 2008 that a robust public consultation be carried out pre-DCO application for a nationally significant infrastructure project such as this.	N
CC#54	Farmers need to be liaised with before construction begins.			✓	✓	Highways England has been engaging and will continue to engage with affected landholders to discuss potential impacts and how access will be maintained and managed across the affected part of the WHS.	N
CC#55	Why have you started from the western end of the project when the whole exercise is a continuation of the A303 from London?				✓	The scheme was divided into three sections (western, central, eastern) in order to simplify its description, with the description from start to finish reflecting the fact that people are generally comfortable with a sequence moving from left to right. The sections are not intended to represent the sequence of construction which will be ongoing across all three sections.	N
CC#56	No safeguarding objection to the proposal based on the information supplied at	✓				Thank you for your response.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	the time of this application.						
CC#57	As an organisation we have no comment on this scheme, do not send me/us further information on scheme.				✓	Your request is noted and we will amend our records accordingly.	N
CC#58	Ensure prior and proper consultation is held with stakeholders (gas companies, road haulage).				✓	Full consultation has been held with all stakeholders. Discussions with stakeholders such as utilities and hauliers will continue through the detailed design and construction stages.	N
CC#59	It is unfortunate and regrettable that this initial response must, therefore, be prefaced with the statement that the consultation in this respect is at best confusing and at worst misleading, so clarification of the real intentions is going to be needed at the earliest possible opportunity by using the correct terms of public footpath (FP), public bridleway (BW), restricted byway (RB), byway open to all traffic (BOAT), cycletrack (with or without pedestrian and equestrian rights) and permissive paths.		✓			Following this and other feedback, the designations of the proposed byways (public rights of way) along the scheme were clarified as part of the supplementary consultation, as described in Chapter 6 of this report. The material published for statutory consultation was sufficient to satisfy the purpose of gaining feedback on the scheme proposals and for that feedback to be taken into consideration as part of the continuing development of the scheme up to the time of submitting the DCO application. There have also been extensive discussions with Wiltshire Council on the public rights of way proposals for the scheme to determine the best way of maintaining and enhancing the existing network crossed by the scheme.	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
CC#60	As a statutory consultee we should be further consulted in the event of any changes to the proposed development.	✓				Highways England will continue to engage with relevant statutory consultees as appropriate on any design changes affecting their area of interest.	N
CC#61	We support this proposal in principle, but subject to the making of an objective balanced planning judgement in relation to the outputs of the assessments necessary to address the detailed comments set out in our consultation response. For clarity, we have summarised the information and activities required to be undertaken in advance of the DCO application from our perspective and those requirements which we believe should be included within the DCO documentation. These are not intended to be an exhaustive list as additional requirements may be identified once the detailed designs for the scheme are more advanced. We ask that		✓			We have considered your response in putting together the draft Requirements included with the DCO application and the documents to which they refer, which deal with points that you raise, to the extent they are relevant to the scheme and its assessed environmental impacts. Discussions are ongoing with relevant parties on the draft Requirements.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	HE takes these comments into full consideration.						

5.14 Matters raised on Needs and Benefits

5.14.1 Table 5-13 below summarises the matters raised in relation to Needs and Benefits

Table 5-13: Summary of consultee comments on Needs and Benefits and Highways England response

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
NB#1	Provisions should be made for parking e.g. the redundant section of A303 between Stonehenge Cottages and The Avenue.			✓	✓	The scheme will not be providing additional parking. Any additional provision will be for others to pursue in liaison with Wiltshire Council as planning authority.	N
NB#2	Remove all street furniture, lay-bys, bus stop pull in on A303 through Winterbourne Stoke. Narrow the junction with the B3083, enhance with trees, narrow the road, introduce traffic calming measures etc.	✓		✓	✓	The street furniture associated with the trunk road, such as signs and the speed camera, will be removed. The existing B3083 junction will be modified to reflect the local nature of the de-trunked A303. The existing road through the village will be narrowed to accommodate a shared pedestrian/cycle path to the north of the road. Opportunities to provide trees or other planting will be explored if public space is available.	N
NB#3	Provide more parking west of Amesbury to access the new green byway.				✓	The scheme will not be providing additional parking within the scheme boundaries. Any additional provisions outside the scheme boundaries will be for others to pursue in liaison with Wiltshire Council as planning authority.	N
NB#4	The previous A303 Stonehenge Road provided a view of the Stones. Will a viewing location of the Stones				✓	The current A303 within the WHS will be converted to a public right of way, this will significantly enhance the opportunity for people to explore the WHS and enjoy views of the Stones in a safer and more enjoyable way than from a vehicle travelling along a busy road.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	be provided under the new scheme?						
NB#5	Bury the powerlines and remove the pylons within the WHS.			✓		The existing power lines crossing the WHS are unaffected by the scheme. Any changes to them are therefore a matter for the power distribution company.	N
NB#6	Stopped up roads should have the tarmac removed and returned to greenfield				✓	The tarmac surface of stopped-up roads may be retained where their future use requires a bound surface, although the width may be reduced. Where existing tarmac is broken up and the surface replaced, the area will be soiled and seeded with a chalk grassland mix.	N
NB#7	Improve the road surface of the C42				✓	The maintenance of the local road network is a matter for the local Highway Authority, Wiltshire Council.	N
NB#8	Build it as an expressway.				✓	The scheme will create a high quality dual carriageway providing free-flowing journeys for those travelling through the region. By grade separating junctions at Countess and Longbarrow, through traffic will not need to stop, as is currently the case, and will not mix with local traffic, so removing congestion and improving safety. By dualling the road, journey times will become more reliable and the road will be more resilient to incidents.	N
NB#9	Provide access to the Avenue under the scheme.			✓	✓	The proposed eastern portal is to be located to the east of the line of The Avenue where it crosses the existing A303. Whilst access to The Avenue is a matter for the landowner, this will enable the path of The Avenue to be reconnected across the top of the tunnel.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
NB#10	Road should have more lanes to increase capacity and cater for future growth.				✓	With forecast levels of traffic in the future, a two-lane dual carriageway will provide sufficient capacity. Further information can be found in the Transport Assessment (Application Document 7.4).	N
NB#11	Improve the rest of the A303 corridor.				✓	As set out within its Road Investment Strategy, the Government's aim is to transform all remaining single carriageway sections of the A303/A358 corridor into a high quality dual carriageway route, linking the South East with the South West.	N
NB#12	The road should be of motorway standard, removing minor accesses onto it.				✓	The scheme will be constructed as a high quality dual carriageway, with grade-separated junctions, as part of the Government's strategy for upgrading the A303/A358 corridor to the South West. There will be no minor accesses onto the new dual carriageway.	N
NB#13	The road does not need to be so large, particularly at the eastern and central sections.				✓	The existing A303 between Amesbury and Berwick Down experiences significant levels of congestion. A two-lane dual carriageway is needed to accommodate current and future levels of traffic. Further information can be found in the Transport Assessment (Application Document 7.4).	N
NB#14	The scheme does not offer value for money.			✓	✓	The scheme is part of the Government's programme of improvements along the A303/A358 corridor designed to upgrade the route to a high quality dual carriageway, in recognition of the problems along the corridor and the need to improve connectivity to the South West. The proposed tunnel solution is the best value solution that has been identified from an exhaustive appraisal of options. In addition to delivering benefits in terms of improved journey times, reduced accidents and community benefits, the scheme will deliver substantial value to the WHS in terms of transforming the Stonehenge landscape for the benefit of the 1.5 million people who visit the site every year. This all adds up to the scheme providing clear value for money. Further information can be found in The Case for the Scheme, (Application Document 7.2).	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
NB#15	General objection to / concerns about the scheme.			✓	✓	The scheme is part of the Government's programme of improvements along the A303/A358 corridor designed to upgrade the route to a high quality dual carriageway, in recognition of the problems along the corridor and the need to improve connectivity to the South West. The proposed tunnel solution is the best solution that has been identified from an exhaustive appraisal of options. This is set out in Chapter 3 of the Environmental Statement, document reference 6.1.	N
NB#16	The scheme is bound to fail like previous attempts.				✓	This scheme is part of the Government's National Infrastructure Plan in which it has prioritised infrastructure investment for the UK against the competing demands from other public services. In its published Road Investment Strategy, the Government has indicated its commitment to this scheme as part of a programme of improvements needed to upgrade the A303 route to a high quality dual carriageway. The scheme will be examined by an independent panel through the statutory process, after which they will make a recommendation to the Secretary of State, who will determine whether to approve the application.	N
NB#17	In favour of the scheme.	✓	✓	✓	✓	Your support is noted.	N
NB#18	The proposed scheme is poor value for money when compared to F010 option.				✓	The F010 option was discounted as it would not deliver the scheme objectives as well as the scheme. Although the cost of the F010 option would be less than the proposed tunnel route, its benefits would be significantly less and its disbenefits greater. Its value for money would not be better than the proposed route.	N
NB#19	A303/A350 roundabout needs to be improved.				✓	Potential improvements of the A350 are beyond the scope of this scheme, but its junction with the A303 will be considered as part of the future scheme needed to upgrade the section between Chicklade Bottom and Mere. This is one of the eight schemes in the Government's programme for upgrading the A303/A358 corridor to a high quality dual carriageway.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
NB#20	Who is going to pay for this scheme?			✓	✓	The Government is committed to the scheme and its funding. Further detail on the funding of the scheme is provided in the Funding Statement that accompanies this Application, document reference 4.2.	N
NB#21	The proposal doesn't meet the scheme objectives.			✓	✓	The scheme as proposed has emerged from an exhaustive appraisal of options as the best solution to meet the objectives set for it. Further information on the appraisal process and route selection can be found in the Technical Appraisal Report (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/) as well as Chapter 3 of the ES, document reference 6.1.	N
NB#22	Should be funded by English Heritage.				✓	As a transport scheme, the Government's funding arrangements are being made via the Department for Transport and Highways England (rather than via the Department for Culture, Media & Sport or English Heritage) to address problems on the strategic road network and to create a high quality dual carriageway along the A303 route to the South West.	N
NB#23	Why do we need a tunnel?				✓	A dual carriageway through the WHS without a tunnel is not possible, no matter how well landscaped or screened. This is because such options would cause unacceptable damage to the OUV of the WHS, would be in contravention of the World Heritage Convention and would be unlikely to receive development consent, conflicting with national and local planning policies. In addition, routes outside the WHS have been discounted because they would not deliver the scheme objectives. Further information on the appraisal of alternative route options, including non-tunnel solutions, can be found in the Technical Appraisal Report https://highwaysengland.citizenspace.com/cip/a303-stonehenge/ .	N
NB#24	Supportive comments on the need for the scheme		✓		✓	The A303/A358 corridor is a vital connection between the South West and the South East. While most of the road is now dual carriageway, there are still over 35 miles (56km) of single carriageway. These sections act as bottlenecks for users of the route resulting in congestion, particularly in the summer months and at weekends. This	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						causes delays to traffic travelling between the M3 and the South West and increases the risk of accidents. The A303 and the traffic on it also harms the OUV of the Stonehenge WHS, passing just 165 metres to the south of the Stones. The congestion on the A303 between Amesbury and Berwick Down also leads to extensive levels of rat running through nearby local communities in an attempt to avoid the congestion. Further information can be found in The Case for the Scheme, (Application Document 7.2)	
NB#25	Explain the economic benefits?			✓	✓	By providing a free-flowing and reliable connection to the South West, as part of the upgrading of the A303/A358 corridor, the scheme will help to boost productivity in the region. The scheme will make the South West an easier place for tourists to access, which is a major part of the region's economy. It will also facilitate new jobs and long-term prosperity, meeting the needs of a growing residential and growing population. Further information can be found in The Case for the Scheme, (Application Document 7.2).	N
NB#26	What are the key dates for the project?			✓	✓	The Secretary of State's decision is expected in the first part of 2020, 12 months after the start of the 6 month DCO examination period. If consent is granted this would lead to a start of construction in 2021 and the scheme is expected to be completed in 2026.	N
NB#27	Negative impact on local businesses in Winterbourne Stoke.			✓	✓	The bypass for Winterbourne Stoke will significantly improve the quality of village life. It will also improve the environment surrounding local businesses. The village, and all businesses, will also be easily accessed from the new Longbarrow junction which will suffer less from congestion and delay. The Case for the Scheme, (Application Document 7.2) considers the economic benefits of the scheme.	N
NB#28	Negative impact on tourism in Wiltshire.				✓	The scheme will make it easier for visitors to travel to Wiltshire and enjoy its attractions. Temporary traffic management, including the maintaining of two way traffic on the A303, will ensure minimum additional disruption during construction, consequently it is not anticipated that tourism will be affected in this period.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
NB#29	How have you approached the design of the scheme? It needs to be a design showcase.				✓	The scheme captures the principles set out in Highways England's guide - 'The Road to Good Design'. The Design and Access Statement (document reference 7.4) included in this application outlines these principles in more detail how the design has been developed to have regard to its unique setting and to respond to the direction of the Design Panel.	N
NB#30	Why has it taken so long?				✓	The scheme has been the subject of extensive study and consultation since 1991, and it has been difficult to find an acceptable, affordable solution before now.	N
NB#31	Improve the section of downgraded A303 west of Winterbourne stoke for village amenities.	✓		✓	✓	It is anticipated that Wiltshire Council will become the responsible authority for the old A303 through Winterbourne Stoke, including the downgraded, stopped up section to the west of the village. The treatment of that section will be agreed through discussions with the Council, taking into consideration the views of the local community.	N
NB#32	More trees on route would be good.				✓	Tree planting is proposed as appropriate to the landscape character through which the scheme passes. For instance, tree planting is not proposed across the WHS because that would not reflect its open, rolling chalkland character and would be contrary to the WHS Management Plan. Elsewhere tree planting is proposed where the scheme crosses the Till valley for instance. Further information can be found in Chapter 7 of the Environmental Statement, document reference 6.1.	N
NB#33	Many children travelling past Stonehenge itself will no longer have the opportunity to accidentally encounter world history of such significance, this combined with the fact that other hidden				✓	The scheme will transform the Stonehenge landscape and all visitors, including children, will have the opportunity to experience and enjoy the Stones in an unspoiled setting, gaining a greater appreciation of the prehistoric landscape. They will be able to enjoy views from the new restricted byway on the line of the removed A303 rather than from a passing car. Extensive archaeological surveys have been and will continue to be carried out - all finds are being and will be fully recorded, adding to the knowledge of the WHS. Some will be put on public display.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	archaeology may be irreparably damaged, even destroyed, with no record of its existence.						
NB#34	The tunnel is going to be built to prevent people looking at the stones for free. The only way to see the stones would be to pay a fortune to English Heritage.			✓	✓	The tunnel is a fundamental part of the scheme, designed to bring substantial benefits to the WHS. This inevitably means losing the view of Stonehenge from the A303, but the experience for visitors to the WHS will be considerably enhanced, and access will be possible via the new public right of way along the old A303, publicly accessible from Winterbourne Stoke, Amesbury and connecting rights of way, as well as via the Stonehenge visitor centre.	N
NB#35	Scheme has been designed for the benefit of passing motorists, not offering significant benefits to people in the local community.			✓	✓	The scheme will not only benefit users of the A303, it will also provide significant benefits to local people. It will: provide a much needed bypass for Winterbourne Stoke; reduce rat running and congestion on local roads, allowing local people to travel more easily; and allow people to gain greater enjoyment from the countryside, including the WHS, via the enhanced public rights of way network.	N
NB#36	The introduction of new technology, such as driverless cars will render this project obsolete.				✓	The scheme is needed to cater for current and forecast traffic levels. The impact of innovations such as driverless vehicles is not predicted to have a material effect on traffic levels.	N
NB#37	This scheme is not suited to people with disabilities.				✓	Disabled access has been considered for the new public rights of way proposed along the scheme. Where appropriate, a bound surface is proposed for new rights of way, making them suitable for wheelchair use. Further information can be found in the Equality Impact Assessment, document reference 7.5.	N
NB#38	This scheme will cause disruption.				✓	The A303 will remain in operation throughout construction and flows on local roads are not anticipated to change to any significant degree. Temporary traffic management measures will be needed at times and	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						there will be close liaison with Wiltshire Council to agree how the measures can be best implemented to minimise any disruption.	
NB#39	There will be a negative impact on local tourism in Amesbury.			✓	✓	Rather than negative impacts, the scheme will benefit local tourism by improving accessibility to Amesbury. Additionally, the new public rights of way proposals will provide ready access into the WHS from Amesbury for walkers, cyclists and horse riders, who will be able to enjoy the Stonehenge landscape transformed by the removal of the existing A303 surface road and the associated sights and sound of traffic on it. Further information can be found in the Case for the Scheme, (Application Document 7.2)	N
NB#40	Local people should be compensated for the disruption this scheme will cause.				✓	The A303 will remain in operation throughout construction and flows on local roads are not anticipated to change to any significant degree. Disruption during construction will be minimised by careful planning and sensitive working practices secured via the Outline Environmental Management Plan (OEMP), the ES Appendix 2.2 (document reference 6.3). Once complete the scheme will bring significant benefits for local people.	N
NB#41	Effects on tourism need to be studied.				✓	The tourism sector stands to benefit from the provision of an improved corridor to the South West and this benefit has been considered as one of the reasons why the scheme is needed. At the same time, the scheme will transform the Stonehenge landscape, enhancing the experience for visitors and contributing to this part of Wiltshire being an attractive tourist destination. Those involved in managing and developing the tourism sector will be able to pursue the accompanying opportunities. The Heritage Impact Assessment (HIA), ES Appendix 6.1, considers the implications of the scheme for tourism in the context of Stonehenge and the WHS, concluding that the scheme would bring about a slight beneficial effect.	N
NB#42	Don't do it cheap do it well.				✓	The scheme will be delivered effectively and efficiently to deliver best value for money.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
NB#43	Highways England must not subcontract and should maintain control of the works.				✓	Highways England will maintain control of the works. A contractor will be appointed to construct the scheme but will be answerable to at all times to Highways England.	N
NB#44	Who will cover cost overrun? Will local stakeholders such as the National Trust contribute?				✓	Construction costs will be managed by Highways England under the contract awarded for the scheme. Local stakeholders like the National Trust will not be required to contribute.	N
NB#45	Give control of Stonehenge back to the Druids.				✓	Stonehenge is managed by English Heritage Trust on behalf of the nation.	N
NB#46	Build viewing point to see the tunnel portals.				✓	The old A303 through the WHS will become a public right of way for walkers, cyclists and horse riders, but it is not proposed to build viewing points specifically for the tunnel portals.	N
NB#47	Stonehenge Bottom needs to be filled in / raised.				✓	The scheme aims to minimise works within the WHS. As such there is no proposal to fill or raise the natural feature known as Stonehenge Bottom.	N
NB#48	The Stones are a revered marker in the landscape, like the Angel of the North.				✓	Stonehenge will remain a revered marker in the landscape for those who wish to stop and enjoy the monument's transformed setting, free of the sight and sound of traffic.	N
NB#49	Negative impact on local businesses in Amesbury.			✓		By removing congestion and providing a reliable route between the South East and South West the scheme will provide an economic benefit to business at a local, regional and national level. Further information can be found in the Case for the Scheme, (Application Document 7.2)	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
NB#50	Do not see the proposed scheme adding to the quality of life to those living in the Countess area, or those residents of Amesbury Abbey.			✓		While the new Countess flyover will create a degree of visual intrusion, this will be reduced by sensitive landscaping, and noise effects will be reduced by noise barriers either side of the viaduct. Benefits will arise from the removal of congestion at Countess roundabout, freeing up local access. Full details of the scheme's impacts in the Countess area, including on Amesbury Abbey, can be found in the ES accompanying the DCO application. ES Chapter 7, Landscape and Visual Impact Assessment, and Chapter 9, Noise and Vibration.	N
NB#51	Any introduction of new construction within the WHS is against the management plan to protect the site.			✓	✓	In terms of the WHS Management Plan, Aim 6 within Section 11 of the Plan is to "Reduce significantly the negative impacts of roads and traffic on the WHS and its attributes of OUV and increase sustainable access to the WHS". Section 11 actually anticipates and presumes the construction of a tunnel at least 1.8 miles (2.9km) long, subject to assessment, to achieve this aim, and does not preclude new construction within the WHS to achieve Aim 6. Moreover, the cultural heritage assessment, reported in ES Chapter 6, and the accompanying heritage impact assessment, in ES Appendix 6.1, set out the effects of the scheme on the WHS and the overall benefits it will deliver.	N
NB#52	Include more laybys along the whole A303 to provide more facilities and toilets for users.		✓			Laybys are included along the scheme in accordance with prescribed standards. Laybys elsewhere along the A303 will be provided as part of the Government's programme of improvements designed to upgrade the A303/A358 corridor to a high quality dual carriageway along its entire length. In the vicinity of the scheme, services are currently available for the driving public at Solstice and Countess junctions. Elsewhere along the A303 Highways England will keep under review the need for additional provision.	N
NB#53	Do not re-consider the southern F010 route –	✓				Thank you for your comment. There are no plans to reconsider the southern F010 route which has been discounted after an exhaustive review of route options. The process of options	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	the current route selected is the best.					identification and route selection leading to the scheme is summarised in Chapter 3 of the Environmental Statement and further details can be found in the Technical Appraisal Report and Scheme Assessment Report, (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/).	
NB#54	The surrounding roads that access the A303 from the Porton Road need upgrading.				✓	Upgrading of the surrounding roads that access the A303 from the Porton Road would be a matter for Wiltshire Council as the responsible highway authority.	N
NB#55	The Amesbury Rd access onto the A303 between Beacon Hill and Cholderton should be closed off for safety reasons.				✓	The section of A303 from Beacon Hill to Cholderton is not within the scheme. Consideration of safety issues at other local side roads outside the extent of the scheme will be considered by Highways England on a case by case basis.	N
NB#56	Scheme is a waste of money - do not build it.				✓	The scheme is part of the Government's National Infrastructure Plan in which it has prioritised infrastructure investment for the UK against the competing demands from other public services. In its published Road Investment Strategy, the Government has indicated its commitment to this scheme as part of a programme of improvements needed to upgrade the A303/A358 route to a high quality dual carriageway. The congestion problems on the A303 past Stonehenge is self-evident, as are other problems along the route. The need for improvement on this route was examined by a 2014 study commissioned by the Government. Based on its findings, the Government decided to include the upgrading of the A303 in its Road Investment Strategy. The improvement of the A303 past Stonehenge is part of a programme where eight schemes were identified as needing to upgrade the entire route where mile-a-minute journeys are the norm. Not pursuing the scheme would mean: (1) The A303 would remain congested. (2) High volumes of traffic would continue to run along unsuitable local roads affecting the safety and quality of everyday life in local communities. (3) Poor connectivity to the South	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						West would continue to drag down the region's economy. (4) The existing road past Stonehenge would continue to have an unacceptable impact on the OUV of the WHS. (5) Winterbourne Stoke would remain without the bypass it has been seeking for several decades. Assessment of the scheme, having regard to the transport, economic, heritage and community benefits that it delivers, has determined that it offers value for money. Further information can be found in the Case for the Scheme, document reference 7.1.	
NB#57	Don't want to lose the view of the stones from the A303.			✓	✓	Keeping the existing A303 open past Stonehenge would retain the damaging impact that the existing road has on the OUV of the WHS. It would not address one of the fundamental aims of the scheme, which is to remove the sight and sound of traffic from Stonehenge and other parts of the WHS, reconnecting the northern and southern sections of the WHS. The current A303 within the WHS will be converted to a public right of way, this will significantly enhance the opportunity for people to explore the WHS and enjoy views of the Stones in a safer and more enjoyable way than from a vehicle travelling along a busy road.	N
NB#58	Positive comments / support for the proposals.			✓	✓	Your comment is noted.	N
NB#59	Tunnel is only for English Heritage as part of the aim to take the view of the Stones away without paying for it.				✓	The scheme is needed to address the problems on the A303 and is part of the Government's strategy to upgrade the A303/A358 route to a high quality dual carriageway. The tunnel solution has emerged as the optimum solution from extensive studies of a full range of alternative options. Surface solutions outside the WHS would not deliver the scheme's objectives and it would not be possible to upgrade the A303 through the WHS without placing much of it in a tunnel. Whilst the Stones will not be visible from the A303 once the tunnel is built, there will be a significant opportunity for the public to view them from the enhanced public rights of way network, notably the restricted byway being created on the line of the existing road.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
NB#60	Why do we have to pay a toll at the Mersey Tunnel?				✓	The Mersey tunnel is not operated by Highways England.	N
NB#61	Scheme is a hostile act to those who hold the area sacred.				✓	The utmost care and consideration has been given to the impact of the scheme on the WHS. Through our public consultations and engagement, we have gained a wide range of diverse views. We have taken these on board in developing a solution which is both sensitive to and will deliver extensive benefits for the WHS.	N
NB#62	No single carriageway sections in the area should be left after the scheme is complete.				✓	As set out in its Road Investment Strategy, the Government's aim is to upgrade all remaining single carriageway sections of the A303/A358 corridor into a high quality dual carriageway route, improving connectivity to the South West. There is a programme of schemes along the corridor that will be pursued in the coming years to deliver the strategy.	N
NB#63	Scheme does not meet National Planning Framework Requirements.				✓	The scheme's compliance with UK planning policy is set out in the DCO application, within the document titled the Case for the Scheme, document reference 7.1. This confirms compliance with all relevant legislation.	N
NB#64	Request for additional road improvements.				✓	The Government's Road Investment Strategy sets out its plans to upgrade the A303 through Wiltshire. The upgrading of non-trunk roads in the county is a matter for Wiltshire Council as the responsible highway authority.	N
NB#65	Local network improvement required outside the RLB.				✓	Beyond the limits of the scheme proposals, any improvements to the local road network would be a matter for Wiltshire Council as the responsible highway authority.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
NB#66	Question re compliance with NNNPS re WHS.				✓	The scheme has been developed and designed to have full regard for the National Policy Statement for National Networks and the status of the WHS. The Technical Appraisal Report (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/) explains how the NPSNN and consideration of the WHS has informed the appraisal and shortlisting of route options. The Scheme Assessment Report (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/) sets out the assessment, informing the choice of a preferred route and the ES explains how the scheme has been designed to avoid or reduce any adverse impacts. Compliance with the NNNPS is set out within the Case for the Scheme, document reference 7.1, and within the appended NNNPS accordance table.	N
NB#67	Include A350 junction in proposals.				✓	Potential improvements of the A350 are beyond the scope of this scheme, but its junction with the A303 will be considered as part of the future scheme needed to upgrade the section between Chicklade Bottom and Mere. This is one of the eight schemes in the Government's programme for upgrading the A303/A358 corridor to a high quality dual carriageway.	N
NB#68	The westbound entrance should have a car park and information board with points of interest. Is this possible?			✓		Consideration of car parking arrangements for the WHS is beyond the scope of the scheme. However, Highways England will liaise closely with Wiltshire Council, Historic England, English Heritage, National Trust and others in doing what it can to support proposals for creating suitable facilities for visitors to the WHS.	N
NB#69	Solstice rise services and the former Little Chef and Travel Lodge service stations both need extending as neither have enough capacity at weekends				✓	This is a matter for the operators of these facilities.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
NB#70	Provide traffic calming and advanced works in Shrewton to stop motorists rat-running.				✓	The scheme will remove congestion from the A303 and will relieve local communities of rat running traffic that currently seeks to avoid the congestion on the A303. The new Rollestone crossroads layout will be constructed as advance works after the DCO has been granted and will discourage rat running through Shrewton. Anything further would be a matter for Wiltshire Council as the local highway authority.	N
NB#71	What will be done to enhance the user experience in lieu of view of the Stones?				✓	The user experience will be greatly enhanced by the scheme removing congestion and providing a safer, high quality dual carriageway with quicker and more reliable journey times. The old A303 within the WHS will be converted to a public right of way which will significantly enhance the opportunity for people to explore the WHS and enjoy views of the Stones, including those who break their journey at this point, far more safely and enjoyably than from a vehicle travelling along a busy road.	N
NB#72	This will block the views of Stones, making them exclusively for those who have paid. This is wrong. This is our heritage.			✓	✓	A principal aim of the scheme, supporting the aims of the World Heritage Site Management Plan 2015, is to remove the A303 and the sight and sound of traffic from much of the WHS landscape, thereby re-uniting Stonehenge with its surrounding monuments in their natural chalk downland setting. Achieving this inevitably means users of the A303 will lose their views of the Stones. Visitors will continue to have free access by using the public rights of way that cross the WHS landscape and via the National Trust's right to roam policy.	N
NB#73	The Avenue should be reconnected and made fully accessible, all the way from the River Avon to The Stones.				✓	The scheme will facilitate the reconnection of The Avenue where it is currently severed by the existing A303. Further reconnection and making it fully accessible fall outside the scope of the scheme.	N
NB#74	Improve the local road network in advance of the main works.			✓	✓	It is intended to carry out the proposed modification of Rollestone crossroads and the proposed junction/access closures on the A303 (and associated works) east of Solstice Park at an early stage, after the granting of the DCO. No other separate works on the local road	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						network are planned beyond this as none are needed to facilitate the scheme's construction.	
NB#75	The gouging out of 4 lanes of surface carriageway from the site can never be removed by future generations when they decide it is inappropriate.			✓		The scheme will deliver substantial benefits for the WHS by placing two miles of A303 in a tunnel and transforming the Stonehenge landscape. If the A303 ever needs to be decommissioned, future generations will decide how that should best be done.	N
NB#76	The Packway must be upgraded to A road standard.			✓	✓	This would be a matter for Wiltshire Council as the responsible highway authority.	N
NB#77	The scheme does not re-unite the prehistoric landscape when there are roads all over it.				✓	Placing the A303 in a 2-mile long tunnel will transform and re-unite much of the Stonehenge prehistoric landscape. Replacement of the existing A303 with a restricted byway will allow the provision of new and enhanced public rights of way that will create greater access opportunities for people to enjoy the landscape.	N
NB#78	What part of the bypass will be made available during tunnel construction? And what liaison has taken place to improve surrounding A roads?				✓	A detailed construction programme cannot be confirmed until a contractor is appointed. However, it is intended to complete the bypass and junctions ahead of the tunnel so that these can be opened to traffic at the earliest opportunity. The A303 will remain in operation throughout construction and temporary traffic management measures will be planned in close liaison with Wiltshire Council, as highway authority for the A345 and A360 and other local roads, to reduce any disruption.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
NB#79	Will the loss of view to travellers be reinstated with other viewpoints?				✓	Travellers who stop and visit Stonehenge will be able to use the enhanced public rights of way network to enjoy views of the transformed Stonehenge landscape. There will be no view of the Stones from the new A303 but there will be from the existing A303 once converted into a restricted byway.	N
NB#80	Reinstating The Avenue is impractical as it is no longer visible east of Stonehenge Bottom. It runs across private land and would require the demolition of West Amesbury House, a Grade 1 listed building.				✓	The scheme's construction will see The Avenue reconnected where it is currently severed by the existing A303. Any further proposals for making The Avenue fully accessible fall outside of the scope of this scheme.	N
NB#81	It is not appropriate to use cost benefit techniques to justify cases such as this.				✓	The assessment of the scheme follows DfT's Transport Analysis Guidance which covers economic, environmental and social considerations.	N
NB#82	Don't believe the scheme is needed				✓	The scheme is part of the Government's National Infrastructure Plan in which it has prioritised infrastructure investment for the UK against the competing demands from other public services. In its published Road Investment Strategy, the Government has indicated its commitment to this scheme as part of a programme of improvements needed to upgrade the A303/A358 route to a high quality dual carriageway. The congestion problems on the A303 past Stonehenge are self-evident, as are other problems along the route. The need for improvement of the route was examined by a 2014 study commissioned by the Government. Based on its findings, the Government decided to include the upgrading of the A303 to a high quality dual carriageway in its Road Investment Strategy. The improvement of the A303 past Stonehenge is part the programme of eight schemes identified as being needed to upgrade the entire route	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						to become a high quality dual carriageway where mile-a-minute journeys are the norm. Not pursuing the scheme would mean: (1) The A303 would remain congested. (2) High volumes of traffic would continue to rat run along unsuitable local roads affecting safety and the quality of everyday life in local communities. (3) Poor connectivity to the South West would continue to drag down the region's economy. (4) The existing road past Stonehenge would continue to have an unacceptable impact on the OUV of the WHS. (5) Winterbourne Stoke would remain without the bypass it has been seeking for several decades.	
NB#83	Understand that the A417 already has a tunnel planned - do we need the scheme				✓	Plans for upgrading the A417 to the east of Gloucester have no bearing on the Government's strategy for upgrading the A303/A358 corridor and the proposals for this scheme.	N
NB#84	Keep the existing A303 open so that people can see the Stones.			✓	✓	Keeping the existing A303 open past Stonehenge would retain the damaging impact that the existing road has on the OUV of the WHS. It would not address one of the fundamental aims of the scheme, which is to remove the sight and sound of traffic from Stonehenge and other parts of the WHS and enable the opportunity to reconnect the northern and southern parts of the WHS. The old A303 within the WHS will be converted to a public right of way which will significantly enhance the opportunity for people to explore the WHS and enjoy views of the stones far more safely and enjoyably than from a vehicle travelling along a busy road.	N
NB#85	Improve the roads that access the Ratfyn Bridge				✓	Access improvements to the Ratfyn Bridge are not needed as part of the scheme and are beyond its scope.	N
NB#86	Through the village of Winterbourne Stoke it is intended that the nature of the existing		✓			This is correct - the nature of the existing carriageway through Winterbourne Stoke will be downgraded to reflect local needs only. The street furniture associated with the trunk road, such as signs and the speed camera, will be removed and the existing road within the	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	carriageway will be downgraded to reflect local needs only and to facilitate a dedicated track for cyclists. The details of the arrangements for the village section of the road remain to be determined, but it is envisaged that the speed limit will be reduced from 40mph to 30mph through the village and that some traffic calming might be incorporated into the existing road to help facilitate the management of speeds at or below the speed limit.					village narrowed to accommodate a shared pedestrian/cycle path on its north side. Other details will be determined via discussions between Highways England and Wiltshire Council who will take over the responsibility for the road.	
NB#87	The WHS could be turned into an archaeological research park, providing research projects for thousands of students and help us all understand our past.				✓	This is outside of the scope of the scheme and would more appropriately be considered by Historic England, Wiltshire Council Archaeology Service, English Heritage and National Trust, and others who have responsibility for managing the World Heritage Site.	N

5.15 Matters raised on Alternatives

5.15.1 Table 5-14 below summarises the matters raised in relation to Alternatives

Table 5-14: Summary of consultee comments on Alternatives and Highways England response

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ALT#1	Provide hard shoulders instead of green verges.				✓	The scheme will deliver a high quality dual carriageway to current design standards, having full regard to operational safety. Hard shoulders are not being provided along the dual carriageway as the road is not a motorway. Instead, laybys will be provided along the new road (outside the tunnel) with a spacing of no greater than 1.6km (1 mile). Within the tunnel, a 1.5 metre wide raised walkway will be provided for safe emergency use.	N
ALT#2	Put the carriageway in a deep cutting, not a tunnel.			✓	✓	A dual carriageway through the WHS without a tunnel is not possible, no matter how well landscaped or screened. This is because it would cause unacceptable damage to the OUV of the WHS. It would also breach the World Heritage Convention and would be unlikely to receive development consent, conflicting with national and local planning policies. Further information can be found in the Technical Appraisal Report (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/). Additionally, keeping the existing A303 open past Stonehenge would retain the damaging impact that the existing road has on the OUV of the WHS. It would not address one of the fundamental aims of the scheme, which is to remove the sight and sound of traffic from Stonehenge and other parts of the WHS, reconnecting the northern and southern parts of the WHS.	N
ALT#3	Spend the money instead on rail / PRoW improvements.			✓	✓	The problems along the A303 need road improvement solutions consistent with the National Policy Statement for National Networks (NPSNN), as pursued via the Government's Road Investment Strategy for upgrading the A303 to a high quality dual carriageway. Alternative transport measures (including rail improvements) would make little headway in addressing the problems on the A303; instead the proposed road improvement is needed to address the problems and deliver the objectives set for the scheme. The local PRoW	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						network is being substantially improved as part of the scheme proposals.	
ALT#4	Provide route F010.				✓	The F010 option was discounted as it would not deliver the scheme objectives as well as the scheme. F010 would run through nearly 14 miles of largely tranquil, unspoilt countryside. This would require crossings of the Till Valley between Berwick St James and Winterbourne Stoke and of the Woodford Valley between Great Durnford and Upper Woodford on substantial viaducts. Both are a Special Area of Conservation and Sites of Special Scientific Interest. The overall environmental impact would be much greater, in terms of effects on local communities, conservation areas, listed buildings, landscape, biodiversity and environmentally designated sites, and with risks of impact on an area rich in archaeology despite being outside the boundary of the WHS. Journey times, travel costs, incidents of accidents and emissions would be higher. In addition, because the route doesn't link to existing local roads near the existing A303, there would be more traffic and rat running on those roads. In order to address this, it is likely that the existing A303 would have to remain open as a link for local traffic movements. This would defeat one of the main aims of the scheme, namely to remove the sight and sound of traffic from the Stonehenge landscape. Further information can be found in the Technical Appraisal Report (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/).	N
ALT#5	Remove the Stones or move them somewhere else.				✓	Stonehenge is the country's most well-known prehistoric monument. The aim is to protect the Stones rather than remove them or move them somewhere else. Moving or removing the Stones would compromise the OUV of the WHS and would be fundamentally unacceptable.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ALT#6	Introduce Tolling, car share lane.				✓	There is no intention to introduce tolling or charging on the A303. The scheme is designed to operate as a free flowing dual carriageway without dedicated car share lanes.	N
ALT#7	Provide a longer tunnel.			✓	✓	Along with considerations of cost, the tunnel length has been determined by assessments informing how long it needs to be to sustain the OUV of the WHS and the most appropriate locations for the portals within the WHS. With accompanying mitigation, the assessments show that preferred solution is a 2-mile long tunnel extending between portals located adjacent to the existing A303 to the east of The Avenue and to the west of Normanton Down.	N
ALT#8	Scheme is a waste of money - do not build it.			✓	✓	The scheme is part of the Government's National Infrastructure Plan in which it has prioritised infrastructure investment for the UK against the competing demands from other public services. In its published Road Investment Strategy, the Government has indicated its commitment to this scheme as part of a programme of improvements needed to upgrade the A303/A358 route to a high quality dual carriageway. The congestion problems on the A303 past Stonehenge is self-evident, as are other problems along the route. The need for improvement on this route was examined by a 2014 study commissioned by the Government. Based on its findings, the Government decided to include the upgrading of the A303 in its Road Investment Strategy. The improvement of the A303 past Stonehenge is part of a programme where eight schemes were identified as needing to upgrade the entire route where mile-a-minute journeys are the norm. Not pursuing the scheme would mean: (1) The A303 would remain congested. (2) High volumes of traffic would continue to run along unsuitable local roads affecting the safety and quality of everyday life in local communities. (3) Poor connectivity to the South West would continue to drag down the region's economy. (4) The existing road past Stonehenge would continue to have an unacceptable impact on the OUV of the WHS. (5) Winterbourne Stoke would remain without the bypass it has been seeking for	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						several decades. Assessment of the scheme, having regard to the transport, economic, heritage and community benefits that it delivers, has determined that it offers value for money. Further information can be found in the Case for the Scheme, (Application Document 7.2).	
ALT#9	Provide an alternative route to the south of the WHS			✓	✓	A full range of routes outside the WHS has been identified and appraised during the course of the scheme's development. All have been discounted as they would not be successful in delivering the scheme objectives. Further information can be found in the Technical Appraisal Report (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/).	N
ALT#10	Provide Salisbury Bypass.				✓	A route deviating as far south as Salisbury would not deliver the scheme objectives. This was considered as part of the full range of options identified and appraised during the course of the scheme's development. Further information can be found in the Technical Appraisal Report (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/).	N
ALT#11	Provide a junction on the new A303 Winterbourne Stoke bypass section with the B3083.				✓	The proposed Longbarrow junction provides convenient access onto the A303 from Winterbourne Stoke and therefore an additional junction with the B3083 would not be justified. It would also encourage traffic to pass through Winterbourne Stoke and Shrewton on unsuitable roads rather than making use of the A360.	N
ALT#12	Make it wider (3 lanes each direction) to include a hard shoulder as a safe area for break downs.				✓	The scheme will deliver a high quality dual carriageway to current design standards, having full regard to operational safety and capacity. With forecast levels of traffic in the future, it is anticipated that a dual two-lane carriageway will provide sufficient capacity. Hard shoulders are not being provided along the new dual carriageway as the road is not a motorway. Instead, laybys will be provided along the new road (outside the tunnel) with a spacing of no greater than 1.6 km (1 mile). Within the tunnel a 1.5 metre wide raised walkway will be provided for safe emergency use.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ALT#13	A bypass of Shrewton should be considered.				✓	A bypass of Shrewton would be a significant investment in its own right, which is beyond the scope and brief of this A303 scheme and instead would be a matter for Wiltshire Council as highway authority for the A360. In addition the scheme will remove congestion from the A303 and will relieve Shrewton of rat running traffic that is currently seeking to avoid that congestion.	N
ALT#14	Interim hoarding on existing A303 to screen the view of Stonehenge from traffic until the tunnel is built.				✓	There is no requirement for interim hoardings on this section of the A303 as the road is being constructed off line, in the form of a bored tunnel, at this point.	N
ALT#15	The World Heritage Site boundary should be extended to the (current) B3083 & Nett Rd to protect all the archaeology discovered west of the existing A360 boundary.				✓	The WHS inscription sets the boundaries of the site. Any change in the boundaries would be a matter for agreement with UNESCO. While this is outside the scope of the scheme, the archaeological assessment has been carried out to the highest standards along the full length of the scheme, whether inside or outside the current WHS boundaries.	N
ALT#16	Build Countess improvement and Winterbourne Stoke bypass and monitor to see if congestion is resolved before building the tunnel.				✓	As set out within its Road Investment Strategy, the Government's aim is to upgrade all remaining single carriageway sections of the A303/A358 corridor into a high quality dual carriageway route, improving connectivity to the South West. Solely building the Countess flyover and the Winterbourne Stoke bypass would not achieve that aim. The stretch of A303 past Stonehenge would remain congested where the existing dual carriageway reduces to a single carriageway and the WHS would still suffer the adverse effects of the A303. Separating the scheme in this way would also be inefficient and more costly.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ALT#17	Make it 3 or 4 lanes / provide a full motorway.				✓	A high quality dual carriageway will provide sufficient capacity for the predicted future traffic flows.	N
ALT#18	Upgrade the A303 at Southfields.				✓	The A303 at Southfields is planned to be upgraded as part of the Government's strategy to upgrade all remaining single carriageway sections of the A303 between the M3 and A358 to dual carriageway standard.	N
ALT#19	Why is the line of the tunnel not lower and further from the Stones?				✓	The tunnel route will be farther away from the Stones than the existing A303. The portals have been optimally located adjacent to the existing road. There would be no benefit in routing the tunnel farther south. Making the tunnel deeper would increase the depth of excavations at the tunnel portals and the tunnel approaches, affecting the continuing road alignment eastwards and westwards. The depth and vertical alignment of the tunnel balances a number of design considerations such as: the minimum cover required for the tunnel boring machine at the portals, the safe gradient for traffic, the minimum ground cover at the low point of the tunnel (Stonehenge Bottom), and the seasonal variation in groundwater level.	N
ALT#20	Requested dualling of A303 over Black Down Hills.				✓	The Government's Road Investment Strategy plans to improve connectivity to the South West by upgrading the A303/A358 corridor between the M3 and M5 to dual carriageway standard along its entire length. The strategy also makes clear that the A303/A30 over the Blackdown Hills will have small-scale improvement works.	N
ALT#21	Put the bypass South of Winterbourne Stoke				✓	A public consultation was held in early 2017 to take people's views on route options and options for a northern or southern bypass to Winterbourne Stoke. In taking account of feedback received and balancing a range of considerations, notably the greater impact of a southern route on nearby communities, the northern route was chosen as part of the preferred route announced in September 2017. Further information can be found in the 2017 Report on Public	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						Consultation and in the Scheme Assessment Report (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/).	
ALT#22	Will it be tolled?				✓	The road will not be tolled.	N
ALT#23	Provide a Longer tunnel or F010				[Symbol]	Along with considerations of cost, the tunnel length has been determined by assessments informing how long it needs to be to sustain the OUV of the WHS and the most appropriate locations for the portals within the WHS. With accompanying mitigation, the assessments show that preferred solution is a 2-mile long tunnel extending between portals located adjacent to the existing A303 to the east of The Avenue and to the west of Normanton Down. The F010 option was discounted as it would not deliver the scheme objectives as well as the proposed scheme. F010 would run through nearly 14 miles of largely tranquil, unspoilt countryside. This would require crossings of the Till Valley between Berwick St James and Winterbourne Stoke and of the Woodford Valley between Great Durnford and Upper Woodford on substantial viaducts. Both are a Special Area of Conservation and Sites of Special Scientific Interest. The overall environmental impact would be much greater, in terms of effects on local communities, conservation areas, listed buildings, landscape, biodiversity and environmentally designated sites, and with risks of impact on an area rich in archaeology despite being outside the boundary of the WHS. Journey times, travel costs, incidents of accidents and emissions would be higher. In addition, because the route doesn't link to existing local roads near the existing A303, there would be more traffic and rat running on those roads meaning that the existing A303 would most likely have to remain	N

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						open as a link for local traffic movements. This would defeat one of the main aims of the scheme, namely to remove the sight and sound of traffic from the Stonehenge landscape. Further information can be found in the TAR.	
ALT#24	Remove dualling at Andover.				✓	The A303 at Andover is beyond the scope of this scheme.	N
ALT#25	Comments about other stretches of the A303 (Mere)/ corridor improvement.			✓	✓	As set out within its Road Investment Strategy, the Government's aim is to upgrade all remaining single carriageway sections of the A303/A358 corridor into a high quality dual carriageway route, improving connectivity the South West.	N
ALT#26	Get on and build it.				✓	Your comment is noted. A Development Consent Order application has been submitted for the scheme. Subject to approval, start of works is anticipated in 2021 with the scheme open to traffic in 2026.	N
ALT#27	Surprised tunnel itself is not further from the stones.				✓	The tunnel route will be farther away from the Stones than the existing A303. The portals have been optimally located adjacent to the existing road and there would be no benefit in routing the tunnel farther south.	N
ALT#28	Build wider roads with larger rest areas.				✓	The scheme has been designed to UK standards. These set the geometry for road widths and also the geometry and spacing for laybys..	N
ALT#29	Dual carriageway at grade maintaining view of stones.				✓	A dual carriageway through the WHS without a tunnel is not possible, no matter how well landscaped or screened. This is because it would cause unacceptable damage to the OUV of the WHS. It would also breach the World Heritage Convention and would be unlikely to	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						receive development consent, conflicting with national and local planning policies. Further information can be found in the Technical Appraisal Report (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/). Additionally, keeping the existing A303 open past Stonehenge would retain the damaging impact that the existing road has on the OUV of the WHS. It would not address one of the fundamental aims of the scheme, which is to remove the sight and sound of traffic from Stonehenge and other parts of the WHS and reconnect the northern and southern parts of the WHS.	
ALT#30	Extend the WHS.				✓	The WHS inscription sets the boundaries of the site. Any change in the boundaries would be a matter for agreement with UNESCO.	N
ALT#31	Just do bypass of Winterbourne Stoke.				✓	As set out within its Road Investment Strategy, the Government's aim is to upgrade all remaining single carriageway sections of the A303/A358 corridor into a high quality dual carriageway route, improving connectivity to the South West. Solely building the Winterbourne Stoke bypass would not achieve that aim. Countess roundabout and the stretch of A303 past Stonehenge would remain congested and the WHS would still suffer the adverse effects of the A303. Separating the scheme in this way would also be inefficient and more costly.	N
ALT#32	Dual carriageway at the surface.			✓	✓	A dual carriageway through the WHS without a tunnel is not possible, no matter how well landscaped or screened. This is because it would cause unacceptable damage to the OUV of the WHS. It would also breach the World Heritage Convention and would be unlikely to receive development consent, conflicting with national and local planning policies. Further information can be found in the Technical Appraisal Report (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/). Additionally, keeping the existing A303 open past Stonehenge would retain the damaging impact that the existing road has on the OUV of	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						the WHS. It would not address one of the fundamental aims of the scheme, which is to remove the sight and sound of traffic from Stonehenge and other parts of the WHS and reconnect the northern and southern parts of the WHS.	
ALT#33	Just upgrade east and west of the WHS and close the section across it.				✓	The Government's strategy is to upgrade all remaining single carriageway sections of the A303/A358 corridor into a high quality dual carriageway route, improving connectivity to the South West. Besides being incompatible with that strategy, upgrading the A303 either side of the WHS and then closing the section through the WHS would not be possible given the amount of disruption it would cause with consequent effects on people's lives and their communities.	N
ALT#34	Just provide a motorway junction at Amesbury.				✓	The entire scheme is needed to address the problems on the A303 and is part of the Government's strategy to upgrade the A303/A358 route to a high quality dual carriageway. Countess roundabout will be grade-separated, with slip road connections between the A345 and the new A303 flyover dual carriageway, similar to the types of junctions provided on motorways.	N
ALT#35	Can't agree that we have the right solution without having specific details.				✓	The details of the scheme have been presented in sufficient detail to enable views on them to be expressed. There will be further opportunity to express views during the forthcoming DCO examination.	N
ALT#36	No tunnel.			✓	✓	A dual carriageway through the World Heritage Site (WHS) without a tunnel is not possible, no matter how well landscaped or screened. This is because it would cause unacceptable damage to the Outstanding Universal Value of the WHS. It would also breach the World Heritage Convention and would be unlikely to receive development consent, conflicting with national and local planning policies. Further information can be found in the Technical Appraisal Report (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/).	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ALT#37	Add duelling of A303 between Stockton Wood and Wylie.				✓	Within its Road Investment Strategy, the Government has committed to upgrading the A303/A358 corridor to a high quality dual carriageway. This includes upgrading the single carriageway section from Wylie to Stockton Wood.	N
ALT#38	Provide a surface road but still covered (with seeded roof / cloche/ solar panels).				✓	A surface dual carriageway through the WHS without a tunnel is not possible, no matter how well landscaped or screened. This is because it would cause unacceptable damage to the OUV of the WHS. It would also breach the World Heritage Convention and would be unlikely to receive development consent, conflicting with national and local planning policies. A cover, over the road, would not resolve this, as the new dual carriageway would have to be cut into the ground to accommodate the cover and allow traffic to pass under it. This would damage heritage features and the cover would be highly visible regardless of its design.	N
ALT#39	Disappointed by the lack of alternatives explored/ back to options phase.				✓	Proposals for the improvement of the A303 between Amesbury and Berwick Down have been the subject of extensive study and consultation since 1991. The process of options identification and route selection leading to the scheme is summarised in Chapter 3 of the Environmental Statement and further information can be found in the Technical Appraisal Report and Scheme Assessment Report (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/). The scheme is the optimum solution that has been developed from an exhaustive process.	N
ALT#40	Move the road a bit further south into farming land.				✓	A full range of route options has been explored and appraised during the development of the scheme, including routes to the south. The scheme is the optimum route for the tunnel solution. Surface solutions have been discounted because they would be too damaging in terms of environmental impacts and/or they would not provide effective transport solutions that would deliver the scheme's objectives. Detailed information can be found in the Technical Appraisal Report and Scheme Assessment Report (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/).	N

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ALT#41	Assess more effective use of the M4/M5 corridor.				✓	Both the M4/M5 and A303/A358 corridors are important strategic routes to the South West. The Government's Road Investment Strategy sets out the improvements it is planning for both.	N
ALT#42	Suggestions to carry out other improvements in Wiltshire				✓	The Government's Road Investment Strategy set out its plans to upgrade the A303 through Wiltshire. The upgrading of non-trunk roads in the county is a matter for Wiltshire Council as the responsible highway authority.	N
ALT#43	Re-open the A344				✓	The A344 was closed to improve the setting for Stonehenge and to remove a hazardous junction with the A303. There are no plans to re-open the road.	N
ALT#44	Any bypass of Winterbourne Stoke should be single carriageway only.				✓	As set out within its Road Investment Strategy, the Government's aim is to upgrade all remaining single carriageway sections of the A303/A358 corridor into a high quality dual carriageway route, improving connectivity to the South West. Traffic forecasts indicate that a two-lane dual carriageway is needed to accommodate the predicted flows along the A303 and that a single carriageway road would not provide sufficient capacity. Further information can be found in the Transport Assessment (Application Document 7.4).	N
ALT#45	Why are we not following the options developed by Andy Rhind Tutt?				✓	Proposals for the improvement of the A303 between Amesbury and Berwick Down have been the subject of extensive study and consultation since 1991. The process of options identification and route selection leading to the scheme is summarised in Chapter 3 of the Environmental Statement and further information can be found in the Technical Appraisal Report and Scheme Assessment Report (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/). The scheme is the optimum solution that has been developed from an exhaustive process. The exhaustive process has included consideration of options put forward by others such as Mr Rhind Tutt.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ALT#46	Concrete barriers should be placed across the route of the old A303 to allow access by local farm vehicles only.	✓				Pedestrians, cyclists and pedestrians will be prohibited from travelling through the tunnel. Therefore, the old A303 is being used to create a new public right of way from Stonehenge Road westwards through the WHS to provide a convenient alternative route for non-motorised users wishing to travel between Amesbury and Winterbourne Stoke. Private access rights, accommodating farm vehicles, will also be provided along the old A303 to those landholders needing access to their adjacent land. The stretch of downgraded A303 west of Winterbourne Stoke to the junction of the BSJA3 will be a byway open to all traffic which farm vehicles will also be able to use.	N
ALT#47	Just do the junctions either side and traffic will flow.				✓	In addition to the junctions with the A345 and A360, the congestion problems along this section of A303 arise because the existing single carriageway does not have sufficient capacity to cater for the volume of traffic seeking to use the road. Just improving the junctions would not solve the traffic problems and would not achieve the objectives for the scheme. Further information can be found in the Transport Assessment (Application Document 7.4).	N
ALT#48	Build a bridge over the existing road.				✓	A bridge over the existing A303, as a means of increasing capacity, would cause significant harm to the OUV of the WHS. As a consequence, it would not comply with planning policies and would not gain approval for construction.	N
ALT#49	Re route the traffic for Stonehenge.				✓	Traffic heading for the Stonehenge Visitor Centre will be routed via the new Longbarrow Junction. The scheme is needed for reasons beyond the volume of traffic visiting Stonehenge and providing an alternative route for these trips would not remove the need.	N
ALT#50	Provide a north facing junction to the B3083.				✓	The proposed Longbarrow junction provides convenient access onto the A303 from Winterbourne Stoke and therefore an additional junction with the B3083 would not be justified. It would also encourage traffic to pass through Winterbourne Stoke and Shrewton on unsuitable roads rather than making use of the A360.	N

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ALT#51	Use A303 as a two lane road in one direction and B3086 in the other.				✓	This would not be a viable solution. The B3086 would not be able to accommodate current or future levels of traffic using the A303 and making the B3086 the permanent route would have undesirable impacts for local communities along it. Keeping open the A303 through the WHS would also retain the damaging effect it has on the OUV of the site.	N
ALT#52	Install traffic lights on the A303 to control flow of traffic instead of a tunnel.				✓	The installation of traffic lights would not resolve the problems of traffic congestion experienced along the A303 that are being addressed by the scheme.	N
ALT#53	Highways England needs to look again at the land taken up by road schemes, and this should be given higher priority in deciding on which option is given the go ahead.				✓	Avoiding the need for undue land acquisition has been a key factor in arriving at the optimum solution. For the scheme to receive development consent, it must be demonstrated clearly that all land is needed. This is set out within the Statement of Reasons accompanying the DCO application, document reference 4.1.	N
ALT#54	The scheme proposes the dumping of spoil within Winterbourne Stoke. Aren't there alternative sites to keep excavated spoil?	✓				The site to the north of Winterbourne Stoke on the north side of the bypass and to the east of Parsonage Down is optimally located and forms part of the scheme's essential landscaping proposals. The case for the use of the land is presented in ES Appendix 12.1, Tunnel Arisings Management Strategy.	N
ALT#55	An eastern terminal will be needed for any improved scheme and the scheme should be redesigned to reduce its impact.				✓	The eastern tunnel entrance will be located over 1km to the west of Countess junction, to the immediate north of the existing A303 dual carriageway. Its location has been optimised to allow the re-connection of The Avenue where it is currently severed by the existing A303, while avoiding other potential impacts, including the avoiding of adverse effects on Vespasian's Camp and Blick Mead. Full details of the environmental impacts found in the relevant chapters of the Environmental Statement.	

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ALT#56	For a view of the stones, the present National Trust car park is not the answer - it takes away all the magic and emptiness. A parking field - and a track (as several) is all that is needed.				✓	Consideration of car parking arrangements for the WHS is beyond the scope of the scheme. However, Highways England will liaise closely with Wiltshire Council, Historic England, English Heritage, National Trust and others in doing what it can to support proposals for creating suitable facilities for visitors to the WHS. The scheme will remove the sight and sound of the road from the Stonehenge landscape and will create a considerably enhanced experience for visitors. New viewing opportunities of Stonehenge will be created by the conversion of the existing A303 surface road to a restricted byway within the WHS.	N
ALT#57	There are other much cheaper alternatives which will allow public money to be better spent on areas such as health care and providing for those in need.			✓	✓	There are no cheaper alternatives that can provide an acceptable solution for addressing the problems on the A303 and delivering the scheme objectives. The scheme has emerged from an extensive appraisal of options as the best-value solution for delivering the Government's strategy for improving connectivity to the South West by creating a high quality dual carriageway along the A303/A358 corridor. Detailed information on the appraisal of alternative options can be found in the Technical Appraisal Report and Scheme Assessment Report (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/).	N
ALT#58	The A303 should be completely dual carriageway to take most of the traffic, and downgrade the A35 to help pay for the A303				✓	The Government's Road Investment Strategy states its commitment to upgrading the A303/A358 corridor to a high quality dual carriageway without any accompanying proposal to downgrade the A35.	N
ALT#59	Alternative is for the proposed byway shown on the plans to the north of the A303 be extended further east so that it links in with B3083				✓	Routing the right of way over Green Bridge No.1 is preferred because the alternative via the B3083 would be a longer detour for users of Byway SLAN3 seeking to cross the A303 safely.	N

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ALT#60	Can the bat flight path be maintained by alternative solutions other than a Green Bridge?				✓	Other solutions have been considered but not pursued because the green bridges on this scheme perform a number of functions. Green Bridge No.1 is accommodating a new public right of way and maintaining farm access as well as providing a landscaped feature serving the bat flight path.	N
ALT#61	Add an extra lane (3) going up the Beacon Hill.				✓	Beacon Hill is beyond the scheme limits, the scheme itself does not give rise to any need for changes to be made there.	N
ALT#62	Remove car park/ layby west of Scotland Lodge Farm.			✓	✓	The future use of the existing layby, to the west of Scotland Lodge Farm, will be resolved in discussion with Wiltshire Council who it is envisaged will take over responsibility for the old A303 through Winterbourne Stoke.	N
ALT#63	There should be no laybys along the old A303 between Scotland Lodge Farm and Longbarrow.			✓		There will not be any new laybys created along this section of road. The future use of the layby to the west of Scotland Lodge Farm is currently subject to further discussion with Wiltshire Council.	N
ALT#64	A dedicated slip lane/underpass to the visitor centre is needed.				✓	The scheme's traffic modelling does not support the need for a dedicated route from the A303 to the Stonehenge Visitor Centre which will be easily and safely accessed via the A360 and the new Longbarrow junction. Further information can be found in ComMA Appendix C: Transport Forecasting Package (Application Document 7.8).	N
ALT#65	Put the whole western section underground.				✓	The existing A303 to the west of Longbarrow currently descends into the River Till valley, passing through Winterbourne Stoke before rising onto Berwick Down. To place the new road within a tunnel over this section would be technically challenging and very costly. Such a solution would be very poor value for money and could not be justified.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ALT#66	Using a tunnel is poor value for money compared with widening the road to a dual carriageway within the WHS and using screening.			✓	✓	The proposed tunnel solution is the best value solution that has been identified from an exhaustive appraisal of options. In addition to delivering benefits in terms of improved journey times, reduced accidents and community benefits, the scheme will deliver substantial value to the WHS in terms of transforming the Stonehenge landscape for the benefit of the 1.5 million people who visit the site every year. This all adds up to the scheme providing clear value for money. Further information can be found in The Case for the Scheme, (Application Document 7.2). A dual carriageway through the World Heritage Site (WHS) without a tunnel is not possible, no matter how well landscaped or screened. This is because such options would cause unacceptable damage to the Outstanding Universal Value (OUV) of the WHS. It would also breach the World Heritage Convention and would be unlikely to receive development consent, conflicting with national and local planning policies. Additionally, keeping the existing A303 open past Stonehenge would retain the damaging impact that the existing road has on the OUV of the WHS. It would not address one of the fundamental aims of the scheme, which is to remove the sight and sound of traffic from Stonehenge and other parts of the WHS and reconnect the northern and southern parts of the WHS. Further information can be found in the Technical Appraisal Report (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/).	N
ALT#67	Build an earth bund/bank to screen the Stones to stop traffic slowing down now, pending the construction of the scheme.			✓	✓	Providing barrier/bank-screening alongside the A303 could help to improve the flow of traffic past Stonehenge where motorists currently slow to view the Stones, but it would not remove the main cause of congestion, namely there being more traffic on the A303 than the single carriageway road can cope with. Additionally, erecting barriers or mounds to provide screening past Stonehenge would detrimentally and unacceptably impact the OUV of the WHS and would be in conflict with national and local planning policies.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
ALT#68	A more imaginative solution is needed.				✓	Proposals for the improvement of the A303 between Amesbury and Berwick Down have been the subject of extensive study and consultation since 1991. The process of options identification and route selection leading to the scheme is summarised in Chapter 3 of the Environmental Statement and further information can be found in the Technical Appraisal Report and Scheme Assessment Report (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/). The scheme is the optimum solution that has been developed from an exhaustive process.	N
ALT#69	Bypass instead of tunnel.			✓	✓	A dual carriageway through the WHS without a tunnel is not possible, no matter how well landscaped or screened. This is because such options would cause unacceptable damage to the OUV of the WHS. It would also breach the World Heritage Convention and would be unlikely to receive development consent, conflicting with national and local planning policies. In addition, routes outside the WHS have been discounted because they would not deliver the scheme objectives. Further information on the appraisal of alternative route options, including non-tunnel solutions, Technical Appraisal Report (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/).	N
ALT#70	Wouldn't an enlarged road cutting be more beneficial than a tunnel?	✓		✓	✓	A dual carriageway through the WHS without a tunnel is not possible, no matter how well landscaped or screened. This is because it would cause unacceptable damage to the OUV of the WHS. It would also breach the World Heritage Convention and would be unlikely to receive development consent, conflicting with national and local planning policies. Further information can be found in the Technical Appraisal Report (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/).	N
ALT#71	Can the road be camouflaged to improve aesthetics?				✓	A surface dual carriageway through the WHS without a tunnel is not possible, no matter how well landscaped or screened. This is because it would cause unacceptable damage to the OUV of the WHS. It would also breach the World Heritage Convention and would be unlikely to receive development consent, conflicting with national and local planning policies. A cover, over the road to provide	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						camouflage, as suggested, would not resolve this, as the new dual carriageway would have to be cut into the ground to accommodate the cover and allow traffic to pass under it. This would damage heritage features and the cover would be highly visible regardless of its design.	
ALT#72	Isn't a high standard open road safer than a tunnel in this area?				✓	An open road in this location would not meet the scheme objective of conserving and enhancing the WHS by removing the sight and sound of traffic from much of the Stonehenge landscape. The tunnel will be designed and built to the highest standards that will secure its safe operation.	N
ALT#73	Consider other short term options to the tunnel that have no impact on the environment: screening, speed restrictions and alternative routes.				✓	There are no short-term options that offer an alternative to the scheme to address the problems on the A303 and delivering the scheme's objectives. For instance, screening alongside the A303 past Stonehenge would be detrimental to the OUV of the WHS and would not resolve the congestion problems. Imposing speed limits would not remove the congestion and there are no alternative routes that can take the traffic, other than those that are currently used by rat running traffic which badly affects local communities and still leaves congestion on the A303.	N
ALT#74	The proposals need to be modified to include my suggested park & ride site, which should be accessible by vehicles to/from the A303 and A345 in both directions (which in practice is likely to entail access to/from the roundabout) and by non-motorised users to/from Countess Road North and South.				✓	The consideration of potential and currently unconsented park and ride proposals falls outside the scope of the scheme and would be a matter for Wiltshire Council as the local highway authority.	N

5.16 Matters raised on Western section - general

5.16.1 Table 5.15 below summarises other general matters raised in relation to the Western section of the scheme.

Table 5-15: Summary of consultee comments on Western section and Highways England response

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
WES#1	The balancing ponds shown in the western section of the scheme need to be rationalised in terms of their numbers/locations and reviewed in terms of them being too big and their location being disruptive to farming.			✓	✓	Following this consultation feedback, the numbers of drainage infiltration areas have been rationalised in terms of reducing the number from five to four and locating them closer to the new road. Due to the reduced number, each infiltration area needs to be slightly larger to meet the storage capacity requirement and to provide permanently wet areas to create dew ponds and increase biodiversity enhancements. This design refinement reduces the agricultural land take and makes them less disruptive to farming. The revised proposals can be seen on the Environmental Masterplan, Appendix 2.1 of the Environmental Statement (Application document 6.3).	Y
WES#2	What is a green bridge?				✓	A green bridge is a general term used to describe a structure that is designed to be planted and landscaped. It provides a visual and physical link over a road and allows wildlife to move across safely. The green bridges on this scheme are each designed to carry a road or public right of way and will have landscaped features added to improve their appearance, and to maintain or link biodiverse habitats.	N
WES#3	More green bridges should be provided.				✓	Four green bridges are proposed where the A360 and public rights of way are being connected over the new A303. Since statutory consultation, Green Bridge No. 4 has been widened to c.150 metres as one of three changes presented for supplementary consultation, as reported in Chapter 6. In addition, the tunnel itself provides the equivalent of a green bridge, albeit on a very large scale.	N
WES#4	Green bridges must be wide enough for agricultural machinery.			✓	✓	Green Bridges Nos. 1, 2 and 4 will each carry a public right of way track wide enough for agricultural vehicles that are permitted under The Road Vehicles (Authorised Weight) Regulations 1998 and The Road Vehicles (Construction and Use) (Amendment) Regulations	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						1996. Green Bridge No. 3 will accommodate agricultural vehicles using the A360.	
WES#5	Green bridges need to be able to support heavy loads from agricultural and emergency vehicles.	✓		✓	✓	The green bridges will be designed to be able to carry all vehicles that are permitted under The Road Vehicles (Authorised Weight) Regulations 1998 and The Road Vehicles (Construction and Use) (Amendment) Regulations 1996.	N
WES#6	The proposed new car park for Parsonage Down is unnecessary and another blight on the local landscape.			✓		There is no new car park proposed for Parsonage Down as part of this scheme.	N
WES#7	A360 diversion point on north side of Longbarrow junction should be extended further north i.e a longer link road.				✓	The layout and design of the Longbarrow junction complies with UK highway design standards whilst limiting environmental impact. This includes the A360 northern link being designed to avoid the barrow group just to the north of the proposed tie-in with the existing road. Increasing the length of the link would extend the new construction footprint and increase the environmental impact without any compensating benefits.	N
WES#8	A360 diversion point on north side should be moved further south i.e. a shorter slip road to avoid farm track severance.				✓	The aim in the design process has been to comply with the UK highway design standards whilst reducing the impact of the road on the environment. A tie-in to the south of the farm track would require substandard curvature on the new A360 link which would compromise safety. Additionally, a shorter A360 north link would be closer to and provide less benefit for the scheduled monuments of the Winterbourne Stoke barrow group in the WHS.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
WES#9	The realigned A360 slip road bends are too tight.				✓	The aim in the design process has been to comply with the UK highway design standards whilst reducing the impact of the road on the environment. The design standards dictate the maximum curvature and minimum forward visibility required for different design speeds to achieve a design that is considered safe for road users and road workers. The design speed for the new A360 link roads to the Longbarrow junction is 100kph which is consistent with the national speed limit of 60mph. The horizontal curves for the A360 north link all meet desirable standards or greater. While a tighter curve is proposed for the A360 south link to better match the topography of Oatlands Hill, localised verge widening is also proposed on this link to secure adequate forward visibility consistent with the design speed. This ensures that road user safety will not be compromised.	N
WES#10	Realign northern A360 link for future Shrewton bypass.				✓	Realigning the A360 to allow for a future bypass of Shrewton is beyond the scope of the scheme and would be a matter for Wiltshire Council as the highway authority for the A360. In addition, the scheme will remove congestion from the A303 and will relieve Shrewton of rat running traffic that is currently seeking to avoid that congestion.	N
WES#11	Move the whole A360 to the west.				✓	The location and design of the Longbarrow junction has been optimised in relation to maintaining the use of the current A360. Moving the whole A360 to the west would not provide any benefit and is beyond the remit of this scheme.	N
WES#12	Create a junction between existing A303 west of Winterbourne Stoke and new A303 bypass.			✓	✓	The proposed Longbarrow junction provides convenient access for Winterbourne Stoke to and from the A303, and therefore an additional junction would not be justified. The scheme as proposed will remove any traffic from Winterbourne Stoke that does not have a local destination, creating a tranquil village environment.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
WES#13	Make the B3083 go over the A303, not under.				✓	If the B3083 was to pass over the A303, either a much greater amount of the new road would have to be in cut, with visual and cost implications, or the B3083 would need to rise higher, protruding into the landscape and increasing costs. Either scenario would be a worse option than the proposed solution to pass under the A303.	N
WES#14	Ensure that the B3083 underbridge is wide and high enough for modern agricultural machinery.			✓	✓	The B3083 underbridge will be wide enough and high enough for modern agricultural machinery.	N
WES#15	How do you get onto the B3083 northbound from the A303 eastbound?				✓	From the new A303 eastbound, the B3083 northbound will be accessed by exiting at Longbarrow Junction, crossing over the new A303 on Green Bridge No. 3, heading towards Winterbourne Stoke on the existing A303 before turning right onto the B3083 northbound. An alternative route would be to exit the new A303 at Longbarrow and head north on the A360 before turning west to Shrewton.	N
WES#16	How will I get to the visitor centre from Winterbourne Stoke?				✓	Motorised access from Winterbourne Stoke to the Stonehenge Visitor Centre will be along the old A303 travelling east out of the village, across the new A303 on the Longbarrow Junction Green Bridge No. 3 and onto the realigned A360 north. Access by foot, bicycle or horse will be via the new bridleway east out of the village, to connect with a new restricted byway running over Green Bridge No. 4 northwards to the Visitor Centre.	N
WES#17	Green Bridge No. 1 should not be for NMUs, only farm access.			✓	✓	Green Bridge No. 1 serves more than farm access; it also accommodates a new restricted byway which continues along the north side of the new road westwards to connect with the existing byway SLAN3. This allows for the safe crossing of the A303 by walkers, cyclists and horse riders.	N
WES#18	Green Bridge No. 1 isn't necessary if it's only for bats.	✓		✓	✓	Green Bridge No. 1 has more than one function. It provides a restricted byway connection between Winterbourne Stoke and the existing byway SLAN3 at Yarnbury Castle. It also provides a route for bats, to accommodate a known bat corridor in this vicinity.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
WES#19	Remove tarmac/ carriageway from old A303 west of winterbourne Stoke.	✓		✓	✓	To the west of Winterbourne Stoke the old A303 needs to be used to maintain access to the existing BOAT BSJA3. This will be done by narrowing the old A303 and incorporating passing places. The remaining width of pavement will be removed and shaped to form a verge high enough to deter parking. The existing surface will remain over the retained width of the road to form a BOAT which will link with BSJA3.	N
WES#20	Bypass is unnecessary and may damage the environment.				✓	In order to resolve known problems of congestion, the A303 is to become a dual carriageway. It would not be practical or desirable to dual the road through Winterbourne Stoke, so necessitating a bypass. The scheme has been identified as the best solution from an exhaustive appraisal of options. Whilst the scheme will have some adverse environmental impacts, it will also deliver significant environmental benefits, including for Winterbourne Stoke, the WHS and for local communities. Further information on the scheme's objectives can be found in the Case for the Scheme, (Application Document 7.2) Full details of the environmental impacts can be found in the Environmental Statement, document reference 6.1.	N
WES#21	General support for the bypass and comments which neither support nor object.	✓		✓	✓	Thank you for your comments.	N
WES#22	Green bridges should not be open to MPVs.			✓	✓	Green Bridges Nos. 2 & 3 will carry respectively an existing BOAT (WST06B) and the A360 over the new road. In these cases motor vehicles will be able to make use of the bridges. Green Bridges Nos. 1 & 4 will not be open for motorised use by the public.	N
WES#23	Landscaping needed along bypass to screen it from the village.			✓	✓	Continuous screening is being provided along the south side of the bypass for the benefit of Winterbourne Stoke. This includes a 1.5 metre high environmental screen on the south side of the viaduct. Further, the bypass embankments will be planted with chalk grassland and shrubs, with hedgerow and tree planting used in some locations, to provide additional visual screening and landscape	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						integration. The approach to landscaping is illustrated on the Environmental Masterplan, ES Figure 2.5 (Application document 6.3).	
WES#24	Support for closure of old A303 connection west of Winterbourne Stoke.	✓		✓	✓	Thank you for your comments.	N
WES#25	It should be a single carriageway bypass.				✓	As set out within its Road Investment Strategy, the Government's aim is to upgrade all remaining single carriageway sections of the A303/A358 corridor into a high quality dual carriageway route, improving connectivity to the South West. Traffic forecasts indicate that a two lane dual carriageway is needed to accommodate the predicted flows along the A303 and that a single lane road would not provide sufficient capacity. Further information can be found in the Transport Assessment (Application Document 7.4).	N
WES#26	Will traffic regulation orders be imposed at Longbarrow to stop HGVs cutting through Shrewton via the redundant A303?				✓	The scheme will remove motivation for HGVs to use the B3083/old A303 rather than the A360 between Shrewton and the Longbarrow junction as it would be a longer journey. However, occasional heavy movements will still occur to service the local communities and businesses in the area, therefore it would not be appropriate to impose a Traffic Regulation Order limiting access.	N
WES#27	Green bridges should all be wider.				✓	The width of green bridges is influenced by a number of factors: accommodating the public right of way; landscaping for biodiversity; and the structural design of the bridge. Green Bridge No. 4 has been widened since the statutory consultation to c.150 metres in order to create a wider grassland swathe, providing greater physical and visual connectivity within the WHS. This was one of three design changes put forward for the supplementary consultation reported in Chapter 6. There is no need for the other bridges to be widened.	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
WES#28	Just build the bypass and not the rest of the scheme.				✓	As set out within its Road Investment Strategy, the Government's aim is to upgrade all remaining single carriageway sections of the A303/A358 corridor into a high quality dual carriageway route, improving connectivity to the South West. Solely building the Winterbourne Stoke bypass would not achieve that aim. Countess roundabout and the stretch of A303 past Stonehenge would remain congested and the WHS would still suffer the adverse effects of the A303. Separating the scheme in this way would also be inefficient and more costly. Further information can be found in the Transport Assessment (Application Document 7.4).	N
WES#29	Reduce the amount of fill going into Parsonage Down.			✓		There is no fill going into Parsonage Down. All excavated material will be re-used within the construction of the scheme or as environmental/landscape mitigation. This includes an area to the east of Parsonage Down. The proposed Environmental Masterplan, Appendix 2.1 of the Environmental Statement (Application document 6.3) shows the location of excavated material placement to the east of Parsonage Down and the creation of grassland.	N
WES#30	Green Bridge No. 2 is too high.				✓	The height of Green Bridge No. 2 is determined by the alignment of the A303 below. The alignment has been optimised within the surrounding landscape, and in relation to: the height of the viaduct crossing of the Till valley to the west; and the depth of cutting where the road passes under the new Longbarrow junction to the east.	N
WES#31	Bypass is too close to Parsonage Down.				✓	The bypass alignment has been optimised to balance and minimise impacts on Parsonage Down, the River Till valley and Winterbourne Stoke. Moving the route away from Parsonage Down would move it closer to Winterbourne Stoke increasing the potential for visual and noise impacts on Winterbourne Stoke.	N
WES#32	Elevate the bypass as much as possible.				✓	An elevated or higher level bypass would increase the visual impacts for Winterbourne Stoke and the intrusion in the landscape. It has therefore has been kept as low as possible while maintaining the required ground clearance over the Till Valley. The height of the viaduct has been informed by a bridge shading study, which is presented as ES Appendix 8.24, Annexes 1 and 2.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
WES#33	Green Bridges and bypass should have low level lighting.				✓	Lighting the bypass and green bridges would detract from the dark sky environment. With the exception of Green Bridge No. 4 as a consequence of its length, there is no operational or safety need for them to be lit. Consequently, with the exception of the underside of Green Bridge No. 4, bridges and the bypass will be unlit.	N
WES#34	Maintain safe access to all fields.	✓		✓	✓	Safe access will be provided to all fields to replicate existing arrangements as closely as possible, as agreed with affected landowners.	N
WES#35	Do not change the B3083 junctions with the A303.			✓	✓	There will be no junction between the B3083 and the new A303 bypass. The existing B3083 junctions with the existing A303 will only be modified to the extent required to reflect the local nature of the detrunked A303; their locations will not change.	N
WES#36	Avoid negative impacts on residents / surrounding villages.			✓	✓	The scheme has extensive mitigation measures designed to limit or avoid adverse impacts on local communities. Additional mitigation measures will be used during construction to keep, for instance, noise levels and dust down. Details of the measures and the impacts of the scheme can be found in the ES accompanying the DCO application.	N
WES#37	Efforts should be made to ensure that the road matches the existing contours of the countryside.			✓	✓	The new road has been aligned to match the existing topography as far as possible, taking into consideration the need to balance and minimise overall environmental impacts and meet safe design standards. There will also be extensive ground shaping either side of the Till valley to integrate the road into the surrounding landscape.	N
WES#38	Move the bypass section further North.			✓	✓	The route of the bypass has been carefully optimised to balance and minimise or avoid impacts on Winterbourne Stoke, the River Till SSSI/SAC, the Till valley landscape and the Parsonage Down NNR. Moving the route further north would adversely affect the balance of impacts.	N
WES#39	Provide parking facilities and better access to Parsonage Down from the B3083.			✓		The scheme will not be providing additional parking within the scheme boundaries. Any additional provisions outside the scheme boundaries will be for others to pursue in liaison with Wiltshire Council as planning authority.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
WES#40	Green Bridge No. 1 should be moved west to link with the BSJA3 junction.			✓	✓	The green bridges on the scheme perform a number of functions, including: providing agricultural access; linking and maintaining public rights of way; and providing ecological connectivity. The locations of the green bridges must find a balance that meets the needs of these functions. Green Bridge No. 1 has to be where it is positioned because it is maintaining connectivity for an existing flightpath of bats and is serving agricultural access in this location, as well as accommodating a new public right of way.	N
WES#41	Support the location of Green Bridge No.1, do not move it west.			✓		Thank you for your comments.	N
WES#42	Downgrade the existing A303 from Winterbourne Stoke to Longbarrow Junction for non-motorised vehicles. Access to Winterbourne Stoke would be from the north and south on the B3083.			✓	✓	This suggestion would require an additional junction between the new A303 and the B3083. Non-motorised access between Winterbourne Stoke and Longbarrow can be readily and safely accommodated by the new bridleway alongside the old A303 that is included as part of the scheme. An additional junction in the Till valley would lead to significant environmental impacts and substantial additional cost without compensating benefits and so cannot be justified.	N
WES#43	No new tree planting required.				✓	The extent of planting within the scheme has been balanced against the open character of the landscape and the ambitions of the WHS Management Plan, which seeks to avoid new planting within the WHS. However, the scheme does include planting in places to soften the visual appearance at other locations.	N
WES#44	Please provide names of other existing green bridges.				✓	Examples of green bridges can be found on: the Weymouth Relief Road, the A21 Lambeth Bypass and the A556. An article providing pictures of the A556 bridge in construction and at completion can be found at the following link; https://www.gov.uk/government/news/a556-green-bridge-is-winter-wonderland	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
WES#45	Much like the bridleway across the A303 will be stopped up at the eastern end of the scheme near Allington Track, there is no need for the NMU crossing over green bridge 1.				✓	A new public right of way is being provided over Green Bridge No.1 (a) to provide a safe route over the A303 for users of Byway SLAN3 seeking an alternative to the existing at-grade road crossing and (b) to provide an enhanced safe route for walkers, cyclists and horse riders between Winterbourne Stoke and Yarnbury Castle.	N
WES#46	Explain connection from A303 to Shrewton on the B3083.				✓	If using the B3083 to Shrewton rather than the A360, one would exit the A303 at the new Longbarrow junction, follow the old A303, which will be a narrowed local road, into Winterbourne Stoke and take the B3083 as one would at present. This same route can be followed in the opposite direction.	N
WES#47	I am concerned about road noise impacts on residents of Winterbourne Stoke and Shrewton				✓	The removal of A303 traffic from the centre of Winterbourne Stoke will create a quieter environment for the village. The removal of rat running traffic from Shrewton is also likely to result in lower noise levels. The noise assessment for the scheme is set out in ES Chapter 9, Noise and Vibration.	N
WES#48	The proposed route is too close to Parsonage Down and will require further screen planting.				✓	The scheme has been further developed since the statutory consultation to include additional environmental screening and planting along the north side of the new A303 to the south-east of Parsonage Down, to reduce the visual impacts of traffic from the nature reserve.	Y
WES#49	Do you need all of the green bridges?			✓	✓	Yes. The green bridges perform a number of functions including providing a visual and physical link over the new dual carriageway. The green bridges on this scheme are each designed to carry a road or public right of way and will have landscaped features added to improve their appearance. They will: maintain or link biodiverse habitats; provide agricultural access; maintain or improve public rights of way links; provide ecological connectivity for habitats and wildlife; and provide historic landscape connectivity.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
WES#50	I like the green bridges, they add a lot to the scheme.	✓		✓	✓	Thank you for your comment.	N
WES#51	It is essential to have green bridges for wildlife as planned.				✓	Your comment is noted. The scheme includes four green bridges. The green bridges perform a number of functions including: maintenance of agricultural access; maintenance of and improvements to public rights of way; ecological connectivity for habitats and wildlife; and historic landscape connectivity.	N
WES#52	Undertake the construction of the Winterbourne Stoke bypass separately to the main scheme.			✓	✓	The efficient, cost-effective construction of the Winterbourne Stoke bypass is inextricably linked with the tunnel section of the scheme, with much of the chalk excavated from the tunnel being used in the construction of the bypass. A detailed construction programme will be developed with the appointed contractor which seeks to complete and open the bypass section at the earliest opportunity.	N
WES#53	The closure of the B3083 should be as short as feasible, and not coincide with any closures on the A360 for the new Longbarrow junction or works at the Countess Roundabout.			✓	✓	The B3083 will remain open for local traffic throughout the construction period, though there will be periods of temporary signal-controlled single lane working, for instance, to accommodate the tie-in works between the slightly diverted section of B3083 and the existing road. Non local traffic will be signed via the A360 during and post-construction.	N
WES#54	Agree with the bypass going to the north rather than the south.			✓	✓	Your comment is noted.	N
WES#55	Ensure there aren't any roundabouts on the A303.				✓	On completion of the scheme there will not be any roundabouts on this section of the A303. The Government's planned programme of improvements along the A303/A358 corridor will remove other roundabouts further west on the A303.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
WES#56	How will you prevent the infiltration areas from being contaminated by fuel/oil and other accidental discharges from road traffic, particularly in heavy rain conditions?				✓	Penstocks will be provided upstream of the inlet to the drainage treatment areas. These will be lowered when there is an accident or spillage to contain the liquid within the carrier pipe network. In addition, the basins will be lined with a proprietary treatment system that will capture and store the pollutants before the waters infiltrate to ground. The measures are in line with road drainage best practice.	N
WES#57	Will parking facilities be maintained for visiting the Winterbourne Stoke Barrow group?				✓	No parking facilities are proposed near the Winterbourne Stoke Barrow group. Access will be available via the proposed public rights of way network.	N
WES#58	Move the drainage treatment areas near Longbarrow junction further east to make better use of field for arable production.				✓	The drainage infiltration area near the new Longbarrow junction is located where proposed because the landform here accommodates the outfall level needed for the drainage system at this point. The final detailed drainage design will inform the exact size and location of the infiltration area at this and other proposed sites.	Y
WES#59	Have you looked at other examples of green bridges globally?			✓	✓	Examples of green bridges can be found on the Weymouth Relief Road, the A21 Lambeth Bypass and the A556. An article providing pictures of the A556 bridge in construction and at completion can be found at the following link: https://www.gov.uk/government/news/a556-green-bridge-is-winter-wonderland . Whilst the design team is aware of the construction of green bridges in other countries, the experience of British examples, and guidance, has been a greater influence on the design.	N
WES#60	The proposed green bridges are not on the existing bat flight paths.			✓	✓	The scheme has four green bridges, each performing a range of essential functions, including maintaining landscape/visual and ecological connectivity across the new road, maintaining and creating PRow links, and providing agricultural access. The need to secure the best-balanced solution for delivering all these functions has informed the choice of locations and designs for each bridge.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						Of the four green bridges along the scheme, only green bridge no.1 is serving to accommodate an existing bat flightpath. While not located on the exact flightpath, the bridge is also being proposed as part of a landscape scale approach to ecological connectivity, including the use of bunds and planting of shrub, hedgerow, and woodland, which will serve to guide the bats onto and over the structure. The bridge is also providing a restricted byway connection between Winterbourne Stoke and the existing byway SLAN3 at Yarnbury Castle and is accommodating agricultural access across the new road. The location and design have been optimised to secure the best solution for delivering all these functions.	
WES#61	There is no detail given about the different designs that are available for green bridges.				✓	The information given on the proposed green bridges at the statutory consultation was of a preliminary nature, as shown in the consultation booklet and accompanying plans, and intended to explain the purpose of the bridges rather than provide specific design details. More detailed information on the green bridge proposals is now included within the plans accompanying the DCO application (document reference 2). Examples of completed green bridges can be found on the Weymouth Relief Road, the A21 Lambeth Bypass and the A556 link road between the M56 and M6. An article providing pictures of the A556 bridge in construction and at completion can be found at the following link: https://www.gov.uk/government/news/a556-green-bridge-is-winter-wonderland . Examples of different designs for green bridges can be seen in a publication by the Landscape Institute (www.landscapeinstitute.org) titled Green Bridges Technical Guidance Note 09/2015	N
WES#62	There will be a clash between public access and biodiversity on the green bridges - I question the biodiversity benefit of the green bridges.			✓		Green bridges, such as those proposed along the scheme, can function perfectly well in providing landscape/ecological connectivity as well as accommodating use by walkers, cyclists and horse riders. The ecological impact assessment, reported in ES Chapter 8, Biodiversity, has concluded that the provision of greater ecological connectivity will result in a significant beneficial effect for biodiversity.	N

5.17 Matters raised on Central section - general

5.17.1 Table 5-16 below summarises other general matters raised in relation to the Central section of the scheme.

Table 5-16: Summary of consultee comments on Central section and Highways England response

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
CS#1	The Rollestone crossroads proposal seems dangerous.			✓	✓	A new layout at Rollestone crossroads has been designed to alter the traffic flow priorities, discourage rat running traffic continuing to Shrewton and accommodate long vehicles safely. Following consultation feedback and further archaeological survey work, which shows an absence of buried remains in the area, an alternative design has been developed to produce a more compact layout. The alternative design was included among three changes put forward for the supplementary consultation summarised in Chapter 6. The layout will also discourage traffic from using the B3086 to Shrewton and the narrow High Street through the village. The design complies with current highway design standards and has been agreed in principle with the local highway authority, Wiltshire Council.	Y
CS#2	Concerned about increased traffic on the Rollestone Crossroads and through Larkhill.			✓	✓	The scheme will remove congestion from the A303 and will relieve local communities of rat running traffic that currently seeks to avoid the congestion on the A303. This will include reduced flows through Larkill and through the modified Rollestone crossroads. Further information can be found in the Transport Assessment (Application Document 7.4).	N
CS#3	It is good that the view of the stones will be lost.				✓	Your comment is noted.	N
CS#4	Shrewton should be signed at Rollestone crossroads.				✓	A detailed signing strategy will be developed in the next stage of the design. A key consideration will be the needs of local communities, to ensure the most appropriate signing is put in place.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
CS#5	Support the realignment of Rollestone crossroads even though it cuts into a corner part of the WHS.				✓	Following consultation feedback and further archaeological survey work which shows an absence of buried remains in the area, an alternative design for the new Rollestone crossroads has been developed to produce a more compact layout located in the north-west corner of the WHS. The alternative design was included among three changes put forward for the supplementary consultation summarised in Chapter 6.	Y
CS#6	Rollestone crossroads junction needs to be improved.			✓	✓	Rollestone crossroads is being improved to alter traffic flow priorities, discouraging rat running traffic continuing to Shrewton and accommodating large vehicles to turn easily and safely between the Packway and B3086. Following feedback at statutory consultation, an amended proposal for Rollestone crossroads was presented at supplementary consultation, being more compact and taking less land. Further information can be found at Chapter 6 of this report.	Y
CS#7	Agree with the proposal at Rollestone crossroads.	✓		✓	✓	Your comment is noted. Following feedback at statutory consultation, an amended proposal for Rollestone crossroads was presented at supplementary consultation, being more compact and taking less land. Further information can be found at Chapter 6 of this report.	N
CS#8	The proposals at Rollestone crossroads aren't clear.				✓	An alternative design for the proposed modification of Rollestone Crossroads was included among three changes put forward for supplementary consultation, with the design being made clear within the published Supplementary Consultation Booklet and on plans presented at public exhibitions held in Winterbourne Stoke and Amesbury. The feedback from the supplementary consultation is summarised in Chapter 6 of this report. The layout is shown on the DCO general arrangement sheet 13. If further clarification of the proposal is needed, please contact Highway England's project team.	N
CS#9	The views of the pig farm will be missed.				✓	Your comment is noted.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
CS#10	Departures from standards will be required for Rollestone crossroads in order to minimise the effects on the WHS.				✓	Following consultation feedback and further archaeological survey work, which shows an absence of buried remains in the area, an alternative design for the new Rollestone crossroads has been developed to produce a more compact layout located in the north west corner of the WHS. The alternative design was included among three changes put forward for the supplementary consultation summarised in Chapter 6. No departures from standards are needed to accommodate the revised design.	N
CS#11	General objection for the proposal.				✓	The A303 near Stonehenge has experienced problems of congestion and delay for many years with proposals being considered since 1991. In its Road Investment Strategy, the Government made a commitment to addressing these problems and improving the A303/ A358 corridor, to provide a high quality dual carriageway between the South East and the South West. The need for improvement has been set out in the Case for the Scheme (document reference 7.2) and the Technical Appraisal Report (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/) and the scheme has emerged as the best solution from an extensive review of options. You will be able to make representation at the DCO examination if you so choose.	N
CS#12	General/ neutral support for the proposal	✓		✓	✓	Your comment is noted.	N
CS#13	Objection to changing the priorities at Rollestone crossroads.				✓	A new layout at Rollestone crossroads has been designed to discourage rat running traffic continuing to Shrewton and accommodate long vehicles safely. Following consultation feedback and further archaeological survey work, which shows an absence of buried remains in the area, an alternative design has been developed to produce a more compact layout. The alternative design was included among three changes put forward for the supplementary consultation summarised in Chapter 6.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
CS#14	It does not reunite the southern and northern parts of the WHS as there will still be divided by an expressway.			✓		The existing A303 will be removed and the road downgraded to a restricted byway. The removal of the existing A303 surface road from a large part of the Stonehenge landscape, with 2 miles of road in tunnel and under Green Bridge No.4 will greatly increase connectivity between the currently severed halves of the WHS.	N
CS#15	Realign Rollestone junction to cut off corner of the WHS.			✓		Following consultation feedback and further archaeological survey work, which shows an absence of buried remains in the area, an alternative design for the new Rollestone junction has been developed, to produce a more compact layout located in the north west corner of the WHS. The alternative design was included among three changes put forward for supplementary consultation, the feedback from which is summarised in Chapter 6 of this report.	Y
CS#16	Do the Rollestone junction improvements before the main works	✓			✓	It is intended to carry out the improvement to Rollestone crossroads as advance works ahead of the main construction works, subject to the granting of the development consent order.	N
CS#17	Redesign Rollestone crossroads to discourage northbound HGVs from turning left towards Shrewton.				✓	Rollestone crossroads is being improved to alter traffic flow priorities, discouraging rat running traffic continuing to Shrewton and accommodating long vehicles turning easily and safely between The Packway and B3086.	Y
CS#18	No need to make changes at Rollestone Cross junction - existing arrangements are satisfactory				✓	A new layout at Rollestone Crossroads has been designed to alter the traffic flow priorities, discourage rat running traffic continuing to Shrewton and accommodate long vehicles safely. Following consultation feedback and further archaeological survey work, which shows an absence of buried remains in the area, an alternative design has been developed to produce a more compact layout. The alternative design was included among three changes put forward for supplementary consultation, the feedback from which is summarised in Chapter 6 of this report.	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
CS#19	Move Rollestone crossroads eastwards.				✓	Following this and other feedback from the statutory consultation, the proposed modification of the layout at Rollestone crossroads has been moved eastwards to create a more compact solution. This change was one of three changes put forward for supplementary consultation, the feedback from which is summarised in Chapter 6 of this report.	Y
CS#20	The Stonehenge Road, close to its existing junction with the A303 will be closed to through traffic, although the road (and part of the 'old' A303 route) will be used to provide access via a private access road to serve e.g. the Stonehenge Cottages. A turning facility must be provided where its public use by vehicular traffic terminates. The closed part of the road will be retained as a right of way.		✓			There will be sufficient space for vehicles to turn around where Stonehenge Road is stopped up for public motorised use.	N
CS#21	There will be a requirement to ensure that an acceptably designed scheme for the realignment of the Rollestone crossroads junction is secured and implemented in accordance with a		✓			Following consultation feedback and further archaeological survey work, which shows an absence of buried remains in the area, an alternative design for the new Rollestone crossroads has been developed to produce a more compact layout located in the north west corner of the WHS. The alternative design was included among three changes put forward for the supplementary consultation summarised in Chapter 6 of this report. The layout is shown on the DCO general arrangement sheet 13. The design complies with current highway design standards and has been agreed in principle	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	programme of works to be agreed.					with the local highway authority, Wiltshire Council. The detailed design will also be agreed with Wiltshire Council.	
CS#22	Highways England have acknowledged the deficiencies of the Rollestone crossroads to sensibly accommodate the emerging traffic patterns in the area resulting from use of The Packway as a formal diversion route in the event of unplanned maintenance or incidents requiring closure of one or both tunnels, together with increasing local development needs. Consideration should be given to Rollestone Road and The Packway (Airman's roundabout through to Stonehenge Inn roundabout) being numbered as the B3086 route, rather than the current route, along London Road		✓			The designation and numbering of local roads is outside the scope of the scheme and is a matter for Wiltshire Council as local highway authority.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	and onwards through Shrewton to the A360.						

5.18 Matters raised on Eastern section - general

5.18.1 Table 5.17 below summarises other general matters raised in relation to the Eastern section of the scheme.

Table 5-17: Summary of responses on Eastern section and Highways England response

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
EAS#1	Improve junction for visibility at on-slip for A303 from A3028.				✓	The visibility at the on-slip to the A303 from the A3028 is to be improved as part of the scheme.	Y
EAS#2	Amesbury Road East of Allington Track stopped up and central reserve in place / extend scheme boundary to Cholderton junction with A303 and improve this from a safety point of view.				✓	The section of A303 from Beacon Hill to Cholderton is not within the scheme. Consideration of safety issues at other local side roads outside the extent of the scheme will be considered by Highways England on a case by case basis.	N
EAS#3	Keep the Allington Track and Amesbury Road junctions with the A303 open.				✓	The Allington Track and Amesbury Road closures are proposed because they currently give rise to hazardous conflicts between slow and fast moving traffic on the A303.	N
EAS#4	Make the crossover junction on A303 with Allington Track safer.				✓	The Allington Track crossover junction on the A303 is being closed. Alternative safe access is available across the trunk road via the Solstice Park junction.	N
EAS#5	Agreement with local road closures.	✓		✓	✓	Your comment is noted.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
EAS#6	Re-designate the footpath from the A303 to Bulford to a bridleway				✓	The re-designation of the existing footpath AMES4/ BULF10 would be a matter for Wiltshire Council as the local highway authority.	N
EAS#7	Move the new road between Allington Track and Amesbury Road closer to the A303.				✓	The new link between the Allington Track and Amesbury Road follows the line of an existing private track. Moving the link closer to the A303 would sever a productive field, resulting in a less satisfactory solution.	N
EAS#8	The new link road between Allington Track and AMES1 needs to have a tarmac surface.			✓	✓	The new link between AMES1 and the Allington Track will be an unclassified road with a tarmac surface.	N
EAS#9	The new link road between Allington Track and AMES1 needs to be a BOAT.			✓	✓	The intention is that the link between AMES1 and Allington Track will be an unclassified road, similar to Allington Track, and open to all traffic.	N
EAS#10	Completely remove road/carriageway/tarmac from the stopped up sections of the Allington Track, AMES1, AMES2 and BULF12.			✓	✓	The road surface will be removed completely from the stopped-up sections, leaving a gravel surface where access is required for landowners.	N
EAS#11	Provide access for local landowners on stopped up sections of Allington Track and AMES1.			✓	✓	Access will still be available for local landowners on the stopped up sections of Allington Track and AMES1. A new fence and locked gates will be provided to prevent wider public access and adjacent landowners will be provided with keys.	N
EAS#12	Provide extra width for slip lanes at Solstice Park junction.				✓	The scheme does not give rise to any need for changes to be made at the Solstice Park junction.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
EAS#13	Use the old Amesbury Road as a feeder route to the Qinteti/RAF/Boeing facilities at Boscombe Down. This is to provide safer entry / exit between the A303 and the new homes being built for the Army re-base.				✓	The scheme includes provision for access to Allington Track from Equinox Drive in Solstice Park. Proposals for development at Boscombe Down would necessarily consider any associated access improvements as part of the planning process for those proposals.	N
EAS#14	A potential solution to deal with both issues is to improve west bound access from Allington track, but make it one way and extend the feed in lane all the way back to Solstice exit so local traffic does not need to join main carriageway. Existing traffic will have a longer lane and ongoing traffic will have time to reach higher speeds to join main carriageway.				✓	The Allington Track is being closed for reasons of safety, consistent with the provision of a high quality dual carriageway which includes consolidating access to and from the A303 to reduce risk of accidents. The low traffic volumes using Allington Track will have an alternative route to the A303 via the Solstice Park Junction. This alternative proposal would involve more extensive and disruptive works on the A303 and its expense cannot be justified for the relatively low use of Allington Track.	N
EAS#15	Closing off local roads is not necessary if a flyover isn't built.				✓	Grade-separation of the A303 and A345 is needed to avoid congestion at the Countess roundabout, allowing A303 through traffic to continue without stopping. It will also allow local traffic to move more easily north and south along the A345. The new layout will reduce traffic conflicts, making the junction safer. Direct accesses with the A303 to the east of Countess are to be closed for	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
						safety reasons, to prevent conflict between slower moving vehicles making local journeys with faster moving through traffic.	
EAS#16	Lack of consideration given to those in Bulford Village.				✓	By removing congestion on the A303, the scheme will remove the cause for traffic to rat run via the A3028 and Salisbury Road in seeking to avoid that congestion. This will benefit residents of Bulford.	N
EAS#17	Justification for closure & disruption to local traffic by denying access from Amesbury/Bulford & Allington roads. Increase pressure on new junctions and access and funnel traffic unnecessarily into Amesbury.			✓	✓	The proposed junction closures at the eastern end of the scheme are for reasons of safety, to avoid dangerous conflicts between slow and fast moving traffic on the A303. The closures are proposed where alternative accesses onto the A303 are conveniently available and where the overall impact on the local road network will be minimal. No funnelling of traffic is anticipated.	N
EAS#18	Close Allington track & diverting traffic along Boscombe airfield boundary track to solstice and the A303 will resolve other difficulties of merge onto the A303.				✓	The scheme will provide an efficient, convenient link between Allington Track and Amesbury Road by upgrading an existing private means of access towards the northern end of the track. If the route were instead to follow the existing bridleway AMES3A adjacent to Boscombe airfield, this would reduce the amenity value of the bridleway while creating a significant length of dead end to Allington Track, which would have to remain open to provide access to Beacon Hill Farm and fields adjacent to the track.	N
EAS#19	A need to review the on-slip road at the top of solstice hill, which is too short for larger vehicles to emerge.			✓	✓	The visibility at the on-slip to the A303 from the A3028 is to be improved as part of the scheme.	Y

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
EAS#20	Difficulty with understanding design drawings.			✓	✓	Information made available during the consultation was presented in a variety of ways; as written text, as plans and as photographic representations, with the intention of helping everyone to understand proposals. In addition, staff were available at events to answer questions. Please contact us if you have any queries about the scheme proposals.	N
EAS#21	The road closures to the east of Solstice Park could be made tomorrow and are not dependent on this scheme. If they are sensible and would reduce accidents why not just do them rather than waiting at least 8 more years?				✓	Permission for these road closures is being sought a part of the scheme, consequently work cannot start before the DCO is granted. Once granted the aim is to carry out the work as soon as possible.	N
EAS#22	No reason to change the existing setup of the local roads east of Countess roundabout.			✓	✓	The junction/access closures on the A303 to the east of the Solstice Park junction are proposed for reasons of safety, to remove dangerous conflicts between slow and fast-moving traffic. Alternative convenient arrangements for joining or crossing the A303 are being provided.	N
EAS#23	Have a feeder lane/slip road joining the two junctions for local traffic that would make this a section three lanes in either direction.				✓	The scheme does not give rise to any need for changes to be made between the existing Solstice Park junction and the new Countess junction. The existing section of dual carriageway will provide adequate capacity for current and forecast flows of traffic, and the junction layouts, with their slip roads, will safely and efficiently accommodate local turning movements.	N
EAS#24	If closures are really necessary they should be considered afresh after the alterations to traffic flow (from the				✓	The closures of direct accesses onto the A303 are needed for safety reasons.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	Countess junction alterations) have established themselves.						
EAS#25	Will the 50mph limit and ridiculously placed speed camera also be removed?				✓	The scheme will provide a high quality dual carriageway designed to operate at the national speed limit of 70mph. The removal of the existing speed camera is one of a range of options to be discussed with Wiltshire Council for dealing with the reclassification of the de-trunked A303 to a new B Road.	N
EAS#26	Amesbury Road to the north of the A303 should only remain open if a full off-slip can be provided that is suitable for high-speed running.			✓	✓	It is the on-slip from the Amesbury Road (north) that is being closed, because it cannot accommodate traffic seeking to join the A303 and merge safely with fast-moving flows. The off-slip to Amesbury Road (north) will remain open because it is long enough to accommodate safely the de-merging of slowing traffic seeking to leave the A303.	N
EAS#27	The eastbound on-slip from Bulford (A3082) is currently sub-standard. Please improve this to full on-slip standards.			✓	✓	The east-bound entry slip-road from A3028 will be improved within the constraints imposed by the adjacent European-designated Special Area of Conservation immediately to the north, with some Departures from Standard agreed with the local highway authority, Wiltshire Council. The visibility at the on-slip to the A303 from the A3028 is to be improved as part of the scheme.	Y
EAS#28	If a full off-slip cannot be provided then Amesbury road to the North of A303 should be closed entirely and traffic re-routed via Bulford.				✓	The current exit from the A303 to Amesbury Road (north) will be improved to extend and widen the exit slip-road. Re-routing via Bulford would not be desirable as it would take significant volumes of MoD traffic, including heavy vehicles, through the village.	N
EAS#29	The current slips and accesses on the A303 are extremely hazardous.				✓	The measures proposed to close/improve current A303 accesses to the east of Solstice Park will remove these hazards.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
EAS#30	Works at the proposed sites will destroy irreplaceable archaeological remains.				✓	The preferred route was carefully chosen to minimise effects on archaeology, and a comprehensive programme of archaeological evaluation surveys has informed the scheme being designed in a way that has limited any direct impacts. The cultural heritage assessment, reported in ES Chapter 6, identifies the effects on known archaeological features whilst recognising the benefits that the tunnel will deliver for the Stonehenge landscape, and concludes that overall the scheme will result in a slight beneficial effect for cultural heritage. In general, archaeological remains that cannot be protected in-situ would be excavated prior to construction and recorded to the highest standards. A detailed mitigation strategy for this will be agreed with Wiltshire Council Archaeology Service and the Heritage Monitoring Advisory Group. The archaeological evaluations carried out to date indicate that there will be no loss of designated archaeology.	N
EAS#31	Not local to comment.			✓	✓	Anyone can comment on the scheme proposals, all views are taken into consideration as set out in this report.	N
EAS#32	This part of the scheme divides Amesbury.				✓	The scheme improves connectivity across the A303 for residents of Amesbury. Grade-separating the A303 and A345 will remove congestion from Countess roundabout. It will reduce severance by enabling local people to travel freely north-south on the A345 without conflict with traffic on the A303. Local people will also be able to travel freely, without delay, on the A303 itself. New surface level pedestrian/cycle crossings will be introduced around the roundabout to improve connectivity across the roundabout.	N
EAS#33	Neutral view of this section of the scheme.				✓	Your comment is noted.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
EAS#34	Improve the crossover junction from the A303 eastbound onto the Allington Track.				✓	The junction between the A303 and the Allington Track will be closed for safety reasons, to prevent dangerous conflicts between fast and slow-moving traffic. Convenient alternative access from the A303 will be via the Solstice junction, Equinox Drive and the new link to the Allington Track.	N
EAS#35	Do not close the Amesbury Road north of A303 for eastbound traffic exiting the A303.				✓	The current exit from the A303 to Amesbury Road (north) will remain as existing.	N
EAS#36	Solstice Park roads need parking restrictions & alternative HGV parking.			✓	✓	Parking restrictions on the local road network are a matter for the local highway authority, Wiltshire Council.	N
EAS#37	Maintain route between Allington Track and AMES2 BOAT with bridge/ underpass.			✓	✓	The Allington Track and AMES2 access closures on the A303 are proposed for reasons of safety. Alternative reasonably convenient safe access is being made available to and across the A303 via the Solstice Park junction.	N
EAS#38	Retain AMES2/BULF12.				✓	AMES2 and BULF12 are being closed to improve safety along the A303. This is needed because the current arrangement places slow and fast-moving vehicles in dangerous conflict with each other. Alternative access with the A303 in this vicinity will remain available at Amesbury Road (north) and the A3028.	N
EAS#39	Allington Track link to be adequate width.	✓		✓	✓	The new Allington Track link will be the same width as the existing Allington Track. Passing places will be provided to ensure HGVs and farm vehicles can pass safely.	N
EAS#40	Effective signing of public rights of way				✓	The signing of the new public rights of way will be discussed and agreed with Wiltshire Council and will be effective.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
EAS#41	What is the impact of the works on Lord's Walk?				✓	The scheme will not have a physical impact on the Lord's Walk, but its construction will involve removal of some existing vegetation which will affect the amenity of Lords Walk for users until replacement vegetation establishes itself. Further information can be found in the ES Chapter 7, Landscape and Visual Impact Assessment.	N
EAS#42	Identify the revised route between Allington Track and A303.				✓	The revised route from the Allington Track to the A303 will be via the new link road to Equinox Drive to the roundabout next to the Holiday Inn, from where users can follow signs to the A303 westbound or eastbound.	N
EAS#43	Provide an alternative link between AMES1 byway and Equinox Drive.			✓		This link was included in the public rights of way proposals clarified in the supplementary consultation reported in Chapter 6 of this document, which show AMES1 connected to the southern end of Equinox Drive.	Y
EAS#44	Improve Amesbury Road (north) entry slip-road, close A3028 Double Hedges.				✓	Rather than improve the existing entry from Amesbury Road (north) onto the A303 eastbound carriageway, it will be closed for safety reasons. The alternative route will be via the Double Hedges junction where the A3028 joins the A303 eastbound and where the visibility will be improved to enable safe entry.	N
EAS#45	Do not close the Amesbury Road north of A303 for eastbound traffic coming onto the A303.				✓	The existing entry from Amesbury Road (north) onto the A303 eastbound carriageway will be closed for safety reasons. The alternative route will be via the Double Hedges junction where the A3028 joins the A303 eastbound. Improvements are proposed for this merge to improve visibility and safety.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
EAS#46	Improve junction for visibility at on-slip for A303 from A3028.				✓	The visibility at the on-slip to the A303 from the A3028 is to be improved as part of the scheme.	Y
EAS#47	What is happening between Countess and the Eastern Portal?				✓	To the east of the east portal, the new A303 will be in cutting as it exits the tunnel. As the road continues eastwards, it ties into the existing dual carriageway before rising to pass above Countess roundabout on a flyover.	N
EAS#48	Allow the Allington track to re-join at the road outside of Holiday Inn in Solstice Park.				✓	The Allington Track will in effect connect with the road outside the Holiday Inn at Solstice Park. Following the track's access to the A303 being stopped up, a new link between the track and Amesbury Road will lead to Equinox Drive, which terminates in the roundabout directly adjacent to the Holiday Inn.	N
EAS#49	Close the Amesbury Road turning at Double Hedges junction.				✓	The section of Amesbury Road which joins the A303 from the south will be closed as part of the scheme. Amesbury Road to the north of the A303 will become a one-way exit from the A303 eastbound carriageway, with traffic joining the A303 eastbound from the A3028 at Double Hedges. This will improve the safety of this section of A303.	N
EAS#50	The Amesbury Road, to the north side of the A303, currently provides for two-way movement at the junction. In accordance with ambitions to make the A303 an Expressway, the eastbound entry from Amesbury Road to the A303 is intended to be removed, as its junction with the A303 is		✓			This is correct - existing agricultural access gates will be replaced with new access arrangements direct from Double Hedges. Appropriate signage will alert drivers to the change in arrangements.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	a substandard layout. It is proposed that Amesbury Road becomes a one-way road, in a north-easterly direction, with no entry southwards from its junction with Double Hedges. It is envisaged that existing agricultural access gates will be replaced with new access arrangement direct from Double Hedges. Appropriate signage will alert drivers to the change in circumstances.						
EAS#51	The existing junction of Allington Track with the A303 is materially substandard, and has to be closed for safety reasons. The road itself will be retained but downgraded north of the new connector road referred to below, to a bridleway. A new link between Allington Track and Amesbury Road and onwards to an extension of the adopted part of Equinox Drive is		✓			This is correct - land required for the new Allington Track link will be acquired by Highways England.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	proposed alongside the southern boundary of the field adjoining the southern boundary of the A303. It is proposed that this will be provided as an all-purpose highway, having a carriageway width of 5.5m, and narrow verges. This would be consistent with or above the standard of the existing road through to Allington. It will be necessary for land to be acquired by Highways England to achieve this road link, and its successful delivery will ensure that current users are provided with a far safer access / egress movement at the A303, via the Solstice junction slip roads.						
EAS#52	It is known that the track is currently used by QinetiQ at Boscombe Down for bringing large loads into the site (mostly at night, when flows on the A303 are		✓			The new Allington Track link will be the same width as the existing Allington Track. Passing places will be provided to ensure large loads and farm vehicles can pass safely.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
	minimal). This requirement (the need to accept large loads) can be anticipated to continue, and the potential increased use of the track should accommodate passing traffic over and above the standard 2.5m Construction and Use Regulations maximum width. At the least, the new road should be provided with widened passing places to help ensure that verge over-run is avoided.						
EAS#53	A requirement will be sought to secure appropriate provision for large load vehicles to pass general traffic on the line of the alternative Allington Track connection to A303.		✓			The requirement will be met by the new Allington Track connection being the same width as the existing Allington Track, with passing places provided to ensure large loads and farm vehicles can pass safely.	N
EAS#54	AMES1 - adequate provision to south. Look at alternatives for going north of A303.		✓			The Amesbury Road and Allington Track junction/access closures on the A303 are proposed for reasons of safety. Alternative reasonably convenient safe crossing is available across the trunk road via the Solstice Park junction.	N

Ref no	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
EAS#55	AMES2 - no provision north. No connection south of A303.		✓			Instead of using AMES2 and BULF12 to reach Bulford, access will be from Amesbury Road (north of A303). The Amesbury Road and Allington Track junction/access closures on the A303 are proposed for reasons of safety. Alternative reasonably convenient safe crossing is available across the trunk road via the Solstice Park junction.	N

5.19 Summary of changes to the scheme from consultation

- 5.19.1 Respondents made a number of requests for changes to the scheme proposals in their responses to consultation, some of which have been adopted by Highways England as part of its continuing development of the scheme taking into consideration the consultation feedback.
- 5.19.2 As outlined in Chapter 4, a request for a change was defined as any request for a specific design change, commitment or environmental mitigation. This includes any suggested alternative routes, which have previously been discounted at earlier stages of the scheme development.
- 5.19.3 If a request for a change has been adopted, this is indicated with a “yes” in the previous tables outlining the matters raised at statutory consultation, along with Highways England’s response. Some of these changes may also be as a result of subsequent environmental assessments and consequent mitigation measures but were also requested in the consultation responses. Other changes also include clarifying or confirming details that were not presented at consultation but have been part of the scheme’s continuing development.
- 5.19.4 The categorisation of what constitutes a change resulting from the consultation includes the choice of options described in Chapter 4 (paragraphs 4.6.14 – 4.6.27), namely:
- The River Till viaduct - providing environmental screening along the southern parapet on the viaduct to reduce the visual impacts of traffic on Winterbourne Stoke;
 - Green Bridge No. 4 - locating the bridge within the World Heritage Site, and widening it (following supplementary consultation - see below) to provide enhanced physical and visual connectivity in the western part of the site;
 - Western tunnel approach - constructing the western approach to the tunnel in cutting with vertical retaining walls to limit the land acquisition within the World Heritage Site;
 - Western tunnel entrance - providing a fully-grassed canopy, without ventilation openings, over the western portal to achieve the best integration with the surrounding landscape;
 - Flyover at Countess roundabout - constructing the flyover on a landscaped embankment to soften the impact of the structure in this location.
- 5.19.5 Three other changes resulting from the consultation were those put forward for the supplementary (non-statutory) consultation summarised in Chapter 6, with the three changes being:
- Widening Green Bridge No. 4 to c.150 metres;
 - Removing the previously proposed link between Byways 11 and 12 in the WHS;
 - Modifying the proposed reconfiguration of Rollestone crossroads to create a more compact layout.

5.19.6 A number of further design changes / clarifications are summarised below:

- a. Proposed addition of vegetation, trees and landscaping:
 - i. to help screen the River Till viaduct and mitigate its visual impact
 - ii. between the new road alignment and Parsonage Down
- b. The indicative drainage infiltration areas in the western section have been reduced in quantity but slightly increased in size to accommodate the storage capacity requirements. They have also been moved closer to the road alignment reduce impact on adjacent farmland.
- c. The roundabout entries at Longbarrow junction will be controlled by traffic signals (lights), which will incorporate a signalised crossing of the A360 (south) for pedestrians, cyclists and equestrians.
- d. To mitigate the predicted levels of traffic noise, the design of the Countess flyover has been developed to include a noise barrier 1.8 metres high on both sides of the flyover.
- e. The visibility sightline will be improved for traffic joining the A303 eastbound from the A3028 on-slip, at the top of Solstice Hill.
- f. There are a number of changes/clarifications which came out of the statutory consultation regarding public rights of way. As clarified during the supplementary consultation summarised in Chapter 6.
 - i. The new public rights of way (PRoW) will be open to equestrians where possible and where there is sufficient space will be restricted byways allowing use by non-motorised vehicles (such as horse-drawn carriages). This includes new PRoWs between Yarnbury Castle and Green Bridge No.1) and the PRoWs north and south of Green Bridge No.4.
 - ii. The previously proposed additional public access into Parsonage Down from Green Bridge No. 1 has been removed
 - iii. The PRoW north of Green Bridge No. 4 is proposed to continue north to provide access to the Stonehenge Visitor Centre
 - iv. The PRoW south of Green Bridge No. 4 will continue south to Druid's Lodge
 - v. The PRoW on the stopped-up section of the Allington Track has been removed, and an alternative link between AMES1 byway and Equinox Drive has been provided.

6 Supplementary Consultation

6.1 Introduction

- 6.1.1 This chapter describes the supplementary consultation undertaken between 17 July and 14 August 2018 in relation to three specific proposed changes to the scheme following the statutory consultation.
- 6.1.2 Although non-statutory in nature, the supplementary consultation was conducted having regard to the principles of pre-application statutory consultation set out in the PA 2008, Statement of Community Consultation (SoCC), and in accordance with DCLG Guidance 'The Planning Act 2008: Guidance on the pre-application process'. The proposed approach to undertaking the consultation was discussed and agreed with Wiltshire Council (see emails at Appendix J14). Highways England identified would-be statutory consultees and those parties potentially directly affected or likely to be interested were contacted and invited to provide feedback on the three proposed changes.
- 6.1.3 This chapter sets out what was consulted on and why before describing how the consultation was carried out, including when consultation activities took place, with whom and the approaches used. The matters raised during the consultation are then summarised, followed by Highways England's responses to the matters, including explanations of how they have been taken into consideration.

6.2 Why supplementary consultation was undertaken

- 6.2.1 Following the statutory consultation set out in Chapters 3-5, Highways England used the feedback received to further develop its proposals for improving the A303 past Stonehenge, between Amesbury and Berwick Down. From this, three specific changes were identified which were judged worthy of further consultation before deciding the scheme proposals for the DCO application to build the scheme.
- 6.2.2 These changes were:
- To remove the previously proposed link between Byways 11 and 12 in the Stonehenge World Heritage Site
 - To widen the green bridge proposed near the existing Longbarrow roundabout (Green Bridge No. 4)
 - To move the proposed modification of Rollestone crossroads
- 6.2.3 The DCLG Guidance, paragraph 76 states:

In circumstances where a particular issue has arisen during the preapplication consultation, or where it is localised in nature, it may be appropriate to hold a non-statutory, targeted consultation. A developer's Statement of Community Consultation should be drafted

so that it does not preclude this approach. A more bespoke approach can be adopted, which may allow developers to respond with more agility to the issue at hand. If adopting this approach, the emphasis should be on ensuring that relevant individuals and organisations are included.

- 6.2.4 Collectively these changes were viewed as being of public interest, having received substantial comments at consultation and being of specific interest to landholders affected. Therefore, Highways England decided the three proposed changes to the scheme merited further non-statutory consultation.

6.3 The changes Highways England consulted on

- 6.3.1 The purpose of the supplementary consultation was to seek the views of would-be statutory consultees, the local community and other interested groups and individuals, including affected land interests, on the three proposed changes to the scheme following the statutory consultation.
- 6.3.2 The three proposed changes to the scheme on which Highways England sought feedback are described below.

Removing the previously proposed link between Byways 11 and 12 in the Stonehenge World Heritage Site

- 6.3.3 Byways 11 and 12 are byways open to all traffic (BOATs) that run through the WHS and link up with the existing A303. At the statutory consultation, in light of the existing A303 being converted to a restricted (non-motorised) byway as part of the scheme proposals, Highways England proposed a new BOAT link between Byways 11 and 12 to the south of the A303, accompanied by stopping up the northern part of Byway 11.
- 6.3.4 Feedback to the statutory consultation raised concern that vehicles on the new link would have an adverse impact on the adjacent Normanton Down barrow group and on the tranquillity of the WHS at this location. Following analysis of the feedback to the statutory consultation, and ongoing engagement particularly with heritage bodies and Wiltshire Council, Highways England determined that it would no longer propose a new link between Byways 11 and 12. The removal of this proposed link would avoid having an additional route open to vehicular traffic within the WHS, which would have adversely affected the setting of the Normanton Down barrow group and increased disturbance of nesting Stone Curlew in the Normanton Down RSPB Reserve. The proposed change means that motor vehicles will no longer be able to travel between Byways 11 and 12 because motorised access will be removed along the existing A303 when the tunnel is constructed. Non-motorised users will still have access between Byways 11 and 12 via the proposed new restricted byway along the line of the existing A303. This change will help achieve Highways England's objective to remove the sight and sound of traffic from much of the WHS landscape, a key aspiration also of the WHS Management Plan.

Widening the green bridge near the existing Longbarrow roundabout

- 6.3.5 Two options for the Green Bridge No.4 near Longbarrow were presented during the statutory consultation. One was locating it on the line of the existing A360 and the other was to locate it a short distance to the east in the WHS.
- 6.3.6 Taking into consideration the feedback received, ongoing engagement with heritage bodies and further environmental assessment, it was determined that a wider green bridge located within the WHS will provide the best solution. It will bring significant heritage, landscape and biodiversity benefits in terms of improved physical and visual connection between the northern and southern parts of the WHS and between the monuments in these parts of the site. The scheme design was updated accordingly, making the bridge approximately 150 metres wide and confirming its location within the WHS.

Rollestone crossroads

- 6.3.7 The scheme presented during statutory consultation included proposals to modify the layout of Rollestone crossroads, to alter the traffic flow priorities and accommodate long vehicles. In response to feedback received during the statutory consultation and ongoing design refinements, Highways England revised its proposals for creating a new layout at Rollestone crossroads. The proposed change means the new layout is a more compact design than that previously proposed, reducing its impact on farmland. While the change means the junction location will be just inside the north west corner of the WHS, the area has been surveyed and found to be free of archaeological remains, and the heritage assessment shows there will be no adverse effect on the Outstanding Universal Value of the WHS.

Public rights of way

- 6.3.8 In addition to the changes outlined above, the supplementary consultation provided an opportunity for Highways England to clarify its public rights of way (PRoW) proposals along the entire scheme. This opportunity was taken in response to feedback received during the statutory consultation requesting further clarification of the scheme's PRoW proposals.
- 6.3.9 A summary of the proposed design changes consulted upon and accompanying plans were presented in: A303 Stonehenge: Amesbury to Berwick Down, Supplementary Consultation Booklet, July 2018. A copy of this document is available at Appendix J1.

6.4 When Highways England consulted

- 6.4.1 The supplementary consultation was undertaken between 17 July and 14 August 2018.

6.5 Who Highways England consulted

- 6.5.1 The following were contacted and invited to participate in the supplementary consultation to provide their views on the proposed changes:
- a. People who live and work in the vicinity of the proposed scheme
 - b. Landholders: all landholders identified with interests in land affected by the proposed scheme
 - c. Statutory bodies: although supplementary consultation was non-statutory, all the statutory consultees previously contacted for the statutory consultation were re-contacted directly and invited to participate in the supplementary consultation
 - d. Elected representatives whose constituents live or work within the consultation zone
 - e. Hard to reach groups: engagement with hard to reach groups for supplementary consultation followed the advice provided to Highways England by Wiltshire Council in preparation for the statutory consultation. Identified hard to reach groups were contacted and invited to take part in the supplementary consultation
 - f. Other organisations: various other organisations, including cultural interest groups, heritage bodies, PRoW groups, tourism representatives and local interest groups
 - g. The wider public: visitors to Stonehenge and the area, and users of the A303 were also identified as interested parties
 - h. Anyone who responded to the statutory consultation

6.6 Consultation zone

- 6.6.1 The consultation zone for the supplementary consultation was the same as that used for statutory consultation, as explained in section 3.3.4 to 3.3.8 in Chapter 3.

6.7 How Highways England consulted

- 6.7.1 To support the delivery of the supplementary consultation, the following material was produced: to explain the three proposed changes; to clarify the scheme's PRow proposals; to publicise the consultation; and to set out the methods via which people could respond and the date by which responses needed to be provided.
- a. Supplementary consultation booklet: provided information on the proposed changes, including preliminary environmental information relating to them; clarified the scheme's PRow proposals; and explained the process for providing feedback, and set the closing date for responses to be received. A copy of the supplementary consultation booklet is available in Appendix J1
 - b. Response form: enabled members of the public to comment on the proposed changes. A copy of the supplementary consultation response form is available in Appendix J2
 - c. Poster: advertised the supplementary consultation, provided details of the public information events and explained how to get involved. Deposit and information points were provided with a copy of the poster to display. A copy of the supplementary consultation poster is available in Appendix J3
- 6.7.2 All identified statutory consultees and those with land interests were notified by letter of the supplementary consultation and were sent a copy of the supplementary consultation booklet, response form and notice. A copy of the letter can be found in Appendix J4. Other mailing notifications and activities publicising the consultation were carried out as set out in paragraph 6.8.1.

6.8 Publicity for the supplementary consultation

- 6.8.1 The public were informed of the supplementary consultation through a range of channels including advertisements in national and local newspapers, via the Highways England website, social media and through direct communication. The following approaches were used to raise awareness of the consultation:
- a. Mailing to consultation zone: at the start of the supplementary consultation a letter was sent to approximately 13,500 addresses in the identified consultation zone, informing them of the supplementary consultation and inviting them to give their views. A copy of the letter is available in Appendix J4
 - b. Email: at the start of supplementary consultation an email was sent to everyone who responded to the statutory consultation (and provided an email address) informing them of the supplementary consultation and inviting them to give their views. A copy of this email can be viewed in Appendix J5
 - c. Website: to enable people to access the supplementary consultation materials, all the materials detailed above were available to download

from the consultation website throughout the consultation period. In addition, the website publicised the deposit and information point venues, and public information events. A link to the website was included in all newspaper notices publicising the supplementary consultation. The website link is <https://highwaysengland.citizenspace.com/cip/a303-stonehenge-consultation-july-2018/>

- d. Newspapers: notices and adverts publicising the supplementary consultation were placed in local and national newspapers, see Table 6-1 and Table 6-2 below. Copies of the notices are available in Appendix J6 and adverts in Appendix J7
- e. Press: media release was published on Wednesday 4 July; this can be viewed in Appendix J8
- f. Social media: Highways England and scheme-specific social media accounts, Twitter and Facebook, were used to raise awareness of the supplementary consultation and to signpost people to the scheme website. People who submitted feedback or queries via the social media channels were advised to submit their correspondence using either the online feedback form or the scheme email address. Examples of social media used by Highways England for the supplementary consultation are included in Appendix J

Table 6-1: Details of newspaper notices publicising the supplementary consultation

Names	Week 1	Week 2
The Times	Wednesday 4 July 2018	n/a
The Guardian	Wednesday 4 July 2018	n/a
London Gazette	Wednesday 4 July 2018	n/a
Salisbury Journal	Thursday 5 July 2018	Thursday 12 July 2018
Wiltshire Gazette & Herald	Thursday 5 July 2018	Thursday 12 July 2018
The Wiltshire Times	Friday 6 July 2018	Friday 13 July 2018

Table 6-2: Details of newspaper adverts publicising the supplementary consultation

Names	Adverts
National newspapers	
The Times	Friday 6 July 2018
The Guardian	Friday 6 July 2018
London Gazette	n/a
Local newspapers	
Salisbury Journal	Thursday 5 July 2018
Wiltshire Gazette & Herald	Thursday 5 July 2018
The Wiltshire Times	Friday 6 July 2018

6.9 Public information events

- 6.9.1 A briefing for local Councillors was held on 16 July 2018 to inform them about the proposed changes and to allow opportunities to ask questions about the supplementary consultation.
- 6.9.2 During the supplementary consultation two public information events were held at separate venues to enable people to view the three changes being consulted upon and to offer the opportunity to ask questions of the project team in attendance. Details of these events are provided in Table 6.3. The public information events were held at times and venues deemed to be convenient and accessible to local people, in accordance with discussions with Wiltshire Council.
- 6.9.3 All attendees at the public information events were encouraged to complete and return a response form to provide their feedback on the proposed changes put forward for supplementary consultation.

Table 6-3: Supplementary consultation public information events

Public Information Events			
Date	Time	Venue	Address
Thursday 19 July 2018	2pm to 8pm	The Manor Barn	High St, Winterbourne Stoke, Salisbury, SP3 4SZ
Tuesday 31 July 2018	2pm to 8pm	Antrobus House	39 Salisbury Rd, Amesbury, SP4 7HH

- 6.9.4 The following documents were made available at the public information events to provide attendees with a background to the scheme, the changes being consulted on and the way that feedback could be provided.

6.9.5 Materials available to take away:

- a. Supplementary Consultation booklet (Appendix J1)
- b. Supplementary Consultation response form (Appendix J2)
- c. Statutory Consultation booklet (Appendix G1)

6.9.6 Materials available to view:

- a. Information boards displayed at each event provided the following information: an explanation of the three proposed changes; a large map showing the scheme's PRow proposals in full; details of how to respond to the consultation; and background on how the scheme forms part of a wider programme of improvements for the A303/A358 corridor. These can be viewed in Appendix J13
- b. Non-technical summary of the PEI Report presented during the statutory consultation. A table was also included in the supplementary consultation booklet summarising the preliminary environmental effects of the changes being consulting on during the supplementary consultation, compared with the effects of the proposals presented for statutory consultation (Appendix G6)
- c. PEI Report and appendices
- d. Plans of the three specific changes Highways England were consulting on and the scheme's PRow proposals. Examples are provided in the supplementary consultation booklet in Appendix J
- e. A303 Stonehenge: Amesbury to Berwick Down: Case for the Scheme – summarised the need to improve the section of the A303 past Stonehenge. This can be viewed in Appendix B3
- f. Improving Journeys to the South West booklet. A copy can be found in Appendix B4

6.9.7 Copies of all the materials available at the public information events were also available online at <https://highwaysengland.citizenspace.com/cip/a303-stonehenge-consultation-july-2018/> .

6.9.8 Response forms were available at the events for attendees to record their comments. These forms could either be completed and deposited at the events or returned via the Freepost address. Alternatively, people were encouraged to provide feedback online via the consultation website or via email or letter.

6.10 Deposit and information points

- 6.10.1 In addition to the public events, ten deposit and six information points were established in the vicinity of the scheme to provide access to information on the proposed changes. The deposit and information points were located within public buildings and were unmanned. Deposit and information points were agreed with Wiltshire Council and in accordance with the principles established in the SoCC. The deposit points and information points were checked regularly throughout the supplementary consultation period to ensure there was an appropriate supply of copies of all documents. Details of the materials available are provided below.
- 6.10.2 **Deposit points:** these were established at a number of locations in the consultation zone and the wider Wiltshire area and contained boxes for completed response forms. The deposit points were designed to help extend awareness and interest in the supplementary consultation and encourage people to provide their views. Supplementary consultation booklets and response forms were available to take away. Copies of the non-technical summary of the PEI Report and A303 Stonehenge Amesbury to Berwick Down - Case for the Scheme (February 2018) were also available to view (all materials were available during venue opening hours). A secure deposit box for completed response forms was available at each location.
- 6.10.3 The locations of the deposit points are shown in Table 6-4 below.

Table 6-4: Deposit point locations

Deposit point Location	Dates available
Amesbury Library Smithfield Street, Amesbury, Salisbury, SP4 7AL	Monday 14:00–19:00, Tuesday and Friday 09:30–17:00 Thursday 09:30am–7pm Saturday 09:30am–1pm
Tidworth Leisure Centre Nadder Road, Tidworth, SP9 7QW ¹¹	Monday to Friday 09:00–21:00 Saturday 08:00–17:00 Sunday 08:00–20:00
Salisbury Library Market Place, Salisbury, SP1 1BL	Monday 10:00–19:00 Tuesday and Friday 09:00–19:00 Wednesday, Thursday and Saturday 09:00–17:00
Wiltshire Council Offices Bythesea Road, Trowbridge, BA14 8JN	Doors Monday to Friday 08.30–17:30 Reception Monday to Friday 09:00–17:00
Wilton Library South Street, Wilton, SP2 0JS	Tuesday 10:00–19:00 Thursday and Friday 10:00–17:00 Saturday 10:00–13:00
Devizes Community Hub and Library Sheep Street, Devizes, SN10 1DL	Monday to Friday 09:00–17:00

¹¹ Tidworth Leisure Centre informed Highways England on 12 July 2018 (post advertising of the events) that it was closing for refurbishment from 23 July 2018 for the duration of the supplementary consultation.

Deposit point Location	Dates available
Marlborough Library 91 High Street, Marlborough, SN8 1HD	Monday 14:00–19:00 Wednesday and Friday 09:30am–17:00 Thursday 09:30am–19:00 Saturday 09:30am–13:00
Warminster Library 3 Horseshoe Walk, Warminster, BA12 9BT	Monday 10:00–19:00 Tuesday and Friday 09:30–17:00 Wednesday 09:30–12:30 Thursday 09:30–19:00 Saturday 09:30–16:00
Westbury Library Westbury House, Edward Street, BA13 3BD	Monday 14:00–19:00 Tuesday and Friday 09:30–17:00 Thursday 09:30–19:00 Saturday 09:30–13:00
The Wiltshire and Swindon History Centre Cocklebury Road, Chippenham, SN15 3QN	Tuesday to Friday 09:30–17:30 Saturday 09:30–17:00

6.10.4 **Information points:** the majority of information points were located in communities outside the consultation zone to extend awareness and interest in the supplementary consultation across the wider Wiltshire area. Unlike the deposit point locations, the information points did not contain a box for completed response forms due to space limitations at the venues, however, copies of the supplementary consultation booklet and response forms were available to take away, which included instructions on how to return response forms to Highway's England.

6.10.5 The locations of the information points are shown in Table 6-5.

Table 6-5: Information point locations

Deposit Point Location	Dates available
Stonehenge Visitors Centre Amesbury, Wiltshire SP4 7DE	Every day 09:00–17:00
The Barcroft Medical Practice Barcroft Medical Centre, Amesbury, Wiltshire, SP4 7DL	Monday to Friday 08:00–13:00 and 14:00–18:30
St Melor Surgery Edwards Road, Amesbury, Salisbury SP4 7LT	Monday to Friday 08:00–12:3 and 13:30–18:00
Larkhill Medical Centre Larkhill, Salisbury SP4 8QY	Monday, Tuesday and Thursday 08:00–12:30 and 13:30 –16:30 Wednesday 08:00–12:30 and 14:45–16:30 Friday 08:00–12:30 and 13:30 –16:00
Till Orchard Surgery High Street, Shrewton, Salisbury SP3 4BZ	Monday, Tuesday, Thursday and Friday 08:00–13:00 and 14:00–18:30 Wednesday 8am–1pm
Cross Plain Health Centre High Street, Shrewton, Salisbury SP3 4DB	Monday, Wednesday and Friday 08:30–13:00 Tuesday and Thursday 08:30–13:00 and 14:00–18:00

- 6.10.6 The notice and poster publicising the supplementary consultation were displayed from Tuesday 17 July 2018 to Tuesday 14 August 2018 at the deposit and information points.

6.11 Feedback mechanisms

- 6.11.1 From the start of the supplementary consultation period on 17 July 2018 to the end of the consultation at 23:59 on 14 August 2018, people were able to provide feedback on the scheme in the following ways:
- by completing and handing in the response form available at public information events, deposit point locations, or returning them by post using the Freepost address: Freepost A303 STONEHENGE CONSULTATION
 - by completing and submitting the response form on-line:
<https://highwaysengland.citizenspace.com/he/a303-stonehenge-2018/>
 - by downloading the response form on the scheme website, completing it and sending via email to the scheme email address:
A303Stonehenge@highwaysengland.co.uk
 - by writing to the Freepost address: Freepost A303 STONEHENGE CONSULTATION

6.12 Analysing the responses to supplementary consultation

Introduction

- 6.12.1 This part of Chapter 6 provides a summary of responses received and how Highways England has had regard to these responses in the DCO application for the scheme. This includes an explanation of the classification of respondents, analysis of responses, the process for responding to comments and how changes proposed in the feedback received have been considered.

Event attendance

- 6.12.2 Two public information events were held to support the supplementary consultation as outlined in section 6.8. Members of Highways England's project and technical team were available to answer consultees' questions.
- 6.12.3 Attendees were invited to sign in to the events and provide postcodes. Some attendees chose not to sign in, so numbers were counted and recorded separately. In total 155 people attended the supplementary consultation public information events as shown in Table 6-6.

Table 6-6: Total people attending supplementary consultation public information events

Supplementary Consultation Public Information Events		
Date	Location	Attendance
Thursday 19 July 2018	Winterbourne Stoke	68
Tuesday 31 July 2018	Amesbury	87

Statistical summary of responses received

- 6.12.4 Highways England took the same approach to the analysis of responses for supplementary consultation as for the statutory consultation, explained in Chapter 4.
- 6.12.5 Highways England has considered a supplementary consultation response to be any written comment received via email, post, online or left at exhibitions or deposit locations about the scheme during the consultation period or accepted late as outlined in section 6.12.10. The responses comprised of:
- Response forms (online or paper copy)
 - Written responses received by email or post
 - Repeat proformas (standard response produced by an organisation and sent in by multiple respondents)
- 6.12.6 In total 3,439 responses were received to the supplementary consultation. There were 338 online responses, 16 paper copies of the response form and 188 bespoke emails and letters received. A total of 2878 proformas were also received, 2170 from Stonehenge Alliance and a further 708 via Action Network, which is an online platform designed for organising events and campaigns. The breakdown of responses can be seen in Figure 6.1.
- 6.12.7 The proformas produced by Stonehenge Alliance and those via Action Network suggested answers to each of the questions contained in the response form. Both the proformas received strongly object to the scheme, stating that the consultation should fulfil UK planning policy to protect the WHS, comply with UNESCO recommendations, and that the proposed changes being consulted on should be reconsidered. These and other matters raised by the proformas are summarised in section 6.18, under general matters raised, along with Highways England's response.
- 6.12.8 Each proforma was logged as an individual response and given a unique contact ID reference. Each response was read to see if any additional comments were added to the proforma answers which required separate coding.

Figure 6.1: Breakdown of responses received

6.12.9 Furthermore, the response format was also monitored; email and online were the most used methods with a very small number of people completing responses at events or deposit locations.

6.12.10 **Late responses:** Highways England received 9 late responses to the supplementary consultation after the deadline of 23:59 on 14 August 2018. These responses were accepted and have been included in this analysis.

6.13 Summary of matters raised by statutory consultees

6.13.1 This section summarises the responses of those prescribed parties and local authorities (s42(1)(a) and s42(1)(b) consultees) who responded to the supplementary consultation and s42(1)(d) consultees who are public bodies. The bodies in question are:

- a. English Heritage Trust
- b. Wiltshire Council
- c. Health and Safety Executive
- d. Historic England
- e. Shrewton Parish Council
- f. Amesbury Town Council
- g. Environment Agency
- h. Ministry of Defence
- i. National Trust
- j. Winterbourne Stoke Parish Council
- k. Harlaxton Energy Networks Ltd
- l. Energetics

6.13.2 The responses from each are summarised in Table 6-7 to 6-18.

Table 6-7: Summary of matters raised by English Heritage Trust

English Heritage Trust	
Supporting comments	<u>Link Between Byways 11 and 12 in the Stonehenge WHS:</u> English Heritage Trust welcomes the removal of the link between Byways 11 and 12. <u>Proposal to widen green bridge near Longbarrow Roundabout:</u> English Heritage Trust welcomes the widening of the green bridge and states that its current position will allow greater connectivity in this part of the World Heritage Site. <u>Proposed Change to Rollestone Crossroads:</u> None stated. <u>Public Rights of Way:</u> English Heritage Trust is supportive of the removal of the A303 into a tunnel and the scheme's objective to make it easier for walkers, cyclists and horse riders to access the Stonehenge World Heritage site.
Opposing comments or concerns	<u>Link Between Byways 11 and 12 in the Stonehenge WHS:</u> None stated. <u>Proposal to widen green bridge near Longbarrow Roundabout:</u> None stated. <u>Proposed Change to Rollestone Crossroads:</u> None stated <u>Public Rights of Way:</u> English Heritage Trust objects to the section of the proposed restricted byway which runs alongside the A360 within the boundary of the Stonehenge Visitor Centre complex. English Heritage Trust objects to this proposal for the following reasons: potential negative impact on English Heritage Trust visitor operation, (as this will impact on the availability of car parking for visitors), potential conflict between non-motorised byway users and motorised visitors (as the proposed byway for pedestrians and cyclists will intersect the busy A344 near the roundabout at Airman's Corner), potential negative knock-on impacts for A360/B3086 road users (the increased traffic would be unmanageable by English Heritage Trust), potential safety risks (due to pedestrians and cyclists having to cross the A344 near Airman's Corner at the entrance to the visitor centre), negative impact on design principles (the current car park was designed to be discreet, which the new byway will not be), negative impact on recent investment (English Heritage Trust have recently spent £4m improving facilities) and potential security risks. The scheme threatens the current charitable business model therefore English Heritage Trust cannot support the proposals in their current form.
Neutral comments	None stated.
Suggestions	<u>Link Between Byways 11 and 12 in the Stonehenge WHS:</u> None stated. <u>Proposal to widen green bridge near Longbarrow Roundabout:</u> None stated. <u>Proposed Change to Rollestone Crossroads:</u> None stated. <u>Public Rights of Way:</u>

English Heritage Trust	
	English Heritage Trust is committed to working with Highways England to improve the safety of walkers and cyclists accessing Stonehenge Visitor Centre site. English Heritage Trust urges for an alternative route for people to access the western section of World Heritage Site and Stonehenge Visitor Centre to be found.

Table 6-8: Summary of matters raised by Wiltshire Council

Wiltshire Council	
Supporting comments	<u>Link between Byways 11 and 12 in the Stonehenge WHS:</u> The Wiltshire Council Archaeology Service (“WCAS”) prefers this proposal to the previously proposed link which, if implemented, would have an adverse impact on below ground archaeological remains and on the setting of key elements of the WHS. <u>Proposal to widen green bridge near Longbarrow roundabout:</u> The proposed wider green bridge (150m) and its proposed location are welcomed by the WCAS. <u>Proposed change to Rollestone crossroads:</u> The modified proposals show the previously proposed bend with reverse curve, sitting outside of the WHS, replaced by a simple bend located within the north-west corner of the WHS. From a highways and transport perspective, the change represents an improvement. The proposed change would remove the presence of a crossroads (which in general exhibit worse traffic collision records than other junction types), and alter the priorities of the junction in favour of the route connecting the Packway and Airmans Corner. The proposed change is fully supported on technical grounds as being the best solution to improve the junction whilst minimising local impacts for a scheme within the WHS. The change is also in line with previous suggestions from Shrewton Parish Council. From an archaeological perspective, the WCAS is also content with the proposed modification of Rollestone corner. The Council concurs that there will be no additional adverse landscape and visual effects as a result of the proposed modifications to the Rollestone crossroads layout, which combined with the other proposed changes being consulted on, are perceived, overall, to have a minor beneficial improvement to the scheme. <u>Public Rights of Way:</u> The Council commends Highways England for clarifying the effect on the PRoW network of the implementation of the new road scheme and for publishing accurate plans that are easy to interpret. The Council considers that this will greatly assist the public’s understanding. The Council is also supportive of the creation of the new restricted byways throughout the WHS to enable the least restrictive access for the widest range of users. Plan 1: The creation of a new right of way to the south and north of the A303 will assist and enhance recreational access in this area and will undoubtedly reduce the number of crossing of the A303 for users of SLAN3.

Wiltshire Council	
	Plan 1: The creation of the byway open to all traffic link for BSJA3 to the new byway open to all traffic leading to Winterbourne Stoke is welcomed as it regularises existing usage. Plan 2: The creation of a wider restricted byway network is again welcomed and will offer greater opportunities for access to the WHS and wider area for all non-motorised users. Plan 3: The creation of a restricted byway link throughout the site, linking to Amesbury, is another example of good practice and utilising maximum access opportunities. Plan 4: Alterations to access in the Allington track area for reasons of safety are welcomed by the Council.
Opposing comments or concerns	<u>Link between Byways 11 and 12 in the Stonehenge WHS:</u> The creation of a cul-de-sac byway open to all traffic (AMES11) is not desirable and does not accord with Wiltshire Council's duties under s.130 Highways Act 1980. Proposals do not show how traffic which uses AMES11, approaching from the south, would manage to turn around at the northern end of the cul-de-sac. Due to the location of the byway/A303 junction relevant to Stonehenge, any turning area at such location would likely become a congested parking spot, with conflicts between motorised and non-motorised users of the byways and negating the ability for traffic to turn. There is a concern that this will lead to motorists turning wherever able, leading to an increased risk to pedestrians and underground/built heritage features. A turning area on the existing A303 alignment is likely to create a cul-de-sac viewing platform which could lead to illegal parking and be contrary to Wiltshire's Core Strategy, and Stonehenge WHS management plans. <u>Proposal to widen green bridge near Longbarrow roundabout:</u> The proposed route introduces a long detour compared with the originally proposed route for north / south users, by diverting away from the line of the A360. For users of the A360 north / south route, the siting of the byway at the mid-point of the bridge increases journey length by some 150 metres, unnecessarily. The Council have concerns about the design of the green bridge, especially as it lies within the WHS and may be subject to greater design constraints. The chosen position for the bridge offers a less purposive rights of way network (as opposed to that of a straight line option) and is likely to increase wear and tear of the surface. The Council have concerns that the length of cover given to the proposed road cutting within the western part of the WHS is not sufficient to mitigate potential adverse visual impacts caused by the cutting on key monument groups with attributes of OUV. <u>Proposed change to Rollestone crossroads:</u> none stated <u>Public Rights of Way:</u> Plan 1: The Council appreciates that the landscape to the north of the A303 is likely to be more sensitive than that to the south, but it is regrettable that the restricted byway link between SLAN3 and BSJA3 could not be created as a byway open to all traffic to further reduce crossings of the A303.

Wiltshire Council	
Neutral comments	<u>Link between Byways 11 and 12 in the Stonehenge WHS:</u> None stated. <u>Proposal to widen green bridge near Longbarrow roundabout:</u> The proposed route introduces a long detour compared with the originally proposed route for north / south users, by diverting away from the line of the A360. Most users might be leisure users who will not be overly inconvenienced by the detour, and A360 south to A303 east users would not be particularly adversely affected by the change in terms of route length. The chosen option for the position of the green bridge results in a less purposive rights of way network with corners that the straight-line option did not have. Wear and tear of the surface, including the pooling of surface water, is likely to be greater at these corners, though they will have the effect of slowing cycle traffic. <u>Proposed change to Rollestone crossroads:</u> None stated. <u>Public Rights of Way:</u> Plan 1: It is agreed that a short section of WSTO3 will need to be stopped up to ensure alignment with the B3083. Plan 2: It is agreed that byway open to all traffic WSTO6B will need to be diverted over Green Bridge No. 2.
Suggestions	<u>Link between Byways 11 and 12 in the Stonehenge WHS:</u> The Council suggest that a more appropriate response by Highways England to the issue of the byway would be for Highways England to seek to restrict its use by motorised vehicles. <u>Proposal to widen green bridge near Longbarrow roundabout:</u> For users of the A360 north / south route, the siting of the byway at the mid-point of the bridge increases journey length by some 150 metres, unnecessarily. It is suggested that this route deviation could be reduced by siting the byway crossing at the bridge at its western side. This would make little difference to south / east journey lengths but would reduce north / south journey lengths. It is essential that vulnerable users (especially equestrians and carriages) are not at any risk when utilising the green bridge. It is essential that they are physically constrained when on the bridge so that there is no possibility of any animal or person leaving the confines of their own carriageway and getting onto the wider bridge or anywhere near the below carriageways. WCAS would encourage Highways England to explore further design options to maximise the use of additional cover and / or additional green bridges to help minimise the adverse visual impacts caused by the cutting on key monument groups in the WHS with attributes of OUV. If the 150m green bridge is taken forward, the Council would expect it to be included within the Heritage Impact Assessment ("HIA") that is currently in development and which will be submitted with the DCO application. <u>Proposed change to Rollestone crossroads:</u> From a highways and transport perspective, the radius of the bend will be relatively tight, and it will be necessary to consider an appropriate speed limit below the National Speed Limit ("NSL") to address the tightness of the bend (which represents a departure from DfT design standards), and for appropriate signing to highlight the bend and its associated road junction.

Wiltshire Council	
	WCAS would encourage Highways England to include the proposed modifications within the HIA that is currently in development and which will be submitted with the DCO application. As this section of the road is already used by some drivers to avoid existing queues on the A303, the Council would like to see an early implementation of this improvement as part of the advanced works. <u>Public Rights of Way:</u> Plan 2: To improve connectivity for the maximum possible range of non-motorised users, it would be advantageous to make the proposed link from BSJA9 south to WFOR16 a restricted byway instead of a bridleway, as this would give greater access opportunities. However, it is recognised that there are physical constraints which may restrict the options otherwise available.

Table 6-9: Summary of matters raised by Health and Safety Executive: Land Use Planning

Health and Safety Executive: Land Use Planning	
Supporting comments	None stated.
Opposing comments or concerns	None stated.
Neutral comments	HSE Land Use Planning notes the content of the supplementary consultation but has no further comments to make.
Suggestions	None stated.

Table 6-10: Summary of matters raised by Historic England

Historic England	
Supporting comments	<u>Link between Byways 11 and 12 in the Stonehenge WHS:</u> Historic England is supportive of the removal of the previously proposed link for motorised vehicles between Byways Open to All Traffic ("BOATs") 11 and 12. Whilst Historic England acknowledge and support the improvement of public access routes within the WHS for walkers, cyclists and horse riders/carriages, the creation of a new byway for motor vehicles would not have been supported. <u>Proposal to widen green bridge near Longbarrow roundabout:</u> Historic England is pleased to see the revised proposals at this location, as the originally proposed narrow green bridge on the line of the existing A360 would do little to mitigate the impacts of the scheme upon the WHS. The outcomes of Historic England's independent outline assessment of potential impacts on the OUV of the WHS identified the need for a wider land-bridge at a position east of the proposed green-bridge to provide meaningful landscape connectivity between the Winterbourne Stoke Crossroads and Diamond monument groups. The proposed land-bridge would reinstate the appearance of a rural land-form between these two features of OUV, providing visual mitigation and landscape context whilst also mitigating the impact of the scheme at this location upon Attribute 5 of the OUV. <u>Proposed change to Rollestone crossroads:</u>

Historic England	
	The junction proposals involve no new lighting, landscaping or planting within the design. It is important that this remains the case as detailed proposals are worked up, as each of those elements has the potential to harm OUV. <u>Public Rights of Way:</u> Historic England are supportive of the proposal that the former A303 and A360 roads are to be downgraded to restricted byways, which will facilitate safe use by walkers, cyclists, horse riders and carriages. The creation of safe rights of way for these non-motorised users will greatly assist in increasing the public appreciation of the WHS and its monuments, and thus help to 'transmit' the OUV of the WHS, which is a central requirement of the World Heritage Convention.
Opposing comments or concerns	<u>Link between Byways 11 and 12 in the Stonehenge WHS:</u> None stated. <u>Proposed change to Rollestone crossroads:</u> The A360 road bisects a scheduled monument at the southern tip of the proposed new junction. Whilst Historic England understand that the proposals will not impact upon this monument, it is important that it is protected from inadvertent damage through the passage of plant or heavy machinery at construction stage. <u>Public Rights of Way:</u> None stated.
Neutral comments	<u>Link between byways 11 and 12 in the Stonehenge WHS:</u> None stated. <u>Proposal to widen green bridge near Longbarrow roundabout:</u> The design of the proposed land-bridge will be important to ensuring the protection of OUV. Historic England have not yet had sight of the detailed design for the land-bridge portals or the treatment of green parapets/bunds, and are concerned to ensure that these details are sensitively executed and minimally intrusive. <u>Proposed change to Rollestone crossroads:</u> Historic England has carefully considered the revised junction proposals at this location. Initially, the proposal to bring the junction infrastructure within the boundary of the WHS appeared concerning. However, archaeological assessment and evaluation has demonstrated that the proposed revision to the junction layout is unlikely to impact adversely on buried archaeological remains that convey OUV. <u>Public Rights of Way:</u> It is helpful to see these proposals laid out so clearly across the four plans. Historic England's focus here is on the treatment of byways within the WHS.
Suggestions	<u>Link between Byways 11 and 12 in the Stonehenge WHS:</u> None stated. <u>Proposal to widen green bridge near Longbarrow roundabout:</u> The design of the proposed land-bridge will be important to ensuring the protection of OUV. Historic England has not yet had sight of the detailed design for the land-bridge portals or the treatment of green parapets/bunds. Historic England would like to ensure that these details are sensitively executed and minimally intrusive, and would welcome further early discussion on these matters. <u>Proposed change to Rollestone crossroads:</u> None stated. <u>Public Rights of Way:</u> Historic England state that the key to realising the maximum benefit for the WHS from these proposals lies in the careful and sensitive treatment of the following considerations: the infrastructure necessary to create the byways; the removal of the

Historic England	
	existing A303 and A360 roads; the nature, form and appearance of byway surfacing; the avoidance of any suburbanising clutter such as litter bins, benches, lighting and obtrusive signage etc.; minimally intrusive fencing; and the treatment of carriage gates (where necessary). Historic England has welcomed pre-application discussions with Highways England, but reiterates the need to have all details agreed to ensure the protection of the OUV.

Table 6-11: Summary of matters raised by Shrewton Parish Council

Shrewton Parish Council	
Supporting comments	<u>Link between Byways 11 and 12 in the Stonehenge WHS:</u> The byways form part of the local area and are used on a regular basis by many local people. The revised proposals are supported by Shrewton Parish Council. <u>Proposal to widen green bridge near Longbarrow roundabout:</u> Shrewton Parish Council welcomes the revised proposal and widening of the green bridge. <u>Proposed change to Rollestone crossroads:</u> Shrewton Parish Council fully supports the Rollestone crossroads proposed change and new junction.
Opposing comments or concerns	None stated.
Neutral comments	None stated.
Suggestions	<u>Link between Byways 11 and 12 in the Stonehenge WHS:</u> None stated. <u>Proposal to widen green bridge near Longbarrow roundabout:</u> None stated. <u>Proposed change to Rollestone crossroads:</u> Shrewton Parish Council would urge that these works be adopted as part of the advance works programme of the A303 Stonehenge to Berwick Down scheme. They suggest that this would help with existing issues that would only worsen between now and the completion of the scheme. Any assistance that can be given to alleviating traffic using Shrewton village as a rat run would be helpful, especially the use of the 'weight restricted' London Road which is ignored by many – especially the Ministry of Defence ("MOD").

Table 6-12: Summary of matters raised by Amesbury Town Council

Amesbury Town Council	
Supporting comments	<u>Link between Byways 11 and 12 in the Stonehenge WHS:</u> Councillors voted in support of this proposal. <u>Proposal to widen green bridge near Longbarrow roundabout:</u> Councillors voted in support of this proposal. <u>Proposed change to Rollestone crossroads:</u> Councillors voted in support of this proposal.
Opposing comments or concerns	None stated.
Neutral comments	None stated.
Suggestions	None stated.

Table 6-13: Summary of matters raised by Environment Agency

Environment Agency	
Supporting comments	None stated.
Opposing comments or concerns	None stated.
Neutral comments	<u>Link between Byways 11 and 12 in the Stonehenge WHS:</u> The changes do not alter the Environment Agency's original response. <u>Proposal to widen green bridge near Longbarrow roundabout:</u> The changes do not alter the Environment Agency's original response. <u>Proposed change to Rollestone crossroads:</u> The changes do not alter the Environment Agency's original response.
Suggestions	<u>Link between Byways 11 and 12 in the Stonehenge WHS:</u> The proposal does not look to affect Environment Agency land or land which the Agency have an interest in. However, should there be any further changes to the proposals; the Environment Agency would wish to be informed. <u>Proposal to widen green bridge near Longbarrow roundabout:</u> The proposal does not look to affect Environment Agency land or land which the Agency have an interest in. However, should there be any further changes to the proposals; the Environment Agency would wish to be informed. <u>Proposed change to Rollestone crossroads:</u> The proposal does not look to affect Environment Agency land or land which the Agency have an interest in. However, should there be any further changes to the proposals; the Environment Agency would wish to be informed.

Table 6-14: Summary of matters raised by Ministry of Defence

Ministry of Defence	
Supporting comments	None stated.
Opposing comments or concerns	The proposed application site occupies the statutory 91.4m aerodrome height and birdstrike safeguarding consultation zone surrounding Boscombe Down aerodrome. The MOD highlight that the airspace above and around aerodromes is safeguarded to maintain an assured, obstacle free environment for aircraft manoeuvre. The application site falls within the statutory birdstrike safeguarding consultation zone surrounding Boscombe Down. The MOD's main concern relates to the creation of new habitats which may attract and support populations of large and/or flocking birds, close to the aerodrome.
Neutral comments	Upon reading the original non-technical summary of the EIA, along with the layout and design plans, the MOD note that there is reference made to attenuation ponds. The MOD would like to request for further information (when available) regarding the anticipated number of waterbodies and their design. In particular, whether they are going to be wet all year around or for 1 in 100-year storm events and therefore, expected to drain within 48 hours after a period of heavy rainfall.
Suggestions	The MOD state that the development site sits beneath a piece of protected airspace called the conical obstacle limitation surface, and also beneath the 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. In order to ensure the safety of aircraft transiting to and from the aerodrome, the MOD recommends that they are consulted on the infrastructure to be

Ministry of Defence	
	used whilst works are taking place, i.e. lighting columns, construction vehicles (cranes, JCBs) etc. The MOD would also like to be consulted at the application stage.

Table 6-15: Summary of matters raised by National Trust

National Trust comments	
Supporting comments	<u>Link between Byways 11 and 12 in the Stonehenge WHS:</u> The National Trust welcome the removal of the previously proposed link for motorised vehicles between BOATs 11 and 12, which would have had an unacceptable adverse impact on the OUV of the WHS. The removal of this link will also assist in ensuring that the setting and tranquillity of the WHS is not compromised. <u>Proposal to widen green bridge near Longbarrow roundabout:</u> The National Trust considers that this is a positive and necessary addition to the scheme design. It will enable increased visual and physical connectivity between monuments in the western part of the WHS. The National Trust states that the increased width and improved position of this bridge will help to mitigate the adverse impact of the road as it passes between the Winterbourne Stoke and Diamond monument groups in the western part of the WHS, and ensure the bridge forms an effective link between these important monuments that convey attributes of OUV of the WHS. <u>Proposed change to Rollestone crossroads:</u> The National Trust welcome the proposed change to the Rollestone crossroads. Highways England's thorough archaeological evaluation has demonstrated that the revised proposals would have no impact on the OUV of the WHS or to the archaeology of other periods. Additionally, the reduced requirement for infrastructure with the revised road alignment will minimise the visual impacts on the WHS. <u>Public Rights of Way:</u> The National Trust welcomes the clarification of the public rights of way proposals along the scheme, particularly: the correction of those on National Trust land that had previously been incorrectly identified, and clarification that the byway along the existing A303 alignment will be a public right of way which is not open to motorised use. The National Trust also welcomes the principle of improved access for non-motorised users to explore and understand the WHS.
Opposing comments or concerns	None stated.
Neutral comments	None stated.
Suggestions	<u>Link between Byways 11 and 12 in the Stonehenge WHS:</u> None stated. <u>Proposal to widen green bridge near Longbarrow roundabout:</u> The National Trust awaits detailed design specifications including confirmation of the requirement for lighting of this wider structure. In this regard, the National Trust would expect Highways England to honour their commitment to no external lighting of the road within the WHS. The National Trust expect the land bridge to be designed in such a way as to minimise any adverse visual impacts of the new A303 road in cutting, as well as the land bridge itself on the landscape and on monuments that convey the

National Trust comments	
	attributes of the OUV of the WHS, whilst also helping to improve habitat connectivity. <u>Proposed change to Rollestone crossroads:</u> None stated. <u>Public Rights of Way:</u> The National Trust suggest that the intended usage, design and maintenance of any right of way in the WHS must not have an unacceptable impact on the OUV of the WHS, and must enable its appropriate future management and protection. It is essential that all of those aspects of the design that have not yet been addressed in detail (that might adversely impact on the OUV) are undertaken in a manner that ensures the protection of the WHS. This includes the approach taken to the treatment of the proposed route for non-motorised users on the alignment of the redundant portion of the A303 and the new public right of way alongside the A360. It is essential that the final design is appropriate in all aspects to ensure the protection of the OUV of the WHS.

Table 6-16: Summary of matters raised by Winterbourne Stoke Parish Council

Winterbourne Stoke Parish Council	
Supporting comments	<u>Link between Byways 11 and 12 in the Stonehenge WHS:</u> Although both these byways fall outside the parish, they are used on a regular basis by many villagers for recreational purposes and so are of great local interest and concern. Winterbourne Stoke Parish Council supports this revised proposal. <u>Proposal to widen green bridge near Longbarrow roundabout:</u> Winterbourne Stoke Parish Council supports the revised proposal and widening of the green bridge. <u>Proposed change to Rollestone crossroads:</u> Winterbourne Stoke Parish Council thinks this is an excellent solution to the siting and routing of the proposed new junction at Rollestone crossroads.
Opposing comments or concerns	None stated.
Neutral comments	None stated.
Suggestions	<u>Link between Byways 11 and 12 in the Stonehenge WHS:</u> None stated. <u>Proposal to widen green bridge near Longbarrow roundabout:</u> None stated. <u>Proposed change to Rollestone crossroads:</u> As in our previous submission, we urge that this work in conjunction with Wiltshire Council is adopted as part of the advance works programme of the A303 Stonehenge to Berwick Down scheme. This would help alleviate issues that already exist and will only worsen between now and completion of the construction phase.

Table 6-17: Summary of matters raised by Harlaxton Energy Networks Ltd

Harlaxton Energy Networks Ltd	
Supporting comments	None stated.
Opposing comments or concerns	None stated.
Neutral comments	Harlaxton Energy Networks Ltd. at this time has no assets in the area and will not be implementing any in the near future, therefore Harlaxton has no comment to make on this scheme.
Suggestions	None stated.

Table 6-18: Summary of matters raised by Energetics

Energetics	
Supporting comments	None stated.
Opposing comments or concerns	None stated.
Neutral comments	Based on the information provided, I can confirm that Energetics does not have any plant within the area(s) specified in your request.
Suggestions	None stated.

6.14 Highways England response to matters raised

- 6.14.1 This section addresses the matters arising from the supplementary consultation and presents Highways England's response to each of these. Although non-statutory in nature, analysis of the responses has been undertaken using the same methodology as for the statutory consultation.
- 6.14.2 The supplementary consultation response form invited comments in relation to the three proposed changes on which Highways England were consulting. Not all respondents chose to complete the response form and in some other cases respondents made general comments about the scheme rather than responding to the specific questions on which Highways England were seeking views. All general comments along with comments relating to the three proposed changes received during supplementary consultation were captured and recorded; these can be viewed in the tables below.
- 6.14.3 Highways England has fully considered all of the comments received. Every response was read and coded to identify the matters raised. These have then been summarised into a series of themes. There are three themes relating to the three changes consulted on: removing the previously proposed link between Byways 11 and 12; widening the Green Bridge No.4 near the existing Longbarrow roundabout; and Rolleston crossroads). Any other matters raised were put under a 'general' theme.
- 6.14.4 The following sections of this chapter are set out under each of the above themes. For the three themes relating to the three proposed changes, tables are used to present:
- a summary of the matter raised by consultees
 - the number of respondents who made the comment, by consultee strand
 - Highways England's response to each of the matters within this theme (where Highways England's response to a series of matters is the same, a combined response is provided)
 - whether the comment resulted in a change to the scheme

6.14.5 In the section relating to other matters raised, Table 6-22 lists the matters which were raised by respondents that are not related to the three proposed changes Highways England consulted on during the supplementary consultation.

6.15 Matters raised on removing the previously proposed link between Byways 11 and 12

6.15.1 Table 6-19 summarises the matters raised in relation to the removal of the previously proposed link between Byways 11 and 12, whether those matters were received in response to question 1 of the response form specifically, elsewhere in the response form or in any other written response during the supplementary consultation period.

Table 6-19: Summary of comments made on removing the previously proposed link between Byways 11 and 12 and Highways England response

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
BY#1	I agree with the proposal to remove the link.	3	1	10	113	Your comment is noted.	N
BY#2	I don't agree with removing the link.	0	0	0	26	Removal of the previously proposed byway link will avoid adverse impacts on the Normanton Down barrow group and will help achieve the scheme's objective to remove the sight and sound of traffic from much of the WHS landscape, a key aspiration also of the WHS Management Plan. The designated BOAT status of AMES11 (Byway 11) and AMES12 (Byway 12) will not be affected by the scheme, and non-motorised access between the two will be via the new restricted byway to be created along the old A303 through the WHS.	N
BY#3	Link should stay for NMUs.	0	0	0	1	The existing A303 will become a restricted byway and will provide a link for NMUs between Byways 12 and 11.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
BY#4	If the link is removed, there needs to be access for MPVs between Byways 11 and 12 on the route of the existing A303 to prevent a dead end	0	0	0	14	There will be a barrier where Byway 11 currently joins the existing A303 to avoid vehicles running between Byways 11 and 12 along the old A303 in close proximity to Stonehenge, to the detriment of the monument's setting. MPVs seeking access between Byways 11 and 12 will be able to use the wider public highway network. Non-motorised users will be able to link between Byways 11 and 12 via the new restricted byway being created along the old A303 through the WHS.	N
BY#5	If the link is removed, there will be many accidents from slow-moving vehicles using the A303 to cross to the other byway.	0	0	1	1	The scheme will place the A303 in a tunnel, with the existing road becoming a restricted byway. There will be no public motorised access between Byways 11 and 12 and, therefore, no risk of vehicular accidents.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
BY#6	Removal of the link will have safety implications for slow-moving MPVs e.g. motorcycles using busier roads.	0	0	0	6	Previously existing traffic regulation orders prevented right turns onto the A303 to and from Byway 12. Wiltshire Council has recently closed Byways 11 and 12. Before that closure, the only permitted movement of MPVs directly between the two byways was northbound traffic on Byway 11 turning left along the A303 westbound and then turning left again onto Byway 12 southbound; and southbound traffic on Byway 12 turning left onto the A303 eastbound and then right onto Byway 11 southbound. The re-designation of the A303 as a restricted byway will prevent the following current permitted movements: - A303 eastbound traffic heading south down Byway 11 - northbound traffic on Byway 12 turning left onto the A303 westbound - northbound traffic on Byway 11 turning right onto the A303 eastbound The removal of this movement will itself improve safety and, with the low numbers of vehicles involved, the alternative use of local roads will not lead to any reduction in safety on those roads.	N
BY#7	A303 has been changed from a byway to a restricted byway - I am against this.	0	0	0	1	The old A303 through the WHS was shown on plans in the statutory consultation material as a byway, which is a generic term, and was described in the consultation booklet as being a green byway for pedestrians, cyclists and horse riders. The supplementary consultation simply clarified that this is to be a 'restricted byway' for use by all non-motorised users.	N
BY#8	What will happen to vehicles on reaching the far north end of Byway 11? Will there be a gate? A turning facility?	0	0	0	3	A safe turning area will be provided at the north end of Byway 11. This will be of a size sufficient to allow turning but will not accommodate parking. Measures, such as Kent Carriage Gaps, will be put in place to prevent vehicles accessing the restricted byway being created along the old A303.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
BY#9	Will the lack of connectivity between the existing byways create access problems for farmers and other landowners?	0	0	0	1	The existing private means of access which utilise Byways 11 and 12 will continue or be re-provided as part of the scheme, and all other private accesses south of the line of the existing A303 will be unaffected.	N
BY#10	Byway 11 should be stopped up or downgraded north of the proposed link to avoid parking close to the Stones.	0	0	0	2	Under the scheme the designation of Byway 11 will not change. The need for any downgrading will be considered by Wiltshire Council as the responsible local highway authority.	N
BY#11	Byway 11 should be a restricted byway, not a BOAT.	0	0	0	1	The remit of the scheme is to ensure the existing byway network is maintained in a satisfactory manner rather than changing the status of the BOATS in the WHS. Changing the status of the existing BOATS is beyond the scope of the scheme and is a matter for Wiltshire Council to consider as the responsible local highway authority.	N
BY#12	If you are removing this link, then all BOATS in the Stonehenge area should be closed to MPVs.	0	1	1	9	The remit of the scheme is to ensure the existing byway network is maintained in a satisfactory manner rather than changing the status of the BOATS in the WHS. Changing the status of the existing BOATS is beyond the scope of the scheme and is a matter for Wiltshire Council to consider as the responsible local highway authority.	N
BY#13	Support for the existing A303 to be made into a BOAT.	0	0	0	1	The existing A303 is not being made into a BOAT, it will be a restricted byway. This will help achieve the objective to remove the sight and sound of traffic from much of the WHS landscape and will provide a safe, traffic free route for the benefit of NMUs.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
BY#14	Don't remove the link, just move it further away from the Stones and away from nearby barrows.	0	0	0	1	There is no route for the link to the south of the Normanton Down barrows that will avoid damage to the WHS landscape.	N
BY#15	Removal of the link means that there would be no opportunity to view the group of Normanton Down Barrows from a north easterly position.	0	0	0	1	Views of the Normanton Down Barrows will remain unchanged from Byways 11 and 12 to the north east, the arrangement of which will remain as existing.	N
BY#16	Turn the permissive path that runs between Byways 12 and 11 into a bridleway to discourage trespassing and damage to the barrows.	0	0	0	1	The permissive path will not be affected by the scheme. Access for non-motorised users between Byways 11 and 12 will be provided via the new restricted byway being created along the old A303.	N
BY#17	Concerns over dead end on Byway 11 causing vehicle congestion, damage to land and safety issues.	0	1	0	0	A safe turning area will be provided at the northern end of Byway 11. This will be of a size sufficient to allow turning but will not accommodate parking, and fencing will prevent encroachment onto adjacent land.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
BY#18	Concerns regarding illegal trespassing (on permissive paths or restricted byways).	0	0	0	1	Fencing will be provided along the new PRoW to prevent access onto adjacent private land.	N
BY#19	Any turning facility at the north end of Byway 11 will turn into a viewing area and encourage more MPV use.	0	1	0	0	A safe turning area will be provided at the north end of Byway 11. This will be of a size sufficient to allow turning but will not accommodate parking. Measures will be put in place to prevent vehicles accessing non-motorised routes.	N
BY#20	There is a new TRO in force which is preventing me already from using Byways 11 and 12. What is this?	0	0	0	1	The TRO is an experimental TRO made by Wiltshire Council. Any comments that you may have about it should be directed to the Council.	N

6.16 Matters raised on the proposed widening of Green Bridge No. 4 near the existing Longbarrow roundabout

- 6.16.1 Table 6-20 summarises the matters raised in relation to the proposed widening of Green Bridge No.4 at a location within the WHS to the east of the existing Longbarrow roundabout, whether those matters were received in response to question 2 of the response form specifically, elsewhere in the response form or in any other written response during the supplementary consultation period.

Table 6-20: Summary of matters raised on the proposed widening of Green Bridge No. 4 and Highways England response

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
GBS#1	Agree with the new proposals.	2	0	5	90	Your comment is noted.	N
GBS#2	Do not agree with the new proposals.	0	0	4	4	A wider green bridge at the proposed location will improve the physical and visual connection between the northern and southern parts of the WHS and the monuments within it. It will bring landscape, biodiversity and heritage benefits within the WHS, helping to sustain its OUV.	N
GBS#3	Green Bridge should be wider to join up to the western portal.	0	0	0	8	The locations and designs of Green Bridge No. 4 and the western tunnel portal/canopy have been optimised in relation to the natural topography of the area, the impacts of the proposals within the WHS, the extent of benefit that will be secured by the removal of the existing A303. Extending Green Bridge No. 4 eastwards would effectively create a longer tunnel which would not deliver additional benefits or reduce impacts sufficiently to justify the additional cost.	N
GBS#4	Parapets/fencing needed on Green Bridge No. 4 for safety of those crossing it.	0	0	0	4	All the green bridges will have secure fencing to ensure the safety of users.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
GBS#5	Green Bridge No.4 should be even wider.	0	0	0	7	The location and width of Green Bridge No. 4 have been set in consultation with heritage bodies to provide physical and visual connectivity between scheduled monuments in the north and south of the WHS, including the Diamond barrow group and the Winterbourne Stoke barrow group. Further information relating to the heritage impact assessment, is set out in ES appendix 6.1 Further widening of Green Bridge No.4 would not deliver additional benefits or reduce impacts sufficiently to justify the additional cost.	N
GBS#6	Delete Green Bridges 1 and 2 and put more green bridges in the WHS at the western end.	0	0	0	1	The green bridges serve a variety of functions, providing a visual and physical link over a road and allowing wildlife to move across safely. Their locations have been optimised to serve these functions. In relation to the two green bridges queried: (1) Green Bridge No.1 provides a restricted byway connection between Winterbourne Stoke and the existing byway SLAN3 at Yarnbury Castle. It also provides a route for bats, to accommodate a known bat corridor in this vicinity; and (2) Green Bridge No.2 is required to maintain access along the public right of way WST06B. No other green bridges are needed within the western end of the scheme.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
GBS#7	Green bridge is too wide now - it will have maintenance cost and light pollution implications.	0	0	0	1	The location and width of Green Bridge No.4 has been set in consultation with heritage bodies to provide physical and visual connectivity between scheduled monuments in the north and south of the WHS, including the Diamond barrow group and the Winterbourne Stoke barrow group. Reducing its width would not sufficiently mitigate the impacts introduced by the cutting. The costs, including the maintenance costs, are justified by the benefits the bridge will bring. Lighting under the bridge will only operate between dawn and dusk and will not introduce any light pollution issues.	N
GBS#8	Make the road more attractive.	0	0	0	1	Seeking to integrate the new road into the surrounding landscape as well as possible has been a fundamental tenet of the scheme's design. Further information about the aesthetics of the scheme can be found in the Design Access Statement, document reference 7.4, accompanying the DCO application.	N
GBS#9	Access to the bridge must include a ramp, rather than just stairs.	0	0	0	1	The level of the public right of way across Green Bridge No.4 will match existing ground levels, as far as practicable. There will be no stairs or ramp.	N
GBS#10	I have no strong views for or against the widening of the green bridge.	0	0	0	2	Thank you for your comment.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
GBS#11	The design needs to consider the safety of cyclists, perhaps through the use of a sweeping curve to the right of way and appropriate signage.	0	0	0	1	Ensuring the safety of non-motorised users has been paramount in developing the scheme's PRoW proposals and will continue to be so as the design details are finalised. The minimum radius used is constrained by the presence of a scheduled monument (ditch feature) but is larger than the minimum required by the relevant standard. Signage will be provided if required and where it will not have an adverse visual impact.	N
GBS#12	Further thought should be given to how the green bridge is accessed from Winterbourne Stoke, the current solution is poor.	0	0	0	4	The public rights of way proposals will accommodate safe, convenient access for walkers, cyclists and horse riders from Winterbourne Stoke into the WHS. Access will be gained via a new bridleway to the north side of existing A303, crossing the Longbarrow junction at the southern roundabout and continuing to meet with new restricted byway on the line of the existing A360.	N
GBS#13	The green bridge is not necessary and the path alongside the route of the A360 is perfectly sufficient.	0	0	0	3	As well as linking new north-south restricted byways, Green Bridge No. 4 is also serving other important functions. It provides an east-west link, necessary for walkers, cyclists and equestrians who will be prohibited from using the tunnel. It provides a safer crossing point for these users than the A360 road crossing. The bridge, at its proposed location, will also improve the wider physical and visual connection between the northern and southern parts of the WHS and the monuments within it. The bridge will bring landscape, biodiversity and heritage benefits within the WHS, helping to sustain its OUV.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
GBS#14	Widening it will only improve Stonehenge for the tiny minority who choose to explore it.	0	0	0	1	By improving the physical and visual connection between the northern and southern parts of the WHS and the monuments within it, the bridge will bring intrinsic enhancement to the WHS. It will bring landscape, biodiversity and heritage benefits within the WHS, helping to sustain its OUV.	N
GBS#15	The widening of the green bridge will increase the construction footprint and increase the impact on archaeology.	0	0	0	3	The wider bridge will not increase the construction footprint - nor increase the impact on archaeology - beyond what is needed to form the retained cutting in this part of the WHS. The bridge will simply span the area of cutting.	N
GBS#16	It should be moved further west, onto the alignment of the A360 to avoid corners and additional land take.	0	1	0	5	The bridge, at its proposed location, will improve the wider physical and visual connection between the northern and southern parts of the WHS and the monuments within it. It will bring landscape, biodiversity and heritage benefits within the WHS, helping to sustain its OUV. This benefit would not be achieved if the bridge were on the line of the existing A360.	N
GBS#17	What is the purpose of the bridge, what are its primary and secondary functions?	0	0	1	4	As with the other green bridges, Green Bridge No. 4 serves a variety of primary functions. It facilitates provision of new public rights of way for non-motorised users, north-south alongside the existing A360 and east-west on the line of the old A303 within the WHS. The wider bridge, at its chosen location within the WHS, will also provide greater physical and visual connectivity between the northern and southern parts of the WHS, with enhanced heritage, landscape and biodiversity benefits.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
GBS#18	This is a waste of money; it is not necessary.	0	0	1	1	As well as accommodating a new PRoW for non-motorised users, the wider bridge, at its chosen location within the WHS, will provide greater physical and visual connectivity between the northern and southern parts of the WHS, with enhanced heritage, landscape and biodiversity benefits. It will provide essential mitigation for the scheme, justifying the cost.	N
GBS#19	The 150m bridge will not do anything to meet its stated objective to improve the physical and visual connection between monuments. There is no line of sight!	0	1	1	2	It is correct that the existing vegetation between the Diamond barrow group and the Winterbourne Stoke barrow group prevent a direct line of sight. However, the 2015 WHS Management Plan recognises that much of the existing woodland and tree cover in the WHS has been introduced in the 20th century and that it adversely impacts on the OUV of the WHS. However, given the transient nature of the vegetation in the context of the 5000-year history of the site, the assessment of OUV, as presented in the heritage impact assessment, ES Appendix 6.1, excludes existing woodland cover in assessing inter-visibility between monuments. The assessment of changes in the settings of heritage assets that contribute to Attributes of OUV, and changes in views between assets, assumes a 'bare earth' baseline derived from the digital terrain model. As such, the proposed 150 metre wide Green Bridge No. 4 does provide the desired connectivity outcomes.	N
GBS#20	How will the green bridge be fenced? It must be safe for all users, including horses.	0	1	1	1	Green bridges will have secure fencing to ensure the safety of users and to guard against the risk of animals falling off.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
GBS#21	What will the bridge look like?	1	1	2	3	An indication of the form of the Green Bridge No. 4 is provided on the structures drawings accompanying the DCO application.	N
GBS#22	Will the green bridge be used to carry signage?	0	0	0	2	There is no signage proposed to be positioned on the Green Bridge No. 4 or on the elevations of the bridge.	N
GBS#23	How will the green bridge be maintained?	0	0	0	1	The green bridge will be maintained by Highways England's appointed maintenance contractor. It is envisaged that the maintenance of the restricted byway over the bridge will become the responsibility of Wiltshire Council. The approach to maintenance of the chalk grassland component of the green bridge is set out in ES Appendix 2.2 (Application document 6.3) Outline Environmental Management Plan.	N
GBS#24	We need more information on the design and surfacing of the byway, what will it be made of, how wide will it be etc.?	0	1	1	2	All the new PRoWs proposed along the length of the scheme will be constructed in a way that will make them fit for all the uses permitted by their designated status. Exact cross-sectional details and construction materials will be determined as part of the scheme's detailed design, and will be sensitive to the landscapes through which the rights of way will pass.	N
GBS#25	How has the conclusion been reached that this would block views of traffic, from where was this assessment carried out?	0	0	1	0	The landscape and visual impact assessment, as set out in ES Chapter 7, has used representative viewpoints throughout the scheme, as agreed with Wiltshire Council and, where relevant, National Trust, to assess the landscape and visual impacts of the scheme. The location and orientation of these viewpoints is illustrated in ES Figures 7.11 - 7.13.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
GBS#26	Engagement on the green bridge has not been sufficient and has not given the public all the information, including for example that some of the monuments in the vicinity are on private land and will be inaccessible.	0	0	1	0	Options for Green Bridge No. 4 featured in the statutory consultation and the supplementary consultation provided further opportunity to comment on the proposal to widen the bridge and locate it within the WHS. In relation to its heritage benefits, including those related to scheduled monuments, the green bridge will provide inter-visibility between them, sustaining the OUV of the WHS in the context of these monuments. It has not been proposed through either statutory or supplementary consultation that monuments within the WHS would be made accessible to the public where they are not currently and the scheme does not seek to change access rights across private land for the purpose of viewing of monuments. Further information relating to the impacts and benefits of the bridge can be found in relevant chapters of the ES accompanying the DCO application, including Chapter 6, Cultural Heritage, Chapter 8, Biodiversity, and Chapter 7, Landscape and Visual Impact Assessment.	N
GBS#27	What proportion of respondents to statutory consultation showed a preference for the now proposed alignment?	0	0	1	1	The views expressed on the options presented for statutory consultation are summarised in Chapter 4 of this report.	N
GBS#28	The scheme should include a series of green bridges in a row, to hide the road as much as possible.	0	0	0	1	The scheme already includes four green bridges in addition to the tunnel which in itself provides the equivalent of a green bridge, albeit on a very large scale. Further multiple green bridges would not secure additional benefits to justify their additional cost.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
GBS#29	The extended bridge is a safety hazard as it worsens the effect on driver's vision after exiting the tunnel, the change from light to dark.	0	0	0	1	Lighting will only be in operation beneath the bridge from dawn to dusk to avoid any safety hazards arising from drivers moving from darkness to daylight. There will be no lighting in operation during hours of darkness.	N
GBS#30	The opinions of the landowners should be listened to.	0	0	0	1	Regular meetings and updates are taking place with affected landholders. This will continue as the scheme progresses to ensure their individual requirements are taken into consideration. It should be noted that existing private means of access at this location will either be retained or re-provided.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
GBS#31	The extended bridge does not fully mitigate the impact on the landscape.	0	0	0	1	The location and width of Green Bridge No.4 has been set in consultation with heritage bodies to provide physical and visual connectivity between scheduled monuments in the north and south of the WHS, including the Diamond barrow group and the Winterbourne Stoke barrow group. Further information on the heritage impact assessment, is set out in ES appendix 6.1. In the context of the landscape assessment, as set out in ES Chapter 7, Landscape and Visual Impact Assessment, it is considered that Green Bridge No.4 would reduce the impact of the cutting approach to the western portal, enabling new physical and visual connectivity. The bridge will contribute to the large beneficial effect on the Stonehenge and Normanton Down Ridges and Springbottom and Woodford Dry Valley local landscape character areas (LLCA), though it is recognised that the Oatlands Hill LLCA, to the immediate west of the bridge, will experience a moderate adverse effect in year 1 of operation.	N
GBS#32	Wiltshire Council takes no responsibility for the maintenance of the bridge itself or the general surface finish.	0	1	0	0	The bridge itself will be managed and maintained by Highways England. For the restricted byway over the bridge, it is envisaged that this will become the responsibility of Wiltshire Council.	N
GBS#33	Will the extended green bridge be considered in the EIA and HIA?	0	1	0	0	Yes, this is considered in the EIA, as set out in ES Chapter 6, Cultural Heritage, Chapter 8, Biodiversity, and chapter 7, Landscape and Visual Impact Assessment, and HIA, ES Appendix 6.1.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
GBS#34	At what point does a green bridge become a tunnel or cut and cover tunnel?	0	0	1	0	Bridges generally need to be considered as tunnels when the length of the enclosed space exceeds 150m.	N
GBS#35	We need more information on the ecological profile of the green bridge, how deep will the topsoils be, what will it be planted with, how will it be maintained, what species does it hope to benefit etc.	0	0	1	0	Details of the ecological aspects of the green bridges, including the proposals for soil depth, soil mix, seed mix, and management of vegetation are set out in the Outline Landscape and Ecology Management Plan (OLEMP), ES Appendix 2.1, Annex A.2.	N
GBS#36	The recent ecology surveys have been poorly executed, with ecologists not engaging appropriately with us, the land owners, suggesting that WHS ecology is not considered important.	0	0	1	0	All ecological surveys have been undertaken in line with industry guidance and best-practice, and in consultation with the relevant stakeholders, including Natural England and Wiltshire Council Ecologist. The approach to ecological surveys is set out in ES Chapter 8, Biodiversity.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
GBS#37	Too much focus on heritage in the WHS, not enough is being done to enhance the biodiversity. The scheme should plant low hedgerows to improve connectivity, including at RSPB Normanton Down, to improve protection of Stone Curlew.	0	0	1	0	Mitigation within the WHS has been designed to comply with the WHS Management Plan, which limits the scope for planting within the WHS. The diversion of the existing surface road into tunnel and the provision of a c.150-metre-wide green bridge, with associated planting of chalk grassland, will deliver an ecological benefit within the WHS, in terms of both habitat creation and ecological connectivity. The scheme's proposed mitigation will deliver a net gain in biodiversity through habitat reversion and creation, which has been informed by a landscape scale approach to mitigation and connectivity that will see the creation of a linked mosaic of high quality habitat throughout the scheme.	N
GBS#38	Highways poor planning and knowledge of Stone Curlew led to disturbance of the protected bird during recent surveys.	0	0	1	0	While completing the programme of essential archaeological evaluations, a breeding pair of stone curlew nested within the survey area. In consultation with the RSPB, an exclusion zone of 450 metres was established to avoid disturbing the pair. Daily monitoring was undertaken by both the RSPB and a trained ecologist from the Scheme. Unfortunately, while the exclusion zone protected the pair from disturbance, they were attacked by other predators.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
GBS#39	This proposal will push the restricted byway further into the pig field, which could have implications for the viability of the pig farming aspect of the farm.	0	0	1	0	Regular meetings and updates are taking place with the affected landholders. This will continue as the scheme progresses to understand fully and to take into consideration the impacts on farming businesses.	N
GBS#40	Have all the various design options, including a full-length cut and cover within the WHS been modelled in the context of OUV and HIA? VR would be helpful for the public and decision makers.	0	0	0	1	A full length cut-and-cover tunnel has been ruled out because of the damaging impacts it would create by disturbing the ground along its length, evidenced by the extent of known archaeology on the line of the proposed bored tunnel, as well as across the WHS more generally preventing alternative routes. A bored tunnel is the proposed solution because that will avoid such damaging impacts. The c.150-metre-wide Green Bridge No. 4 is being provided in accompaniment to the tunnel, to provide additional benefits in the WHS.	N
GBS#41	The relocated bridge and byway over it must be discrete and fit into the contours of the landscape.	0	0	1	0	The chalk grassland on the bridge will be at the same level as the existing ground as far as practicable.	N

6.17 Matters raised in response to the proposed change at Rollestone crossroads

- 6.17.1 Table 6-21 summarises the matters raised in relation to the proposal to change the new junction design at Rollestone crossroads to a more compact layout, whether those comments were received in response to question 3 of the response form specifically, elsewhere in the response form or in any other written response during the supplementary consultation period.

Table 6-21: Summary of comments made on the proposed change at Rollestone crossroads and Highways England response

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
RC#1	Agree with the new proposals.	3	1	7	98	Thank you for comment.	N
RC#2	Do not agree with the new proposals.	0	0	0	14	The new improved layout is more compact than that previously proposed at statutory consultation. It will have a smaller footprint with less impact.	N
RC#3	No preference for old proposal or this proposal.	0	0	0	4	Your comment is noted.	N
RC#4	Right turn filter needed.	0	0	0	1	The new layout comprises a 'Ghost Island Junction' accommodating a right turn lane for road users travelling from Larkhill to Shrewton.	N
RC#5	Will sight lines be compromised by the new layout?	0	0	0	3	No. A widened verge has been included in the design to ensure that safe visibility will be provided.	N
RC#6	Will changing priorities at the junction really help rat-running through Shrewton?	0	0	0	1	Amending the junction layout so the prioritised route is between The Packway and the B3086 is expected to influence driver behaviour. The scheme itself will anyway serve to remove traffic that currently rat runs through Shrewton in order to avoid congestion on the A303. More information can be found in Chapter 6 of the Transport Assessment (TA).	N
RC#7	I am concerned about the impact of works on the surrounding land.	0	0	0	1	The Outline Environmental Management Plan (ES Appendix 2.2, Application document 6.3) will consider construction impacts and ensure that these are minimised.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
RC#8	A roundabout is a better solution.	0	0	0	2	The proposed modification of Rolleston crossroads is the optimum layout for delivering the prioritised flow between The Packway and B3086. A roundabout would interrupt the prioritised flow and, in giving all directions equal priority, would not be as effective in deterring non-local Shrewton traffic from driving through the village.	N
RC#9	Will vehicles wanting to access London Road cause obstruction to traffic?	0	0	0	1	The proposed junction layout will accommodate safely and efficiently the forecast flows of traffic and turning movements without any obstruction arising.	N
RC#10	There needs to be an adequate central pull off lane for local traffic heading westwards towards Shrewton.	0	0	0	1	There will be an adequate, safe right turn lane for local traffic heading westwards towards Shrewton.	N
RC#11	Keep the verges short to improve visibility on the bend.	0	0	0	1	A widened verge is proposed to ensure safe visibility. Its maintenance will be the responsibility of Wiltshire Council, as local highway authority, to ensure the visibility is retained at all times.	N
RC#12	Will the layout be better for lorries to use?	0	0	0	1	The layout has been designed to ensure HGV movements are facilitated safely. The dominant through movement of lorries and other vehicles between Airman's Corner and Larkhill can be completed without the need to give way at a crossroads.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
RC#13	Why does the booklet say the area within the W.H.S where the road is to be built is free from archaeology?	0	0	0	1	The archaeological surveys undertaken in this area indicate that the junction's footprint is free of archaeological remains.	N
RC#14	I am concerned about the impact on archaeological remains and would like to see the archaeological report.	0	0	0	3	The archaeological evaluations, which have included field walking, geophysical surveys, and trial trenching, indicate that the site is free from important archaeology, having only minimal modern archaeology within the footprint of this element of the proposed scheme. Given that the area falls within the WHS, however, it will still fall within the scope of the detailed Archaeological Mitigation Strategy, which will be developed ahead of archaeological mitigation works, and so will be fully mitigated prior to construction. Full details of the archaeology evaluations are in the ES, under Chapter 6, Cultural Heritage, and its appendices, as part of the DCO application for the scheme.	N
RC#15	New lighting and landscaping design should have minimal impact on the surrounding landscape.	1	0	0	2	The landscape and visual impact assessment is set out in ES Chapter 7, LVIA. The junction will be at grade and so will not be prominent within the landscape. It is proposed that the verges and land immediately adjacent be planted with chalk grassland, to aid landscape integration. The LVIA finds that there would be no adverse impacts on the landscape as a result of this element of the scheme.	N
RC#16	Concerned about junction safety, remodelling of the junction should be considered.	0	0	0	1	The proposed layout provides a safe design suitable for current and future use.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
RC#17	Temporary traffic improvements are needed until the scheme is complete.	0	1	0	1	The new Rollestone crossroads will be constructed in advance of the main scheme once the main works have been consented through the DCO process. No temporary improvements are proposed prior to this.	N
RC#18	Not enough information has been provided to comment on the proposal.	0	0	0	3	The initial proposal for modifying Rollestone crossroads featured in the statutory consultation and the supplementary consultation provided further opportunity to comment on the revised layout. Information about the proposals were contained in the consultation booklet which was online, at public events and local deposit locations. Staff were also on hand at exhibitions to talk through the proposals. We consider information to have been sufficient and in compliance with the requirements of the Planning Act 2008.	N
RC#19	My access will be affected by the proposal, what will Highways England do about this?	0	0	1	0	Any severed accesses will be provided with a suitable alternative where this is achievable – see the Rights of Way and Access Plans and the DCO. If this has proven unachievable then appropriate compensation will be provided.	N
RC#20	Redundant land after construction should be returned to adjacent landowners.	0	0	1	0	Any land temporarily acquired, solely to facilitate the efficient construction of the scheme, will be returned to the relevant landholder.	N
RC#21	The restricted byway north of Green Bridge No. 4 should continue past Airman's Cross up to Rollestone Junction.	0	0	0	1	Extending the proposed restricted byway north of Green Bridge No. 4 beyond Airman's Cross, alongside the B3086, up to the Rollestone junction is beyond the scope of the scheme and would be a matter for Wiltshire Council, as the responsible local highway authority, to consider.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
RC#22	Request for more information on the traffic modelling and HIA.	0	0	0	1	Further details of the traffic modelling and impacts are set out in the Transport Assessment Report, document reference 7.6. The HIA is presented in ES Appendix 6.1, document reference 6.4.	N

6.18 General matters raised

- 6.18.1 This section provides a summary of responses received during supplementary consultation on the scheme which contained comments that Highways England identified according to the 'General' theme. This theme includes other matters raised by respondents that are not related to the three proposed changes Highways England consulted on during the supplementary consultation. Highways England has fully considered all of the comments it received that were coded according to this theme. Table 6-22 summarises the matters raised in relation to the general theme, whether they were received in response to a question of the response form specifically, elsewhere in the response form or in any other written response during the supplementary consultation period.

Table 6-1: Summary of other matters raised during supplementary consultation

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#1	Support for all proposals in supplementary consultation / no comment.	2	1	1	32	Thank you for your comment.	N
G#2	Opposition towards the proposals in supplementary consultation.	0	0	2	14	The benefits of each of the three changes are explained in the Supplementary Consultation Booklet and in Chapter 6 of this report.	N
G#3	Concern regarding general impact on WHS / its status.	0	0	4	25	Extensive archaeological investigations have been carried out in order to identify a solution which will have minimal archaeological impact on the WHS. The scheme will bring extensive benefits to the WHS as reported in the ES accompanying the DCO application. The scheme was most recently considered by the World Heritage Committee at its meeting in June 2018, and no concern was raised about the site's World Heritage status.	N
G#4	Needs a longer tunnel to extend past the boundaries of the WHS.	0	0	0	9	The scheme assessments show that the preferred solution is a 2-mile long tunnel extending between portals located adjacent to the existing A303 to the east of The Avenue and to the west of Normanton Down. Extending the tunnel beyond the boundaries of the WHS would mean that the new A303 could not connect effectively with the A360 and A345, meaning that the existing A303 would have to remain open through the WHS, defeating one of the key aims of the scheme to remove the sight and sound of traffic from much of the Stonehenge landscape. The high additional cost and the reduced benefits would make the longer tunnel very poor value for money.	N
G#5	Same position as previous consultation (not specified whether this is support or opposition to scheme).	1	1	2	4	Views expressed in response to the statutory consultation are summarised in Chapter 5, along with Highways England's response to those views.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#6	Tunnel will attract more traffic.	0	0	0	1	DfT guidance predicts an increase in traffic on the strategic road network regardless of the scheme. The scheme will deliver a solution which will: remove congestion; accommodate current and forecast traffic levels; and keep traffic on the A303 rather than rat running via inappropriate local roads through nearby towns and villages. Further information on traffic can be found in Combined Modelling and Appraisal Report Appendix C: Transport Forecasting Package (Application Document 7.8).	N
G#7	Opposition for Longbarrow Junction proposal.	0	0	0	1	A grade-separated junction is needed at Longbarrow to accommodate an efficient connection between the A303 and the A360. The location and design of the junction have been selected to give an optimum balance between achieving an efficient connection and reducing impacts on Winterbourne Stoke, the WHS and the surrounding landscape. Changing the location or design would upset this balance.	N
G#8	Cuttings need to be constructed with a waterproof lining.	0	0	0	1	Where considered necessary, retained cuttings will have suitable features to deal with any water.	N
G#9	Lots of vehicles prohibited in the tunnel will be diverted onto local roads making the project useless.	0	0	0	1	The only motorised vehicles that will be prohibited from using the tunnel are abnormally high-sided vehicles and motorcycles <50cc. The number of vehicles that will regularly divert via The Packway is predicted to be extremely low and far outweighed by the reduction there will be in rat running traffic that currently uses The Packway to avoid congestion on the A303.	N
G#10	Accidents in the tunnel will cause traffic jams on other roads.	0	0	0	1	The new dual carriageway will be safer and more resilient than the existing single carriageway, leading to fewer incidents and less disruption to the local road network when incidents do happen. The twin-bore tunnel has been designed to allow one bore to be used for two-way traffic should the other bore be unavailable. The tunnel will only be closed in the very rare event of an incident happening that creates the need for both bores to be closed at the same time. In such an event, the diversion route would be the same as it is today, namely via the A345/The Packway/B3086/A360.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#11	It was not made clear that consultation information and response forms sent out were important documents.	0	0	0	1	All publicity, correspondence and information has sought to explain: the scheme; the purpose of the consultation; what information is being provided and why; and what to do next.	N
G#12	The supplementary consultation has not addressed my concerns about the project.	0	0	0	7	The purpose of the supplementary consultation was to seek views on three specific changes to the scheme proposals submitted for statutory consultation earlier in 2018. Comments made during the previous consultation have been taken into consideration as part of the ongoing development of the scheme up to the DCO application. Highways England's responses to those comments can be found in Chapter 5 of this report.	N
G#13	Would like to know what National Trust and English Heritage Trust think about changes.	0	0	0	1	National Trust (www.nationaltrust.org.uk) and English Heritage Trust (www.english-heritage.org.uk) have published their full responses to the scheme's consultations on their respective websites. Their views have also been summarised in this report and responded to in Chapter 5.	N
G#14	We don't want to receive consultation information.	0	0	0	2	Your request is noted.	N
G#15	Just use traffic lights to control flow of traffic past the Stones at peak times.	0	0	0	2	The A303 experiences significant problems of congestion and delay; the introduction of traffic lights would not address these. Traffic lights would not provide the capacity required to address the scheme objectives, neither would they remove traffic from the WHS.	N
G#16	Widening the road will create more traffic.	0	0	0	2	DfT guidance predicts an increase in traffic on the strategic road network regardless of the scheme. The scheme will deliver a solution which will: remove congestion; accommodate current and forecast traffic levels; and keep traffic on the A303 rather than rat running via inappropriate local roads through nearby towns and villages. Further information on traffic can be found in Combined Modelling and Appraisal Report Appendix C: Transport Forecasting Package (Application Document 7.8).	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#17	The tunnel entrances are too close to the WHS.	0	0	0	2	The tunnel entrances are optimally located within the WHS. Along with considerations of cost, the tunnel length has been determined by assessments informing how long it needs to be to sustain the OUV of the WHS, together with determining the optimum locations for the portals. With accompanying mitigation, the assessments show that optimum solution is a 2-mile long tunnel extending between portals located adjacent to the existing A303 to the east of The Avenue and to the west of Normanton Down.	N
G#18	MPVs should not be able to use byways in the WHS, except for agricultural vehicles.	0	0	0	3	Except for occasional farm and utility vehicles gaining access to adjacent farmland and services, no motor vehicles will be permitted on the new restricted byway to be created along the old A303 through the WHS. In terms of the existing byways in the WHS, changing their status to prohibit their use by MPVs is beyond the scope of the scheme; it is a matter for Wiltshire Council to consider as the responsible authority for the byways.	N
G#19	Overnight camping should be prohibited on byways.	0	0	0	1	The management and control of how byways are used is a matter for Wiltshire Council as the responsible authority.	N
G#20	A tunnel will cause more accidents due to fast moving traffic overtaking slow traffic.	0	0	0	1	The scheme will provide a safe, free-flowing dual carriageway, leading to fewer incidents and less disruption to the local road network when incidents do happen. The twin-bore tunnel has been designed to allow one bore to be used for two-way traffic, should the other bore be unavailable. More information can be found in section 6 of the Transport Assessment (Application Document 7.4) for scheme assessment and section 7 for road safety.	N
G#21	There is no opportunity for free comment in this consultation.	0	0	0	1	The supplementary consultation was held to obtain views on three specific changes to the scheme proposals put forward for statutory consultation earlier in 2018. The response form allowed free text comments to be provided. Feedback received on other matters has also been taken into consideration as reported in this Chapter of the Consultation Report.	N
G#22	Stop right turns across the A303 onto byways.	0	0	0	1	There will be no direct access to byways from the new dual carriageway.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#23	Any changes to byways would need to form a separate planning application.	0	0	0	1	The scheme's byway proposals, as clarified within supplementary consultation, are included in the DCO application and therefore do not require the submission of a separate planning application.	N
G#24	Do not close Byways 11 and 12.	0	0	0	2	Byway 12 is not being closed or altered as part of the scheme. Byway 11 will be stopped up for motorised use where it currently joins the existing A303 in order to avoid vehicles running between Byways 11 and 12 along the old A303 in close proximity to Stonehenge, to the detriment of the monument's setting. MPV's seeking access between Byways 11 and 12 will have to use the public highway network. Non-motorised users will be able to link between Byways 11 and 12 via the new public right of way being created along the old A303 through the WHS.	N
G#25	Why are you creating bridleways east of Amesbury? They should be cycle paths with tarmac surfaces.	0	0	0	1	No new bridleways are being created east of Amesbury.	N
G#26	Do not create a new BOAT connecting BSJA3 to the A303.	0	0	0	2	The BSJA3 track from Berwick St James is an existing BOAT which becomes BSJA3A just before connecting with the A303, with the final short section of BSJA3 becoming a bridleway. However, BSJA3A has been ploughed over and the final bridleway section of BSJA3 is used as the de facto BOAT. The scheme's public rights of way proposals merely seek to rationalise and accommodate this position.	N
G#27	The existing bridleway AMES29 seems to have no link at its southern end.	0	0	0	1	A link from the southern end of AMES29 will be provided to AMES1.	N
G#28	The section of downgraded A303 west of Winterbourne Stoke has changed from a PMA to a BOAT. I disagree with this.	0	0	0	1	A BOAT is required to provide connectivity into BSJA3.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#29	Abnormally high loads struggle to use the Packway as an alternative route already.	0	0	0	1	Records indicate that there are approximately two abnormal vehicles registered per year as using the A303 which would be restricted from using the tunnel. No abnormal height vehicles were recorded during surveys of the local road network undertaken for this project. The impact of these very occasional abnormal height vehicles using diversionary routes is therefore considered to not be significant.	N
G#30	Investigate re-routing the A36 and A30.	0	0	0	1	The wider traffic modelling includes the A36 and A30 and therefore takes account of re-routeing effects to and from these routes. There is an overall forecast reduction in traffic on the A36 (in both directions) as a result of the scheme. More information can be found in section 6 of the Transport Assessment (document reference 7.4), which discusses the changes in the routing of local traffic in more detail.	N
G#31	How long is construction likely to take?	0	0	0	2	5 years is typically the length of time it can take to construct a tunnel some 3 km long with its associated approach roads. Opportunities will be sought to complete and open the Winterbourne Stoke bypass, Longbarrow junction and Countess flyover sections earlier.	N
G#32	Is the Salisbury bypass option still being considered?	0	0	0	1	No. A route deviating as far south as Salisbury would not deliver the scheme objectives. This was considered as part of the full range of options identified and appraised during the course of the scheme's development. Further information can be found in the Technical Appraisal Report. (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/)	N
G#33	Make the existing A303 through the WHS one-way only.	0	0	0	1	Keeping the A303 open through the WHS would retain the damaging effect it has on the OUV of the site. This would not be an acceptable solution.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#34	Ensure the section of old A303 west of Winterbourne Stoke doesn't encourage fly tipping.	0	0	0	1	To the west of Winterbourne Stoke the old A303 will be used to maintain access to the existing BOAT BSJA3. This will be done by narrowing the old A303 and incorporating passing places. The remaining width of pavement will be removed and shaped to form a verge high enough to deter stopping and parking. The existing surface will remain over the retained width of the road to form a BOAT which will link with BSJA3. This layout will not encourage fly tipping and will it is envisaged will become the responsibility of Wiltshire Council for monitoring and managing.	N
G#35	Any plans should favour local residents the most.	0	0	0	1	The scheme will not only benefit users of the A303, it will also provide significant benefits to local people. It will: provide a much needed bypass for Winterbourne Stoke; reduce rat running and congestion on local roads, allowing local people to travel more easily; and allow people to gain greater enjoyment from the countryside, including the WHS, via the enhanced public rights of way network.	N
G#36	There should be a longer consultation period.	0	0	0	5	The period for the supplementary (non-statutory) consultation was 28 days and this is in line with the requirements of the Planning Act 2008.	N
G#37	Consultation materials have been misleading.	0	0	0	4	The material published for supplementary consultation was sufficient for the purpose of seeking views on the three specific changes to the scheme proposals presented for statutory consultation earlier in 2018. The materials were not misleading and Highways England is of the view that the consultation was effective and robust in order to inform consultees and seek their views on the proposals.	N
G#38	Investment in public transport should be considered.	0	0	0	2	The problems along the A303 need road improvement solutions consistent with the National Policy Statement for National Networks, as pursued via the Government's Road Investment Strategy for upgrading the A303 to a high quality dual carriageway. Alternative transport measures would make little headway in addressing the problems on the A303; the proposed road improvement is needed to address the problems and deliver the objectives set for the scheme.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#39	Investment in archaeological facilities, education and awareness should be considered.	0	0	2	2	Highways England is in discussion with Wiltshire Council about arrangements for the storage and presentation of archaeological finds, making use of local museums. Local schools and colleges have also been contacted and will continue to be contacted as the scheme progresses. The scheme's webpage will also provide a ready source of information.	N
G#40	Potential impact to English Heritage Trust visitor centre operations and visitor safety.	0	0	1	0	Traffic heading for the Stonehenge Visitor Centre will be routed via the new Longbarrow junction, which has been designed to accommodate expected traffic levels. The restricted byway to the visitor centre will be designed at the next stage in consultation with heritage stakeholders with particular regard to; safety, security and the OUV of the WHS.	N
G#41	Close the A303 and allow traffic to use other roads.	0	1	0	2	The A303 is part of the country's strategic road network and provides a key route to the South West. Closing it is not an option. The Government's strategy instead is to upgrade the route to a high quality dual carriageway to improve connectivity to the South West.	N
G#42	Costs of the proposed tunnel should be independently assessed for accuracy.	0	0	0	1	The costs of the scheme and the tunnel will be kept under regular review.	N
G#43	Include new traffic measures on existing roads to improve traffic flow.	0	0	0	2	The improved journey time and travel conditions along the A303 are forecast to result in traffic diverting from local roads, such as the Packway. The increased capacity provided by the scheme would also address the congestion that results in traffic diverting or rat-running along local roads on bust days. The scheme would reduce traffic volumes on the adjacent local road network and it would therefore be inappropriate additionally to impose local traffic restrictions that would cause inconvenience for local journeys.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#44	These proposals will negate improvements/modifications that we have recently made to our land.	0	0	1	0	This concern relates to the proposal to create a new restricted byway running along the east side of the A360 which will provide enhanced safe access to the WHS for non-motorised users. Having taken into consideration the consultation feedback and further discussions with the affected landowner, the design has been revised to end the new restricted byway at the Airman's Corner junction and remove the short section that was proposed to the north of the junction. Discussions will continue with the affected landowner on how the restricted byway can best be accommodated alongside the A360 while avoiding or limiting any adverse effects.	Y
G#45	Objection to the section of the proposed restricted byway running alongside the A360 within the boundary of the Stonehenge Visitor Centre complex	0	0	1	0	The proposed restricted byway alongside the A360 (north) is intended to provide enhanced safe access for walkers, cyclists, horse riders and carriages into the WHS. This will better connect the Stonehenge Visitor Centre to the new, enhanced public rights of way network. Discussions will continue with English Heritage Trust on how the restricted byway can best be accommodated alongside the A360 while avoiding or limiting adverse impacts on the Stonehenge Visitor Centre's car park.	N
G#46	Keep the existing surface of the A303 for future restricted byway.	0	0	0	1	The details of the surfacing and fencing along the old A303 within the WHS will be determined in consultation with affected stakeholders as part of the scheme's detailed design, and will be sensitive to the WHS landscape while making the new restricted byway fit for use for all its permitted uses.	N
G#47	Do not create new NMU routes.	0	0	1	2	The remit of the scheme is to ensure the existing byway network is satisfactorily maintained, and the opportunity is being taken to include extensive public rights of way proposals, not only for maintaining but also enhancing the existing network. This aligns with Government policy to encourage walking and cycling.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#48	South of BSJA9, the proposed PRoW should be a restricted byway, not a bridleway.	0	1	0	0	The new public right of way running south alongside the A360 will be a restricted byway until it reaches BSJA9 (an existing restricted byway). From this point, continuing south, the PRoW will become a bridleway, because there is insufficient available width off-road to accommodate a restricted byway (for horse-drawn carriages), and to avoid removing existing trees.	N
G#49	The new restricted byway along the existing A303 will need to provide access for emergency vehicles and farm vehicles.	0	0	0	2	Authorised farm vehicles and emergency vehicles will be able to use the restricted byway being created along the old A303 through the WHS.	N
G#50	The new PRoW through the WHS has changed from byway to restricted byway and this change hasn't been made clear enough.	0	0	0	1	The supplementary consultation material clarified rather than changed the designations of the public rights of way proposals along the length of the scheme. The consultation booklet for statutory consultation stated on page 40 that the byway through the WHS would be for pedestrians, cyclists and horse riders. The restricted byway designation will accommodate these non-motorised uses as well as use by horse-drawn carriages.	N
G#51	Do not support a restricted byway through the WHS - it will attract anti-social behaviour; it should be a bridleway.	0	0	1	0	In comparison with a bridleway, the only additional use permitted by a restricted byway is that of horse-drawn carriages. All non-motorised users will be prohibited from using the tunnel and the restricted byway is needed through the WHS to accommodate walkers, cyclists, horse riders and horse-drawn carriages wishing to travel safely and conveniently between Amesbury and Winterbourne Stoke.	N
G#52	Maps of the whole area showing existing and proposed public rights of way and permissive paths would be helpful.	0	0	0	1	Plans of the area showing all existing and proposed public rights of way, and their designations, were provided during supplementary consultation. These plans also showed permissive paths. Full details of the scheme proposals for public rights of way can be found in the DCO application at document reference 2.6.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#53	It has not been made clear how the supplementary consultation was informed by the previous consultation.	0	0	0	2	The supplementary consultation booklet stated that the feedback received from the statutory consultation had been used to further develop the scheme, which led to the identification of the three specific changes that were the subject of the supplementary consultation. Chapter 5 of this report details the views expressed during the statutory consultation and how the feedback was used in the development of the scheme.	N
G#54	More information is needed regarding the management of land taken for the road scheme post construction.	0	0	0	1	Areas of land to be retained by Highways England will be managed in accordance with requirements set out in ES Appendix 2.1 Annex A.2, Outline Landscape and Ecology Management Plan.	N
G#55	Do not take more land alongside the road for the bridleway between Winterbourne Stoke and Longbarrow Junction. There should be sufficient width on the existing road.	0	0	0	1	For safety reasons, highway design standards seek to provide physical separation between non-motorised users and trafficked roads. For equestrian routes, the separation of the route from the carriageway should be a minimum of 1.8 metres. On the section to the east of Winterbourne Stoke, this requires additional land outside the existing highway boundary. It is envisaged that the existing boundary hedge will remain, providing screening for horses. The new bridleway to the east of Winterbourne Stoke will be of significant benefit to local people, encouraging walking and cycling, and adding to the amenity of the area. It will connect into the new public rights of way proposed for the WHS, providing convenient safe access and the opportunity for the WHS to be explored and enjoyed.	N
G#56	Concern regarding access post-construction to local villages.	0	0	0	1	The new improved junctions at Longbarrow and Countess will provide easy safe access for both motorised and non-motorised users to local towns and villages to and from the A303. The people and community's assessment, as set out in ES Chapter 13, concludes that the scheme will deliver a slight beneficial change for non-motorised users and a moderate beneficial change for motorised users.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#57	Need for early engagement with stakeholder representatives.	1	0	0	2	Engagement with stakeholder bodies has been ongoing throughout the development of the scheme. Discussions have been taking place individually with affected landholders and a Local Community Forum has been established to facilitate liaison with representatives of local groups. Many meetings have taken place with interested groups and individuals, and the 2017 and 2018 consultation on the scheme have provided all those with an interest to express their views. Engagement that has taken place to date is described in chapter 3 of this Consultation Report.	N
G#58	Concerned about potential cable and pipe routes crossing private land outside the red line boundary.	0	0	0	1	Where utility works are required outside the scheme order limits (red line boundary), the relevant statutory undertaker will seek appropriate wayleaves / easements with any affected landholders.	N
G#59	The consultation was closed online before the end date.	0	0	0	1	The consultation online was open until the deadline of 23:59 on 14 August 2018. The information on the consultation webpage was updated on the following morning.	N
G#60	Public right of way from SLAN3 eastwards is unnecessary as the SLAN3 connection is unaffected by the scheme.	0	0	2	0	The new public right of ways either side of the A303 from SLAN3 eastwards are proposed as enhancements to the existing rights of way network. The new route via Green Bridge No. 1 will provide an alternative safe means of crossing for non-motorised users of SLAN3, in preference to the more hazardous at-grade crossing at the existing SLAN3/A303 junction. The improvements align with Government policy to encourage walking, cycling and horse-riding through national and local policies and plans.	N
G#61	Support for the creation of a restricted byway through the WHS on the line of the existing A303.	0	1	0	0	Thank you for your support.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#62	Request for confirmation of permanent landtake required by the scheme.	0	0	1	0	The land required to construct, operate and maintain the scheme is shown on the Land Plans (document reference 2.2) and further detailed in the Book of Reference (document reference 4.3) and Statement of Reasons (document reference 4.1) accompanying the DCO application. Further refinement will take place during detailed design. Regular meetings are being held with affected landholders and these will continue as the scheme progresses.	N
G#63	Wiltshire Council / Highways representatives must form part of any future public consultation and be prepared to explain their plans in meeting their responsibilities.	0	0	1	0	As part of the DCO process, Highways England and Wiltshire Council will take part in the examination in public. This examination will provide opportunity for people to question the DCO scheme proposals.	N
G#64	The Airman's Cross needs to be reinstated.	0	0	0	1	This is outside the scope of works for the proposed scheme.	N
GB#65	Highways poor planning and knowledge of Stone Curlew led to disturbance of the protected bird during recent surveys.	0	0	1	0	While completing the programme of essential archaeological evaluations, a breeding pair of stone curlew nested within the survey area. In consultation with the RSPB, an exclusion zone of 450 metres was established to avoid disturbing the pair. Daily monitoring was undertaken by both the RSPB and a trained ecologist from the Scheme. Unfortunately, while the exclusion zone protected the pair from disturbance, they were attacked by other predators.	N
G#66	Do not build an expensive tunnel.	0	0	0	12	A dual carriageway through the World Heritage Site (WHS) without a tunnel is not possible, no matter how well landscaped or screened. This is because it would cause unacceptable damage to the Outstanding Universal Value of the WHS, would be in contravention of the WHS and would be unlikely to receive development consent, being in conflict with national and local planning policies. Further information can be found in the TAR, the ES (document reference 6), Chapter 3 Alternatives and the Case for the Scheme (document reference 7.2).	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#67	Prefer the southern route F010.	0	0	0	4	The F010 option was discounted as it would not deliver the scheme objectives as well as the proposed scheme. F010 would run through nearly 14 miles of largely tranquil, unspoilt countryside. This would require crossings of the Till Valley between Berwick St James and Winterbourne Stoke and of the Woodford Valley between Great Durnford and Upper Woodford on substantial viaducts. Both are a Special Area of Conservation and Sites of Special Scientific Interest. The overall environmental impact would be much greater, in terms of effects on local communities, conservation areas, listed buildings, landscape, biodiversity and environmentally designated sites, and with risks of impact on an area rich in archaeology despite being outside the boundary of the WHS. Journey times, travel costs, incidents of accidents and emissions would be higher. In addition, because the route doesn't link to existing local roads near the existing A303, there would be more traffic and rat running on those roads, meaning that the existing A303 would likely have to remain open as a link for local traffic movements. This would defeat one of the main aims of the scheme, namely to remove the sight and sound of traffic from the Stonehenge landscape. Further information can be found in the Technical Appraisal Report https://highwaysengland.citizenspace.com/cip/a303-stonehenge/ Additionally, the F010 route was given careful consideration by the third UNESCO/ICOMOS advisory mission as set out in its report, which (a) summarises the extent of the route's damaging effects through unspoilt countryside to the south of the WHS, and (b) acknowledges that the State Party has determined that the route will not proceed. The mission report can be found at: https://whc.unesco.org/en/documents/168265.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#68	Would prefer a deep tunnel.	0	0	0	3	The tunnel cannot be made substantially deeper without increasing the depth of excavations at the tunnel portals and the tunnel approaches, affecting the continuing road alignment eastwards and westwards. The depth and vertical alignment of the tunnel balances a number of considerations: the minimum cover required for the tunnel boring machine at the portals; the maximum safe gradient for traffic; the minimum ground cover at the low point of the tunnel (Stonehenge bottom); and the seasonal variation in groundwater level. There are no advantages in making the tunnel any deeper than required by engineering considerations.	N
G#69	I want to be able to see the Stones.	0	0	0	11	Keeping the existing A303 open past Stonehenge would retain the damaging impact that the existing road has on the OUV of the WHS. It would not address one of the fundamental aims of the scheme, which is to remove the sight and sound of traffic from Stonehenge and other parts of the WHS, reconnecting the northern and southern sections of the WHS. The current A303 within the WHS will be converted to a restricted byway, this will significantly enhance the opportunity for people to explore the WHS and enjoy views of the Stones in a safer and more enjoyable way than from a vehicle travelling along a busy road.	N
G#70	Just make the A303 a dual carriageway on the surface.	0	0	1	12	A dual carriageway through the World Heritage Site (WHS) without a tunnel is not possible, no matter how well landscaped or screened. This is because such options would cause unacceptable damage to the Outstanding Universal Value (OUV) of the WHS. It would also breach the World Heritage Convention and would be unlikely to receive development consent, conflicting with national and local planning policies. Additionally, keeping the existing A303 open past Stonehenge would retain the damaging impact that the existing road has on the OUV of the WHS. It would not address one of the fundamental aims of the scheme, which is to remove the sight and sound of traffic from Stonehenge and other parts of the WHS and reconnect the northern and southern parts of the WHS. Further information can be found in the TAR and the Case for the Scheme, document reference 7.2.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#71	Project is too expensive.	0	0	0	11	The scheme is part of the Government's National Infrastructure Plan in which it has prioritised infrastructure investment for the UK against the competing demands from other public services. In its published Road Investment Strategy, the Government has indicated its commitment to this scheme as part of a programme of improvements needed to upgrade the A303/A358 route to a high quality dual carriageway.	N
G#72	Provisions for emergency vehicles is needed.	0	0	0	1	In the event of an incident requiring the attendance of the emergency services, it will be possible to close either one or both carriageways of the new A303 between the Longbarrow and Countess junctions. This will allow the emergency services to gain access from either end of the tunnel, to one or both bores as needed, depending on the nature of the incident. Tunnel operating plans and procedures have been and will continue to be determined via the Tunnel Design and Safety Consultation Group (TDSCG) which has formal representation from the emergency services. Full contingency plans will be in place to ensure there is speedy and effective response by the emergency services should the need arise.	N
G#73	Get on with it now.	0	0	0	4	Your comment is noted. A Development Consent Order application has been submitted for the scheme. Subject to approval, start of works is anticipated in 2021 with the scheme open to traffic in 2026.	N
G#74	Screen the stones.	0	0	0	3	In its published Road Investment Strategy, the Government has committed to upgrading the A303/A358 corridor to a high performing dual carriageway. The improvement of the A303 past Stonehenge is part of a programme of eight schemes needed to upgrade the corridor. The congestion problems on the A303 past Stonehenge are self-evident; doing nothing or pursuing small-scale local measures, such as barrier-screening, are not options that meet this strategy. Additionally, erecting barriers to provide screening past Stonehenge would detrimentally affect the OUV of the WHS and would be in conflict with national and local planning policies.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#75	Lower the A303 at Countess Junction to keep junction at ground level.	0	0	0	1	When the roundabout was initially built, it was future-proofed; the shape and size of the existing roundabout and the layout of the existing entry/exit roads were designed and built to allow for the A303 to go over the A345. Lowering the A303 to take it below the level of the River Avon is impractical; it would have an unacceptable impact on this sensitive environmental area, particularly on the groundwater regime adjacent to the Avon SSSI/SAC.	N
G#76	ICOMOS / UNESCO's advice has been ignored.	0	0	0	24	The recommendations of the UNESCO/ICOMOS missions carried out in 2015, 2017 and 2018, and the subsequent decisions of the World Heritage Committee have been considered carefully and are addressed in the HIA. They have informed the development of the proposed scheme, such as setting the road in cuttings, determining the length of the tunnel, the location of its portals and in the provision of a wide green bridge adjacent to the Winterbourne Stoke barrow group.	N
G#77	How are my comments being taken on board?	0	0	2	4	All views expressed in response to the consultation have been considered and taken into account as set out in this report. There will be a further opportunity to express views as part of the DCO examination.	N
G#78	Believes scheme does not meet National Planning Framework Requirements.	0	0	0	3	The scheme's compliance with UK planning policy is set out in the DCO application, within the Case for the Scheme, document reference 7.2.	N
G#79	Reconsider the entire scheme.	0	0	0	14	Proposals for the improvement of the A303 between Amesbury and Berwick Down have been the subject of extensive study and consultation since 1991. The process of options identification and route selection leading to the proposed scheme is summarised in Chapter 3 of the Environmental Statement and further details can be found in the TAR and the SAR. The proposed scheme is the optimum solution that has been developed from an exhaustive process.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#80	PRoW east of Winterbourne Stoke along the existing A303 should start further west at the junction of the A303 with WST04.	0	0	0	1	Between WST04 and the start of the new segregated bridleway, the existing A303 will have a 30mph speed limit and, as such, will be safe for use by horse riders alongside motorists. Pedestrians and cyclists will use a shared path along this section before joining the new bridleway. In addition, the existing bridge over the River Till is too narrow to accommodate the segregated bridleway extending westwards into the village.	N
G#81	Keep AMES2 and Allington Track open.	0	0	0	1	The Allington Track and Amesbury Road closures are proposed because they currently give rise to hazardous conflicts between slow and fast moving traffic on the A303. The new Allington Track link will provide safe access from Allington Track to the local road network in Amesbury and to the A303 via Solstice Park junction. Access from byways AMES2/BULF12 directly onto the A303 is being closed to prevent slow-moving vehicles and non-motorised users entering or leaving the dual carriageway, creating a hazard to themselves and other users. The byway will thus serve no useful purpose.	N
G#82	Create a crossing over/under the A303 at the eastern end of the scheme.	0	0	0	2	Convenient and safe access is available across the trunk road via the existing Solstice Park junction.	N
G#83	General concern regarding impacts to the environment (water table, ecology) and archaeology.	2	0	2	14	The scheme will deliver many environmental benefits, including: for the Stonehenge landscape; for ecological connectivity; for Winterbourne Stoke; and for the nearby communities that are affected by high levels of rat-running traffic. Full details of all the environmental effects can be found in the ES.	N
G#84	The tunnel is too close to the Stones.	0	0	0	1	The tunnel will be farther away from the Stones than the existing A303. The portals have been optimally located adjacent to the existing road to avoid known archaeology, as well as to remove the sight and sound of traffic from the vicinity of the stones and other key monuments.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#85	What would happen if there was a fire in the tunnel?	0	0	0	1	The tunnel will include a range of safety systems to support an effective response to events, such as an incident management system that will detect stationary vehicles and a linear heat detection system to support the identification of fires. Tunnel operators will also have access to CCTV and will be able to implement pre-defined operating plans to manage the event. These plans will include measures such as closing affected traffic lanes through the tunnel using the overhead lane control signs and reducing speed limits using the tunnel electronic signals. Rapid removal of obstacles from the tunnel will form a key part of the operational response and powers for this are included in the DCO. Should an incident, such as a fire, block both lanes in one bore, access to the incident bore can be undertaken from the non-incident bore via the cross passages. In such cases vehicles will be directed, via crossover points outside the tunnel, to use the unaffected bore, which will operate under contraflow to accommodate two-way traffic. In the event of an incident causing the tunnel to be closed, a diversion route for traffic will be implemented via the A360/The Packway via Larkhill/A345. The tunnel will be ventilated using a longitudinal (jet fan) system. This will ensure good air quality during normal traffic conditions and will secure smoke control during evacuation in the event of a potential fire incident.	N
G#86	More consultation is needed on such an important project.	0	0	1	1	Proposals for the improvement of the A303 between Amesbury and Berwick Down have been the subject of extensive study and consultation since 1991. The process of options identification and route selection leading to the proposed scheme is summarised in Chapter 3 of the Environmental Statement and further details can be found in the TAR and the SAR. The proposed scheme is the optimum solution that has been developed from an exhaustive process, including 156 days of consultation since January 2017. There will be a further opportunity to provide comment on the scheme during the DCO process.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#87	How will the byways closed to MPVs be controlled and managed?	0	0	0	1	Appropriate gates and fencing will be used to prevent motorised vehicles accessing the non-motorised public rights of way. It is envisaged that the management of byways will become the responsibility of Wiltshire Council.	N
G#88	Increases in traffic from the new developments around Larkhill and Bulford must be taken into account.	0	0	0	2	The army rebasing has been fully represented in the traffic forecasts that have been used as the basis of the Scheme's design. Further information can be found in the Transport Assessment Report, document reference 7.6.	N
G#89	Move proposed bridleway along the northern side of existing A303 between Winterbourne Stoke and Longbarrow junction to the southern side.	0	0	0	1	The proposed bridleway between Winterbourne Stoke and Longbarrow Junction is better located on the north side of the old A303, separated from the existing road by an existing mature hedge along part of the route. The alternative route on the south side would mean the removal of an area of woodland and involve additional earthworks.	N
G#90	Provide a safe crossing for NMUs south of Longbarrow southern roundabout.	0	0	0	3	Longbarrow junction will be controlled by traffic signals (lights). Safe crossings for pedestrians, cyclists and equestrians will be integrated with these signals.	N
G#91	Use chalkland to encourage more wildlife to the area.	0	0	0	1	The Scheme's objectives include the aim of improving biodiversity along the route. This is being achieved in a number of ways, including removing the A303 and connecting habitats within much of the WHS and extending the chalk grassland adjacent to the Parsonage Down NNR. Full details of the biodiversity improvements can be found in the ES Chapter 8, document reference 6.	N
G#92	Control access for the public on public rights of way to prevent free roaming.	0	0	3	1	Public access to private land will be controlled by fences similar to those already used in the area or as agreed with affected landholders.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#93	Existing byways and access to them should remain as they are.	0	0	0	2	The scheme measures include extensive non-motorised public rights of way proposals for not only maintaining but also enhancing the existing network, aligned with Government policy to improve walking and cycling facilities. Full details of the PRow proposals, including the small number of modifications being made to the existing network, can be found in the Rights of Way and Access Plans, document reference 2.6. Motorised use of Byway 11 will terminate its northern end where it currently joins the existing A303. Non-motorised users will be able to join the new restricted byway to be created along the line of the old A303 through the WHS after the tunnel has been constructed.	N
G#94	The needs of motorised user groups are not being considered.	0	0	0	4	The needs of motorised user groups have been considered in forming the Scheme's proposals. No byways open to all traffic (BOATs) are being removed and a new BOAT on the line of the old A303 to the west of Winterbourne Stoke is included to provide connection between Winterbourne Stoke and BSJA3. The only change is in the WHS where Byway 11 will no longer be a through route because the old A303 will become a restricted byway in support of the aim to remove the sight and sound of traffic from the Stonehenge landscape.	N
G#95	Provide more parking west of Amesbury to access the new green byway.	0	0	0	1	The scheme will not be providing additional parking. Any additional provisions will be for others to pursue in liaison with Wiltshire Council as planning authority.	N
G#96	What is the surfacing specification for the new public rights of way?	0	0	1	5	All the new public rights of way proposed along the length of the scheme will be constructed in a way that will make them fit for all the uses permitted by their designated status. Exact cross-sectional details and construction materials will be determined as part of the Scheme's detailed design, and will be sensitive to the landscapes through which the rights of way will pass.	N
G#97	The status of the new link road between Allington Track and AMES1 is not clear.	0	0	0	2	The intention is that the link between AMES1 and Allington Track will be an unclassified road, similar to Allington Track, and open to all traffic.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#98	Make the PRoW south of the existing A303, west of BSJA3 a BOAT.	0	0	0	1	The proposed restricted byway between BSJA3 and SLAN3 is not being created as a BOAT because that could lead to increased turning movements where SLAN3 joins the A303 and hazardous conflicts between slow and fast moving traffic.	N
G#99	The old A303 restricted byway needs to be made accessible for farm vehicles.	0	0	1	3	Farm vehicles are permitted to use byways open to all traffic. Authorised farm vehicles will be permitted to use the new restricted byways under private means of access arrangements.	N
G#100	Make sure public right of way south of the A303 BSJA3 and Green Bridge No. 1 is a restricted byway.	0	0	0	2	The public right of way south of the A303 will be restricted byway between Yarnbury Castle (SLAN3) and Green Bridge No. 1, except for a section along the old A303 to the west of Winterbourne Stoke which is needed to serve as a byway open to all traffic to maintain a connection with BSJA3.	N
G#101	Car parking facilities are needed east of Winterbourne Stoke for access to the new PRoWs.	0	0	0	1	The scheme will not be providing additional parking. Any additional provision will be for others to pursue in liaison with Wiltshire Council as planning authority.	N
G#102	The proposals for the western tunnel approach cutting are unacceptable as the monuments and archaeology there are genuinely unique, just as important as Stonehenge itself.	0	0	0	3	The preferred route for the scheme was selected to avoid known archaeological remains, important sites and monuments. Subsequent design development, including mitigation measures to limit or avoid impacts, has been informed by a comprehensive programme of archaeological evaluation surveys. Should unknown archaeology be found by further surveys prior to a start of construction, those remains that cannot be appropriately protected in-situ would be excavated and recorded to the highest standard. Further information can be found in ES Chapter 6, Cultural Heritage, document reference 6.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#103	Make the bridleway between Winterbourne Stoke and Longbarrow a restricted byway.	0	0	0	2	Restricted byways are being provided where practical and where there is sufficient room to provide the width necessary to accommodate horse-drawn carriages. Bridleways are provided where there is insufficient off-road width reasonably available. To the east of Winterbourne Stoke by example, there is insufficient width but carriages will be able to use the old A303 safely as this will be lightly trafficked. From here carriages will be able to connect with the new restricted byways being provided in the WHS. Full details can be found in the Rights of Way and Access Plans, document reference 2.6.	N
G#104	Longbarrow Junction proposal is too complicated and elaborate.	0	0	0	2	Traffic modelling and analysis of predicted traffic flows has shown that a grade-separated junction is needed to accommodate a safe and efficient connection between the new A303 dual carriageway and the A360. The analysis also confirms that a single bridge with two roundabouts (a dumbbell junction) will operate safely and efficiently. It is a commonly used type of junction and signing will clearly ensure users do not find it complicated. Alternative grade-separated layouts, such as a single roundabout with two bridges over the A303, would have a larger footprint and greater environmental impact. The design of the Longbarrow junction has been carefully developed to secure an optimum balance over its layout, location, efficiency of operation and safety, with minimised environmental impact.	N
G#105	Will Countess junction cope with the new military developments?	0	0	0	1	Yes. The army rebasing has been fully represented in the traffic forecasts that have been used as the basis of the scheme's design. Further information can be found in the Transport Assessment Report, document reference 7.6.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#106	There is insufficient information on the potential for impacts on the hydrogeology, a more detailed study is required.	0	0	0	1	The PEIR presented preliminary environmental information for the statutory consultation. There has been extensive collation of baseline hydrological data to inform a hydrological model which has been developed in consultation with the Environment Agency and Wiltshire Council. The outcome of the full groundwater assessment is reported in ES Chapter 11, Road Drainage and the Water Environment (document reference 6), which concludes that there would be no likely significant adverse effects on groundwater as a result of the scheme.	N
G#107	I am concerned that there will be an increase in traffic emissions, leading to pollution of the atmosphere and impacts on people, including drivers and local residents.	0	0	0	2	Locally, air quality will improve in Winterbourne Stoke, in the WHS along the tunnelled section of the scheme and through nearby communities, where traffic levels will reduce because drivers will no longer divert to avoid congestion on the A303. Further afield, where traffic flows are forecast to increase, air quality will reduce, albeit not to result in poor air quality. This is because only small deteriorations are expected and the existing air quality is well within the Government's national air quality objectives. Further information can be found in ES Chapter 5, Air Quality.	N
G#108	Don't understand the purpose of consultation if the outcome is pre-determined and views won't make a difference.	0	0	0	2	The outcome of consultation is not pre-determined and views expressed can and do make a difference to the development of the scheme proposals, as set out in this report. The scheme will also be subject to an examination by an independent Inspector, or panel of Inspectors, who will make a recommendation to the Secretary of State for Transport. The Secretary of State will make the final decision on whether the scheme receives consent.	N
G#109	The existing junction has just been re-done. The new proposals are a waste of taxpayers' money.	0	0	0	1	The grade-separation of Longbarrow junction is a key element of the proposed scheme, designed to deliver a free-flowing strategic east-west route. The improvements made to the existing roundabout were designed to help it operate more efficiently with its current traffic flows, not to provide a long term solution.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#110	The introduction of new technology, such as driverless cars will render this project obsolete.	0	0	0	1	The scheme is needed to cater for current and forecast traffic levels. The impact of innovations such as driverless vehicles is not predicted to have a material effect on traffic levels.	N
G#111	How have the conclusions of the assessment of the effects on biodiversity been reached?	0	0	1	0	The ecological impact assessment, as presented in ES Chapter 8, Biodiversity, has been carried out in accordance with the relevant guidance and best practice, including the Ecological Impact Assessment methodology published by the Chartered Institute of Ecology and Environmental Management and Highways England's Interim Advice Note 130/10, a component part of the DMRB. The assessment has been undertaken in consultation with relevant stakeholders, including, but not limited to, the Wiltshire Council County Ecologist, Natural England, Environment Agency, and the RSPB.	N
G#112	Listen to the opinions of people who live locally.	0	0	1	2	All views expressed in response to the consultation, including the views of local people, have been considered and taken into consideration as set out in this report. There will be a further opportunity to express views as part of the DCO examination. Local views are also continuing to be heard via the Local Community Forum that has been established for representatives of community bodies/groups to engage about the scheme.	N
G#113	Make the whole A303 a motorway.	0	0	0	2	A high quality dual carriageway will provide sufficient capacity for the predicted future traffic flows. A motorway is not needed and not proposed.	N
G#114	Provide greater access to Stonehenge and WHS for walkers, cyclists and horse riders.	1	0	2	5	The scheme is providing a comprehensive set of public rights of way along its length. Of note the existing A303 within the WHS where made redundant by the scheme will be converted into a restricted byway, providing a significant opportunity for walkers, cyclists and horse riders to experience the WHS in safety and without the sight and sound of traffic. Full details can be found in the Rights of Way and Access Plans, document reference 2.6.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#115	Nile clumps should be protected.	0	0	0	1	The scheme will avoid direct impact on the Nile Clumps.	N
G#116	The scheme will have a temporary or permanent adverse effect on stone curlew.	0	0	0	1	As set out in ES Chapter 8, Biodiversity, construction of the scheme will result in the permanent loss of a known stone curlew breeding plot at the western end of the scheme. In mitigation, a new breeding plot would be created within Parsonage Down SSSI and NNR. The plot would be created, under agreement with Natural England, approximately 500m from the plot to be lost. Elsewhere along the scheme, including at the Normanton Down RSPB reserve, the effect on stone curlew has been assessed as being neutral and not significant. The potential for stone curlews to nest outside managed stone curlew plots will be kept under observation and managed through the Construction Environmental Management Plan.	N
G#117	Street lights and vehicle lights should not be visible from the WHS.	0	0	0	2	There will be no open road lighting within the WHS and the scheme will also remove the existing lighting at Longbarrow. Visibility of vehicle lights within the WHS west of Amesbury will also be substantially reduced as they would be largely contained within the tunnel, in deep cutting or under the wide Green Bridge No. 4. This will result in a substantial improvement to the character of the night sky within the WHS.	N
G#118	Concern regarding traffic delays during construction and longer journey times.	0	0	0	4	Temporary traffic management measures during construction are expected to delay traffic along the A303 by up to five minutes until the Countess flyover and Winterborne Stoke bypass sections are completed. After that, little impact on journey times is expected for the remainder of the construction period. Further information can be found in the Transport Assessment Report, (document reference 7.6).	N
G#119	More traffic modelling information is required.	0	0	0	1	An overview of the traffic impacts of the scheme was included as part of the statutory consultation information. Further details of the traffic modelling and impacts are set out in the Transport Assessment Report, (document reference 7.6) accompanying the DCO application.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#120	Mitigate the effect the flyover will have on local people.	0	0	0	1	Mitigation measures for the Countess flyover will include noise barriers on both sides of the flyover and landscape planting to soften its visual impact. The potential impacts of Countess flyover and details of how the impacts will be mitigated, both while it is being constructed and during its operation, are considered in the relevant topic chapters of the ES, including Chapter 5, Air Quality, Chapter 7, Landscape and Visual, Chapter 9, Noise and Vibration, and Chapter 13, People and Communities.	Y
G#121	It is essential that agricultural access is maintained from King Barrow to Stonehenge Road.	0	0	1	0	Farm vehicles are permitted to use byways open to all traffic. Authorised farm vehicles will be permitted to use the new restricted byways under private means of access arrangements.	N
G#122	Create safe access for pedestrians, cyclists and horse riders along the A303, to connect Winterbourne Stoke and Yarnbury Castle.	0	1	0	2	New byways either side of the new A303 dual carriageway are being created between Winterbourne Stoke and Yarnbury Castle to provide safe access for walkers, cyclists and horse riders.	N
G#123	Use the existing A303 lay-by at Winterbourne Stoke to create future village amenities and legacy opportunities.	0	0	0	2	It is anticipated that Wiltshire Council will become the responsible authority for the old A303 through Winterbourne Stoke, including the downgraded, stopped up section to the west of the village. The treatment of that section will be agreed through discussions with the Council, taking into consideration the views of the local community.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#124	Improvements to the Countess Roundabout and junctions are needed.	0	0	0	1	The scheme includes two new grade-separated junctions. One is at Countess roundabout where the new A303 dual carriageway will be carried on a flyover above the existing roundabout, with slip road connections (using the existing dual carriageway roundabout entry and exit lanes) accommodating all movements to and from the A345. The other is at Longbarrow where the A303 will pass under a new dumbbell junction arrangement on the A360, realigned approximately 600 metres to the west (and replacing the existing roundabout), with slip road connections accommodating all movements between the two roads.	N
G#125	Byways bordering English Heritage Trust land and property should remain accessible.	0	0	0	1	The byways bordering English Heritage Trust land will remain accessible, and there will also be improved access to them for walkers, cyclists and horse riders via the new public right of way to be created along the old A303 through the WHS.	N
G#126	Presumably access along WST06B will be retained over Green Bridge No. 2.	0	1	0	0	Yes, access along WST06B will be retained over Green Bridge No. 2.	N
G#127	No need for/do not support an NMU route across the whole of the WHS.	0	0	1	0	The old A303 through the WHS between Longbarrow and Stonehenge Road needs to be converted to a restricted (NMU) byway to cater for those who will not be permitted to use the tunnel when travelling between Amesbury and Winterbourne Stoke. In addition, the new byway will significantly enhance the existing public rights of way network, encouraging walking and cycling, and will provide greater opportunity for the WHS to be explored and enjoyed.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#128	Move proposed bridleway along the northern side of existing A303 between Winterbourne Stoke and Longbarrow junction to the southern side.	0	0	0	1	The proposed bridleway between Winterbourne Stoke and Longbarrow Junction is better located on the north side of the old A303, separated from the existing road by an existing mature hedge along part of the route. The alternative route on the south side would mean the removal of an area of woodland and involve additional earthworks.	N
G#129	Downgrade all byways round winterbourne stoke from BOATs to restricted byways, bridleways or footpaths.	0	0	0	1	The remit of the scheme is to ensure the existing byway network is satisfactorily maintained rather than to change the designations of existing byways. That is beyond the scope of the scheme and is a matter for Wiltshire Council as the responsible authority for byways.	N
G#130	More information is requested on the fencing and gating strategy for the new PRoWs.	0	0	0	1	Fences along public rights of way will be provided to prevent access onto private land, grazed grassland or the highway, or to provide a buffer zone to the retained cutting between Longbarrow Junction and the western tunnel entrance. Kent Carriage Gaps will be provided at access points to restricted byways, preventing entry by mechanically propelled vehicles. Equestrian gates will be provided at access points to bridleways and pedestrian gates will be provided at access points to footpaths.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#131	The content of the Public Consultation materials was in some areas cases factually incorrect, misleading or inadequate.	0	0	0	2	The material published for statutory consultation was based on the information available at that time and was sufficient to satisfy the purpose of gaining feedback on the scheme proposals and for that feedback to be taken into consideration as part of the continuing development of the scheme up to the time of submitting the DCO application. As part of the continuing development of the scheme following statutory consultation, a supplementary consultation was carried out on three specific design changes and the opportunity was also taken to clarify the public rights of way proposals along the scheme. Booklets prepared to support the above consultations were written in plain English and made use of images and photographs with the intention of making them accessible to a wide audience. Non-technical summaries were also provided for the environmental information presented. Highways England made every attempt to ensure the consultation materials were easy to understand. There were a small number of instances of incorrect labelling of an image or map; these did not affect the context of the information provided in the consultation materials and do not amount to the consultation being misleading. Highways England is therefore of the view that the consultation was effective and robust in order to inform consultees and seek their views on the proposals.	N
G#132	Provide viewpoints of the Stones.	0	0	0	1	Keeping the existing A303 open past Stonehenge would retain the damaging impact that the existing road has on the OUV of the WHS. It would not address one of the fundamental aims of the scheme, which is to remove the sight and sound of traffic from Stonehenge and other parts of the WHS, reconnecting the northern and southern sections of the WHS. The current A303 within the WHS will be converted to a restricted byway. This will significantly enhance the opportunity for people to explore the WHS and enjoy views of the Stones in a safer and more enjoyable way than from a vehicle travelling along a busy road.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#133	Remove the public right of way from Green Bridge No. 1.	0	0	1	1	Green Bridge No. 1 provides an alternative means of crossing the A303 for NMUs in preference to the crossing of the road at SLAN3 / A303 junction. Without Green Bridge No. 1 NMUs would have to use the B3083 crossing point which would result in a longer detour.	N
G#134	Concern about the impact on property value.	0	0	0	1	Blight claims will be assessed independently by the Valuations Office. If you think the project has blighted the value of your property, please inform Highways England and it will be assessed.	N
G#135	Concern relating to the closure of Stonehenge Road.	0	0	1	1	The closure of Stonehenge Road is necessary in order to achieve key objectives; to create a high quality dual carriageway and to remove the A303 from the sight and sound of the Stones. Access to the A303 from West Amesbury and properties along Stonehenge Road will be via the High Street and Countess roundabout. The increase in travel time through Amesbury would be offset by faster travel times along the A303 for affected journeys.	N
G#136	There should not be a footpath on the stopped up section of AMES2 south of the A303 - it is unnecessary.	0	0	2	0	The stopped up section of Amesbury Road (AMES1), south of the A303, will become a footpath to maintain public access to the barrow adjacent to the southern boundary of A303.	N
G#137	My access is due to be affected by the scheme, what will Highways England do about this?	0	0	2	0	Any severed accesses will be provided with a suitable alternative and this will be agreed with you. If an alternative is unachievable then appropriate compensation will be provided.	N
G#138	Turn the restricted byway south of the A303 between SLAN3 and Winterbourne Stoke into a BOAT.	0	1	0	0	Motorised access from BSJA3 to the new A303 will be via the old A303 through Winterbourne Stoke and the new Longbarrow junction. The proposed restricted byway between BSJA3 and SLAN3 is not being created as a BOAT because that could lead to increased turning movements where SLAN3 joins the A303 and hazardous conflicts between slow and fast moving traffic.	N
G#139	Start construction of the grade separated junctions ASAP with option to open ahead of central section.	0	0	0	1	A detailed construction programme will be developed with the appointed contractor which will seek to open the Winterbourne Stoke bypass and Countess flyover sections of the scheme earlier than the central tunnel section.	N

Reference number	Summary of consultee comment	s42(1)(a)	s42(1)(b)	s42(1)(d)	s47	Regard had to the consultee response	Change to scheme
G#140	Green Bridge No. 1 should be moved further west.	0	0	1	0	The green bridges on the scheme perform a number of functions, including: providing agricultural access; linking and maintaining public rights of way; and providing ecological connectivity. The locations of the green bridges must find a balance that meets the needs of these functions. Green Bridge No. 1 has to be where it is positioned because it is maintaining connectivity for an existing flightpath of bats and is serving agricultural access in this location, as well as accommodating a new public right of way.	N
G#141	Remove car park / layby west of Scotland Lodge Farm.	0	0	1	0	As part of the de-trunked road, the future use of the layby will be a matter for discussion with Wiltshire Council.	N

6.19 Request for changes to the scheme from supplementary consultation

- 6.19.1 A number of changes to the scheme proposals were suggested by respondents during supplementary consultation in addition or instead of the three changes presented. These suggestions were considered but, except for a small revision to not extend the restricted byway proposed along the A360 (north) to the north of Airman's Corner, did not result in further changes to the design for the reasons explained in Tables 6.19 to 6.22.
- 6.19.2 Highways England has made a number of changes to the scheme proposals, in addition to the three presented for supplementary consultation, taking into consideration the feedback received from the earlier statutory consultation. Those changes are summarised in Chapter 5, section 5.19.

7 Consultation under the EIA Regulations

7.1 Introduction

- 7.1.1 Highways England identified at an early stage in the scheme's development that it would be an EIA development under Schedule 1 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations).
- 7.1.2 Full details of how Highways England has complied with the EIA Regulations in relation to the preparation of the Environmental Statement are contained within Chapter 1 of the Environmental Statement (Application Document 6.1).
- 7.1.3 The pre-application publicity and consultation requirements have been undertaken in accordance with, where relevant, the PA 2008 and the EIA Regulations. A summary of how Highways England has complied with the pre-application consultation requirements of the EIA Regulations is set out below.

7.2 Ongoing engagement with statutory environmental bodies

- 7.2.1 Table 7-1 below provides a summary of engagement with the statutory environmental bodies in the development of the scheme taken forward to statutory consultation, following the preferred route announcement in September 2017. The engagement operated under the direction of the Stakeholder Strategy Board within the framework of the working group structure described in Chapter 2 (2.4.12) and set out in Appendix B5.

Table 7-1: Ongoing engagement with statutory environmental bodies

Statutory Environmental Body	Ongoing engagement activity
Environment Agency	The Operational Flood Working Group was established in July 2017 to provide regular and extensive engagement with the Environment Agency and provide updates on the scheme design and emerging findings of groundwater, flood risk, Water Framework Directive (WFD), road drainage and water quality assessments being undertaken for the ES. This working group involved regular meetings, teleconferences and email correspondence on single or multiple water and drainage topics, including groundwater and contaminated land, waste, fisheries, biodiversity and geomorphology, and the water framework directive. The Environment Agency is also a member of the Environmental Working Group (see Appendix B5) which acted as a forum to discuss cross-topic environmental information and seek consensus on emerging issues associated with the scheme's design, assessment, implementation and mitigation. Meetings with the Environment Agency have included discussion on the proposed routing of the temporary haul road from Longbarrow junction to the landscape area east of Parsonage Down,

Statutory Environmental Body	Ongoing engagement activity
	environmental permitting requirements, and classification of tunnel arisings in the context of waste management. Engagement with Wessex Water was also undertaken to discuss available baseline data, impact assessment methodologies and the assessments' initial outcomes. Other relevant organisations, including statutory bodies and community representatives were invited to join meetings as necessary.
English Heritage Trust	English Heritage Trust is a member of HMAG, established in 2016 following the recommendation from the first UNESCO/ICOMOS advisory mission, to provide independent heritage advice on the project. The group meets approximately monthly. HMAG members have been consulted throughout the development of the scheme's outline design and have inputted to design meetings including those associated with the positioning and design of the tunnel portals, approach cuttings, junction designs, bridge and viaduct designs, lighting and signage, the design of NMU routes, landscaping and fencing. Regular HMAG meetings have also allowed the review of heritage documentation, including the HIA methodology, ongoing review of the progress of the archaeological evaluations undertaken to support the scheme, and the subsequent heritage assessments reported in the Environmental Statement. The meetings have also provided a platform for the ongoing review of the progress of the Landscape and Visual Impact Assessment (LVIA) undertaken to support the scheme. English Heritage Trust is also a member of the Environmental Working Group (see Appendix B5) which acts as a forum to discuss cross-topic environmental information and seek consensus on emerging issues associated with the scheme's design, assessment, implementation and mitigation. English Heritage Trust, while not a statutory advisor, has provided expert advice as a major conservation body responsible for managing a significant aspect of the WHS. Discussion with them have included general heritage concerns related to the WHS, and concerns for the continued accessibility and viability of the Stonehenge visitor centre.
Historic England	Historic England is also a member of HMAG, established in 2016 following the recommendation from the first UNESCO/ICOMOS advisory mission, to provide independent heritage advice on the project. The group meets approximately monthly.

Statutory Environmental Body	Ongoing engagement activity
	Regular HMAG meetings have also allowed the review of heritage documentation, including the HIA methodology, ongoing review of the progress of the archaeological evaluations undertaken to support the scheme, and the subsequent heritage assessments reported in the Environmental Statement. Historic England is also a member of the Environmental Working Group (see Appendix B5) which acts as a forum to discuss cross-topic environmental information and seek consensus on emerging issues associated with the scheme's design, assessment, implementation and mitigation. Historic England was also invited to join weekly Solution Tuesday meetings to provide ongoing input into the scheme proposals. This allowed the design to accommodate, where possible, stakeholder needs at the earliest opportunity.
National Trust	National Trust is a member of HMAG, established in 2016 following the recommendation from the first UNESCO/ICOMOS advisory mission, to provide independent heritage advice on the project. The group meets approximately monthly. HMAG members have been consulted throughout the development of the scheme's outline design and have inputted to design meetings including those associated with the positioning and design of the tunnel portals, approach cuttings, junction designs, bridge and viaduct designs, lighting and signage, the design of NMU routes, landscaping and fencing. National Trust is also a member of the Environmental Working Group (see Appendix B5) which acts as a forum to discuss cross-topic environmental information and seek consensus on emerging issues associated with the scheme's design, assessment, implementation and mitigation. Meetings with the National Trust have included discussion on viewpoints within the WHS and along the existing A303, planting strategy within the WHS, and on the general implications of the scheme in the context of their land interests, including for their tenants and public access. The National Trust was also invited to join weekly Solution Tuesday meetings to provide ongoing input into the scheme proposals. This allowed the design to accommodate, where possible, stakeholder needs at the earliest opportunity.
Natural England	Natural England is a member of the Environmental Working Group, which acts as a forum to discuss cross-topic environmental information and seek consensus on emerging issues associated with the scheme's design, assessment, implementation and mitigation.

Statutory Environmental Body	Ongoing engagement activity
	Consultation with Natural England has informed the scope of ecological studies and assessment, the proposed scheme design, and opportunities for mitigation and enhancement. Draft copies of the baseline survey reports were also provided to help inform the process of consultation. Meetings with Natural England have included discussions about Parsonage Down in the context of depositing chalk from the tunnel excavation to the east of Parsonage Down and shaping ground to reflect the existing valley landform, as well as the potential for new chalk grassland, the creation of a new stone curlew plot on the parsonage Down NNR as part of the stone curlew mitigation strategy, and protected species licencing requirements.
Wiltshire Council	There has been regular, frequent and extensive engagement with the relevant departments within Wiltshire Council, as the host authority. Discussions have taken place at a detailed working level, reporting to the Council's Officer Steering Group established to oversee and manage the Council's full engagement in the evolving development of all aspects of the scheme. Wiltshire Council's Archaeology Service (WCAS) is a member of HMAG, established in 2016 following the recommendation from the first UNESCO/ICOMOS advisory mission, to provide independent heritage advice on the project. The group meets approximately monthly. HMAG members have been consulted throughout the development of the scheme's outline design and have inputted to design meetings including those associated with the positioning and design of the tunnel portals, approach cuttings, junction designs, bridge and viaduct designs, lighting and signage, the design of NMU routes, landscaping and fencing. Regular HMAG meetings have also allowed the review of heritage documentation, including the HIA methodology, ongoing review of the progress of the archaeological evaluations undertaken to support the scheme, and the subsequent heritage assessments reported in the Environmental Statement. Wiltshire Council is also a member of the Environmental Working Group, with representation from WCAS, the (heritage) Conservation Team, the Environmental Control and Protection Team, and the Landscape & Design Team, including landscape architecture and ecology. Wiltshire Council's Principal Drainage Engineer has been involved with the Operational Flood Working Group to discuss the available baseline data and to develop the modelling and impact assessment

Statutory Environmental Body	Ongoing engagement activity
	methodologies and the assessments' initial outcomes for water quality, WFD, road drainage, groundwater and flood risk. Wiltshire Council was also invited to join weekly Solutions Working Group meetings to provide ongoing input into the scheme proposals. This allowed the design to accommodate, where possible, stakeholder needs at the earliest opportunity. Meetings with Wiltshire Council have included discussion on a wide array of issues of relevant to the council, including, broadly, consideration of the environmental impact assessment, public health and public protection, the scope of which includes noise and vibration, air quality, light nuisance, and private water supplies, ecology and landscape, archaeology and the WHS, built heritage, flood risk and drainage, and public rights of way.

7.3 Secretary of State notification

- 7.3.1 On 20 October 2017, and by means of a letter to the Planning Inspectorate, Highways England notified the Secretary of State under Regulation 8(1) (part b) of the EIA Regulations that an Environmental Statement would be prepared and submitted alongside the application for development consent. The Environmental Statement presents the findings of the EIA in compliance with the requirements of the EIA Regulations. A copy of the letter is included in Appendix E10.

7.4 Request for a Scoping Opinion

- 7.4.1 Regulation 10(1) of the EIA Regulations states that a person who proposes to make an application for an order granting development consent may ask the Secretary of State for a written opinion in regard to the information required for inclusion within the Environmental Statement (known as a Scoping Opinion). In this context, and in accordance with Regulation 10(3) of the EIA Regulations, an EIA Scoping Report was submitted to the Planning Inspectorate on 20 October 2017 and provided:
- A plan to identify the land
 - A description of the proposed development, including its location and technical capacity
 - An explanation of the likely significant effects of the development on the environment

7.4.2 Regulation 10(6) of the EIA Regulations advises that the Secretary of State must not adopt a Scoping Opinion until the Secretary of State has consulted the appropriate consultees, with regulation 11(1)(b) stating that the Secretary of State must inform the applicant in writing of the names and addresses of the consultees, so notified. In addition, regulation 11(1)(c) requires the Secretary of State to notify the applicant in writing of any particular person whom it considers:

- a. to be, or to be likely to be, affected by, or to have an interest in the proposed development; and
- b. to be unlikely to become aware of the proposed development by means of the measures taken in compliance with the pre-application requirements under PA 2008.

7.4.3 On behalf of the Secretary of State, a Scoping Opinion was provided (Appendix 4.1 of the Environmental Statement) by the Planning Inspectorate on 30 November 2017. Appendix 1 of the Scoping Opinion provided a list of all of the bodies which were formally consulted on the EIA Scoping Report under regulations 11(1)(b) by the Planning Inspectorate on behalf of the Secretary of State. This included the prescribed consultation bodies as listed within Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) (the APFP Regulations), statutory undertakers and local authorities as defined by Section 42 of the Planning Act 2008. The Planning Inspectorate confirmed in a letter dated 30 November 2017 with the Scoping Opinion that no parties had been identified under regulation 11(1)(c). A copy of the Scoping Opinion letter can be found in Appendix E8. Appendix 2 of the Scoping Opinion provided the responses of the consultees that responded within the statutory 28-day period, as per regulation 10(11) of the EIA Regulations.

7.4.4 The Environmental Statement identifies where issues raised by statutory consultees in the consultation responses contained within the Scoping Opinion have been considered and addressed in the EIA.

7.5 Section 48 (publicity) under the PA 2008

7.5.1 Regulation 13 of the EIA Regulations states that where the proposed application for an order granting development consent is an application for EIA development, the applicant must, at the same time as publishing notice of the proposed application under section 48 (1) of the PA 2008, send a copy of that notice to the consultation bodies and to any person notified to the applicant by the Planning Inspectorate in accordance with Regulation 11(1)(c). In accordance with regulation 13, Highways England sent a section 48 notice to the consultation bodies on 6 February 2018 (a copy of this letter is included Appendix E5). No parties were identified by the Planning Inspectorate under Regulation 11(1)(c). A copy of the section 48 notice can be found in Appendix F1.

7.6 Consulting on the Preliminary Environmental Information

- 7.6.1 As per the provisions of regulation 12(1) of the EIA Regulations, the consultation statement (the SoCC) must set out (a) whether the proposed scheme is EIA development, and (b), if the proposed scheme is EIA development, how the applicant intends to publicise and consult on the preliminary environmental information. A copy of the SoCC can be found in Appendix C8.
- 7.6.2 Regulation 12(2) defines “preliminary environmental information” as information referred to in Regulation 14(2) which (a) has been compiled by the applicant, and (b) is reasonably required for the aforementioned consultation bodies to develop an informed view of the likely significant environmental effects of the development. Further details of how Highways England publicised and consulted on the PEI Report are available in Chapter 3.
- 7.6.3 Regulations 12 and 14, and Schedule 4 of the EIA Regulations set out the information which is to be included in the PEI Report. Regulation 12(2) provides that ‘preliminary environmental information’ means information referred to in Regulation 14(2) (as reproduced in Table 7-2 below). In accordance with Regulation 12 (2)(b), the PEI Report presented information which *“is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the development (and of any associated development)”*. Table 7-2 below identifies where the information defined by Regulation 14(2) could be found within the PEI Report.

Table 7-2: Location of information in the PEI Report

Specified Information	Location within the PEI Report
(2) An environmental statement is a statement which includes at least–	
a) a description of the proposed development comprising information on the site, design, size and other relevant features of the development;	Chapter 2 – The Proposed Scheme
b) a description of the likely significant effects of the proposed development on the environment;	Chapters 5 - 14
c) a description of any features of the proposed development, or measures envisaged in order to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment;	Chapters 5 - 14
d) a description of the reasonable alternatives studied by the applicant, which are relevant to the proposed development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the development on the environment;	Chapter 3 - Assessment of Alternatives
e) a non-technical summary of the information referred to in sub-paragraphs (a) to (d); and	Non-technical Summary
f) any additional information specified in Schedule 4 relevant to the specific characteristics of the particular development or type of development and to the environmental features likely to be significantly affected.	Chapters 1 - 14

- 7.6.4 A Non-Technical Summary of the PEI Report was also prepared, written in non-technical language to aid people's understanding (see Appendix G6). A summary of environmental information was also included in the Consultation Booklet, which also confirmed the scheme is EIA development (Appendix G1).
- 7.6.5 The pre-application statutory consultation on the proposed scheme including the preliminary environmental information ran from Thursday 8 February to Monday 23 April, providing an opportunity for prescribed consultees and for members of the public to review and provide comments on the proposed scheme and the information provided in the PEI Report.
- 7.6.6 All consultation bodies identified by the Planning Inspectorate in the Scoping Opinion, save one omission, were sent a copy of the section 48 notice at the time it was published by Highways England. The section 48 notice advised them of the pre-application consultation as 'consultation bodies' prescribed under the PA 2008, pursuant to regulation 13 of the EIA Regulations. As explained in Chapter 3, Oxfordshire County Council had been mistakenly omitted from the original circulation list, so was sent a section 48 notice on 9 May 2018 and was given 28 days to respond to the consultation.
- 7.6.7 Chapters 5 and Appendix K of this Consultation Report summarise the matters raised by respondents to the statutory consultation, including those related to the PEI Report.
- 7.6.8 Further details of engagement with the statutory environmental bodies are available in the Environmental Statement Application Document 6.1.

8 Conclusion

- 8.1.1 Highways England carried out comprehensive pre-application consultation on the proposed A303 Amesbury to Berwick Down scheme between 8 February and 23 April 2018. The Statutory Consultation process has met the requirements of the PA 2008, the EIA Regulations and the APFP Regulations, and has followed relevant advice and guidance published by the Planning Inspectorate and UK Government, as set out in the Compliance Checklist at Appendix A.
- 8.1.2 From the outset, Highways England recognised the unique heritage context of the scheme, by virtue of it passing through the Stonehenge, Avebury and Associated Sites World Heritage Site, and the interest it would attract. A wide range of stakeholders has been engaged. They have influenced the choice of options and decisions made for the scheme throughout its development, including via a non-statutory consultation on route options in early 2017.
- 8.1.3 For the pre-application statutory consultation, Highways England prepared a draft SoCC which set out how it proposed to consult people living in the vicinity of the land about the proposed application in accordance with section 47 of the PA 2008 and regulation 12 of the EIA Regulations. In accordance with section 47(2) of the PA 2008, Highways England consulted Wiltshire Council, as host authority, about the contents of the SoCC. Highways England had regard to the comments made by Wiltshire Council and published the finalised SoCC on 31 January 2018. The pre-application statutory consultation was undertaken in accordance with the commitments set out in the SoCC, except as explained in Chapter 3, and in compliance with section 42, section 47 and section 48 of the PA 2008 and the APFP Regulations from 8 February to 23 April 2018 as set out in Chapter 3 and Appendix A. In the one instance where the consultation was not carried out in accordance with the SoCC, regarding advertisement of the consultation in the Stonehenge Trader, Highways England has explained and Wiltshire Council has confirmed, why the consultation was nevertheless effective and no consultees were prejudiced by the omission.
- 8.1.4 Highways England received 4,979 responses to the statutory consultation. Respondents raised a wide range of matters which Highways England categorised according to a series of codes which capture those matters. These codes were then further categorised according to the principal themes described in Chapter 4. Highways England has complied with section 49 of the PA 2008 by demonstrating in Chapters 4 and 5 of this report that it has had regard to all of the responses received and the comments raised.
- 8.1.5 Taking into consideration the responses received to the statutory consultation, a number of changes have been made to the scheme proposals, three of which were judged worthy of securing further public views on before confirming the changes. Highways England undertook non-statutory supplementary consultation between 17 July and 14 August 2018 on the three specific changes

to the proposals presented at the statutory consultation, which have subsequently been incorporated into the scheme's design.

- 8.1.6 As demonstrated through the number and types of comments summarised in this report, consultation has proven effective in securing valuable feedback which has informed the scheme proposals submitted for development consent. The widespread promotion of the statutory consultation, in accordance with the SoCC, was successful in reaching a wide audience. This can be seen from the distribution of responses received from across the country (see Figure 4.4).
- 8.1.7 This report has been prepared in accordance with DCLG guidance and relevant Advice Notes published by the Planning Inspectorate. Highways England recognises and fully appreciates the time taken by those who have engaged in the consultation process and provided their views on the proposed scheme.

Abbreviations and glossary

Abbreviation (if applicable)	Term	Description
AADT	Annual Average Daily Traffic	A measure used in transportation engineering and is the number of vehicles that will use a new or improved road on an average day.
	Amenity	The relative pleasantness.
AONB	Area of Outstanding Natural Beauty	An area of outstanding natural beauty (AONB) is land protected by the Countryside and Rights of Way Act 2000 (CROW Act). It protects the land to conserve and enhance its natural beauty.
APFP Regulations	Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009	Regulations setting out the procedures which applicants for development consent for nationally significant infrastructure projects will be required to follow before submitting, as part of the submission of, and upon acceptance of, an application.
	At-grade junction	An intersection of highways where the crossing is at the same level.
	Biodiversity	The biological diversity of the earth's living resources. The total range of variability among systems and organisms at the following levels of organisation: bioregional, landscape, ecosystem, habitat, communities, species, populations, individuals, genes and the structural and functional relationships within and between these different levels.
BOAT	Byways Open to All Traffic	A public right of way that is open to walkers, wheelchairs, mobility scooters, powered wheelchairs, horse-riders, pedal cyclists, drivers/riders of non-motorised vehicles (such as horse-drawn carriages) and motor vehicles. BOATs are generally not maintained to the same standard as ordinary roads.

Abbreviation (if applicable)	Term	Description
C2/C3 process		The New Roads and Street Works Act 1991 requires a highway authority (Highways England) and statutory undertakers to make reasonable arrangements to identify, protect and/or divert utility apparatus. These arrangements are made in accordance with “Measures Necessary Where Apparatus is Affected by Major Works (Diversionary Works): A Code of Practice 1992” Arrangements are undertaken in a nine stage approach as outlined in Appendix C of this Code of Practice and range from notification of the highway authority’s agent to invoicing and payment. To date Highways England has engaged with Statutory Undertakers for the, Notification of Agent, (C1); Scheme Identification and Preliminary Inquiries (C2) and Budget Estimates (C3) stages.
CDG 2009	Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009	Regulations setting out the circumstances in which the carriage of dangerous goods is exempt from requirements and prohibitions in the UK, and where alternative requirements and prohibitions apply.
CEEQUAL	Civil Engineering Environmental Quality Assessment and Award Scheme	An evidence-based sustainability assessment, rating and awards scheme for infrastructure that celebrates the achievement of high environmental and social performance.
CEMP	Construction Environment Management Plan	A site specific plan developed in substantial accordance with the Outline Environmental Management Plan to ensure that appropriate environmental management practices are followed during the construction phase of a project.
	Conservation Area	An area of special environmental or historic interest or importance, of which the character or appearance is protected, designated pursuant to Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
	Consultation documents/materials	Documents and materials published to explain the purpose and detail of the public consultation.
	Consultation response	Feedback provided by a member of the public or an organisation in response to a public consultation.
	Consultation zone	A geographical area around the scheme which identifies people who live and work in the vicinity and may be affected by the scheme.
CPA 1965	Compulsory Purchase Act 1965	An Act which enables the compulsory acquisition of land or rights in land in return for compensation.

Abbreviation (if applicable)	Term	Description
CTMP	Construction Traffic Management Plan	A plan which brings together the design, auditing and implementation of traffic control plans at worksites and civil infrastructure projects. Traffic management can include but is not limited to: flagging, lane closures, detours, full freeway closures, pedestrian access, traffic plans and sidewalk closures.
	Cumulative Effects	Effects upon the environment that result from the incremental impact of a development when added to the impacts of other past, present or reasonably foreseeable developments. Each impact by itself may not be significant but can become a significant effect when combined with other impacts.
	Cut and Cover	A method of constructing a tunnel by excavating a cutting to the required depth and then back filling the excavation over the tunnel roof.
	Cutting	An earthwork to establish the road foundations (along with embankments), where the road is cut into the landscape, providing potential for visual screening and noise attenuation.
DCLG	Department for Communities and Local Government	A government department which is now called the Ministry of Housing, Communities and Local Government, but which is still referenced as DCLG in certain guidance, with responsibility for driving up housing supply, increasing home ownership, devolving powers and budgets to boost local growth in England, and supporting strong communities with excellent public services.
DEFRA	Department for Environment, Food and Rural Affairs	Defra is the Government department responsible for environmental protection, food production and standards, agriculture, fisheries and rural communities in the United Kingdom of Great Britain and Northern Ireland. Defra is a ministerial department, supported by 33 agencies and public bodies.
DMRB	Design Manual for Roads and Bridges	A series of 15 volumes prepared by the Department for Transport and Highways England that provide standards, advice notes and other published documents relating to the design, assessment and operation of trunk roads, including motorways, in the United Kingdom.
DCO	Development Consent Order	A statutory instrument granting consent for the construction, operation, maintenance and (if relevant) decommissioning of a Nationally Significant Infrastructure Project (NSIP). NSIPs include, for example, major energy and transport projects.
DfT	Department for Transport	Government department responsible for the transport network in England, and for aspects of the transport network in the devolved administrations.

Abbreviation (if applicable)	Term	Description
DIO	Defence Infrastructure Organisation	An operating arm of the Ministry of Defence, in the United Kingdom, which is responsible for the built and rural estate.
EA	Environment Agency	A non-departmental public body, established in 1995 and sponsored by the United Kingdom government's Department for Environment, Food and Rural Affairs (DEFRA), with responsibilities relating to the protection and enhancement of the environment in England (and until 2013 also Wales).
EIA	Environmental Impact Assessment	A process by which information about environmental effects of a proposed development is collected, assessed and used to inform decision making.
	Embankment	An earthwork to establish the road foundations (along with cuttings), where material is built up on either side of the road, providing potential for visual screening and noise attenuation.
	Enhancement	A measure that is over and above what is required to mitigate the adverse effects of a project.
	Environmental effect	The consequence of an environmental impact upon the environment such as the decline of a breeding bird population as a result of the removal of hedgerows and trees.
	Environmental impact	The change in the environment from a development such as the removal of a hedgerow.
ES	Environmental Statement	A document produced in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 to report the results of an EIA.
EqIA	Equalities Impact Assessment	A process designed to ensure that a policy, project or scheme does not discriminate against any disadvantaged or vulnerable people.
	Flood Zone	Flood Zone definitions are set out in the National Planning Policy Guidance. There are 3 flood zones which refer to the probability of river and sea flooding, ignoring the presence of defences.
	Grade Separated Junction	A junction where the conflicting traffic flows are kept apart, usually by means of a bridge or tunnel.
	Green Bridge	Artificial structure over road or rail infrastructure which is either vegetated or provides some wildlife function.
HGV	Heavy Goods Vehicle	The term for any truck with a gross combination mass of over 3,500 kilograms.
HIA	Heritage Impact Assessment	An assessment of the possible effects and consequences of development on the Outstanding Universal Value of the World Heritage Site.

Abbreviation (if applicable)	Term	Description
HMAG	Heritage Monitoring and Advisory Group	A body set up to provide advice on the requirements with regard to the historic environment impacts of the scheme's design, assessment, implementation and mitigation where it relates to the Stonehenge World Heritage Site, ensuring the protection of its Outstanding Universal Value.
	Highways England Strategic Design Panel	Highways England Strategic Design Panel, is an independent design review panel. The Panel seeks to ensure “the strategic road network displays design quality through being safe, functional and effective, responding positively and sensitively to landscape character, cultural heritage and communities, while also conforming to the principles of sustainable development” (The Road to Good Design https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/672822/Good_road_design_Jan_18.pdf) The Panel members comprise: the Campaign for Better Transport; the Design Council; Transport Focus; the Chartered Institute of Highways and Transportation; the Institute of Civil Engineers; the Landscape Institute; Historic England; The Prince's Foundation; the Institution of Structural Engineers; the Royal Institute of British Architects; the Campaign to Protect Rural England; Natural England; and the National Trust. The Scheme has been presented to the Design Panel on three occasions.
ICOMOS	International Council on Monuments and Sites	The World Heritage Committee is responsible for implementing the World Heritage Convention that was adopted by UNESCO in 1972 and ratified in the UK in 1984. The International Council on Monuments and Sites (ICOMOS) is one of three UNESCO World Heritage Advisory bodies that is named within the Convention and which advises the World Heritage Committee. The ICOMOS 2011 Guidance on Heritage Impact Assessment provides a guide on the process for carrying out Heritage Impact Assessments for World Heritage properties in order to evaluate effectively the impact of potential development on the Outstanding Universal Value of properties.
LCA 1973	Land Compensation Act 1973	An Act setting out rights to compensation for depreciation of the value of interests in land caused by the use of highways, aerodromes and other public works.

Abbreviation (if applicable)	Term	Description
LIQ	Land Interest Questionnaire	Questionnaires sent to people thought to have an interest in land to obtain the most up to date information about land ownership in the area.
LVIA	Landscape and Visual Impact Assessment	An assessment of the potential visual and landscape impact of a scheme.
MEP	Member of the European Parliament	The representative of the voters to the European parliament.
MOD	Ministry of Defence	The British government department responsible for implementing the defence policy
MP	Member of Parliament	The representative of the voters to the UK parliament.
MPV	Multi-Purpose Vehicle	A car classification used to describe a high-roof vehicle with a flexible interior layout.
NMU	Non-Motorised User	Someone who is walking or cycling, a horse rider or using any other form of transport which does not include a motor.
NNNPS	National Networks National Policy Statement	The national policy statement that sets out the need and government policies for nationally significant infrastructure rail and road projects for England.
NNR	National Nature Reserve	Reserves established to protect some of the most important habitats, species and geology in the United Kingdom, and to provide 'outdoor laboratories' for research.
NOx	Nitrogen oxide	A generic term for any of several nitrogen oxides that are most relevant for air pollution.
NPPF	National Planning Policy Framework	The primary national policy document guiding the designation of local plans and consideration of applications for planning permission by local authorities.
NPS	National Policy Statement	A statement produced by government, comprising its objectives for the development of nationally significant infrastructure in a particular sector.
NSIP	Nationally Significant Infrastructure Projects	A project which requires a development consent order to be made by the relevant Secretary of State, in order to be constructed, operated, maintained and decommissioned. The definition and thresholds for a Nationally Significant Infrastructure Project are as set out in the Planning Act 2008.
NSL	National Speed Limit	The speed limit set on a national basis for specific types of roads, dual carriageway and motorways.

Abbreviation (if applicable)	Term	Description
OEMP	Outline Environmental Management Plan	A plan setting out an outline of the environmental management practices that may be followed during the construction phase of a project. The OEMP will later be refined and expanded into a full CEMP as more information becomes available and there is more certainty in terms of the proposed layout, construction methods, and construction programme of the development.
Order limits		The limits shown on the Order limits plan represented by a red line within which the authorised development may be carried out.
ORR	Office of Rail and Road	A non-ministerial government department responsible for the economic and safety regulation of Britain's railways, and the economic monitoring of Highways England.
OUV	Outstanding Universal Value	Cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity.
PA 2008	Planning Act 2008	The relevant legislation for dealing with nationally significant infrastructure projects.
PEI	Preliminary Environmental Information	PEI is defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 as: 'information referred to in regulation 14(2) which— (a) has been compiled by the applicant; and (b) is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the development (and of any associated development).'
PEI Report	Preliminary Environmental Information Report	A report compiled by the applicant reporting the Preliminary Environmental Information.
PILs	Persons with an interest in land	A person who has an interest in land as defined by section 42(1)(d) of the Planning Act 2008.
PINS	Planning Inspectorate	On 1 April 2012, under the Localism Act 2011, the Planning Inspectorate became the agency responsible for operating the planning process for nationally significant infrastructure projects (NSIPs).
PMA	Private Means of Access	Routes which connect homes, businesses and community facilities to the public highway network.
PRoW	Public Rights of Way	A way over which the public have a right to pass and repass. The route option may be used on foot, on (or leading) a horse, on a pedal cycle or with a motor vehicle, depending on its status. Although the land may be owned by a private individual, the public may still gain access across that land along a specific route option. Public rights of way are all highways in law.

Abbreviation (if applicable)	Term	Description
PSED	Public Sector Equality Duty	Requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people when carrying out their activities.
	Receptor	A component of the natural or man-made environment that is affected by an impact, including people.
RIS	Road Investment Strategy	A document that sets out the Government's long-term approach to improve England's motorways and major roads (the 'strategic road network').
RLB	Red Line Boundary	The line that denotes the Order limits of the proposed development.
	S42(1)a, b and d	The sections of the Planning Act 2008, relevant to the development, which prescribe statutory consultees.
	S47 notice	A notice published pursuant to section 47 of the Planning Act 2008, advising that a Statement of Community Consultation has been published.
	S48 notice	A notice prepared pursuant to section 48 of the Planning Act 2008, required to publicise the proposed application for a nationally significant infrastructure project.
SAC	Special Area of Conservation	Strictly protected sites designated under the EC Habitats Directive (Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora.) The aim of the Habitats Directive is to contribute to the protection of biological diversity in the EU. This is to be partly achieved by establishing a European ecological network of representative sites (known as Natura 2000) and ensuring that selected habitats and species are maintained and protected in order to maintain and/or restore them at a "favourable conservation status". Special Areas of Conservation (SACs) are to be designated in order to ensure habitat and species protection. In addition to site protection, the directive provides for strict protection of certain species of European conservation concern.
SAR	Scheme Assessment Report	The technical report that supports the announcement of a preferred route for a highways scheme.

Abbreviation (if applicable)	Term	Description
	Scheduled monument	A 'nationally important' archaeological site or historic building, given protection against unauthorised change and included in the Schedule of Monuments kept by the Secretary of State for Culture, Media and Sport. The protection given to scheduled monuments is given under the Ancient Monuments and Archaeological Areas Act 1979.
	Setting	The surroundings within which a heritage asset is experienced and any element which contributes to the understanding of its significance.
SoCC	Statement of Community Consultation	A Statement of Community Consultation is a document prepared pursuant to section 47 of the Planning Act 2008 setting out how the applicant proposes to consult, about the proposed application, people living in the vicinity of the land.
SoCG	Statement of Common Ground	A written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree. In some cases, statements of common ground will also identify areas where agreement has not been reached.
SPA	Special Protection Area	Strictly protected sites classified in accordance with Article 4 of the EC Birds Directive (Council Directive 79/409/EEC on the conservation of wild birds), which came into force in April 1979. The Birds Directive requires Member States to protect naturally occurring wild birds and their habitats, by measures including the designation and management of Special Protection Areas and prohibiting certain harmful activities. This involves, in particular, taking special conservation measures to ensure that wild birds and their habitats, in particular Annex 1 species, are protected. There are some exceptions that allow hunting of certain species, and allow governments to take action to prevent serious damage caused by birds.
SSB	Stakeholder Strategy Board	A board of stakeholders set up to agree and oversee the direction of the scheme's development.
SSSI	Site of Special Scientific Interest	A conservation designation denoting a protected area in the United Kingdom. The sites are protected by law to conserve their wildlife or geology.
TAR	Technical Appraisal Report	The technical report that supports the optioneering process for a highways scheme.
TBM	Tunnel Boring Machine	A machine used to excavate tunnels with a circular cross section through a variety of soil and rock strata.

Abbreviation (if applicable)	Term	Description
TDA	Tunnel Design Authority	The Tunnel Design Authority within Highways England brings together experience and capability in a central overseeing group to achieve a consistent approach across the Highways England programmes in the planning and design of tunnels. The main purpose of the TDA is to provide a formal route for engagement with those responsible within Highways England for operation/management and maintenance from the outset of the scheme development.
TDSCG	Tunnel Design and Safety Consultation Group	A consultation group consisting of Highways England, its technical design partner, the Police and Emergency Services, and other stakeholders, convened to review and co-ordinate standards of communication and the appropriate means of equipping and operating a tunnel in the light of consultations between all interested parties.
TRO	Traffic Regulation Order	A legal instrument enabling a range of measures in order to control or restrict the use of public roads, and which may relate, for example, to double yellow lines, one-way streets, banned turning movements and bus lanes.
UNESCO	United Nations Educational, Scientific and Cultural Organisation	The United Nations agency which promotes international collaboration through education, science and culture.
VR	Visual Receptor	People enjoying views from locations from which it is possible to obtain views of the scheme. Such locations include private viewpoints, such as views from domestic residences or places of work; and public viewpoints such as roads or railway lines, Public Rights of Way (PROW) or other footpaths.
WFD	Water Framework Directive	An EU directive which aims to achieve good status of all water bodies (surface water, groundwater and the sites that depend on them, estuaries and near-shore coastal waters) and prevent any deterioration. It has introduced a comprehensive river basin management planning system to protect and improve the ecological quality of the water environment. It is underpinned by the use of environmental standards.
WCS	Wiltshire Core Strategy	The Local Development Plan for Wiltshire Council.
WHS	World Heritage Site	A site inscribed by UNESCO because of its Outstanding Universal Value under the terms of the UNESCO World Heritage Convention.
	WHS Management Plan	A management plan that covers the management requirements of a WHS over a specified period of time. The WHS Management Plan 2015 covers the management requirements for this WHS in the period 2015-2021.

Abbreviation (if applicable)	Term	Description
Zol	Zone of Influence	The area for the assessment of environmental effects. Zols are variable depending on the environmental factor being discussed.

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