

A303 Amesbury to Berwick Down

TR010025

5.1 Consultation Report Appendix

Appendix K: Responses to consultation

APFP Regulation 5(2)(q)

Planning Act 2008

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

October 2018



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Appendix K Responses to consultation

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Appendix K1

Matters raised during the Statutory Consultation on River Till viaduct

Planning Act 2008: Section 42 – prescribed consultees

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009: Schedule 1

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
1762320 - Winterbourne Stoke Parish Council	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
1759020 - Woodford Parish Council	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 proposed 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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
1762320 - Winterbourne Stoke Parish Council	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 w road either side of the viaduct.	Y
1762320 - Winterbourne Stoke Parish Council	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
1762320 - Winterbourne Stoke Parish Council	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
1762316 - Berwick St James Parish	RT#37	Screening will certainly reduce the noise footprint, but the viaduct height certainly will have a significant effect.	<p>Taking into consideration the feedback from the statutory consultation, the proposed 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 the existing ecology 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.</p> <p>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).</p>	N
1762320 - Winterbourne Stoke Parish Council	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
1762320 - Winterbourne Stoke Parish Council	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	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 photographs which were tied into 3D design models. More detailed information can now be	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
		proper information has been provided.	found in Environmental Statement Chapter 7, Landscape and Visual Impact Assessment (document reference 6.1).	

Planning Act 2008: Section 42 – local authorities

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
804621 - Wiltshire Council	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

Planning Act 2008: Section 42 – persons with an interest in the land

Prescribed under section 44 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
804516 804525 804637 1759164 2023146 2061710 2198771 2198896 2198957 2198983 2199039 2199048 2199083 2199235 2199243	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
804297 804526 804547 1754036 1755930 2021430 2021430 2057946 2199049	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
804516 2023146 2198896 2198957 2199039	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
804779	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
804293 2024455 2199048 2199235	RT#6	I'm pleased with the viaduct/ Support for the viaduct.	Thank you for your comment.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
2198805	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
804516 2199048 2199235	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 proposed 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
804297 804525 804547 804589 1754036 1755930 2021430 2022781 2023146 2057946 2061710 2061802 2189133	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
2198653 2198771 2198805 2198954 2198957 2198983 2199054 2199121 2199230				
804589 1759164 2023146 2061710 2198896 2198954 2198957 2198983 2199039 2199048 2199106 2199235	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
804297 804547 1754036 1755930 2021430 2057946 2198807 2199039 2199243	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
2199039	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 2.6 of the Environmental Statement, document reference 6.3), for example, control of dust and avoidance of spillages, will ensure the environment is protected.	N
2023146	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
804526	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
804297 804547 1754036 1755930 2021430 2057946	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
1724559	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
804293 804525 2199106	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
804526	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
1759164	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
2198896	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
804297 804547 1754036 1755930 2021430 2057946	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
804526	RT#34	The viaduct should if possible not exceed 10 metres above the valley floor.	<p>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.</p> <p>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).</p>	N
804297 804526 804547 1754036 1755930 2021430 2057946	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
2061710	RT#38	Noise screens should be used along all raised sections of the scheme.	<p>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.</p> <p>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.</p>	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
2061710	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
2062060	RT#40	No comment on the proposal.	Thank you for your comment.	N
2198771	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
804297 804547 1754036 1755930 2021430 2057946	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 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
804297 804547 1754036 1755930 2021430 2057946	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
804297 804547 1754036 1755930 2021430 2057946 2199048	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
2198957 2199039 2199106	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
			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.	
804297 804547 1754036 1755930 2021430 2057946	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
804297 804547 1754036 1755930 2021430 2057946	RT#61	There is no need to plant a hedge alongside the Byway underneath the viaduct.	The proposed 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
804297 804547 1754036 1755930 2021430 2057946	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
804297 804547 1754036 1755930 2021430 2057946	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
804297 804547 1754036 1755930 2021430 2057946	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

Planning Act 2008: Section 47 – duty to consult local community

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
2195993 - Scotland Lodge 804552 804561 804648 804700 2020553 2020658 2021203 2021248 2021297 2021696 2021710 2022738 2058292 2061824 2061991 2091639 2091783 2198609 2198621 2198624 2198659 2198691 2198698 2198707 2198741 2198763 2198769 2198847	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
2198852 2198859 2198872 2198889 2198923 2198947 2198994 2199002 2199006 2199064 2199088 2199109 2199130 2199134 2199137 2199165 2199300 2199450 2199451 2199459				
1701422 - National Farmers Union 804552 2021248 2198585 2198621 2198763 2198813 2198846 2198872 2198905 2198947 2198963	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
2199064 2199088 2199134 2199186 2199450				
2021297 2021315 2021551 2198859 2198869	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
1762424 - RAC Foundation 2021710 2061727 2061921 2061997 2187869 2194166 2198818 2198841	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
3111333	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
2212437 - Compton Chamberlayne Parish Meeting 2020686 - Council for British Archaeology Wessex 2212460 - Southampton Stonehenge Tours 2199456 - Wessex Regionalists - the Party for Wessex 1724309 - Wiltshire Ramblers 804552 2020309 2020715 2020944 2020986 2021248 2021710	RT#6	I'm pleased with the viaduct/ Support for the viaduct.	Thank you for your comment.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
2021831 2022234 2022333 2023045 2023575 2023620 2023716 2023761 2051504 2058107 2061094 2061644 2061645 2061649 2061661 2061667 2061671 2061680 2061681 2061693 2061700 2061708 2061725 2061734 2061739 2061748 2061752 2061770 2061779 2061803 2061809 2061820 2061829				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
2061842 2061859 2061869 2061872 2061878 2061885 2061900 2061901 2061906 2061912 2061915 2061920 2061935 2061941 2061954 2061993 2061998 2062009 2062015 2062020 2062049 2062070 2062071 2062081 2062102 2062118 2062125 2090122 2090214 2091413 2091548 2091863 2189439				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
2198568 2198592 2198601 2198606 2198611 2198615 2198616 2198620 2198627 2198634 2198689 2198698 2198700 2198714 2198717 2198729 2198739 2198740 2198741 2198762 2198763 2198779 2198788 2198789 2198801 2198809 2198818 2198824 2198828 2198835 2198846 2198870 2198877				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
2198883 2198886 2198894 2198918 2198949 2198961 2198967 2198981 2198985 2198994 2199034 2199043 2199047 2199055 2199056 2199060 2199061 2199075 2199085 2199093 2199110 2199125 2199127 2199128 2199139 2199147 2199149 2199167 2199172 2199178 2199182 2199186 2199196				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
2199198 2199211 2199221 2199229 2199233 2199260 2199293 2199297 2199310 2199312 2199404 2199406 2199416 2199419 2199426 2199428 2199432 2199443 2199446 2199447 2199458 2199462 2199465				
2022002 2061659 2198950 2198974	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
1762421 - The Salisbury Museum	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
1762332 - Transport Focus 2020583 2020642 2020663 2020792 2020816 2021387 2021710 2023045 2023470 2054257 2055864 2055868 2057881 2061723 2061748 2061760 2061827 2061832 2061962 2061970 2061980 2061994 2062024 2062028 2062044 2062045 2062076 2062078 2062118 2091610 2091611			proposed 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.	

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
2188158 2198580 2198733 2198755 2198759 2198867 2198911 2198938 2199012 2199167 2199174 2199193 2199199 2199225 2199227 2199248 2199261 2199281 2199462				
1701393 - The British Horse Society 2020686 - Council for British Archaeology Wessex 2195993 - Scotland Lodge 2023303 - Society of Antiquaries of London 804307 804648	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
1759000 1759148 1759151 2020097 2020157 2020175 2020304 2020338 2020398 2020435 2020625 2020738 2020795 2020842 2021203 2021283 2021552 2021803 2022071 2022236 2022379 2022396 2022412 2022598 2022774 2023458 2023783 2051457 2054165 2054660 2054693 2054747 2054828				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
2056594 2057682 2057689 2057707 2057857 2058847 2061658 2061687 2061689 2061714 2061719 2061743 2061756 2061764 2061773 2061774 2061776 2061809 2061816 2061819 2061857 2061858 2061871 2061891 2061898 2061924 2061933 2061934 2061939 2061941 2061943 2061952 2061961				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
2061963 2061967 2061971 2062018 2062067 2062072 2062093 2062119 2062136 2090122 2090911 2091639 2091755 2091783 2187622 2187638 2187869 2188040 2191085 2198590 2198594 2198624 2198627 2198631 2198632 2198640 2198647 2198651 2198688 2198701 2198751 2198752 2198763				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
2198774 2198787 2198809 2198851 2198859 2198869 2198885 2198891 2198899 2198947 2198963 2198994 2199026 2199029 2199065 2199073 2199076 2199080 2199124 2199158 2199185 2199188 2199200 2199219 2199221 2199238 2199259 2199276 2199278 2199282 2199293 2199306 2199431				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
2199445				
2020456 2022352 2061650 2062104 2198740 2198991 2199245 2199251 2199417 2199464	RT#11	No preference for parapet options.	Your comment is noted.	N
2020533 2021248 2021676 2022396 2022456 2022491 2057707 2061661 2061969 2198585 2198623 2198651 2198658 2198659 2198763 2198846 2198847 2198859 2198872 2198889 2198905	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
2198923 2198931 2198994 2199006 2199064 2199088 2199130 2199134 2199167 2199186 2199212 2199220 2199293 2199402 2199450 2199451 2199459				
2020097 2021803 2061876 2198851 2198984 2199265	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
2020685 - Council for British Archaeology 2020801 2062050	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
2198809 2199033 2199094			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 2.6 of the Environmental Statement, document reference 6.3), for example, control of dust and avoidance of spillages, will ensure the environment is protected.	
2061686 2198656 2199045 2199144	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
804835 2020212 2020328 2020585 2021830 2057907 2061698 2061795 2061896 2061902 2062092 2091721 2194166 2198857	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
PROS230418-4-8				
2212479 - Fornham Heritage Group 2021523 2022130 2061984 2062095 2198769 2199064	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
2020801 2054257 2054455 2061954 2187638 2199130	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
2051125	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
1759148 1759151 2051457 2061776 2061954 2198769 2198851 2199276	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
1701422 - National Farmers Union 2022943 2061751 2061975 2062033 2062368 2198621	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 (document reference 6.3).	N
2055917 2058693 2198585 2198846 2198906 2199088 2199092 2199096 2199165 2199450 2199459	RT#23	It is important to preserve the rural aspect of this valley as much as possible with maximised visual and noise screening.	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 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.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
2055917 2058693	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
2057907 2058177 2198809	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
2023399 - Stonehenge and Avebury WHS Partnership Manager 2020175	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
2020175 2061824	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). The viaduct also crosses the valley at its narrowest point, making use of existing landform, so keeping its length to the minimum.	N
2212446 - STAG: Stonehenge Traffic Action Group 2061947	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
2061972	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
2062022 2199068	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
804552	RT#31	Noise will have a greater impact on the village than visual impacts so the screens should be as high	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
		as possible; ideally above truck roof height.	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.	
804552	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
804552 2020604	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
			Landscape and Visual Assessment, and Noise and Vibration.	
1701422 - National Farmers Union 1777787	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 (document reference 6.3).	N
2061975 2198994	RT#36	The viaduct should not be lit.	The viaduct will not be lit.	N
2198590	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. 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.	N
2061937 2061948 2061968 2198737	RT#40	No comment on the proposal.	Thank you for your comment.	N
2021523 2056050 2187523	RT#41	Could vegetation be incorporated into the viaduct structure to mitigate the visual impact? i.e.	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
		plants in the viaduct pillars and bridges.	factors, including: visual benefit, maintenance, cost and safety.	
2061860	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
804552 2061713	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
2187523	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
2022860	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 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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
2187869	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
2090146	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 assessment can be found in Environmental Statement Chapter 8, Biodiversity (document reference 6.1).	N
2062097 2062133 2198881 2199363	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
2062064 2188158	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
2062051	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
2062024	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
2061727	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
2061727 2194166	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
2198585 2198659 2198707 2198846 2198851 2198905	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
2199092 2199134 2199459				
2212449 - Clouds on the Ground Ltd. 2198599 2198649 2198709 2198880 2198953 2198988 2199157 2199173 2199268	RT#55	Get on with it.	Your comment is noted.	N
2198609 2198859	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
1777787 2198609 2199072	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
			limit or avoid environmental impacts, including on Winterbourne Stoke and the River Till SSSI/SAC.	
2198665	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
2198867	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
2198867	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
2199136	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
2062064	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
2022980	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 proposed 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
3111333	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

Appendix K2

Matters raised during the Statutory Consultation on Longbarrow Junction

Planning Act 2008: Section 42 – prescribed consultees

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009: Schedule 1

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762320 - Winterbourne Stoke Parish Council	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
1762320 - Winterbourne Stoke Parish Council	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
1762316 - Berwick St James Parish 1759020 - Woodford Parish Council	LB#18	The junction is a positive improvement/ support for proposal / neutral comment.	Your comment is noted.	N
1762320 - Winterbourne Stoke Parish Council	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			principles and with the objectives of the scheme to improve biodiversity.	

Planning Act 2008: Section 42 – local authorities

Prescribed under section 43 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804621 - Wiltshire Council	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 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	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 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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		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.		

Planning Act 2008: Section 42 – persons with an interest in the land

Prescribed under section 44 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804516 804525 2023146 2189133 2199243 2199252	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
2198954	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061801 2199083	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
804297 804547 804637 1754036 1755930 2021430 2022781 2057946 2199039	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
2198805	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
804526	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
804293 804525 804526 2023146 2199048	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 proposed scheme includes tree planting at Longbarrow	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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.	
2198896 2198957	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 Report, (document reference 7.4).	N
804293 804526 1724559 1759164 2022781 2024455 2061802 2199048 2199054 2199230 2199235 2201990	LB#18	The junction is a positive improvement/ support for proposal / neutral comment.	Your comment is noted.	N
704406 2061801	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 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.	N
804525 804779	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			relieve local communities of rat running traffic that currently seeks to avoid the congestion on the A303.	
1759164 2199106	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
1759164	LB#30	Leave the site alone / objection to the Longbarrow junction proposals.	The grade-separation of Longbarrow junction is a key element of the proposed scheme, designed to deliver a free-flowing strategic east-west route along the A303.	N
2199048 2199121	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
704406 2023147	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
PROS230418-4-27	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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).	
804297 804547 1754036 1755930 2021430 2057946 2198805	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
2198653 2198896	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
804293	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
2198805 2199243	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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.	
2198805	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
2199179	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

Planning Act 2008: Section 47 – duty to consult local community

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804561 2020175 2023783 2091783 2198609 2198859 2199221	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
804561 804700 804835 2020328 2020658 2021297 2021803 2190582	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1701486 - The British Archaeological Trust 2199456 - Wessex Regionalists - the Party for Wessex PROS230418-4-14 - White Rabbit Grove RDNA 2061050 2061656 2061740 2061810 2062011 2062110 2198650 2198712 2198795 2198914 PROL070318-01 PROS230418-4-5 PROS230418-4-8 PROS230418-4-10 PROS230418-4-11 PROS230418-4-12 PROS230418-4-13 PROS230418-4-15 PROS230418-4-16 PROS230418-4-18 PROS230418-4-2 PROS230418-4-4 PROS230418-4-24	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS230418-4-31 PROS230418-4-6 PROS230418-4-7 PROS230418-4-8 PROS230418-4-9				
804552 809772 2020801 2061701	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
2212470 - Great Durnford Parish Council 2199456 - Wessex Regionalists - the Party for Wessex 2212461 – Wessex Society 1724646 2020097 2020212 2020801 2022943 2023130 2061094 2061113	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061727 2061816 2061969 2062051 2062064 2062119 2062488 2091413 2194166 2198689 2198729 2198741 2198835 2198843 2198852 2198867 2198875 2199068 2199118 2199199 2199238 2199317				
2061874 2198847 2198872 2198905 2199088 2199134 2199450	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061934 2198835	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
1762474 - Cycling Opportunities Group for Salisbury (COGS) 2057701 - Cycling UK 1701393 - The British Horse Society 804552 804648 804700 2020658 2022491 2055917 2058693 2061735 2061773 2062005 2198891 2199431	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020533 2021315 2023746 2056050 2057857 2061755 2062118 2198859 2199225 2199253	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
2023276 2062488 2198938	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
1762487 - Amesbury Museum and Heritage Trust 2192225 - Blick Mead Archaeology 2020683 – Consortium of Stonehenge Experts 2020685 - Council for British Archaeology 1724608 2020097 2020175 2021523 2022929	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2023276 2023458 2054747 2061650 2061824 2061832 2090122 2187638 2192224 2199002 2199088 2199137 2199220 2199304 PROS230418-4-16				
2057606 - Butterfly Conservation 2212437 - Compton Chamberlayne Parish Meeting 2020583 2021203 2021248 2022929 2057689 2061650 2061654 2061760 2061871 2062064 2198585 2198621 2198706	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 proposed 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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198763 2198769 2198846 2198847 2198872 2198905 2199002 2199012 2199064 2199088 2199134 2199167 2199276 2199304 2199450 2199459				
2020398 2198851	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2192225 - Blick Mead Archaeology 2020683 – Consortium of Stonehenge Experts 804835 1724608 2057907 2187647 2192224 2199000 2199071 2199394	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
2198952	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762487 - Amesbury Museum and Heritage Trust 2212462 - Flying Purple Pig Tours 804486 2023276 2061704 2061842 2061876 2198920	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 Report, document reference 7.4.	N
2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 1701486 - The British Archaeological Trust 2021506 2021830 2061795 2061896 2061902 2062109 2198795 2198945 2198946 2199033 2199149 PROS230418-4-10	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061656 PROS230418-4-3 2061711				
2212449 - Clouds on the ground ltd 2212437 - Compton Chamberlayne Parish Meeting 2057701 - Cycling UK 2212470 - Great Durnford Parish Council 2021296 - Heart of the South West LEP 1701422 - National Farmers Union 2023303 - Society of Antiquaries of London 2023399 - Stonehenge and Avebury WHS Partnership Manager	LB#18	The junction is a positive improvement/ support for proposal / neutral comment.	Your comment is noted.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2023563 - Tisbury Parish Council 1762404 – West Amesbury Residents 2013136 - Wiltshire Archaeological and Natural History Society 1759000 2020157 2020304 2020309 2020338 2020435 2020442 2020456 2020533 2020583 2020604 2020625 2020795 2020816 2020842 2021203 2021248 2021283 2021387 2021552 2021676 2021710 2021831 2022002				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2022099 2022333 2022352 2022456 2022491 2022738 2022980 2023045 2023470 2023575 2023716 2023761 2051504 2054165 2054257 2054455 2054660 2054693 2054828 2055864 2055868 2056594 2057682 2057707 2057857 2057881 2061643 2061644 2061645 2061648 2061650 2061658 2061661				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061680 2061681 2061686 2061687 2061689 2061693 2061700 2061714 2061719 2061723 2061725 2061733 2061739 2061743 2061748 2061752 2061756 2061760 2061767 2061770 2061773 2061774 2061776 2061779 2061788 2061803 2061814 2061819 2061820 2061824 2061829 2061832 2061833				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061838 2061850 2061857 2061858 2061859 2061872 2061879 2061885 2061887 2061898 2061900 2061901 2061906 2061920 2061934 2061935 2061937 2061941 2061943 2061948 2061952 2061954 2061961 2061963 2061968 2061970 2061971 2061980 2061982 2061991 2061993 2061994 2061998				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2062004 2062005 2062009 2062015 2062017 2062018 2062020 2062024 2062035 2062044 2062059 2062070 2062071 2062076 2062095 2062102 2062104 2062125 2062126 2062368 2062425 2090146 2090214 2090911 2091548 2091610 2091611 2091639 2091863 2188158 2189439 2198568 2198580				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198592 2198594 2198616 2198620 2198621 2198627 2198631 2198632 2198633 2198634 2198640 2198649 2198651 2198659 2198688 2198691 2198698 2198700 2198706 2198709 2198714 2198739 2198752 2198755 2198779 2198782 2198787 2198788 2198789 2198809 2198817 2198824 2198839				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198847 2198869 2198872 2198877 2198883 2198889 2198893 2198894 2198905 2198923 2198950 2198953 2198963 2198967 2198981 2198985 2198988 2198994 2199012 2199025 2199026 2199029 2199034 2199043 2199047 2199059 2199060 2199065 2199073 2199075 2199084 2199085 2199093				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199109 2199110 2199125 2199127 2199134 2199140 2199157 2199165 2199167 2199172 2199173 2199174 2199178 2199182 2199185 2199188 2199193 2199196 2199200 2199211 2199212 2199213 2199219 2199221 2199227 2199245 2199253 2199260 2199262 2199270 2199275 2199276 2199278				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199282 2199293 2199310 2199311 2199312 2199395 2199398 2199402 2199404 2199406 2199426 2199445 2199447 2199450 2199458 2199459 2199462 2199464 2199465				
2022379 2022412 2057666 2061694 2187869 2199425 2199433	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 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.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2021641 2022774 2090911 2198851	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
2062488 2198656 2198659 2198963 2199072 2199253	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
1762332 - Transport Focus 2055917 2058693 2061751	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061113	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
2061740 2061746 2198947	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
2061806 2061984 2190582 2198717	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2192225 - Blick Mead Archaeology 2020470 - Campaign to Protect Rural England Wiltshire(CPRE) 2020683 – Consortium of Stonehenge Experts 2020686 - Council for British Archaeology Wessex 2212462 - Flying Purple Pig Tours 2212442 - Pagan Federation 2212446 - STAG: Stonehenge Traffic Action Group 1701427 - Stonehenge Alliance PROS230418-4-14 - White Rabbit Grove RDNA 1724608 2061810 2062050 2062110 2062488 2192224	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 remains found that cannot be protected in-situ will be excavated prior to construction and recorded to the highest standards.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198869 PROS230418-4-11 PROS230418-4-12 PROS230418-4-13 PROS230418-4-15 PROS230418-4-2 PROS230418-4-30 PROS230418-4-32 PROS230418-4-9				
2061842 2190582	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
2061972	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 (document reference 7.2) considers regulatory compliance.	N
2061979	LB#29	The situation can't be any worse than it is now.	Your comment is noted.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2022860 2062025 2062097 2062130 2062133 2198699 PROL070318-01	LB#30	Leave the site alone / objection to the Longbarrow junction proposals.	The grade-separation of Longbarrow junction is a key element of the proposed scheme, designed to deliver a free-flowing strategic east-west route along the A303.	N
804552 2199167	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
2062425	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 proposed 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
2020585	LB#33	No attempt has been made to represent the scene as it would really be.	The visual presentations of the proposed 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
2091413 2191227	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
809824 2199258	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
2020685 - Council for British Archaeology 2020686 - Council for British Archaeology Wessex 1701486 - The British Archaeological Trust 2034142 - The Druid Order, An druidh Uileach Braithreachas. 2057893 2198815 2198914 2199020 2199063 2199137 PROS230418-4-8 PROS230418-4-23	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061955	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
2091639	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.	
2020583 2021248 2198585 2198621 2198769 2198809 2198846 2198872 2198881 2198889 2198905 2198938 2198985 2199064 2199134 2199270	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199450 2199459				
2198635	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
2198665	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
2198836	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
2198602 2198991	LB#44	No preference/ opinion/ comments on proposals.	Your comment is noted.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198741 2199045 2199253	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
2198741	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
1762487 - Amesbury Museum and Heritage Trust 2198795 2198809 2198875 2198931	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
2198840 2198971 2199071 2199266	LB#49	No junction/ objection to proposal.	The grade-separation of Longbarrow junction is a key element of the proposed scheme, designed to deliver a free-flowing strategic east-west route.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198859	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
2198918	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
2198659	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
2198729	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
2061825	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020467- Campaign for Better Transport	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
2212446 - STAG: Stonehenge Traffic Action Group	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 proposed 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
2020686 - Council for British Archaeology Wessex	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
3111333	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020338	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
2061701	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
2062093 2190573	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2212461 – Wessex Society	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
2061948	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
2021366	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

Appendix K3

Matters raised during the Statutory Consultation Green Bridge No. 4

Planning Act 2008: Section 42 – prescribed consultees

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009: Schedule 1

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762320 - Winterbourne Stoke Parish Council	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
1759020 - Woodford Parish Council	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
1762316 - Berwick St James Parish	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
1758969 - Durrington Town Council	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

Planning Act 2008: Section 42 – local authorities

Prescribed under section 43 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
No s42(1)(b) consultees raised matters in this theme				

Planning Act 2008: Section 42 – persons with an interest in the land

Prescribed under section 44 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199048	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
704406 704406 804525 809824 2023147	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804589	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
704406 804297 804547 809824 1724559 1754036 1755930 2021430 2022781 2023147 2024455 2057946 2061802 2062016 2198954 2199054 2199121 2199179 2199230	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
2198896 2198957 2199039	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198805 2198983 2199106 2198805 2199235	GB#12	No preference for Green Bridge No. 4 location options.	Your comment is noted.	N
1759164 PROS230418-4-27	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
804379 804381 2023754	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804293	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
804293 804526	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
804637	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
704406	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

Planning Act 2008: Section 47 – duty to consult local community

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020686 - Council for British Archaeology Wessex 2013136 - Wiltshire Archaeological and Natural History Society 2021248 2061727 2061875 2061934 2061939	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
2020470 - Campaign to Protect Rural England Wiltshire(CPRE) 2020686 - Council for British Archaeology Wessex 2199456 - Wessex Regionalists - the Party for Wessex PROS230418-4-14 - White Rabbit Grove RDNA 2212461 – Wessex Society	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2055917 2058693 2061840 2198795 2198875 2198931 2199312 PROS230418-4-2 PROS230418-4-5 PROS230418-4-6 PROS230418-4-7 PROS230418-4-9 PROS230418-4-11 PROS230418-4-12 PROS230418-4-13 PROS230418-4-15 PROS230418-4-16 PROS230418-4-32				
2055917 2061034 2198867 2199015	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020685 - Council for British Archaeology 2020686 - Council for British Archaeology Wessex 2021315 2021551 2090214 2198889	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
804552 2022071 2062009 2198660 2198885 2199109 2199136	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
1701422 - National Farmers Union	GB#7	Keep the A360 on existing alignment i.e. make Green Bridge No. 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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			the A360 will be able to cross the A303 via the new Longbarrow junction.	
2020585 2199220	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 put forward for supplementary consultation, the feedback from which is summarised in Chapter 6 of this report.	N
2021248 2021523	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020685 - Council for British Archaeology 2020686 - Council for British Archaeology Wessex 1777657 - Honouring the Ancient Dead (HAD) 1762421 - The Salisbury Museum 2212446 - STAG: Stonehenge Traffic Action Group 809772 1759000 1759148 1759151 2020157 2020304 2020435 2020442 2020456 2020583 2054455 2054660 2054693 2054828 2055864 2055868 2056594 2057689 2057857	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2057881 2058847 2061650 2061661 2061687 2061714 2061723 2061764 2061773 2061776 2061816 2061820 2061825 2061832 2061833 2061837 2061848 2061857 2061858 2061871 2061898 2061920 2061933 2061937 2061941 2061943 2061948 2061952 2061954 2061963 2061967 2061970 2061984 2062005				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2062018 2062028 2062064 2062067 2062072 2062078 2062086 2062118 2062119 2062368 2090122 2090146 2091557 2091755 2091783 2187622 2187638 2198572 2198590 2198594 2198627 2198632 2198634 2198641 2198681 2198706 2198729 2198751 2198752 2198759 2198774 2198784 2198809 2198815				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198839 2198847 2198854 2198857 2198918 2199002 2199063 2199065 2199072 2199084 2199125 2199132 2199137 2199167 2199172 2199188 2199193 2199219 2199220 2199227 2199229 2199234 2199259 2199262 2199270 2199278 2199282 2199306 2199308 2199395 2199430 2199435 2199445				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2022396 2022738 2022860 2022943 2023575 2051125 2054257 2020816 2020842 2020944 2021283 2021710 2021744 2022130 2022234 2022379				
1724309 - Wiltshire Ramblers 2023303 - Society of Antiquaries of London 2020533 2021551 2021601 2023458 2023783 2061094 2061774 2061891 2061947 2061982 2091776 2198701	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198755 2198859 2199012 2199182 2199212 2199276 2199402 2199464				
1701393 - The British Horse Society 2057606 - Butterfly Conservation 2212437 - Compton Chamberlayne Parish Meeting 2212470 - Great Durnford Parish Council 2212460 - Southampton Stonehenge Tours 2212446 - STAG: Stonehenge Traffic Action Group 2020097 2020309 2020604 2020625 2020663 2020795 2020986 2021387 2021676	GB#12	No preference for Green Bridge No. 4 location options.	Your comment is noted.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2022002 2022099 2022333 2022352 2022813 2022980 2023045 2023470 2023761 2051125 2051457 2054693 2054747 2054828 2055828 2056050 2057682 2057707 2058107 2061644 2061645 2061671 2061672 2061686 2061689 2061692 2061693 2061698 2061700 2061708 2061713 2061719 2061725 2061733				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061749 2061756 2061767 2061770 2061803 2061819 2061823 2061829 2061850 2061862 2061876 2061878 2061883 2061884 2061885 2061887 2061900 2061901 2061906 2061914 2061915 2061935 2061966 2061968 2061969 2061971 2061972 2061974 2061980 2061992 2062004 2062015 2062020 2062033				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2062040 2062044 2062050 2062070 2062071 2062076 2062080 2062081 2062102 2062104 2062120 2062129 2062135 2091548 2091863 2188158 2198620 2198631 2198651 2198688 2198714 2198739 2198782 2198787 2198788 2198817 2198818 2198824 2198828 2198835 2198869 2198877 2198883 2198886				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198893				
2198894				
2198933				
2198949				
2198950				
2198963				
2198967				
2198985				
2198988				
2198991				
2199029				
2199047				
2199060				
2199061				
2199068				
2199073				
2199075				
2199093				
2199100				
2199120				
2199127				
2199128				
2199165				
2199196				
2199198				
2199200				
2199245				
2199248				
2199260				
2199275				
2199293				
2199294				
2199297				
2199324				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199427 2199447 2199462 2199465				
2020470 - Campaign to Protect Rural England Wiltshire(CPRE) 1701486 - The British Archaeological Trust 804835 2020175 2020310 2020328 2021696 2022412 2061681 2061683 2061711 2061752 2061795 2061824 2061902 2062130 2062133 2091721 2198656 PROL070318-01 PROS230418-4-3 PROS230418-4-4 PROS230418-4-5	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS230418-4-6 PROS230418-4-8				
804486 2061824 PROS230418-4-17 PROS230418-4-18 PROS230418-4-22 PROS230418-4-23 PROS230418-4-29 PROS230418-4-30 PROS230418-4-31	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
2061961	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199178	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 Wiltshire Council as part of the wider network for which the Council is responsible.	N
PROS230418-4-14 - White Rabbit Grove RDNA 2020212 2021506 2062110 PROS230418-4-2 PROS230418-4-7 PROS230418-4-9 PROS230418-4-11 PROS230418-4-12 PROS230418-4-13 PROS230418-4-15 PROS230418-4-16 PROS230418-4-30	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
2212479 - Fornham Heritage Group 2061679 2062069 2062488 2198717 2198741 2198841	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198946 2199118 2199184 2199267 2199439 PROS230418-4-10				
PROS230418-4-14 - White Rabbit Grove RDNA 2062110 PROS230418-4-2 PROS230418-4-7 PROS230418-4-9 PROS230418-4-11 PROS230418-4-12 PROS230418-4-13 PROS230418-4-15 PROS230418-4-16 PROS230418-4-17 PROS230418-4-18 PROS230418-4-22 PROS230418-4-23 PROS230418-4-29 PROS230418-4-30 PROS230418-4-30 PROS230418-4-31	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020685 - Council for British Archaeology 2198809 2198839 2198891	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
1701422 - National Farmers Union 2192424 2198994	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
2022982 2194166 2198777 2198947	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
2022456 2199144	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199323	GB#25	Concerns regarding vandalism of the bridge.	Appropriate fencing and maintenance regimes will address any risk of vandalism.	N
1762474 - Cycling Opportunities Group for Salisbury (COGS)	GB#26	The surface of the green bridges is not specified, but Green Bridge 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
3111333	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 a redundant section of the A360.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061937	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

Appendix K4

Matters raised during the Statutory Consultation on Tunnel and Approach

Planning Act 2008: Section 42 – prescribed consultees

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009: Schedule 1

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762314 - Dorset and Wiltshire Fire and Rescue Service	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
1762316 - Berwick St James Parish 1759020 - Woodford Parish Council	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
1762316 - Berwick St James Parish 1759020 - Woodford Parish Council	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
1759020 - Woodford Parish Council	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1758969 - Durrington Town Council	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 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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762314 - Dorset and Wiltshire Fire and Rescue Service	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
1762314 - Dorset and Wiltshire Fire and Rescue Service	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1758969 - Durrington Town Council	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
1762314 - Dorset and Wiltshire Fire and Rescue Service	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

Planning Act 2008: Section 42 – local authorities

Prescribed under section 43 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762420 - Gloucestershire County Council	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

Planning Act 2008: Section 42 – persons with an interest in the land

Prescribed under section 44 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199179	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
704406 809824 2023147	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
704406 804637	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
704406 804297 804547 804589 809824 1754036 1755930 2021430 2022781 2023147 2057946 2198805 2198896 2198957 2199039 2199054 2199121	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
804525 804526 1724559 1759164 2023146 2024455 2061710 2061801 2061802 2062060 2198771 2198792 2198983 2199048 2199106	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199235 2201990 2212406				
704406 PROS230418-4-19	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
804525	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199235	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
2198805	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
804526 804637 1724559 1759164 2023146 2024455 2061710 2061802 2189133 2198771	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
804525 804526 2198954 2199048 2199179 2199235 2201990	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198983 2199106	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
PROS230418-4-19	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
2198806	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
804598 804762 2061802 2189130	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 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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			A360/The Packway via Larkhill/A345. Further details can be found in Chapter 2 of the ES, document reference 6.1	
2189133	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804779	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
704406	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
2025342	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
704406 809824 2023147	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
804779 2019980 2198807	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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/ .	
704406 804525 809824 2021315 2022781 2023147	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
804525 2199235	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
809747 2200254	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
804297 804547 1754036 1755930 2021430 2057946	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198805	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
2025342	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
804637 1724559	TU#101	Ventilation holes in the grassed canopy for the western tunnel entrance would not look good in the landscape.	The fully grassed-over canopy option, without ventilation openings, has been chosen for the western portal.	N
2061801	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
2198957 2199039	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
704406 809824 2023147	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			accommodates a deeper alignment that will avoid the surface disturbance of the ground in Stonehenge Bottom that would have occurred with the old scheme.	
704406 809824 2023147	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
809747 2200254	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 ES Section 2.3, The Proposed Scheme (document reference 6.1).	N
804576	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

Planning Act 2008: Section 47 – duty to consult local community

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061727	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
2021601	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
2019953 2061713 2091639	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
2212446 - STAG: Stonehenge Traffic Action Group 2021315 2023276 2061691 2061737 2061937 2061946	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061982 2062018 2062064 2198774 2198839 2198885				
2020686 - Council for British Archaeology Wessex 2023303 - Society of Antiquaries of London 1701393 - The British Horse Society 1724309 - Wiltshire Ramblers 2061687 2061757 2061858 2061947 2194166 2199212 2199312 2199349	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020685 - Council for British Archaeology 2020686 - Council for British Archaeology Wessex 2212470 - Great Durnford Parish Council 2212446 - STAG: Stonehenge Traffic Action Group 1762421 - The Salisbury Museum 1762332 - Transport Focus 2013136 - Wiltshire Archaeological and Natural History Society 809772 1759148 1759151 2020157 2020327 2020435 2020456 2020583 2020642 2020816 2021283 2021315	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2021552 2022071 2022130 2022234 2022456 2022774 2022943 2023276 2023783 2051457 2054693 2054828 2055864 2055868 2057689 2058847 2061643 2061644 2061645 2061656 2061689 2061691 2061764 2061773 2061774 2061814 2061819 2061866 2061871 2061906 2061933 2061939 2061943				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061952 2061954 2061963 2061967 2061997 2062018 2062033 2062051 2062064 2062072 2062076 2062078 2062097 2062136 2062368 2090122 2090911 2187523 2194166 2198609 2198615 2198620 2198621 2198701 2198709 2198712 2198751 2198755 2198787 2198843 2198859 2198877 2198885				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198893 2198938 2198967 2198985 2198994 2199012 2199029 2199059 2199063 2199076 2199086 2199125 2199137 2199198 2199212 2199234 2199238 2199248 2199259 2199278 2199402 2199427 2199435 2199451				
2057606 - Butterfly Conservation 2212437 - Compton Chamberlayne Parish Meeting 2021296 - Heart of the South West LEP	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762332 - Transport Focus 804307 804561 2020310 2020338 2020442 2020625 2020663 2020715 2020738 2020842 2020944 2021248 2021387 2021523 2021676 2021710 2022333 2022379 2022738 2022929 2022980 2023045 2023470 2051125 2054257 2054455 2054660 2054747 2056594 2057857 2057881				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061650 2061658 2061659 2061664 2061687 2061708 2061719 2061723 2061727 2061760 2061776 2061779 2061787 2061816 2061820 2061824 2061825 2061857 2061859 2061891 2061914 2061915 2061920 2061937 2061939 2061941 2061946 2061947 2061948 2061968 2061971 2061972 2061975				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061977 2061980 2061982 2061994 2062004 2062028 2062067 2062081 2062082 2062086 2062104 2062118 2062119 2090146 2090213 2090214 2091413 2091508 2091557 2091639 2091755 2091776 2091783 2187622 2187638 2188158 2194166 2198585 2198594 2198624 2198631 2198632 2198634				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198651 2198677 2198691 2198706 2198729 2198739 2198752 2198759 2198763 2198769 2198784 2198817 2198846 2198857 2198869 2198889 2198891 2198893 2198894 2198899 2198905 2198918 2198935 2198947 2198963 2198971 2199015 2199026 2199065 2199072 2199073 2199079 2199084				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199092 2199093 2199109 2199130 2199165 2199182 2199188 2199193 2199200 2199219 2199220 2199221 2199225 2199398 2199431				
2057682 2061806 2061827 2061970 2091548 2091610 2091611 2198627 2198857 2198909 2198923 2198931 2199010 2199199	TU#8	No preference for western tunnel approach options.	Your comment is noted.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2192225 - Blick Mead Archaeology 2020683 – Consortium of Stonehenge Experts 2020686 - Council for British Archaeology Wessex 2192818 - Institute of Archaeology 123456 - Stonehenge Alliance proforma standard text 1701431 - The Prehistoric Society 2013136 - Wiltshire Archaeological and Natural History Society 2021744 2061656 2061714 2061834 2061842 2061950 2061997 2062038 2062051 2062064 2062110 2062488	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2188158 2194166 2198705 2198747 2198815 2198867 2198938 2199149 2199174 2199296 2199309 2061875 PROS230418-4-3 PROS230418-4-2 PROS230418-4-26				
2057689 2061659 2061713 2061739 2061961 2091776 2187523 2194166 2198815 2198867	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
2020175 2021203 2021248 2022738 2061751 2187647 2198585 2198621	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198763 2198769 2198846 2198847 2198894 2198905 2199002 2199064 2199088 2199092 2199109 2199134 2199167 2199234 2199342 2199350 2199450 2199451 2199459			be found in the Design and Access Statement, document reference 7.4.	
2021696 2061672 2061751	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
2020533 2054693 2054828 2058847 2061764 2061906 2061952 2061962	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061963 2062368 2198631 2198877 2198883 2199120 2199200 2199233 2199306				
2212446 - STAG: Stonehenge Traffic Action Group 1724309 - Wiltshire Ramblers 804307 804648 1759000 2020175 2020442 2020663 2020795 2021248 2021710 2022412 2054257 2054455 2054660 2054747 2055917 2057707 2057881 2058693 2061689	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061824 2061858 2061939 2061972 2061994 2062004 2062059 2062081 2062102 2091508 2091639 2187622 2187638 2198651 2198677 2198729 2198752 2198759 2198847 2198852 2198854 2198872 2198889 2199015 2199026 2199079 2199130 2199182 2199193 2199219 2199221 2199261 2199270				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199276 2199281 2199293 2199306 2199395 2199435 2199445 2199459 2199462				
2020686 - Council for British Archaeology Wessex 2212470 - Great Durnford Parish Council 2023303 - Society of Antiquaries of London 2212460 - Southampton Stonehenge Tours 2212446 - STAG: Stonehenge Traffic Action Group 1701393 - The British Horse Society 1762421 -The Salisbury Museum 809772 1759148 1759151	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020175 2020435 2020442 2020738 2020795 2020816 2020842 2021283 2021387 2021523 2021696 2021744 2021831 2022002 2022071 2022234 2022738 2022774 2022929 2022980 2023470 2051125 2054747 2055864 2055868 2055917 2057689 2058693 2058847 2061645 2061650 2061658 2061687				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061691 2061723 2061756 2061760 2061814 2061819 2061820 2061824 2061825 2061869 2061875 2061878 2061901 2061915 2061941 2061943 2061948 2061952 2061968 2061971 2061980 2062018 2062033 2062086 2062097 2062104 2062119 2062445 2090146 2090911 2091508 2091776 2187622				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2187638 2198568 2198580 2198585 2198594 2198620 2198635 2198659 2198688 2198703 2198706 2198739 2198751 2198755 2198759 2198763 2198774 2198779 2198787 2198824 2198847 2198870 2198872 2198893 2198905 2198918 2198935 2198947 2198950 2198967 2198971 2198988 2198994				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199002 2199012 2199026 2199029 2199047 2199060 2199063 2199073 2199079 2199088 2199092 2199109 2199131 2199137 2199139 2199158 2199165 2199167 2199174 2199199 2199212 2199220 2199221 2199227 2199238 2199259 2199281 2199282 2199346 2199371 2199386 2199395 2199401				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199402 2199450 2199451 2199458 2199464				
1762332 - Transport Focus 1724309 - Wiltshire Ramblers 804552 2020157 2020304 2020338 2020456 2020533 2020604 2020625 2020715 2021676 2022130 2022379 2023045 2023458 2023783 2051457 2054257 2054455 2056594 2057682 2057857 2057881 2061714	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061755 2061774 2061787 2061806 2061833 2061857 2061891 2061914 2061933 2061937 2061947 2061948 2061971 2061982 2061994 2061997 2062020 2062022 2062028 2062067 2062072 2062076 2062078 2062104 2062118 2062136 2091557 2091755 2188040 2194166 2198632 2198641 2198784				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198839 2198869 2198885 2198886 2198891 2199059 2199066 2199072 2199124 2199193 2199200 2199219 2199221 2199248 2199270 2199282 2199331 2199349 2199360				
2061970 2187523 2198911	TU#17	No preference for western tunnel entrance options.	Your comment is noted.	N
2022379 2061805 2187523	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2023116 2058677 2191185 2199258 PROS110418-3-150 PROS120418-3-60 PROS190418-2-677	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
PROS210418-2-292	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; the minimum ground cover at the low point of the tunnel (Stonehenge Bottom); and the seasonal variation in groundwater level.	N
1701401 - Jacked Structures Group	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020533 2198911	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
2190573	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
2053400 2061944 2062123 2198718	TU24	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2023003 - Road Haulage Association Ltd 804835 1759148 1759151 2019953 2020310 2021625 2023499 2062013 2062022 2190582 2198597 2198656 2198974 2199067 2199213 2199275 2199404 PROS230418-4-32	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 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	N
2023276 2061805	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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.	
2022379 2062227 2090301	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
2061672	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1701422 - National Farmers Union 2021013 2198753 2198867 2198990 2199092 2199134	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
2198705 2198920 2199127 PROS230418-4-10 PROS230418-4-16 PROS230418-4-12 PROS230418-4-11	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
2020310 2057707 2061874 2062097	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
Wiltshire(CPRE) PROS230418-4-2 PROS230418-4-7	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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 existing dual carriageway before rising on a flyover above Countess Roundabout.	
2034142 - The Druid Order, An druidh Uileach Braithreachas.	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
2034142 - The Druid Order, An druidh Uileach Braithreachas Wiltshire(CPRE) 2021744 2061050 2061714 2061950 2062038 2062051 2062110 2188158 2198839 PROS230418-4-3	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS230418-4-30 PROS230418-4-32				
2062051 2198847	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
2212462 - Flying Purple Pig Tours 2023563 - Tisbury Parish Council 2052817 2062114 2198724 2198809 2199033 2199253	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2052517 2061835 2199409	TU#37	What happens during tunnel maintenance?	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
2023003 - Road Haulage Association Ltd 2053400 2199067	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2212437 - Compton Chamberlayne Parish Meeting 804561 804700 2020658 2061723 2061773 2061776 2061967 2062033 2062051 2091639 2198901 PROS220418-2-146	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
2212462 - Flying Purple Pig Tours 2013136 - Wiltshire Archaeological and Natural History Society 804700 2020658 2022412 2061050 2061743 2061858 2061947 2091721 2198692 2198774 2198815	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2212437 - Compton Chamberlayne Parish Meeting 2021408 - ICOMOS-UK 2023811 - Wiltshire Fishery Association 804363 804365 2020309 2020583 2020867 2020986 2021203 2021552 2022002 2022099 2022352 2022456 2023058 2023091 2023575 2023761 2055828 2061639 2061649 2061652 2061653 2061661 2061671 2061686 2061692 2061693	TU#41	Support for the proposals / neutral comment.	Your comment is noted.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061700 2061705 2061722 2061725 2061733 2061748 2061783 2061803 2061827 2061829 2061830 2061833 2061837 2061842 2061848 2061862 2061863 2061876 2061878 2061883 2061884 2061885 2061887 2061900 2061915 2061916 2061935 2061939 2061963 2061974 2061987 2061992 2061993				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061998 2062004 2062005 2062029 2062040 2062044 2062053 2062057 2062070 2062071 2062080 2062095 2062097 2062100 2062120 2062126 2062135 2091610 2091611 2091776 2091783 2091863 2188158 2189439 2198601 2198688 2198698 2198709 2198714 2198741 2198752 2198756 2198768				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198787 2198789 2198828 2198837 2198883 2198889 2198947 2198949 2198950 2198963 2198988 2199060 2199095 2199110 2199120 2199122 2199127 2199128 2199173 2199174 2199188 2199198 2199229 2199240 2199260 2199268 2199276 2199278 2199293 2199294 2199297 2199308 2199311				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199312 2199321 2199395 2199413 2199427 2199445 2199447 2199458 2199464 2199465				
2057606 - Butterfly Conservation 2022333 2023045 2058107	TU#42	How will the grass slopes be maintained?	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
2058677 2062109 PROS230418-4-8	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2057606 - Butterfly Conservation 2020604 2055917 2058693 2061969	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
2023003 - Road Haulage Association Ltd 2198621 2199304 PROS230418-4-12	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 on the A303. Further information can be found in the Transport Assessment Section 8.	N
PROS230418-4-14 - White Rabbit Grove RDNA 2061799 2061805 2062110 2062123 2192595 2199328	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS230418-4-6 PROS230418-4-7 PROS230418-4-3 PROS230418-4-2 PROS230418-4-16 PROS230418-4-10 PROS230418-4-11 PROS230418-4-12 PROS230418-4-13 PROS230418-4-9 PROS230418-4-15 PROS230418-4-31				
2021408 - ICOMOS-UK 2022125 2061648 2062034 2062110	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-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/	N
2057606 - Butterfly Conservation 2020175 2199167	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 slope 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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2019953 2020175 2021315 2021551 2061723 2198701	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
804700 1724646 1741472 2020585 2020658 2022125 2022396 2023620 2023716 2057666 2061021 2061022 2061681 2061698 2061704 2061711 2061752 2061785 2061795 2061902 2061947 2061952 2062092	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2062130 2062133 2091413 2091548 2192418 2192595 2192613 2198570 2198586 2198613 2198635 2198662 2198729 2198817 2198884 2198892 2198920 2199068 2199071 2199164 2199251 2199282 2199298 2199307 2199311 2199316 2199317 2199323 2199363 2199394 2199404 2199426 2199433				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS070318-118 PROS190418-2-802 PROS210418-2-292 PROS220418-2-146 PROS230418-2-11				
809772 2020338 2021744 2061805 2061858 2062081 2090146 2091639 2187869 2198634 2198857	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
2023821- Wiltshire Trail Riders' Fellowship 2061690 2061876 2062044 2198641	TU#53	No comment.	Your comment is noted.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020685 - Council for British Archaeology 2020686 - Council for British Archaeology Wessex 2212462 - Flying Purple Pig Tours 1759000 2020585 2020642 2021523 2022738 2022929 2023573 2090122 2194166 2198585 2198659 2198867 2198872 2198905 2199002 2199064 2199088 2199092 2199134 2199165 2199261 2199435 2199450 2199451	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199459 PROS230418-2-11				
1762332 - Transport Focus 2061727 2061755 2061878 2061954 2061961 2190582 2192168 2194166 2198572	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
2022379 2054660 2061727 2061805 2062024 2198867 2199122 2199185	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
2020686 - Council for British Archaeology Wessex 1701401 - Jacked Structures Group	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1724646 2020583 2057893 2061737 2062368 2199084 2199462				
2020310 2061727 2061751 2198659	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
2061805 2062017 2090301 2198572 2199404	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
1762332 - Transport Focus 2061805 2062590	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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.	
2061850 2198662 2198822	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
2061937 2061954	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1701422 - National Farmers Union 2054747 2061937 2061946 2062020 2062067 2091557 2194166	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
2061946	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
2062118	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
2199456 - Wessex Regionalists - the Party for Wessex 2062123 2062590	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2190582 2198671 2198799 2199213 2199336 PROS160318-416			where there is sensitive infrastructure that we need to maintain and protect. The potential for the proposed 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.	
2090301	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
804700 2020658	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 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.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2091639	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
2091639 2199001	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
2091721	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 proposed scheme within the WHS, demonstrating how the existing road and proposed infrastructure will be removed from view.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020097	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 wider footprint, creating more intrusion in the WHS and the archaeological remains.	Y
2188040 2013136 - Wiltshire Archaeological and Natural History Society	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
2019953 2190582 2198572	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2013136 - Wiltshire Archaeological and Natural History Society 2021601 2023276 2061947 2199398	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
2023276	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 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.	N
2021408 - ICOMOS-UK 2023276 2198815	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2190573	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
2020469 - CPRE South West PROS230418-4-25- Sacred Grove Western Isles 2021740 2061950 2062102 2194166 2198692 2198754 2198843 2198867 2198885 2198899 2199174 2199258 PROS100418-996 PROS140418-3-168 PROS180418-2- 1141 PROS180418-2- 1381 PROS180418-2- 1433	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS180418-2-1515 PROS190418-2-731 PROS220418-2-146 PROS230418-2-11 PROS270418-3-170 PROS270418-3-171				
2023003 - Road Haulage Association Ltd 2194166	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
1762332 - Transport Focus	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762332 - Transport Focus	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
3111333	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
2194166 2198681	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
2022072 2051573 2058677	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
2020175	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,	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			Road Drainage and Water Environment (document reference 6.1).	
2061937 2198729	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
804307 2062059 2198570 2198597	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
2198763	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198580	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
2198585 2198872 2199088 2199134 2199450	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198590	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
2198681 2199355	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
2198705	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198809 PROS310318-747	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
2019953 2198851	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
2198867	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2023303 - Society of Antiquaries of London 2198869 PROS100418-980	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
1701401 - Jacked Structures Group	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
2199372 2199402	TU#101	Ventilation holes in the grassed canopy for the western tunnel entrance would not look good in the landscape.	The fully grassed-over canopy option, without ventilation openings, has been chosen for the western portal.	N
2198963	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199456 - Wessex Regionalists - the Party for Wessex	TU#103	How will suicides be prevented if there is a large cut in the ground?	Fences will be provided to prevent access.	N
2199399	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
2020467- Campaign for Better Transport 2199456 - Wessex Regionalists - the Party for Wessex	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
2199456 - Wessex Regionalists - the Party for Wessex 2192308 2198853 2199144 2199262 2199309	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 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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1759000 2199435 2199445	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
2199238 2199332 2199333 2199353 2199354 2199373 2199393 2199431	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
2061972 2199427	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
2199427	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
2199326	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2057713 2198770 2199323 PROS230418-4-24	TU#112	This is nothing short of vandalism.	The proposed 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
2199125 2199149	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
2199199	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199220	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
2199227	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
2061954	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199149	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
2061947	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
2023783	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
2198634	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762332 - Transport Focus	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
2198847	TU#123	The tunnel should be closed to pedestrians and cyclists.	Pedestrians and cyclists will be prohibited from using the tunnel.	N
2199427	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
2198667 2198795 2198875	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
2198859	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198922	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
2198867	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
2198867	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
1762424 - RAC Foundation	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
2198575	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2212461 – Wessex Society 2198809 2199364	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 ES Section 2.3, The Proposed Scheme (document reference 6.1).	N
2060989 2198795	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

Appendix K5

Matters raised during the Statutory Consultation on Countess roundabout

Planning Act 2008: Section 42 – prescribed consultees

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009: Schedule 1

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2022525 - Berwick St James Parish 2199205 - Woodford Parish Council	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
1758969 - Durrington Town Council	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 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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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.	
2199205 - Woodford Parish Council	CJ#17	Support for proposal at Countess roundabout.	Your comment is noted.	N
1758969 - Durrington Town Council	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

Planning Act 2008: Section 42 – local authorities

Prescribed under section 43 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804621 - Wiltshire Council	CJ#60	Countess Road - the responsibility for future maintenance of the proposed signals will likely pass to Wiltshire Council, for which a 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).	A commuted sum will be agreed with Wiltshire Council for the handover of the traffic signals at Countess roundabout.	N

Planning Act 2008: Section 42 – persons with an interest in the land

Prescribed under section 44 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199243	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
804605 2061802 2062060 2199314	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
804584 804605	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 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.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2200048 - Lincoln College 804525 804526 804576 804589 804598 804605 804762 1725079 1759164 2061710 2061802 2062060 2189130 2198653 2198983 2199048 2199054 2199106 2199179 2199230 2199235	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
1747080 2189133	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1724559	CJ#8	No preference for Countess options.	Your comment is noted.	N
2200048 - Lincoln College 804589 804779 1725079 1747080 2061801 2061802 2062043 2062060 2198742 2198896 2198957 2199008 2199039 2199179	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 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.	N
804589 804598 804762 2050718 2061710	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2189130 2189130 2198593 2199230				
804779	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
804589 2201990	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 Report, document reference 7.6.	N
2050718 2062016 2198593 2198742	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, document reference 7.2.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804293 2024455 2199083 2212406	CJ#17	Support for proposal at Countess roundabout.	Your comment is noted.	N
2199179	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
804589 2022781	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
2050718 2199179	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
804525	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
2198896	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199039	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
804612 - Shell UK Limited 1724592	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
2199179	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
1724592	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
PROS230418-4-19 PROS230418-4-27	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 effect 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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			Il-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.	
2198792	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
2200048 - Lincoln College	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
2198742	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
804525 2019980 2050718 2061801 2061802 2198653	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 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 (document reference 6.1). The assessment has concluded that there would be: no significant adverse impacts on air quality; temporary	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			<p>significant adverse visual effects on nearby residents during construction reducing to a permanent adverse visual effect on just one 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 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.</p>	
804779 2199252 804525	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
1724592	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 presence of underground fuel tanks on site. In	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		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.		

Planning Act 2008: Section 47 – duty to consult local community

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061879 2061972 2198659 2199052	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
2021506 2061945 2198835 2199068	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
1762474 - Cycling Opportunities Group for Salisbury (COGS)	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2022705 2061723 2062045 2091413 2091508 2194166 2198729 2198935 2198952 2199225 2199287			existing underpasses and provide a more pleasant and safer route.	
2198748 - The Druid Order, An druidh Uileach Braithreachas. 2022929 2054582 2061879 2061997 2198657 2198769 2198872 2198905 2198960 2199002 2199088 2199092 2199433 2199450 2199451	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
804486 2021644 2052529 2187638	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			<p>case. The A303 will be carried on a 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.</p>	
<p>2020685 - Council for British Archaeology 2020686 - Council for British Archaeology Wessex 2199097 - The British Horse Society 2212470 - Great Durnford Parish Council 2200048- Lincoln College 2198582 - The Salisbury Museum 2023399 - Stonehenge and Avebury WHS Partnership Manager 2198743 - STAG: Stonehenge Traffic Action Group</p>	CJ#6	<p>Preference for landscaped option / fig 5.49 of the Public Consultation Booklet.</p>	<p>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.</p>	Y

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2013136 - Wiltshire Archaeological and Natural History Society 804307 804363 804365 1759000 2020097 2020157 2020175 2020304 2020327 2020338 2020435 2020442 2020533 2020583 2020604 2020642 2020663 2020816 2021248 2021376 2021523 2021744 2022071 2022130 2022234 2022236 2022396 2022738 2022774 2023458				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2023758				
2051125				
2054257				
2054455				
2054660				
2054693				
2054747				
2054828				
2055828				
2055917				
2056594				
2057689				
2057707				
2057857				
2058693				
2058847				
2060989				
2061650				
2061689				
2061714				
2061719				
2061727				
2061743				
2061751				
2061756				
2061764				
2061776				
2061820				
2061824				
2061857				
2061920				
2061934				
2061937				
2061941				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061943				
2061946				
2061947				
2061952				
2061968				
2061971				
2062009				
2062017				
2062018				
2062020				
2062051				
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2188158				
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Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198632				
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2198994				
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Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
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2199451				
2199459				
1762424 - RAC Foundation	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762332 - Transport Focus 804433 804439 2020842 2020944 2021283 2021710 2022333 2022943 2023392 2023470 2023758 2051457 2055864 2055868 2057881 2058107 2061664 2061723 2061760 2061819 2061866 2061871 2061915 2061933 2061967 2061980 2062028 2062104 2090146 2090214 2091610 2091611			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.	

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2187622 2198751 2198852 2199248 2199261 2199282 2199427 2199435 2199462 2199464				
2057701 - Cycling UK 1759148 1759151 2021387 2023783 2061858 2061914 2061954 2061970 2062086 2198784 2198931 2198967 2199307	CJ#8	No preference for Countess options.	Your comment is noted.	N
2020470 - Campaign to Protect Rural England Wiltshire(CPRE) 2020467- Campaign for Better Transport 2198667 - Wessex Society 809772	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 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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2019953 2020304 2021551 2021848 2022125 2022317 2022379 2022412 2022652 2023045 2023276 2023392 2054693 2054828 2055828 2056050 2061701 2061773 2061876 2061879 2061927 2061966 2061992 2062011 2062061 2090213 2090304 2091413 2091508 2198621 2198631 2198843 2198859 2198893			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.	

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198923 2198974 2199033 2199199 2199221 2199225 2199265 2199328 2199334 2199433 2199434 2199435 2199439 2199441 PROL070318-01				
1762424 - RAC Foundation 2023399 - Stonehenge and Avebury WHS Partnership Manager 2091639	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
804486 2021376 2021523 2022125 2061687 2061727 2061898 2061924 2061947 2091639 2198659 2198774	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198851 2198899 2199076 2199125				
2198748 - The Druid Order, An druidh Uileach Braithreachas 2062067	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
2192225 - Blick Mead Archaeology 2020683 – Consortium of Stonehenge Experts 2192818 - Institute of Archaeology 2023399 - Stonehenge and Avebury WHS Partnership Manager 809772 2020212 2021506 2023782 2052046 2062097 2198665 2198857 2198930 2199033 2199265	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
2199055	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020663 2061933 2062125 2198741 2211297 2213480	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 Report, document reference 7.6.	N
809772 2020801 2021830 2023385 2023716 2061874 2062069 2062071 2090213 2090214 2188158 2198662 2198802 2198881 2198945 2198961 2198985 2199317	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, document reference 7.2.	N
2020686 - Council for British Archaeology Wessex 2057701 - Cycling UK 2061985 - Go South Coast (t/a Salisbury Reds Buses) 2023003 - Road Haulage Association Ltd	CJ#17	Support for proposal at Countess roundabout.	Your comment is noted.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198687 - Southampton Stonehenge Tours 2061942 - West Amesbury Residents 809772 2020309 2020310 2020442 2020456 2020583 2020867 2021248 2021387 2021676 2022002 2022099 2022352 2022456 2022508 2022705 2022813 2023045 2023058 2023575 2023761 2051504 2054693 2054828 2055828 2061643 2061645 2061647 2061648				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
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Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
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Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
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Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198709				
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2199047				
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Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
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2199312				
2199395				
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Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199445 2199447 2199458 2199462 2199465				
1762424 - RAC Foundation	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
2061661 2199188	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
2061701	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
2061713	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
2062071	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804700 2020658	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
2091639	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
1724309 - Wiltshire Ramblers	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
2192766	CJ#29	Update the road markings on the roundabout to assist with issues on the A345 with short tapers from 2 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
2091639	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
2198656	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
2198841	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			and the efficient transport of goods is a fundamental part of the scheme.	
809772 2198859 2199434	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
2198911 2199427	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
2199266	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
2199287	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
2061713	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
2062119	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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.	
2187895	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
2061876 2062130	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 cross the route without the need to mix with through traffic. This reduces congestion as well as the risk of accidents.	N
2061961 2199134	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
2198892	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 Report, document reference 7.6.	N
1701486 - The British Archaeological Trust 2021740 2061050 2062050 2199144 2199184 2199328	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS230418-4-17 PROS230418-4-18 PROS230418-4-20 PROS230418-4-22 PROS230418-4-23 PROS230418-4-29 PROS230418-4-32			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.	
2199434	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
2199021 - S Morris Ltd	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 proposed 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
2061885	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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.	
2198817	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
2199178	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
2199262	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
2198835	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
2022317	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
2061753 2061950	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			<p>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.</p>	
<p>2020470 - Campaign to Protect Rural England Wiltshire(CPRE) 2020686 - Council for British Archaeology Wessex 1762468 - Friends of the Earth Petition 2199456 - Wessex Regionalists - the Party for Wessex PROS230418-4-14 - White Rabbit Grove RDNA 2020585 2021430 2021551 2055917 2058677 2058693 2061050 2061717 2061774 2061816 2061927 2062050 2090304</p>	<p>CJ#56</p>	<p>Countess Flyover will cause significant impacts in terms of noise, air quality and visual intrusion for nearby residents and wildlife.</p>	<p>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 (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 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.</p>	<p>N</p>

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2091721 2188158 2198650 2198668 2198692 2198796 2198805 2198968 2199035 2199283 2199434 PROS230418-2-11 PROS220418-2-146 PROS230418-4-1 PROS230418-4-2 PROS230418-4-3 PROS230418-4-4 PROS230418-4-5 PROS230418-4-6 PROS230418-4-7 PROS230418-4-8 PROS230418-4-9 PROS230418-4-10 PROS230418-4-11 PROS230418-4-12 PROS230418-4-13 PROS230418-4-15 PROS230418-4-16 PROS230418-4-32				
2061848	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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.	
2212470 - Great Durnford Parish Council 1701422 - National Farmers Union 2199456 - Wessex Regionalists - the Party for Wessex 2212461 – Wessex Society 2061094 2061943 2091508 2198735 2198857 2199077 2199266 2199270 2199453	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
809772 2020801	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.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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.	

Appendix K

Matters raised on Environment

Planning Act 2008: Section 42 – prescribed consultees

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009: Schedule 1

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762320 - Winterbourne Stoke Parish Council	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
1758969 - Durrington Town Council	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
809774 - Natural England	ENV#4	How will the new chalkgrass land areas be managed by Highways England?	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762320 - Winterbourne Stoke Parish Council	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
1762303 - Health and Safety Executive	ENV#82	The proposed development fall within HSE Public Safety Consultation Zones of a Major Hazards Installation.	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 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.	N
1741105 - Ministry of Defence	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	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		48 hours after a period of heavy rainfall		
1762303 - Health and Safety Executive	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
809774 - Natural England	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.	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
809774 - Natural England	ENV#201	The presence of ponds in the chalk landscape is beneficial for a range of species.	Thank you for your comment	N
809774 - Natural England	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
809774 - Natural England	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			connecting habitats within much of the WHS and extending the chalk grassland adjacent to the Parsonage Down NNR.	
809774 - Natural England	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 during construction. This will be relevant to any habitat regulations assessment.	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 on the phosphatic chalk can be found in the ES Chapter 10, Geology and Soils.	N
809774 - Natural England	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	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		any habitat regulations assessment.	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.	
809774 - Natural England	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
809774 - Natural England	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
809774 - Natural England	ENV#208	<p>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.</p>	<p>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.</p> <p>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.</p>	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
809774 - Natural England	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
809774 - Natural England	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
809774 - Natural England	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
809774 - Natural England	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
809774 - Natural England	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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.	
809774 - Natural England	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
809774 - Natural England	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
809774 - Natural England	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 adversely affect the features of the River	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		<p>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.</p>	<p>assessment has concluded that, with the implementation of the mitigation embedded in the scheme, there will be no likely 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.</p>	
809774 - Natural England	ENV#217	<p>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.</p>	<p>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).</p>	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
809774 - Natural England	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
809774 - Natural England	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
809774 - Natural England	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 1. Another would be using the current access underpass east of the eastern tunnel entrance as a bat hibernaculum. The overall package must not	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; 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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		have an adverse effect on the bat species affected.		
809774 - Natural England	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 recreational potential of this stretch of river.	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
809774 - Natural England	ENV#222	We suggest tree or hedge planting be provided to the west of the new byway south of Green	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.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		Bridge 1, to provide greater amenity and bat benefits.	Seeking to change the use of land not permanently required for the scheme is beyond its scope.	
809774 - Natural England	ENV#223	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
809774 - Natural England	ENV#224	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
809774 - Natural England	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	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		of the Amesbury road to improve the situation for bats.	location of the eastern tunnel portal in the WHS, it is not proposed to plant in this location.	
809774 - Natural England	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
809774 - Natural England	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
809774 - Natural England	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	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		engineered wall or reinforced steep slope could be the best solution.	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.	
809774 - Natural England	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
2021345 - Historic England	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	Thank you for your comment	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		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.		
2021345 - Historic England	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 proposed scheme in the context of the protection of OUV and the Authenticity and Integrity of the WHS.	N
2021345 - Historic England	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 monument from further vehicle damage once the byway diversion has been created.	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
2021345 - Historic England	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	Thank you for your comment.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		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.		
2021345 - Historic England	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 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.	Thank you for your comment. The canopy extension has been included as part of the scheme proposals.	Y
2021345 - Historic England	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

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2021345 - Historic England	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 recommendations are made possible by the new road in cutting to the south of the line of the existing A303.	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
2021345 - Historic England	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
2021345 - Historic England	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
2021345 - Historic England	ENV#239	From Countess to proposed Eastern Portal - any new signage will require very careful consideration at this location due	The detailed design of the proposed 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	N

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		to the proximity of Amesbury Abbey and Vespasian's Camp.	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.	
2021345 - Historic England	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
2021345 - Historic England	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	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

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		the impact upon the setting of Vespasian's Camp scheduled monument is also assessed and any impacts identified properly mitigated.		
2021345 - Historic England	ENV#242	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
2021345 - Historic England	ENV#243	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 and sensitively designed.	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 a c.150-metre-wide green bridge near Longbarrow (as one of three	Y

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			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.	
2021345 - Historic England	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
2021345 - Historic England	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 the conclusions of that document.	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	N

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			Wiltshire Council Archaeology Service and English Heritage Trust.	
2021345 - Historic England	ENV#246	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
2021345 - Historic England	ENV#247	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
2021345 - Historic England	ENV#248	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

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2021345 - Historic England	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
2021345 - Historic England	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
2021345 - Historic England	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
2021345 - Historic England	ENV#252	A substantial programme of evaluation is required to allow us to understand the direct impacts of the proposed scheme. This includes all areas within the red	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	N

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		line boundary and land affected by temporary infrastructure.	the WHS. The cultural heritage assessment, reported in Chapter 6 of the ES, provides detail of the archaeological evaluation surveys and assessments that have been undertaken to inform the design of the scheme. The evaluations will continue pre-construction of the scheme.	
2021345 - Historic England	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
2021345 - Historic England	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 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	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 the small-scale	N

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		assessment of the small-scale groundwater environment within the relatively restricted area of Blick Mead would be advantageous.	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.	
2021345 - Historic England	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
2021345 - Historic England	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 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.	The vertical retaining wall option has been chosen for the western cutting approach to the tunnel to minimise 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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2021345 - Historic England	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
2021345 - Historic England	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

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2021345 - Historic England	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 of landscape mitigation east of Longbarrow roundabout and the issue of the proposed byway link for motorised vehicles south of Stonehenge.	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
1740888 – Environment Agency	ENV#260	We welcome the proposals for specific consideration of leaching of phosphorus from phosphatic chalk.	Thank you for your comment.	N
1740888 - Environment Agency	ENV#261	We welcome the proposal to use closed face boring for tunnel construction.	Thank you for your comment.	N

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1740888 - Environment Agency	ENV#262	We support the production of a Construction Environmental Management Plan (CEMP).	Thank you for your comment.	N
1740888 - Environment Agency	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
1740888 - Environment Agency	ENV#264	We are pleased that the proposed drainage schemes will be designed to enhance biodiversity. The ES should include a commitment that designs for any proposed outfalls/headwalls will also seek to be as unobtrusive and under engineered as possible.	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 scheme's surrounding context, following Highways England's guide 'The Road to Good Design'.	N
1740888 - Environment Agency	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
1740888 - Environment Agency	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	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	N

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		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.	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.	
1740888 - Environment Agency	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
1740888 - Environment Agency	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

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1740888 - Environment Agency	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 can cause mortality of trout eggs.	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
1740888 - Environment Agency	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
1740888 - Environment Agency	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

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1740888 - Environment Agency	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
1740888 - Environment Agency	ENV#273	The waste management issues discussed within the PEIR are noted, no further comments.	Your comment is noted.	N
1740888 - Environment Agency	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 great crested newt record on the River Till and any other water related species and habitats information.	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 ecological surveys appendices (document reference 6.3), which include those related to great crested newts and other water related species and habitats.	N
1740888 - Environment Agency	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

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1740888 - Environment Agency	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
1740888 - Environment Agency	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
1740888 - Environment Agency	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	N

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			pollution from road run-off, compared with the current situation.	
1740888 - Environment Agency	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
1740888 - Environment Agency	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 Definition of Waste Code of Practice.	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 tunnel spoil 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

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1740888 - Environment Agency	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
1740888 - Environment Agency	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
1740888 - Environment Agency	ENV#283	Outputs from the impact assessment should demonstrate the potential impacts in terms of quality and quantity on groundwater and surface water receptors. The assessment should cover both the construction and operational phases (and include locations such as abstraction points).	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 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	N

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			improved treatment and prevention of pollution from road run-off, compared with the current situation.	
1740888 - Environment Agency	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
1740888 - Environment Agency	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
1740888 - Environment Agency	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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.	
1740888 - Environment Agency	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
1740888 - Environment Agency	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		standards. These measures should be capable of containing contamination from the reasonable worst case spill scenario.	(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 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.	
1740888 - Environment Agency	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
1740888 - Environment Agency	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			prepared and updated to show a much higher level of detail.	
1740888 - Environment Agency	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 not consider this as there is no new lighting proposed in relation to either the River Till or River Avon.	N
1740888 - Environment Agency	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 proposed 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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			concluded that there would be a neutral effect on otters as a result of the scheme.	
1740888 - Environment Agency	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 proposed 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
1740888 - Environment Agency	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
1740888 - Environment Agency	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 proposed 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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			construction will be included within the Construction Environmental Management Plan.	
1740888 - Environment Agency	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
1740888 - Environment Agency	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			the relevant stakeholders to identify opportunities for legacy benefits like this to be pursued by other means.	

Planning Act 2008: Section 42 – local authorities

Prescribed under section 43 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762415 - Dorset County Council	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
1762451 - Test Valley Borough Council	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762451 - Test Valley Borough Council	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
1762415 - Dorset County Council	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
1762415 - Dorset County Council	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
804621 - Wiltshire Council	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	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		contribution to Wiltshire's environment and quality of life. Development should protect, conserve and where possible enhance the historic environment.	within it, including Stonehenge itself. Overall, the heritage assessments conclude that the scheme will result in a slight beneficial effect for cultural heritage.	
804621 - Wiltshire Council	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 management of the WHS through development that, inter alia, reduces the negative impacts of road, traffic and visitor pressure.	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 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.	N
804621 - Wiltshire Council	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:	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		<p>a) Return Stonehenge to a more respectful setting befitting its WHS status,</p> <p>b) Include measures to mitigate the negative impacts of the road.</p>		
804621 - Wiltshire Council	ENV#388	<p>The WCS is clear, therefore, that sustaining the OUV of the WHS is a key consideration, and recognises that the A303 currently has a 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.</p>	<p>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 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.</p>	N
804621 - Wiltshire Council	ENV#389	<p>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.</p>	<p>Your comment is noted.</p>	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804621 - Wiltshire Council	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
804621 - Wiltshire Council	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804621 - Wiltshire Council	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 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).	N
804621 - Wiltshire Council	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) 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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804621 - Wiltshire Council	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 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.	The 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) ES Appendix 2.2 (document reference 6.3), 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 Outline Environmental Management Plan (OEMP) the ES Appendix 2.2 (document reference 6.3).	N
804621 - Wiltshire Council	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804621 - Wiltshire Council	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 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.	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 compounds and) have underpinned the assessments of effects for all environmental topics presented in the Environmental Statement. The OEMP is found 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.	N
804621 - Wiltshire Council	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804621 - Wiltshire Council	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
804621 - Wiltshire Council	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
804621 - Wiltshire Council	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 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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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.	
804621 - Wiltshire Council	ENV#401	At this stage in the proposed scheme details in relation to construction vehicles, the construction 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.	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 consultation with Wiltshire Council prior to submission of the DCO application.	N
804621 - Wiltshire Council	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804621 - Wiltshire Council	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 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
804621 - Wiltshire Council	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 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.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804621 - Wiltshire Council	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
804621 - Wiltshire Council	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 negative impact on Air Quality is predicted at relevant receptors.	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
804621 - Wiltshire Council	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 ES Appendix 2.2 (document reference 6.3) and prescribes that works will be in accordance with best practicable means (BPM) and that	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			<p>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.</p>	
804621 - Wiltshire Council	ENV#408	<p>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.</p>	<p>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 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 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</p>	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			and prevention of pollution from road run-off, compared with the current situation.	
804621 - Wiltshire Council	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 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
804621 - Wiltshire Council	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	N

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			Sustainable Drainage Systems (SuDS), the scheme will deliver a significant improvement in road drainage quality against the existing system.	
804621 - Wiltshire Council	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
804621 - Wiltshire Council	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804621 - Wiltshire Council	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 Winterbourne Stoke, where noise levels will already have been significantly reduced by the removal of A303 traffic from the village.	Y
804621 - Wiltshire Council	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

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804621 - Wiltshire Council	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. 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.	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
804621 - Wiltshire Council	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

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804621 - Wiltshire Council	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
804621 - Wiltshire Council	ENV#418	Longbarrow junction - The isolated 'internal' grass verges could provide a green refuge for invertebrates and sedentary slow worms. Recommend seeding with a suitable wild flower mix and implementing appropriate monitoring and management.	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
804621 - Wiltshire Council	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

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804621 - Wiltshire Council	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
804621 - Wiltshire Council	ENV#421	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 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
804621 - Wiltshire Council	ENV#422	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	Y

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			northern and southern parts of the WHS, with enhanced heritage, landscape and biodiversity benefits.	
804621 - Wiltshire Council	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
804621 - Wiltshire Council	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	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	Y

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		deer), visitors to WHS, farmers and livestock.	stage, with the details being sensitive to the WHS landscape in terms of minimising intrusion.	
804621 - Wiltshire Council	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 landscape.	Y
804621 - Wiltshire Council	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 WHS landscape.	Y

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804621 - Wiltshire Council	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
804621 - Wiltshire Council	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
804621 - Wiltshire Council	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	An Outline Landscape and Ecology Management Plan (OLEMP) has been developed and submitted with the ES, Appendix 8.26, 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	N

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		of newly created habitats / landscape mitigation is needed.	short, medium and long term to ensure the proposed measures are successful.	
804621 - Wiltshire Council	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) in 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
804621 - Wiltshire Council	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
804621 - Wiltshire Council	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	N

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			LEMP, Construction Environmental Management Plan (CEMP) and Soil Handling Strategy.	
804621 - Wiltshire Council	ENV#433	<p>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.</p>	<p>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.</p>	N

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804621 - Wiltshire Council	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
804621 - Wiltshire Council	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

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804621 - Wiltshire Council	ENV#436	<p>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 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.</p>	<p>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.</p>	Y

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804621 - Wiltshire Council	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
804621 - Wiltshire Council	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
804621 - Wiltshire Council	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	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 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,	N

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		Avenue to the east and Vespasian's Camp to the south.	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.	
804621 - Wiltshire Council	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 evaluation will need to be completed and the results included in the EIA.	<p>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.</p> <p>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.</p>	Y
804621 - Wiltshire Council	ENV#441	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	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	N

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		minimised to protect these deposits with a solution having minimum ground intrusion.	in ES Chapter 11, Appendix 4, Annex 3, Blick Mead Tiered Assessment.	
804621 - Wiltshire Council	ENV#442	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
804621 - Wiltshire Council	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	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

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		archaeological evaluation and assessment. This needs to be undertaken and mitigation measures proposed in order for this to be acceptable.		
804621 - Wiltshire Council	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 Mitigation Strategy (see below). Mitigation requirements for these areas will need to be addressed in the CEMP.	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 ES Appendix 2.2. 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

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804621 - Wiltshire Council	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 be presented with the DCO.	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), 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 also be produced by Highways England based on the outline strategy and will be agreed with the Council's Archaeology Service and HMAG.	N

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804621 - Wiltshire Council	ENV#446	Archaeological Mitigation Strategy will need to be agreed and its implementation secured by a condition / requirement attached to any grant of consent.	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 Council Archaeology Service and the Heritage Monitoring Advisory Group in readiness for archaeological mitigation works.	N
804621 - Wiltshire Council	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
804621 - Wiltshire Council	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 consultants to allow a greater understanding of the catchment issues within the	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	N

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		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.	requires monitoring to validate the predicted impacts. To achieve this, as agreed with Wiltshire Council and the Environment Agency, monitoring will be undertaken 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.	
804621 - Wiltshire Council	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 will be for HE to demonstrate that the proposed scheme will not increase the flood risk to others within the catchment area.	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
804621 - Wiltshire Council	ENV#450	Consents may be required for all works within 8.0m of watercourses under the Wiltshire Land Drainage Byelaws 2014 and	The OEMP, as set out in 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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		HE will therefore need to ensure compliance with the 2014 Byelaws where working within 8 metres of a watercourse.	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.	
804621 - Wiltshire Council	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 treatment and prevention of pollution from road run-off, compared with the current situation.	N
804621 - Wiltshire Council	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	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		Management Act 2010 are fully complied with.		
804621 - Wiltshire Council	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
804621 - Wiltshire Council	ENV#454	River Till Viaduct - Archaeology officers have no preference for either option presented (a or b).	Your comment is noted.	N

**Planning Act 2008: Section 42 – persons with an interest in the land
Prescribed under section 44 of the Act**

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804525 804576 2198805 2198896 2199235 2199252	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
704406 804297 804547 809824 1754036 1755930 2021430 2023147 2057946 2198771 2198897 2199039	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
704406 809824 2023147	ENV#4	How will the new chalkgrass land areas be managed by Highways England?	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
704406 809824 2023147	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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.	
704406 804293 804526 809824 2023147 2198653 2198873 2199039 2199243	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
704406 704512 804519 804520 804523 804598 804762 809747 809824 809830 2019980 2023147 2189130 2200254	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 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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
704406 809824 2023147	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
2198896	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
809747 809759 2200254	ENV#11	Retain the Nile Clumps.	The scheme will avoid direct impact on the Nile Clumps.	N
PROS230418-4-19 PROS230418-4-27	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 proposed scheme. Highways England has been working closely with the UK statutory and scheme relevant	N

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			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 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.	
704406 809824 2023147	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
704406 1725013 2061801 PROS210418-2-306	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
2061801	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
704406 804779 809824 2023147	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 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) in 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	N
1725013 2052816 2198915	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
804526 804589	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 Environmental Masterplan at Appendix 2.1 of the Environmental Statement. 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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			removal of the existing surface road will greatly enhance the landscape, improving tranquillity.	
804525	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
2019980 2020114 2199314	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 Garden of Amesbury Abbey and the Amesbury Conservation Area.	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 adverse effects on Blick Mead. Full details of the cultural heritage assessment in this area can be found in ES Chapter 6.	N
704406 804779 2019980	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
704406 809821 2052816	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
704406 809824 2021315 2023147	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
PROS230418-4-19 PROS230418-4-27	ENV#32	The eastern tunnel portal would result in adverse impacts on Scheduled Monuments, including the Stonehenge Avenue and Vespasian'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 Vespasian'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	N

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			heritage assessment in this area can be found in ES Chapter 6.	
704406 809824 2019980 2023147 PROS230418-4-4 PROS230418-4-27 PROS230418-4-23	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
2199039	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
809821 2198915 2199008	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
704406 809824 2023147	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
704406	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
804293 809747 809759 809789 2198896 2198957 2199235 2200254	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
PROS230418-4-19 PROS230418-4-27	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
704406 704512 804293 804519 804520 804523 804525 804526 804589 809824 809830 1740912 2023147 2198954 2199048	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
809747 2019980 2200254	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
1747080	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
704406 809747 2200254	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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.	
804297 804547 1754036 1755930 2021430 2057946	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
704406	ENV#51	Loss of archaeology at land east of Parsonage Down	<p>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.</p> <p>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 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</p>	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			Mitigation Strategy, ES Appendix 6.11. Further information can be found in the ES Chapter 6, Cultural Heritage.	
804526	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
704406 809824 2023147	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), in the ES Appendix 2.2 (document reference 6.3) (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
704406 804297 804526 804547 809824 1754036 1755575	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1755930 2021430 2023147 2052816 2057946 2198792 2198983 2199083 2199106 2199179 2199252			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.	
PROS230418-4-27	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
804297 804525 804547 809747 1754036 1755930 2021430 2057946 2200254	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 proposed 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
804598 804762 2022781 2189130	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			effects on ecology of the River Till SSSI. Protection during construction will be afforded by measures contained in the Construction Environmental Management Plan (CEMP) to, for example, control dust and contain spillages.	
2022781	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
1724592	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			Statement. The Outline Environmental Management Plan (OEMP) is presented in the ES Appendix 2.2 (document reference 6.3).	
2199048	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
704406 2198957 2199039	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
2199235	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			and Communities, which identifies significant temporary adverse effects on seven agricultural holdings during construction and permanent adverse effects on two agricultural holdings.	
804525	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
804297 804547 1754036 1755930 2021430 2057946 2198742	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
804297 804547 804637 1754036 1755930 1777454 2021430 2057946 2199083 PROS230418-4-27	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
704406 809824 2023147	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
804297 804547 1754036 1755930 2021430 2057946	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
704512 804297 804519 804520 804523 804547 809830 1754036 1755930 2021430 2057946	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
704406 809824 2023147	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
704406	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
704406 809824 2023147	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

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704406	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
2198915	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
2198805	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 example, manage and protect topsoil	N

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			and reduce risk of pollution events. Further information can be found in ES Chapter 10, Geology and Soils.	
1724559 2198983	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
2024455	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
2199054	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
2199048	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
809821	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

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704406 2199243	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
2198957	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
2061801	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
1777454	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

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704406 809824 2023147	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
704406	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
2199039	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

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2199039	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
704406	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
704406 809824 2023147	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 during construction through implementation of a Construction Environmental Management Plan.	N

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704406	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
704406	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
804297 804547 1754036 1755930 2021430 2057946	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 proposed scheme.	N
704406 809824 2023147	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 very slight and far outweighed by the ecological benefits of the scheme. Further details of the potential for human disturbance on	N

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			ecological receptors can be found in ES Chapter 8, Biodiversity.	
704406 809824 2023147	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
804297 804547 1754036 1755930 2021430 2057946	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

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804297 804547 1754036 1755930 2021430 2057946	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
704406	ENV#182	Winterbourne Stoke are impacted by the English Heritage Trust 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
2198896 2198957 2199039	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1746725 1746726 1777787 2013044 2013052 2013053 2199039 2199803	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 proposed 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
804774 2198896 2198915 2198957 2198983	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804637 804779 2052816 2198807 2198808 2198896	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
704406 804779 809824 2023147 2025342 2198957	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

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704406	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
2198896 2198957 2199039	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
2198954	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	N

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			significant adverse effects on groundwater as a result of the scheme.	
809822 - English Heritage Trust	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
809822 - English Heritage Trust	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 support the current design.	Thank you for your comment.	N
809822 - English Heritage Trust	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	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	Y

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		groups in the western part of the WHS.	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.	
809822 - English Heritage Trust	ENV#301	We support connecting rights of way so that NMU can explore the landscape.	Thank you for your comment.	N
809822 - English Heritage Trust	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
809822 - English Heritage Trust	ENV#303	We are pleased to learn that the scheme will not impact the Blick Mead site. However, its hydrology needs to be carefully monitored.	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

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809822 - English Heritage Trust	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
809822 - English Heritage Trust	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 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.	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

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809822 - English Heritage Trust	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
809822 - English Heritage Trust	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
1701426 - Royal Society for the Protection of Birds	ENV#308	Following design development since the 2017 route options, we welcome the decision to move the location of the western portal and to placement of the route north of Winterbourne Stoke in deep cutting.	Thank you for your comment.	N

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1701426 - Royal Society for the Protection of Birds	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
1701426 - Royal Society for the Protection of Birds	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 scheme to monitor the number and breeding success of the nesting stone curlews and appropriate compensation measures.	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

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1701426 - Royal Society for the Protection of Birds	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
1701426 - Royal Society for the Protection of Birds	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 existing carriageway between the Avenue and Longbarrow roundabout), significant adverse effects can be avoided on the 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 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

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1701426 - Royal Society for the Protection of Birds	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
1701426 - Royal Society for the Protection of Birds	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
1701426 - Royal Society for the Protection of Birds	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 ES Appendix 2.2 (document reference 6.3).	N

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1701426 - Royal Society for the Protection of Birds	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
809823 - National Trust	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
809823 - National Trust	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
809823 - National Trust	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	Thank you for your comment.	N

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		sitting and tranquillity lost for generations.		
809823 - National Trust	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
809823 - National Trust	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
809823 - National Trust	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
809823 - National Trust	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
809823 - National Trust	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 proposed 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 in Case for the Scheme (Application Document 7.1)., The Proposed Scheme. The scheme will deliver an improvement in road drainage against the existing system.	Y
809823 - National Trust	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
809823 - National Trust	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
809823 - National Trust	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 Trust.	N
809823 - National Trust	ENV#328	We await the publication of the full Environmental Impact Assessment and associated Heritage Impact Assessment to allow us to assess the potential impacts of the proposed scheme and the effectiveness of the mitigation measures.	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

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809823 - National Trust	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
809823 - National Trust	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
809823 - National Trust	ENV#331	The land bridge options regarding Green Bridge 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	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, with enhanced heritage, landscape and biodiversity benefits.	Y

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		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. .		
809823 - National Trust	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 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.	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 byway will accompany the finalising of the byway details at the next detailed design stage.	N
809823 - National Trust	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

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809823 - National Trust	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 emitted from the openings.	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
809823 - National Trust	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
809823 - National Trust	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	Thank you for your comment.	N

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		the impact of the junction of the Winterbourne Stoke and Diamond groups of monuments.		
809823 - National Trust	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
809823 - National Trust	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
809823 - National Trust	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. The route should be a restricted byway.	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

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809823 - National Trust	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
809823 - National Trust	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
809823 - National Trust	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 ensure this concern is appropriately addressed.	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	N

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			Heritage. This approach to evaluation and mitigation has been discussed and agreed with HMAG and endorsed by the Scientific Committee. Highways England will continue to engage with the relevant heritage bodies on matters of heritage.	
809823 - National Trust	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
809823 - National Trust	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 EMP, on which the CEMP will be	N

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			based, is presented in Appendix 2.1 of the ES. ES Chapter 9, Noise and Vibration sets out the assessment of potential construction noise impacts, including from proposed construction compounds.	
809823 - National Trust	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
809823 - National Trust	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 is not acceptable	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	Y

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		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.	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.	
809823 - National Trust	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
809823 - National Trust	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
809823 - National Trust	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

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			where the route runs between the Winterbourne Stoke and Diamond barrow groups.	
809823 - National Trust	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
809823 - National Trust	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

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809823 - National Trust	ENV#352	The proposed 200m canopy extension to the western tunnel portal has the potential to mitigate the impact of 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.	The fully grassed-over canopy option has been chosen for the western portal.	Y
809823 - National Trust	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
809823 - National Trust	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,	N

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		assurances that lighting will be avoided in this section of the WHS.	with other noise improvements being seen further into the WHS, as illustrated on ES Figures 9.3 – 9.5.	
809823 - National Trust	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
809823 - National Trust	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 also concerned about the impact on the National Trust tenants who live in the building and would like more information on mitigation. Noise monitoring	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	N

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		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."	traffic signals to provide safe crossing facilities for pedestrians and cyclists.	
809823 - National Trust	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
809823 - National Trust	ENV#358	Concerns in relation to the construction of Countess junction in relation to general impacts on the local community.	"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 ES Appendix 2.2 (document reference 6.3) 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	N

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			through the WHS, to minimise disruption and secure the accompanying local benefits as soon as possible."	
809823 - National Trust	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
809823 - National Trust	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

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809823 - National Trust	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 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
809823 - National Trust	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
809823 - National Trust	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			giving rise to increased disturbance or damage to monuments.	
809823 - National Trust	ENV#364	We have not yet seen evidence of the treatment protocols identified as mitigation in the road drainage infiltration areas to control pollution from road run-off.	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 proposed 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 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
809823 - National Trust	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
809823 - National Trust	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
809823 - National Trust	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 proposed scheme and other developments.	N
809823 - National Trust	ENV#368	While we support the approach to no 'lighting columns' on the new roundabout we would like to see further detail of any alternative lighting proposals where that is necessary.	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
809823 - National Trust	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
809823 - National Trust	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
809823 - National Trust	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 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.	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
809823 - National Trust 804297 804547 1754036 1755930 2021430	ENV#372	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2057946			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.	
809823 - National Trust	ENV#373	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
809823 - National Trust	ENV#374	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 ES Appendix 2.2 (document reference 6.3). Highways England's appointed contractor will be required to develop and implement the 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.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
809823 - National Trust	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
809823 - National Trust	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
809823 - National Trust	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 NNR. Full details of the biodiversity assessment, mitigation proposals, and improvements can be found in the ES Chapter 8.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
809823 - National Trust	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
809823 - National Trust	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
1740912	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 enterprise attracts Stone Curlews which are promoted and important in the area.	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 landscape scale	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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.	
1740912	ENV#381	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
704406	ENV#382	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

Planning Act 2008: Section 47 – duty to consult local community

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2021203 2021523 2022456 2060989 2061850 2061879 2061975 2062018 2194166 2198590 2198621 2198763 2198769 2198859 2198872 2198981 2198994 2199002 2199064 2199109 2199165 2199212 2199402 2199450 2199451	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2192225 - Blick Mead Archaeology 2020683 – Consortium of Stonehenge Experts 804552 804648 1724608 2020354 2020621 2021551 2021652 2062114 2091714 2187647 2191185 2192224 2198859 2198948 2199003 2199130 2199434	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
2057606 - Butterfly Conservation 2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 2054455	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2090213 2198651				
2057606 - Butterfly Conservation 1701422 - National Farmers Union	ENV#4	How will the new chalkgrass land areas be managed by Highways England?	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
1701427 - Stonehenge Alliance 2056050 2198659	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
2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 1762468 - Friends of the Earth Petition 2023464 - Friends of the Earth South West	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1701427 - Stonehenge Alliance 123456 - Stonehenge Alliance proforma standard text 2013136 - Wiltshire Archaeological and Natural History Society PROS230418-4-25 - Sacred Grove Western Isles 704446 2021315 2021551 2022396 2023147 2023276 2051457 2057907 2061050 2061929 2187622 2187638 2198650 2198692 2198798 2198938 2198994 2199035			curlew plots will be kept under observation and managed through the Construction Environmental Management Plan.	

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199094 2199380 2199383 2199395 2199439 PROS140418-3-168 PROS180418-2-1381 PROS180418-2-1433 PROS180418-2-1515 PROS220418-2-146 PROS230418-2-11 PROS230418-4-8 PROS230418-4-26 PROS270418-3-170 PROS270418-3-171				
2212470 - Great Durnford Parish Council 2023563 - Tisbury Parish Council 2021203 2021551 2021830 2022738 2022929	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2055096 2055917 2058177 2058693 2061698 2061713 2061727 2188158 2198585 2198622 2198634 2198650 2198651 2198659 2198696 2198701 2198702 2198715 2198763 2198803 2198810 2198836 2198846 2198847 2198906 2199003 2199064 2199088 2199092 2199133 2199135 2199136				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199165 2199168 2199186 2199258 2199276 2199450 2199451				
1762487 - Amesbury Museum and Heritage Trust 2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 2020685 - Council for British Archaeology 1701422 - National Farmers Union 1701427 - Stonehenge Alliance 2019953 2020097 2020512 2021248 2021297 2021551 2057881 2061050 2191185	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 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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198650 2198692 2198867 2198994 2199035 2199266 2199394 2199436 PROS160318-397 PROS200418-2-452 PROS210418-2-319 PROS220418-2-146 PROS230418-2-11 PROS230418-4-1 PROS230418-4-26				
2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 2212470 - Great Durnford Parish Council 2019953 2021551 2058677 2090304 2198809 2198893	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198990				
2023006 - Great Durnford Parish Council 1762400 - Wiltshire Wildlife Ltd 2058177 2198659 2198763 2198995	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
1762487 - Amesbury Museum and Heritage Trust 2212437 - Compton Chamberlayne Parish Meeting 2196159 - Emma Hamilton Society 2192396 - Royal Museums Greenwich 2192346 - The 1805 Club 2200596 - The Nelson Society	ENV#11	Retain the Nile Clumps.	The scheme will avoid direct impact on the Nile Clumps.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2195943 - The Rotary Club of Salisbury 2212461 – Wessex Society 704443 2020663 2021233 2056741 2061907 2091766 2192398 2198795 2198821 2198875 2199152 2199174 2212301				
2020350 - Avebury Parish Council 2020467 - Campaign for Better Transport 2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 2020469 - CPRE South West 2212479 - Fornham Heritage Group	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 proposed 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 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.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2021408 - ICOMOS-UK 1701427 - Stonehenge Alliance 2023399 - Stonehenge and Avebury WHS Partnership Manager PROS230418-4-14 - White Rabbit Grove RDNA 2021652 2023132 2051573 2057907 2058760 2061711 2061973 2062646 2089974 2091863 2189495 2189495 2198570 2198770 2198790 2198809 2198843 2198914 2199094				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199267 PROS230418-4-1 PROS230418-4-3 PROS230418-4-8 PROS230418-4-32 PROS230418-4-4 PROS230418-4-5 PROS230418-4-6 PROS230418-4-7 PROS230418-4-8 PROS230418-4-9 PROS230418-4-11 PROS230418-4-12 PROS230418-4-13 PROS230418-4-15 PROS230418-4-16 PROS230418-4-17 PROS230418-4-20 PROS230418-4-21 PROS230418-4-22 PROS230418-4-23 PROS230418-4-24 PROS230418-4-29 PROS230418-4-30 PROS230418-4-31 PROS230418-4-18				
2020686 - Council for British Archaeology Wessex 1777657	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
- Honouring the Ancient Dead (HAD) 2020585 2020642 2021830 2022738 2023092 2051457 2062059 2090304 2187638 2192418 2194166 2198634 2199165 2199304 2199435 2199459			result in a substantial improvement to the character of the night sky within the WHS.	
1762487 - Amesbury Museum and Heritage Trust 2192225 - Blick Mead Archaeology 2020467 - Campaign for Better Transport 2020470 - Campaign to Protect Rural England	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020683 – Consortium of Stonehenge Experts 2020685 - Council for British Archaeology 2020686 - Council for British Archaeology Wessex 2212479 - Fornham Heritage Group Society 2212470 - Great Durnford Parish Council 2192818 - Institute of Archaeology 1701427 - Stonehenge Alliance 1701486 - The British Archaeological Trust 2199456 - Wessex Regionalists - the Party for Wessex 2212461 – Wessex Society				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS230418-4-14 - White Rabbit Grove RDNA PROS230418-4-25 - Sacred Grove Western Isles 206110 804552 1724608 2019953 2020354 2020621 2020621 2021237 2021315 2021551 2021652 2021848 2021865 2022412 2022860 2023132 2023147 2023276 2023473 2023782 2050406 2051457 2051573 2053273 2057907 2061021				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061022 2061650 2061656 2061670 2061808 2061810 2061816 2061911 2061958 2062011 2062109 2062488 2090304 2091637 2187647 2191185 2191225 2192224 2192402 2192409 2192613 2194166 2198570 2198597 2198795 2198809 2198815 2198839 2198843 2198844 2198857 2198865				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198875 2198914 2198938 2198946 2198981 2199000 2199033 2199149 2199184 2199223 2199237 2199258 2199267 2199274 2199297 2199327 2199365 2199368 2199376 2199434 2199442 PROS230418-4-10 PROS230418-4- PROS230418-4-3 PROS230418-4-2 PROS230418-4-5 PROS230418-4-16 PROS230418-4-30 PROS230418-4-12 PROS230418-4-07 PROS230418-4-11 PROS230418-4-13				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS230418-4-9 PROS230418-4-4 PROS230418-4-15 PROS230418-4-32 PROS180418-2-1141 PROS180418-2-1778 PROS210418-2-306 PROS210418-2-319 PROS220418-2-146 PROS220418-2-165 PROS230418-2-11 PROS270418-3-170 PROS270418-3-171				
PROS230418-4-25 - Sacred Grove Western Isles PROS140418-3-168 PROS180418-2-1381 PROS180418-2-1433 PROS180418-2-1515	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS220418-2-146 PROS270418-3-170 PROS270418-3-171				
2022860 2023782 2054184 2061698	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
1777657 - Honouring the Ancient Dead (HAD) 2021408 - ICOMOS-UK 804700 1741482 2019953 2020328 2020585 2021506 2022396 2023793 2053651 2055917 2056050 2058693 2061021 2061712 2061715 2061728	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 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) 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.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061745 2061753 2061760 2061945 2062008 2062030 2062075 2062112 2062127 2062133 2062359 2091721 2198656 2198665 2198781 2198804 2198961 2198974 2199118 2199145 2199267 2199394 2199422 2199439 PROS080318-263 PROS230418-2-106				
2057606 - Butterfly Conservation 2198782 2198891 2199406	ENV#18	I am happy that you have done everything possible to secure environmental benefits.	Thank you for your comment.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762487 - Amesbury Museum and Heritage Trust 2192225 - Blick Mead Archaeology 2020467 - Campaign for Better Transport 2020470 - Campaign to Protect Rural England Wiltshire(CPRE) 2020683 – Consortium of Stonehenge Experts 2020685 - Council for British Archaeology 2020469 - CPRE South West 1762468 - Friends of the Earth Petition 1777657 - Honouring the Ancient Dead (HAD) 2021408 - ICOMOS-UK 2192818 - Institute of Archaeology	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2212440 - Roseland Observatory 1701427 - Stonehenge Alliance 2199456 - Wessex Regionalists - the Party for Wessex PROS230418-4-14 - White Rabbit Grove RDNA 804307 804648 1724608 1724608 2020801 2021214 2021506 2021652 2021740 2021744 2021865 2022885 2023125 2023716 2023793 2051125 2052046 2052916 2052994 2053351				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2053386 2053651 2053721 2055096 2055495 2057893 2057907 2058163 2058169 2058169 2058281 2058292 2058787 2058847 2058920 2061021 2061022 2061050 2061094 2061109 2061655 2061656 2061667 2061673 2061683 2061685 2061697 2061697 2061701 2061701 2061704 2061708				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061735 2061737 2061745 2061774 2061778 2061779 2061784 2061800 2061818 2061823 2061840 2061845 2061860 2061860 2061895 2061896 2061902 2061904 2061911 2061912 2061938 2061945 2061957 2061978 2061979 2062011 2062025 2062027 2062030 2062034 2062050 2062059				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2062064 2062068 2062092 2062107 2062109 2062110 2062130 2062132 2062488 2090216 2091411 2091451 2091721 2187647 2187647 2189489 2191185 2192168 2192224 2192224 2192313 2192384 2192390 2192403 2192418 2198605 2198629 2198666 2198715 2198750 2198803 2198804				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198843 2198875 2198904 2198938 2198945 2198946 2199144 2199150 2199270 2199290 2199323 2199338 2199363 2199410 2199433 PROS180418-2-1359 PROS180418-2-1423 PROS230418-4-1 PROS230418-4-4 PROS230418-4-10 PROS230418-4-11 PROS230418-4-13 PROS230418-4-15 PROS230418-4-16 PROS230418-4-16 PROS230418-4-2 PROS230418-4-22 PROS230418-4-32 PROS230418-4-5 PROS230418-4-8				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS230418-4-9 PROS310318-747				
2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 804835 2019953 2020328 2061869 2061902 2062064 2091721 2189489 2189495	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 at 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
2189489	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 proposed 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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2057606 - Butterfly Conservation 2021203 2061962 2188158 2198651 2198657 2198708 2198892 2199276	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
2057606 - Butterfly Conservation 2020467 - Campaign for Better Transport 2020585 2058760 2061682 2062075 2187766 2192402 2199267	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 proposed 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
1762487 - Amesbury Museum and Heritage Trust 2192225 - Blick Mead Archaeology 2020470 - Campaign to Protect Rural	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 Garden of Amesbury Abbey and the Amesbury Conservation Area.	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 adverse effects on Blick Mead. Full	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
England Wiltshire (CPRE) 2020683 – Consortium of Stonehenge Experts 2020686 - Council for British Archaeology Wessex 2212479 - Fornham Heritage Group 1762468 - Friends of the Earth Petition 1701486 - The British Archaeological Trust 123456 - Stonehenge Alliance proforma standard text 1701427 - Stonehenge Alliance 2199456 - Wessex Regionalists - the Party for Wessex 2212461 – Wessex Society			details of the cultural heritage assessment in this area can be found in ES Chapter 6.	

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS230418-4-14 - White Rabbit Grove RDNA 206181 2020585 2023276 2061021 2061022 2061050 2061860 2062050 2090304 2189489 2198692 2198809 2198857 2198875 2198914 2199020 2199035 2199137 2199287 2199377 2199399 2199439 PROS230418-4-1 PROS230418-4-10 PROS230418-4-11 PROS230418-4-12 PROS230418-4-13 PROS230418-4-15 PROS230418-4-16				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS230418-4-26 PROS230418-4-3 PROS230418-4-32 PROS230418-4-32 PROS230418-4-4 PROS230418-4-5 PROS230418-4-6 PROS230418-4-7 PROS230418-4-8 PROS230418-4-9				
804307 2061939	ENV#25	I believe Blick Mead will be adequately protected.	Your response is noted.	N
2022072 2061875 PROS180418-2-1327 PROS180418-2-1381 PROS180418-2-1433 PROS180418-2-1515 PROS230418-4-24 PROS230418-4-30	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
2021848 2199258 2200597	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			Chapter 6, Heritage and ES Chapter 11, Road Drainage and Water Environment.	
2212442 - Pagan Federation PROS230418-4-14 - White Rabbit Grove RDNA 804835 2061050 2061656 2061704 2061856 2061860 2061957 2062050 2198692 2199035 2199068 2199316 2199328 2199418 PROS100418-980 PROS230418-4-1 PROS230418-4-8 PROS230418-4-10 PROS230418-4-11 PROS230418-4-12 PROS230418-4-13 PROS230418-4-15 PROS230418-4-16	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS230418-4-2 PROS230418-4-23 PROS230418-4-29 PROS230418-4-3 PROS230418-4-30 PROS230418-4-30 PROS230418-4-32 PROS230418-4-4 PROS230418-4-5 PROS230418-4-6 PROS230418-4-7 PROS230418-4-9				
2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 2020686 - Council for British Archaeology Wessex 1701427 - Stonehenge Alliance 2023399 - Stonehenge and Avebury WHS Partnership Manager 1701486 - The British	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 of the archaeological evaluation surveys and assessments that have been undertaken to inform the design of the scheme.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
Archaeological Trust 2013136 - Wiltshire Archaeological and Natural History Society 2198935 PROS230418-4-10 PROS230418-4-12 PROS230418-4-7				
2020467 - Campaign for Better Transport 2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 2020469 - CPRE South West 1762468 - Friends of the Earth Petition 1701401 - Jacked Structures Group 123456 - Stonehenge Alliance proforma standard text 1701486 - The British Archaeological	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
Trust 2199456 - Wessex Regionalists - the Party for Wessex 2212461 – Wessex Society PROS230418-4-14 - White Rabbit Grove RDNA 2020008 2020327 2021315 2022333 2061654 2061656 2061713 2061737 2061855 2061860 2061875 PROL070318-01 PROS230418-4-6 PROS230418-4-10 PROS230418-4-10 PROS230418-4-11 PROS230418-4-12 PROS230418-4-13 PROS230418-4-15 PROS230418-4-16 PROS230418-4-2 PROS230418-4-21 PROS230418-4-26				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS230418-4-29 PROS230418-4-32 PROS230418-4-3 PROS230418-4-30 PROS230418-4-30 PROS230418-4-32 PROS230418-4-4 PROS230418-4-5 PROS230418-4-7 PROS230418-4-9				
2021408 - ICOMOS-UK PROS230418-4-25 - Sacred Grove Western Isles 2021551 2061930 2061982 2061991 2062011 2062050 2189495 2191185 2198795 2198875 2199033 2199068 2199071 2199141 2199262 2199327	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199336 2199339 2199340 2199394 2199415 2199437 PROS110418-3-163 PROS120418-3-63 PROS120418-3-78 PROS180418-2-1011 PROS180418-2-1147 PROS180418-2-1188 PROS180418-2-1318 PROS180418-2-1543 PROS180418-2-1614 PROS180418-2-1646 PROS180418-2-1710 PROS180418-2-1747 PROS210418-2-318 PROS230418-4-10				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS270418-3-170 PROS270418-3-171				
2020470 - Campaign to Protect Rural England Wiltshire(CPRE) 1762468 - Friends of the Earth Petition 2192818 - Institute of Archaeology 2023303 - Society of Antiquaries of London 123456 - Stonehenge Alliance proforma standard text 1701486 - The British Archaeological Trust 2212461 – Wessex Society 2199456 - Wessex Regionalists - the Party for Wessex PROS230418-4-14 - White Rabbit Grove RDNA	ENV#32	The eastern tunnel portal would result in adverse impacts on Scheduled Monuments, including the Stonehenge Avenue and Vespasian'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 Vespasian'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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020585 2021744 2061050 2061654 2061656 2062011 2062110 2062488 2090304 2198795 2198914 2198946 2199149 2199258 2199381 2199384 2199439 PROS230418-4-4 PROS230418-4-5 PROS230418-4-6 PROS230418-4-8 PROS230418-4-10 PROS230418-4-11 PROS230418-4-12 PROS230418-4-13 PROS230418-4-15 PROS230418-4-16 PROS230418-4-17 PROS230418-4-18 PROS230418-4-2 PROS230418-4-20 PROS230418-4-22				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS230418-4-23 PROS230418-4-24 PROS230418-4-26 PROS230418-4-29 PROS230418-4-3 PROS230418-4-30 PROS230418-4-30 PROS230418-4-31 PROS230418-4-32 PROS230418-4-5 PROS230418-4-9				
1762487 - Amesbury Museum and Heritage Trust 2192225 - Blick Mead Archaeology 2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 2195983 - City Voice 2020683 – Consortium of Stonehenge Experts 2020685 - Council for British Archaeology	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020469 - CPRE South West 2212479 - Fornham Heritage Group 1762468 - Friends of the Earth Petition 2021408 - ICOMOS-UK 2023303 - Society of Antiquaries of London 1701427 - Stonehenge Alliance 123456 - Stonehenge Alliance proforma standard text 2023399 - Stonehenge and Avebury WHS Partnership Manager 1701486 - The British Archaeological Trust PROS230418-4-14 - White Rabbit Grove RDNA 1724608 1757943				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020212 2020378 2020585 2021214 2021315 2021551 2021865 2022860 2023147 2052994 2053224 2054184 2057907 2058760 2061050 2061807 2061812 2061896 2062008 2062050 2062059 2062128 2062130 2062488 2089974 2191159 2191187 2192224 2192402 2192409 2198589 2198650				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198692 2198715 2198790 2198922 2199020 2199035 2199045 2199100 2199149 2199258 2199262 2199265 2199392 2199433 2199439 PROS100418-865 PROS100418-886 PROS120418-3-76 PROS160318-397 PROS190418-2-569 PROS210418-2-274 PROS230418-2-32 PROS230418-4-6 PROS230418-4-7 PROS230418-4-8 PROS230418-4-9 PROS230418-4-10 PROS230418-4-12 PROS230418-4-15 PROS230418-4-16				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS230418-4-18 PROS230418-4-20 PROS230418-4-21 PROS230418-4-22 PROS230418-4-24 PROS230418-4-26 PROS230418-4-29 PROS230418-4-30 PROS230418-4-31 PROS230418-4-8				
2052562	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
2021315 2022654 2199068 PROS180418-2-1141	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
1762487 - Amesbury Museum and Heritage Trust 2020467- Campaign for Better Transport	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762468 - Friends of the Earth Petition 1755854 2020585 2023125 2053166 2053651 2058760 2061835 2198657 2198881 2199145 2199186 2199237			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.	
2061886 - Honouring the Ancient Dead (HAD) 2212446 - STAG: Stonehenge Traffic Action Group 2023563 - Tisbury Parish Council 1777657 2053400	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 Highways England contractor will be required to develop for agreement a Heritage Management Plan, which will include procedures for unexpected archaeological finds during construction.	N
2055917 2058693 2198715 2198810	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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.	
2057907 2199267 PROL070318-01 PROS100418-1026 PROS180418-2-1381	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
2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 2021408 - ICOMOS-UK 1701427 - Stonehenge Alliance 2023399 - Stonehenge and Avebury WHS Partnership Manager	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2023508 - The Avebury Society				
1701486 - The British Archaeological Trust PROS230418-4-7	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
1762325 - Cranbourne Chase AONB 2057606 - Butterfly Conservation 2212446 - STAG: Stonehenge Traffic Action Group 704443 804700 1724608 2020097 2020585 2020658 2021495 2021551 2023276 2062681 2090122 2187647 2192224 2198905 2199088	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199220				
2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 2020685 - Council for British Archaeology 2020686 - Council for British Archaeology Wessex 2021408 - ICOMOS-UK 1701427 - Stonehenge Alliance 123456 - Stonehenge Alliance proforma standard text 2023399 - Stonehenge and Avebury WHS Partnership Manager 1701486 - The British	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
Archaeological Trust PROS230418-4-14 - White Rabbit Grove RDNA 2023276 2061654 2061656 2061834 2061928 2061950 2062110 2198670 2198914 2198946 2199137 PROS230418-4-10 PROS230418-4-11 PROS230418-4-12 PROS230418-4-13 PROS230418-4-15 PROS230418-4-16 PROS230418-4-17 PROS230418-4-18 PROS230418-4-2 PROS230418-4-20 PROS230418-4-22 PROS230418-4-23 PROS230418-4-24 PROS230418-4-26 PROS230418-4-29 PROS230418-4-3				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS230418-4-30 PROS230418-4-30 PROS230418-4-31 PROS230418-4-32 PROS230418-4-4 PROS230418-4-5 PROS230418-4-6 PROS230418-4-8 PROS230418-4-9				
2020469 - CPRE South West	ENV#44	We believe the A303 proposal runs contrary to the recently published 25 Year Environment Plan.	<p>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.</p> <p>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 and visitors to the area who will benefit from greatly improved access and connectivity throughout the immediate landscape.</p> <p>Full details of all the environmental benefits of the scheme can be found in the ES, document reference 6.1.</p>	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1701422 - National Farmers Union 2020583 2021551 2022071 2022929 2023276 2023419 2058177 2061816 2061947 2061950 2091508 2198585 2198621 2198634 2198659 2198769 2198846 2198847 2198857 2198872 2198905 2199002 2199033 2199064 2199068 2199130 2199165 2199167 2199184 2199259	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199316 2199450 2199451				
2058177 2199068	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
2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 2020686 - Council for British Archaeology Wessex 2212438 - Shrewton Flood Warden 1701427 - Stonehenge Alliance	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2023811 - Wiltshire Fishery Association 1762400 - Wiltshire Wildlife Trust Ltd 809772 2020097 2058177 2090122 2198692 2199399				
2021315 1701427 - Stonehenge Alliance	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
2192225 - Blick Mead Archaeology 2020470 - Campaign to Protect Rural England Wiltshire(CPRE) 2020683 – Consortium of Stonehenge Experts 1762421 - The Salisbury Museum 804307 804835 1724608 2022317	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2022860 2023147 2023419 2061835 2061952 2061989 2062097 2192224 2198815 2199174				
2061812 2090213 2198963 2199237	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
2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 2020685 - Council for British Archaeology 2020686 - Council for British Archaeology Wessex	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2023303 - Society of Antiquaries of London 2062050 2187647 2198734 2199174			not be accessible for future archaeological 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.	
2020304 2022929 2057689 2061755 2061879 2061975 2198847	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
2057606 - Butterfly Conservation 2212479 - Fornham Heritage Group 2020658 2057907 2058177 2061816 2198914 2198938 2199439 804561 804700	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
2057907 2198635	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			environmental management plan (OEMP), 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.	
2061652 2198850	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
2019953 2061698	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
1762468 - Friends of the Earth Petition 1701427 - Stonehenge Alliance 123456 - Stonehenge Alliance proforma standard text 2023508 - The Avebury Society 2023276 2057907 2061050	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061699 2061905 2061950 2062050 2062131 2199283 2199316 PROS110418-3-130 PROS140418-3-168 PROS180418-2-1150 PROS180418-2-1381 PROS180418-2-1433 PROS180418-2-1440 PROS180418-2-1515 PROS210418-2-292 PROS210418-2-319 PROS220418-2-146 PROS220418-2-165 PROS230418-2-11 PROS230418-2-78				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762487 - Amesbury Museum and Heritage Trust 2020467- Campaign for Better Transport 2212470 - Great Durnford Parish Council 2020328 2054660 2061718 2061722 2061723 2061727 2061901 2198911 2198981 2199079 2199096 2199107 2199186 2199265 2199267 2199282 PROS180418-2-1433 PROS180418-2-1515 PROS230418-2-11	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 2020625 2199265 PROS230418-4-4 PROS230418-4-6 PROS230418-4-7 PROS230418-4-9 PROS230418-4-16 PROS230418-4-17 PROS230418-4-18 PROS230418-4-20 PROS230418-4-22 PROS230418-4-24 PROS230418-4-29 PROS230418-4-29 PROS230418-4-30 PROS230418-4-31	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
2061727 2061821 2062059	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
804648 2020097 2023583 2061727 2061757 2061933	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 proposed 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.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199002 2199125 2199134 2199459			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.	
2212438 - Shrewton Flood Warden	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
2020686 - Council for British Archaeology Wessex 2058177 2061773 2199130 2199378	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 contained in the Construction Environmental Management Plan (CEMP) to, for example, control dust and contain spillages.	N
2020470 - Campaign to Protect Rural England Wiltshire(CPRE) 2020685 - Council for British Archaeology	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2057606 - Butterfly Conservation 2021710 2199186 2199433 2211297			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).	
2019953	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
2192225 - Blick Mead Archaeology 1762325 - Cranbourne Chase AONB 2020683 – Consortium of Stonehenge Experts 2023563 - Tisbury Parish Council 2013136 - Wiltshire Archaeological and Natural History Society 2021248 2021740	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2022234 2051457 2061667 2061945 2062024 2062118 2062136 2090122 2192418 2198763 2198765 2198835 2198843 2198867 2198885 2199002 2199030 2199088 2199092 2199100 2199134 2199135 2199184 2199186 2199441				
1701486 - The British Archaeological Trust 2021315 2061977 2198914	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198937 2199398			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.	
2061997	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 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 the proposed scheme.	N
2023563 - Tisbury Parish Council 2057907 2062059 2198621 2198857 2199130 2199265 2199304	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 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,	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			Landscape and Visual Impact Assessment, and ES Chapter 9, Noise and Vibration.	
2023464 - Friends of the Earth South West 2023302 - Snake Bend Syndicate 2021248 2021551 2023583 2198859 2199068 2199088	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
2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 804700 2020801 2057907 2062075 2062097 2062128 2089986 2198723 2198841 2198945 2199071 2199250	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199265 2199319 2199430 PROS160318-397				
2023716 2198774 2198867 2198920	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
2052562	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
1762487 - Amesbury Museum and Heritage Trust 2192225 - Blick Mead Archaeology 2057606 - Butterfly Conservation	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020467 - Campaign for Better Transport 2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 2020683 – Consortium of Stonehenge Experts 2020685 - Council for British Archaeology 2020686 - Council for British Archaeology Wessex 2212479 - Fornham Heritage Group 1762468 - Friends of the Earth Petition 2212457 - Green Lanes Environmental Action Movement 2062396 - Peak District Green Lanes Alliance (PDGLA)				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2023302 - Snake Bend Syndicate 1701427 – Stonehenge Alliance 123456 - Stonehenge Alliance proforma standard text 1701486 - The British Archaeological Trust 2199456 - Wessex Regionalists - the Party for Wessex 2212461 – Wessex Society PROS230418-4-14 - White Rabbit Grove RDNA 2013136 - Wiltshire Archaeological and Natural History Society 1724608 2020585 2021744 2057907 2061050 2061656 2061679				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061711 2061746 2061860 2061875 2062011 2062059 2062064 2062110 2189489 2192224 2192402 2198602 2198650 2198665 2198781 2198795 2198809 2198816 2198875 2198938 2199137 2199144 2199267 2199270 2199398 2199439 PROS120418-3-85 PROS230418-4-4 PROS230418-4-7 PROS230418-4-11 PROS230418-4-12 PROS230418-4-13				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS230418-4-15 PROS230418-4-16 PROS230418-4-17 PROS230418-4-18 PROS230418-4-2 PROS230418-4-22 PROS230418-4-23 PROS230418-4-24 PROS230418-4-26 PROS230418-4-29 PROS230418-4-3 PROS230418-4-30 PROS230418-4-30 PROS230418-4-31 PROS230418-4-32 PROS230418-4-4 PROS230418-4-5 PROS230418-4-8 PROS230418-4-9				
2020467 - Campaign for Better Transport 2192402	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 is reported in the ES (application document 6.1) that forms part of the DCO application.	N
804552 2199130	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			be found in ES Appendix 12.1, Tunnel Arisings Management Strategy.	
2199456 - Wessex Regionalists - the Party for Wessex 2188158 2199174	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
1762325 - Cranbourne Chase AONB 2090146 2199186 PROS230418-4-13	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 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
2023276	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2023811 - Wiltshire Fishery Association	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
2057606 - Butterfly Conservation 2020585	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
2023464 - Friends of the Earth South West 2020585 2199374	ENV#85	I am concerned that the air quality modelling and assessment may not be reliable, particularly when considered in a complex rural topography.	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 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.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020585	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
2062034 2191234 2198938	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
2195993 - Scotland Lodge 2198785	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2192225 - Blick Mead Archaeology 2020683 – Consortium of Stonehenge Experts 2020685 - Council for British Archaeology 2021408 - ICOMOS-UK 2192818 – Institute of Archaeology 1777657 - Honouring the Ancient Dead (HAD) 1701401 - Jacked Structures Group 1701427 - Stonehenge Alliance 1701486 - The British Archaeological Trust 1701431- The Prehistoric Society 2212461 – Wessex Society 1724608 2020922	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2021214 2062002 2062011 2187647 2191225 2192224 2192409 2192418 2198598 2199174 2199352 2199379 2199382 2199389 2199439 PROS230418-4-6 PROS230418-4-30 PROS230418-4-31				
2192818 - Institute of Archaeology	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804295 804304	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
1701486 - The British Archaeological Trust 2023399 - Stonehenge and Avebury WHS Partnership Manager	ENV#92	To date there have not been sufficient archaeological investigations in the western 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 western 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
2023399 - Stonehenge and Avebury WHS Partnership Manager 2189495	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
2090304	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2090304	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
2061109	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
2020685 - Council for British Archaeology	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
1701486 - The British Archaeological Trust 2052046	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	N

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			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.	
2020097 2058177	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
2058177	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

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2058177	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 proposed scheme; this is the Zone of Influence (Zol) of the scheme. The Zol 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
2021315 2057907 2190582 2191185	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
3111333	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 decision of the World Heritage Committee can also be found at: https://whc.unesco.org/en/list/373/documents/	N

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2057606 - Butterfly Conservation 2057907	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 proposed 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
2057907 PROS120418-3-85	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
2057907	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	N

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			result in an effect that is beneficial at the local level, and not significant.	
2020467- Campaign for Better Transport 2057907	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
2061691	ENV#108	The drainage system should be designed so that the drainage treatment areas blend into the landscape	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 are outlined in the Environmental Masterplan, Appendix 2.1 of the Environmental Statement (Application document 6.3).	Y

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2061727	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 developed 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
2061727	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 proposed scheme. Details of the assessment methodology can be found in ES Chapter 7, Landscape and Visual Impact Assessment.	N
2061727	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2191185 2198842 2198867 2198922 2199125 2199186 2199316	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
1701422 - National Farmers Union 2191185	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 example, manage and protect topsoil and reduce risk of pollution events. Further information can be found in ES Chapter 10, Geology and Soils.	N
2192225 - Blick Mead Archaeology 2020683 – Consortium of Stonehenge Experts 2191185 2199265	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020175 2020604 2020816 2020842 2020986 2022236 2022333 2022738 2023045 2023575 2023761 2054747 2055116 2058159 2061647 2061649 2061656 2061671 2061689 2061693 2061694 2061725 2061751 2061814 2061818 2061879 2061885 2061916 2061937 2061941 2061961 2061963	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

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2061980 2062003 2062009 2062051 2062070 2062071 2062129 2091548 2091863 2198700 2198714 2198768 2198824 2198828 2198994 2199075 2199093 2199174 2199175 2199221 2199245 2199275 2199304 2199306 2199308 2199446 2199462				
2057606 - Butterfly Conservation 2212470 - Great Durnford Parish Council	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

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2020442 2020792 2020795 2022352 2023385 2054660 2058177 2061645 2061719 2061733 2061748 2061820 2061825 2061859 2061876 2061918 2061992 2062040 2062044 2062053 2091755 2198575 2198712 2198737 2198779 2198870 2198878 2198918 2199006 2199029 2199084 2199093				

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2199130 2199343 2199446				
1762400 - Wiltshire Wildlife Trust Ltd 2020442 2054693 2054828 2055828	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
2023399 - Stonehenge and Avebury WHS Partnership Manager 2021552 2057682 2061764 2061887 2061906 2198883 2199047 2199052 2199229	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
804486 2023091 2061739 2061829	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			well within set objectives. Further information can be found in ES Chapter 5, Air Quality.	
2022120 2061638 2199134	ENV#120	I believe that this scheme is an improvement over the previously discussed southern route.	Your comment is noted.	N
2057682	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
1762325 - Cranbourne Chase AONB 2058847 2198859	ENV#122	The scheme should seek to use advanced planting and or planting of mature trees were 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
2061794	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

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2021601 2061876	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
2212461 – Wessex Society 2212436 - Wings Over Stonehenge Group 2198795 2198875	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
804561	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
2191225	ENV#127	The opinion that Stonehenge should "stand alone" in its environment is obsolete, the tunnel is based on old thinking.	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 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.	N

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2020686 - Council for British Archaeology Wessex	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
2056050	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
2199441	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
2061727 2198994	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
2022456 2022738 2198585 2198872 2198931 2198994 2199064 2199165 2199228	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

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2199304				
2198657	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
1751759 - Great Bustard Group 2020470 - Campaign to Protect Rural England 1701427 - Stonehenge Alliance 2020512 2023147 2199439	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
1701486 - The British Archaeological Trust 2013136 - Wiltshire Archaeological and Natural History Society 1762421 - The Salisbury Museum	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	N

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2199234			works are likely to be presented in appropriate publications.	
2198698	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
2021203 2199002 2199088 2199109 2199134 2199186 2199410	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
2212470 - Great Durnford Parish Council 123456 - Stonehenge Alliance proforma standard text 1762421 - The Salisbury Museum 2022738 PROS230418-4-2	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
2023276	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	N

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			vehicular traffic, protecting the monument from further degradation.	
2091721	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
PROS070318-118	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
2198815	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
3111333	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

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2199456 - Wessex Regionalists - the Party for Wessex 2013136 - Wiltshire Archaeological and Natural History Society 2198798 2199174	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
2199187	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
2198839	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
2199213	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	N

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			disperse. Further details of the proposed operational tunnel plant can be found in the Case for the Scheme (Application Document 7.1).	
2199199	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
2199253 2199256	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. 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.	N
2199276	ENV#151	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

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2199300	ENV#152	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
2199394	ENV#153	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
2020470 - Campaign to Protect Rural England 2199442	ENV#154	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

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2199451	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
2199456 - Wessex Regionalists - the Party for Wessex	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
2198804	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199132	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
2061835	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
2023793	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 proposed 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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2190587	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
2023508 - The Avebury Society 2020350 – Avebury Parish Council	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 proposed scheme has been assessed as not having any direct or indirect impacts on it.	N
2199276 2057606 - Butterfly Conservation	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
2058169	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
2198842	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
3111333	ENV#168	I am happy with the approach taken in developing the scheme and the environmental assessment.	Thank you for your comment.	N
3111333	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
2020470 - Campaign to Protect Rural England Wiltshire (CPRE)	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
809824	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
1701422 - National Farmers Union	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			Plan, as set out in Appendix 2.2 of the ES (Application document 6.3).	
2061810 2198781	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
2023097 2061789 2061947 2090213 2198804 2198815 2198859 2199288 PROS100418-996	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
2058107 2198859 PROS080318-263 PROS180418-2-1327 PROS180418-2-1381	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS180418-2-1433 PROS180418-2-1515 PROS220418-2-146			of the existing surface road will greatly enhance the landscape, improving tranquillity.	
2023508 - The Avebury Society 2021408 - ICOMOS-UK 2020350 – Avebury Parish Council 2061679 2198997 2199427 PROS180418-2-1099 PROS180418-2-1698 PROS230418-4-3 PROS230418-4-7 PROS230418-4-9 PROS230418-4-12 PROS230418-4-13 PROS230418-4-16 PROS230418-4-32	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
2050406 2061778 2061860 2061875 2062008 2199267	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 proposed scheme, such as setting the road in cuttings, determining the length of the tunnel, the location	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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/ ICOMOS can be found in Chapter 3 of this report.	
2062097 2062108	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
1701422 - National Farmers Union 2212446 - STAG: Stonehenge Traffic Action Group 2198735 2198843	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 proposed 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
1724510 - S Morris Ltd 2020398 2199077 2199356 2198810 2198956 2199334	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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.	
PROS230418-4-25 - Sacred Grove Western Isles 2061720 2199041 PROS140418-3-168 PROS270418-3-170 PROS270418-3-171	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
2025204 - Cornwall and Isles of Scilly Local Enterprise Partnership 2020685 - Council for British Archaeology	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020469 - CPRE South West 2021296 - Heart of the South West LEP 2192818 - Institute of Archaeology 2034142 - The Druid Order, An druidh Uileach Braithreachas 1701431 - The Prehistoric Society 2199456 - Wessex Regionalists - the Party for Wessex PROS230418-4-25 - Sacred Grove Western Isles 2212461 – Wessex Society 1757943 2021237 2021865 2052562 2052994 2053721 2057907 2061109 2061679 2061683 2061711				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061712 2061784 2061816 2061852 2061860 2061885 2061887 2062064 2062097 2062124 2062126 2062646 2090254 2187766 2191159 2191185 2191225 2192388 2198602 2198650 2198681 2198704 2198747 2198770 2198774 2198781 2198790 2198791 2198815 2198841 2198843 2198849				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198867 2198895 2198914 2198926 2198938 2198945 2198951 2199000 2199030 2199033 2199035 2199071 2199094 2199116 2199118 2199141 2199163 2199217 2199237 2199283 2199292 2199317 2199322 2199378 2199388 2199399 2199442 2199443 2199447 2200597 PROL070318-01 PROS050418-776				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS070318-118 PROS070318-144 PROS070318-153 PROS070318-239 PROS070318-88 PROS070418-797 PROS080318-263 PROS080318-67 PROS100418-1002 PROS100418-1006 PROS100418-1026 PROS100418-980 PROS100418-996 PROS110418-24 PROS110418-25 PROS110418-3-122 PROS110418-3-92 PROS140418-3-168 PROS150318-1095 PROS150418-2-1863 PROS160318-397 PROS160318-403 PROS170318-441 PROS170318-475 PROS170418-2-1815 PROS180418-2-1001				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS180418-2-1013 PROS180418-2-1065 PROS180418-2-1073 PROS180418-2-1096 PROS180418-2-1121 PROS180418-2-1128 PROS180418-2-1141 PROS180418-2-1271 PROS180418-2-1277 PROS180418-2-1318 PROS180418-2-1327 PROS180418-2-1352 PROS180418-2-1381 PROS180418-2-1402 PROS180418-2-1410 PROS180418-2-1431				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS180418-2-1433 PROS180418-2-1435 PROS180418-2-1479 PROS180418-2-1480 PROS180418-2-1515 PROS180418-2-1671 PROS180418-2-1696 PROS180418-2-1778 PROS180418-2-837 PROS180418-2-859 PROS180418-2-907 PROS180418-2-924 PROS190418-2-629 PROS190418-2-634 PROS190418-2-731 PROS190418-2-744				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS190418-2-818 PROS200418-2-390 PROS200418-2-472 PROS200418-2-499 PROS200418-2-528 PROS200418-2-540 PROS210418-2-263 PROS210418-2-333 PROS220418-2-146 PROS220418-2-195 PROS220418-2-211 PROS220418-2-229 PROS230418-2-102 PROS230418-2-106 PROS230418-2-11 PROS230418-2-134 PROS230418-2-48				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS230418-2-54 PROS230418-2-74 PROS270418-3-170 PROS270418-3-171 PROS310318-747 PROS180418-2-1895 PROS230418-4-12 PROS230418-4-30 PROS230418-4-3				
2034142 - The Druid Order, An druidh Uileach Braithreachas 2052562 2053499 2061896 2198747 2198865 2199306 PROS050418-775 PROS070318-118 PROS140418-3-168 PROS180418-2-1410 PROS230418-4-20	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020585 2023116 2062097 PROS180418-2-1027	ENV#194	Concerns regarding interference with ley lines.	There is no evidence to suggest that the scheme will interfere with ley lines.	N
2053166 2198825 2198902 2199344 2199408	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 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
2212438 - Shrewton Flood Warden 2021203 2021297 2022738 2198847 2198851 2198859 2198920 2198947 2199186 2199293	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			of pollution from road run-off, compared with the current situation.	
2013136 - Wiltshire Archaeological and Natural History Society 2023276 2061835 2191185 PROS230418-4-5 PROL070318-01	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
2199456 - Wessex Regionalists - the Party for Wessex	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
2057606 - Butterfly Conservation	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	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		suitable for the purposes of creating chalk habitats.		
2057606 - Butterfly Conservation	ENV#201	The presence of ponds in the chalk landscape is beneficial for a range of species.	Thank you for your comment	N
2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 1701427 - Stonehenge Alliance	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762400 - Wiltshire Wildlife Ltd	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
2057606 - Butterfly Conservation	ENV#223	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	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		considered for chalk grassland creation.	details of the byway and construction materials will be determined as part of the scheme's detailed design.	
1762400 - Wiltshire Wildlife Ltd	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
2020685 - Council for British Archaeology	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 EMP, 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 construction noise impacts, including from proposed construction compounds.	N
1701427 - Stonehenge Alliance	ENV#383	No attempt has been made to justify assessment methods as requested by the Planning	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		Inspectorate through the Scoping Opinion.	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 comments have been addressed in consultation with the relevant consultees, informing the EIA findings presented in the ES.	
2060981 - Bee Farmers Association	ENV#384	All new planting on the scheme should use pollinator friendly native species.	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

Appendix K7

Matters raised during the Statutory Consultation on Public Rights of Way

Planning Act 2008: Section 42 – prescribed consultees

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009: Schedule 1

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2021345 - Historic England	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
1762320 - Winterbourne Stoke Parish Council	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
1762320 - Winterbourne Stoke Parish Council	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 Amesbury Road and the Allington Track. This section is to be converted from a BOAT to a public footpath.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762320 - Winterbourne Stoke Parish Council	PR#9	Remove the public right of way from Green Bridge No.1 and move it to the north side of A303 between Green Bridge No.1 and the 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
1762320 - Winterbourne Stoke Parish Council	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
1762320 - Winterbourne Stoke Parish Council	PR#19	Move the proposed bridleway along the northern side of existing A303 between Winterbourne Stoke and Longbarrow junction to the southern side.	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
1762320 - Winterbourne Stoke Parish Council	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762320 - Winterbourne Stoke Parish Council	PR#32	Put existing byway WST04 on a bridge over the new bypass.	Existing byway WSTO4 is unaffected by the scheme as it follows a route that will pass beneath the proposed River Till viaduct.	N
1762320 - Winterbourne Stoke Parish Council	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
1762316 - Berwick St James Parish	PR#42	Track above Scotland Lodge Farm to Berwick St James (BSJA3) and stretch of downgraded A303 from Winterbourne Stoke should be retained for farm access.	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
1762316 – Berwick St James Parish 1762320 - Winterbourne Stoke Parish Council	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 BOATS is beyond the scope of the scheme and is a matter for Wiltshire Council to consider as the local highway authority.	N
1762320 - Winterbourne Stoke Parish Council	PR#66	Downgrade all byways round 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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762320 - Winterbourne Stoke Parish Council	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
1762320 - Winterbourne Stoke Parish Council	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
1762320 - Winterbourne Stoke Parish Council	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
1762320 - Winterbourne Stoke Parish Council	PR#99	Make sure the public right of way south of the A303 between Yarnbury Castle (SLAN3) and Green Bridge No. 1 is a restricted byway	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 connection with BSJA3.	Y
1762320 - Winterbourne Stoke Parish Council	PR#124	Provide a green bridge at Yarnbury Castle.	A separated road crossing at Yarnbury Castle is outside the scope of the scheme.	N

Planning Act 2008: Section 42 – local authorities

Prescribed under section 43 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804621 - Wiltshire Council	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
804621 - Wiltshire Council	PR#31	The line of BOAT WST03 may need to be changed at its northern junction.	The northern end of WST03 will be adjusted to connect into the realigned B3083.	N
804621 - Wiltshire Council	PR#73	Ensure AMES44 and Raftyn Bridge are retained.	The public right of way access over the Raftyn Bridge, east of Countess roundabout will be retained.	N
804621 - Wiltshire Council	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804621 - Wiltshire Council	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
804621 - Wiltshire Council	PR#115	There are a number of options which have been considered by highways officers in the context of how Byways 11 and 12 should be addressed. It is recommended that Option 3 [not to oppose the promotion of a Prohibition of Driving Order on Byways 11 and 12] 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.	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. 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.	Y
804621 - Wiltshire Council	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	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		differing status, which has already resulted in the Council's Rights of Way officers receiving requests for clarification from confused members of the public and representatives of rights of way user groups.		
804621 - Wiltshire Council	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
804621 - Wiltshire Council	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
804621 - Wiltshire Council	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
804621 - Wiltshire Council	PR#120	Highway Authority has Highways Act 1980 S.130 duty to prevent, as far as possible, the stopping-up of the highway. MPV rights (if	MPV rights will be preserved on AMES12 over the tunnel, crossing the new restricted byway to be created along the	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		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.	old A303 between Longbarrow roundabout and Stonehenge Road.	
804621 - Wiltshire Council	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
804621 - Wiltshire Council	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

Planning Act 2008: Section 42 – persons with an interest in the land

Prescribed under section 44 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804589 1759164 2198805 2199230	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
704512 804519 804520 804523 804589 809830 2198944	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
704512 804519 804520 804523 809830	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2022781 2198771 2199121	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 Amesbury Road and the Allington Track. This section is to be converted from a BOAT to a public footpath.	N
704406 704512 804519 804520 804523 804637 809747 809824 809830 2022781 2023147 2198805 2198944 2199179 2200254	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
704406 704512 804297 804379 804381 804519 804520 804523 804547 809824 809824	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
809830 1754036 1755930 2021315 2021430 2023147 2023147 2023754 2057946 2198805				
804379 804381 2023754	PR#9	Remove the public right of way from Green Bridge No.1 and move it to the north side of A303 between Green Bridge No.1 and the 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
2198771	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
704512 804519 804520 804523 809830 2212406	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198954	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
2198805	PR#14	Maintain access to byway BSJA3 from 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.	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2022781	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
804297 804547 804637 2021430 2022781 2057946 2198771 2199039 1755930 1754036	PR#19	Move the proposed bridleway along the northern side of existing A303 between Winterbourne Stoke and Longbarrow junction to the southern side.	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
804637	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
704446 804379 804381 2023754	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 Down as part of the consultation proposals have been removed from the scheme.	Y

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804379 804381 804637 2023754 2198805 2199121	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
804637	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
804297 804547 1759164 2021430 2057946 2198944 2199048 2199235 1754036 1755930	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
704406 704512 804519 804520 804523 804526 809824 809830 1740912 2023147 2199243	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
704512 804519 804520 804523 809830 2199243	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
804525 2199121 2199235	PR#42	Track above Scotland Lodge Farm to Berwick St James (BSJA3) and stretch of downgraded A303 from Winterbourne Stoke should be retained for farm access.	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
809747 2200254	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198954	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
704406 704512 804519 804520 804523 804547 804589 809830 1740912 2021430 2199230 804297 809747 809824 1754036 1755930 2021315 2023147 2057946 2198805 2200254	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 BOATS is beyond the scope of the scheme and is a matter for Wiltshire Council to consider as the local highway authority.	N
1759164	PR#50	Move the PROW along the existing A303 between Winterbourne Stoke and	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		Longbarrow junction to the north side of the new A303.	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.	
704406 804637 2199230	PR#53	I agree with the proposed opportunities for improving the PROW network in this area.	Thank you for your support.	N
809747 809759 2061710 2200254	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
2022781	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
804297 804547 1754036 1755930 2021430 2057946 2198805	PR#66	Downgrade all byways round 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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804297 804547 1754036 1755930 2021430 2057946	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
804637	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
1725013	PR#73	Ensure AMES44 and Raftyn Bridge are retained.	The public right of way access over the Raftyn Bridge, east of Countess roundabout will be retained.	N
804379 804381 2023754	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
804516	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804297 804547 1754036 1755930 2021430 2057946	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
804297 804547 1754036 1755930 2021430 2057946	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
804589	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2196061 - Berwick Hill Farm 804526 804589 1759164 2061710 2199121	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
804379 804381 2023754 2199121	PR#99	Make sure the public right of way south of the A303 between Yarnbury Castle (SLAN3) and Green Bridge No. 1 is a restricted byway.	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 connection with BSJA3.	Y
704512 804519 804520 804523 809830	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
2196061 - Berwick Hill Farm 1759164 2061710 2199121	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2196061 - Berwick Hill Farm 1759164 2061710 2199121	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
809747 2200254	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
804598 804762 2189130	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
704512 804519 804520 804523 809830	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
804297 804547 1754036 1755930 2021430	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	Y

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2057946			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.	
804297 804547 1754036 1755930 2021430 2057946	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
804500	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
704512 804519 804520 804523 809830	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
704406	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804297 804547 1754036 1755930 2021430 2057946	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
2060981 - Bee Farmers Association 2199179	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
804500 809821	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

Planning Act 2008: Section 47 – duty to consult local community

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020685 - Council for British Archaeology 2020686 - Council for British Archaeology Wessex 2212457 - Green Lanes Environmental Action Movement 1701422 - National Farmers Union 2023303 - Society of Antiquaries of London 1701427 – Stonehenge Alliance 2023399 - Stonehenge and Avebury WHS Partnership Manager 2023821 - Wiltshire Trail Riders Fellowship	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199456 - Wessex Regionalists - the Party for Wessex 2013133 - Trail Riders Fellowship 804307 804552 2020583 2021315 2021551 2061806 2061941 2198667 2198785 2198795 2198810 2198875				
2021217 - GLASS (Green Lane Association) 2212457 - Green Lanes Environmental Action Movement 2194017 - Land Access and Recreation Association (LARA) 1701422 - National Farmers Union 2023623 - Oxfordshire TRF	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1724309 - Wiltshire Ramblers 804552 804648 804700 2019983 2020412 2020658 2055917 2058693 2061743 2061744 2061976 2062092 2090146 2198677 2198684 2198726 2198729 2198774 2198813 2198855 2198947 2198971 2198978 2198992 2198998 2199042 2199113 2199114 2199185 2199197 2199219				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199269 2199297				
2055917 2058693	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
1701393 - The British Horse Society 2023821 - Wiltshire Trail Riders Fellowship 804552 804648 2061735 2061773 2062005 2198891 2199431	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 Amesbury Road and the Allington Track. This section is to be converted from a BOAT to a public footpath.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2055917 2058693 2198931 2199297	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
1701393 - The British Horse Society 2020467 - Campaign for Better Transport 1762474 - Cycling Opportunities Group for Salisbury (COGS) 2057701 - Cycling UK 1701422 - National Farmers Union 2023399 - Stonehenge and Avebury WHS Partnership Manager 704443 1724608 2020175 2023045 2023091	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061691 2061773 2061809 2061970 2062005 2187647 2192224 2192402 2198729 2198881 2198891 2198952 2199199 2199297 2199310 2199431				
1701393 - The British Horse Society 2020686 - Council for British Archaeology Wessex 1701422 - National Farmers Union 2023399 - Stonehenge and Avebury WHS Partnership Manager 804552 2020327 2021315	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2021551 2022980 2061776 2061857 2198659 2198777 2198810 2198931 2198971 2199124 PROS230419-4-32				
1701422 - National Farmers Union	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
804552 804648 2021696	PR#9	Remove the public right of way from Green Bridge No.1 and move it to the north side of A303 between Green Bridge No.1 and the 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
2023783 2061691	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020685 - Council for British Archaeology 2020686 - Council for British Archaeology Wessex 2212457 - Green Lanes Environmental Action Movement 1724309 - Wiltshire Ramblers 804648 2022980 2055917 2058693 2061727 2061858 2091508 2198598 2198621 2198777 2198810 2198994	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
2060981 - Bee Farmers Association 2023623 - Oxfordshire TRF	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	Y

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2023821 - Wiltshire Trail Riders Fellowship 2013133- Trail Riders Fellowship 2019983 2020327 2020412 2020435 2023730 2055917 2058693 2061691 2198583 2198611 2198637 2198684 2198727 2198855 2198971 2198978 2198992 2199000 2199028 2199042 2199070 2199113 2199197 2199222			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.	

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2055917 2057701 - Cycling UK 2058693 2090146 2191185 2198809 2199015	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
2021217 - GLASS (Green Lane Association) 2023623 - Oxfordshire TRF 804552 804648 2019983 2020412 2021686 2055917 2058693 2061034 2198611 2198752 2198855 2198971 2198978 2198992 2199042 2199070	PR#14	Maintain access to byway BSJA3 from 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.	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
1701393 - The British Horse Society	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	Y, where appropriate

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2023821 - Wiltshire Trail Riders Fellowship 804648 2061773 2198891 2199431			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.	
1762474 - Cycling Opportunities Group for Salisbury (COGS)	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
2057701 - Cycling UK	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
1701422 - National Farmers Union 2020604	PR#18	The new PROW between Winterbourne Stoke and LBJ 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
2199097 - The British Horse Society 804552 804648 2021696 2061773	PR#19	Move the proposed bridleway along the northern side of existing A303 between Winterbourne Stoke and Longbarrow junction to the southern side.	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2062005 2198859 2198891 2199431				
2021601 2198952	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
1701393 - The British Horse Society 2057701 - Cycling UK 2054574	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
2057701 - Cycling UK	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
2057701 - Cycling UK	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1701393 - The British Horse Society 804648 2022982 2061735	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
1701422 - National Farmers Union 704446	PR#25	There is no need to provide more 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 Down as part of the consultation proposals have been removed from the scheme.	Y
1701393 - The British Horse Society 804648 2022982 2062005 2199431	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
1701422 - National Farmers Union	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
3111333	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			restricted byway and not a BOAT. Motorised vehicles travelling east-west will be able to use the new A303 and access via Longbarrow junction.	
804552 2055917 2058693 2198905	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
2021217 - GLASS (Green Lane Association) 1701422 - National Farmers Union 804552 804648 2021495 2198726 2198729 2198998 2199262	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
2055917 2058693	PR#31	The line of BOAT WST03 may need to be changed at its northern junction.	The northern end of WST03 will be adjusted to connect into the realigned B3083.	N
804552	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2055917 2058693	PR#33	Presumably WST04 will pass underneath the River Till viaduct?	Yes, WST04 will pass under the new viaduct.	N
2023623 - Oxfordshire TRF 2019983 2055917 2058693 2198611 2198677 2198684 2198855 2198978 2198992 2198998 2199042 2199070	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
1701422 - National Farmers Union 2021523 2022929 2023130 2061824 2198847 2198872 2198905	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762474 - Cycling Opportunities Group for Salisbury (COGS) 804552 2022125 2023091 2023573 2051457 2054693 2061658 2061727 2061783 2199186	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
2199262	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
1762474 - Cycling Opportunities Group for Salisbury (COGS)	PR#38	The NMU connections around Amesbury are not as comprehensive as those in Winterbourne Stoke.	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 access to the WHS via Stonehenge Road, and the new restricted byway along the line of existing A303.	N
2023623 - Oxfordshire TRF 2013133 - Trail Riders Fellowship 2019983 2198611 2198822	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198971 2198978 2198998 2199113 2199197			benefit of using the existing Byways Open to All Traffic and a safer highway network relieved of congestion.	
2091610 2198585 2198846 2198905 2199064 2199088 2199134 2199450	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
2062396 - Peak District Green Lanes Alliance (PDGLA) 2023399 - Stonehenge and Avebury WHS Partnership Manager 1724309 - Wiltshire Ramblers 804307 2021523 2198659 2199002 2199451	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			are proposed along the scheme where MPV access will be prohibited.	
2055917 2058693 2198659 2198872 2199109	PR#42	Track above Scotland Lodge Farm to Berwick St James (BSJA3) and stretch of downgraded A303 from Winterbourne Stoke should be retained for farm access.	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
3111333	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.	N
2022125	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
2055917 2058693	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
2021523 2198905 2199064 2199450	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2060981 - Bee Farmers Association 2034142 - The Druid Order, An druidh Uileach Braithreachas. 1701422 - National Farmers Union PROS230418-4-25 - Sacred Grove Western Isles 2013133 - Trail Riders Fellowship 2023821 - Wiltshire Trail Riders Fellowship 2019983 2020412 2021696 2022929 2023276 2023730 2053351 2054574 2055917 2058693 2061656 2061657 2061744 2062001 2062033 2090146	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198609				
2198611				
2198637				
2198641				
2198644				
2198667				
2198677				
2198726				
2198795				
2198813				
2198822				
2198827				
2198855				
2198875				
2198934				
2198980				
2198992				
2198998				
2199005				
2199007				
2199014				
2199015				
2199028				
2199036				
2199042				
2199070				
2199108				
2199171				
2199216				
2199219				
2199231				
2199262				
2199269				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199304 2199451 PROS210418-2-292 PROS270418-3-170 PROS270418-3-171				
1724309 - Wiltshire Ramblers 2020686 - Council for British Archaeology Wessex 2023399 - Stonehenge and Avebury WHS Partnership Manager 2199456 - Wessex Regionalists - the Party for Wessex 804307 804552 2019953 2020583 2061698 2061806 2061857 2061941 2061945 2061980 2062072 2091755 2198583	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 BOATS is beyond the scope of the scheme and is a matter for Wiltshire Council to consider as the local highway authority.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198809 2198810 2199012 2199063 2199165 2199174 2199256 2199259 2199297 2199450				
1701393 - The British Horse Society 1701393 - The British Horse Society 2020642 2061773 2062005 2199431	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
2020175	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
1701393 - GLASS (Green Lane Association) 2212457 - Green Lanes Environmental Action Movement	PR#51	WST04 is a BOAT, not a bridleway.	WSTO4 is a BOAT and there are no proposals to alter this.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2023623 - Oxfordshire TRF 2019983 2198684 2198855 2198978 2198992 2198998 2199042 2199197 2199216 2199269				
2212446 - STAG: Stonehenge Traffic Action Group 2019983 2055917 2058693 2198611	PR#52	Full MPV rights to be retained on BOAT WST03.	WSTO3 is a BOAT and there are no proposals to alter this.	N
2212434 - Andover Ramblers 1701393 - The British Horse Society 1762474 - Cycling Opportunities Group for Salisbury (COGS) 2212457 - Green Lanes Environmental Action Movement	PR#53	I agree with the proposed opportunities for improving the PROW network in this area.	Thank you for your support	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2212454 - Hillview stables 1762421 - The Salisbury Museum 2013136 - Wiltshire Archaeological and Natural History Society 2023821 - Wiltshire Trail Riders Fellowship 2020663 2022099 2051457 2055917 2057682 2058693 2061691 2061719 2061941 2061994 2194166 2198583 2198701 2198706 2199012 2199029 2199165 2199177 2199221 2199431				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061034	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
2061645	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 the scheme objective to provide a positive legacy for local communities	N
1701393 - The British Horse Society 2061773 2061824 2062005	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
1701393 - The British Horse Society 2212457 - Green Lanes Environmental Action Movement 2061735 2061773 2062005 2199431	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
2013133 - Trail Riders Fellowship 2061744	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	Y

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199113			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.	
2013133 - Trail Riders Fellowship 2023783 2061744 2061844 2198715 2199197 2199269	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
2057701 - Cycling UK	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, Winterbourne Stoke Parish Council and The National Trust. The Ramblers, 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.	N
2055917 2058693 2061773	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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.	
2061868	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
2061970	PR#64	Support for the PROWS west of Green Bridge No.1.	Thank you for your support.	N
1701393 - The British Horse Society 2057701 - Cycling UK 2023783	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
804552 2199459	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
3111333	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 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
2023276	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
2020412 2199006 2199015	PR#69	SLAN3 and A303 connection must be retained.	The SLAN3 and A303 connection is being retained.	N
2020467 - Campaign for Better Transport 2023091 2061658	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2192402 2198609 2198630 2198715 2199451				
2199456 - Wessex Regionalists - the Party for Wessex	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
1701393 - GLASS (Green Lane Association) 2013133 - Trail Riders Fellowship 2198610 2198611 2198637 2198641 2198684 2198715 2198747 2198813 2198822 2198855 2198980 2198998 2199005 2199192 2199216	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 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.	Y

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1701393 – The British Horse Society	PR#73	Ensure AMES44 and Raftyn Bridge are retained.	The public right of way access over the Raftyn Bridge, east of Countess roundabout will be retained.	N
2194017 - Land Access and Recreation Association (LARA) 2013133 - Trail Riders Fellowship 2199036	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
2057701 - Cycling UK	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
1762474 - Cycling Opportunities Group for Salisbury (COGS) 2057701 - Cycling UK	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
1724309 - Wiltshire Ramblers	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762474 - Cycling Opportunities Group for Salisbury (COGS) 1724309 - Wiltshire Ramblers	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
1701422 - National Farmers Union	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
2023623 - Oxfordshire TRF 2198684 2198726 2198813 2198855 2198978 2198992 2198998 2199015 2199042 2199070 2199113 2199197	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2023623 - Oxfordshire TRF 2198611 2198684 2198726 2198855 2198978 2198998 2199042	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
2198729	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
2198729	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
2198729	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
2198757	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
804648 2055116	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2062034	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
1701393 - GLASS (Green Lane Association) 2023091	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
2023623 - Oxfordshire TRF 2198684 2198855 2198971 2198978 2198992 2199042 2199070	PR#89	WST03 needs to keep its access to the B3083.	Access onto the B3083 from WST03 will be retained.	N
804552	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
2022071 2051125 2061975 2062106 2198872 2198931 2199450	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
2021696	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,	Y

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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.	
2198985	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 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.	N
2198611 2198684 2198978 2198998 2199042 2199113 2199216	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,	Y

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			which will become a new restricted byway between the other two that are already existing.	
2198971	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
1701393 - GLASS (Green Lane Association) 2061952	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
1701422 - National Farmers Union 2021248 2199174	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
804552	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
804552 2198659	PR#99	Make sure the public right of way south of the A303 between Yarnbury Castle (SLAN3) and Green Bridge No. 1 is a restricted byway.	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 connection with BSJA3.	Y

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2023091 2198963	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
2198659	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
2189355	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
2189355 2200194	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1701422 - National Farmers Union	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
2057857	PR#124	Provide a green bridge at Yarnbury Castle.	A separated road crossing at Yarnbury Castle is outside the scope of the scheme.	N
1724309 - Wiltshire Ramblers 2199387	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
2062067 2198717	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
1762474 - Cycling Opportunities Group for Salisbury (COGS) 2199458 PROS220418-2-178	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
2021217 - GLASS (Green Lane Association) 2198717	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198706 2198905	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
804552	PR#131	From the south end of Green Bridge No.1 to Longbarrow Junction along the existing A303, pedestrians, cyclists and equestrians should be separated from vehicular traffic.	There will be a dedicated bridleway for pedestrians, cyclists and horse riders from east of Winterbourne Stoke to Longbarrow 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.	N
1724309 - Wiltshire Ramblers	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
1724309 - Wiltshire Ramblers	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
3111333	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
1762415 – Dorset County Council	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
1759000 2022598 2187416	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

Appendix K8

Matters raised during the Statutory Consultation on Land

Planning Act 2008: Section 42 – prescribed consultees

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009: Schedule 1

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804613 - Wessex Water Services Limited	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
804677 - Southern Gas Networks plc	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
804613 - Wessex Water Services Limited	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
804613 - Wessex Water Services Limited	LAN#43	Utility plant and apparatus may potentially be diverted. If this should be the case, this will need	Highways England will discuss and seek to agree with affected utility owners the extent of needed protection or diversion of affected plant/apparatus. Protective provisions	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		our agreement. Where diversion can't take place, protection measures will need to be implemented and these will need to be agreed.	for the benefit of statutory undertakers are provided in Schedule 11 to the draft DCO.	
1762354 - ESP Connections Limited	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
2194152 – Sky UK Limited 804677 - Southern Gas Networks plc	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
2050635 - Fulcrum Electricity Assets Limited 1762357 - Fulcrum Pipelines Limited	LAN#51	Utility assets will not be affected by the proposed works.	Your comment is noted.	N
1762347 - Historical Railways Estate	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

Planning Act 2008: Section 42 – local authorities

Prescribed under section 43 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804621 - Wiltshire Council	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
804621 - Wiltshire Council	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	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		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 for vehicular access to fields, where required.	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.	
804621 - Wiltshire Council	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 Crichel 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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804621 - Wiltshire Council	LAN#40	An issue of concern has been identified in relation to two farms (Park Farm and West Amesbury Farm), because the farms have 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.	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

Planning Act 2008: Section 42 – persons with an interest in the land

Prescribed under section 44 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804774 1725013	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
804774	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
2196061 - Berwick Hill Farm 704406 704512 804297 804500 804519 804520 804523 804547	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804589 809821 809824 809830 1754036 1755930 1759164 2021430 2023147 2057946 2061710 2199121				
804379 804381 804774 1725013 2023754 2198915	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. 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.	N
2200048 - Lincoln College 804779 809747 809759 1725013 2050718	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198915 2199314				
2200048 - Lincoln College 704406 704512 804297 804379 804381 804500 804519 804520 804523 804526 804547 804589 809747 809759 809821 809824 809830 1746725 1746726 1754036 1755930 1777787 2013044 2013052 2013053 2021430 2023147 2023754	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2057946 2062568 2199803 2200254 PROS210418-2-306				
704406 809824 2023147	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
804525 804526 804589 1724525 1746725 1746726 1777787 2013044 2013052 2013053 2199803	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
804297 804379 804381 804547 1746725 1746726 1754036 1755930 1777787 2013044 2013052	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2013053 2021430 2023754 2057946 2199803				
804297 804379 804381 804500 804547 804589 804598 804762 809821 1724592 1740912 1754036 1755930 2021430 2023754 2057946 2189130 2198808 2198915 2198954 2198955	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
2199083	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			the property of any solid or liquid substance. Loss of view is not included under Part I compensation.	
804297 804547 1754036 1755930 2021430 2057946	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
704512 804519 804520 804523 804589 809747 809759 809830 2198593	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
804297 804547 1754036 1755930 2021430 2057946	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
809821	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
804589 809821	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
804589 809821	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
704512 804519 804520 804523 809747 809759 809830	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
804297 804547 1754036 1755930 2021430	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2057946				
804297 804547 1754036 1755930 2021430 2057946	LAN#24	Severance cannot be entirely eliminated by features incorporated within the design. We seek the relocation of farm infrastructure / farmsteading such that it is not severed by the alignment.	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
804297 804547 1754036 1755930 2021430 2057946	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
704406 804500 809824 2023147	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
2200048 - Lincoln College 804589	LAN#27	It is not clear why Highways England needs to permanently acquire the land required for a cable route – a wayleave would	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		give the electricity distributor sufficient rights to lay this cable.		
2200048 - Lincoln College	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
809747 809759	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
704406 809824 2023147	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
2200048 - Lincoln College	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1746725 1746726 1777787 2013044 2013052 2013053 2021315 2199803	LAN#32	What will the final land use be of the old A360 at Rollestone Junction, could the land take to the east be minimised to ensure effective farming can continue and will the drainage arrangements be changed?	At Rollestone 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
804379 804381 2023754	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
704406 809824 1740912 2023147	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 CEMP.	N
804589	LAN#36	What is the soil management plan / concerns regarding the impact of	The scheme design seeks to minimise the area of land required both temporarily and permanently. Land acquired for temporary use will be returned to agriculture. A Soil	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		the scheme on the agricultural land?	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.	
1761177 - CenturyLink formerly Level 3 Communications	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
1761177 - CenturyLink formerly Level 3 Communications 2192743 - Sky UK	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 will discuss and 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
2192743 - Sky UK	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
809747	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
809747 2200254	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 to activities that are currently unlikely to take place such as hare coursing.	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
804297 804547 1754036 1755930 2021430 2057946	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

Planning Act 2008: Section 47 – duty to consult local community

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1756293 2022446	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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.	
2022446 2061825 2061826	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
2200194	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
PROS070318-118 PROS100418-980	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. 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.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762487 - Amesbury Museum and Heritage Trust 2021551 2053651 2061825 2062082 2062084 2199071	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
3111333	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
1701422 - National Farmers Union 704443 2198763	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198935	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
1701422 - National Farmers Union 804307 2021203 2021248 2022568 2022738 2022929 2052562 2061829 2198585 2198621 2198659 2198763 2198846 2198847 2198872 2198905 2199064 2199088 2199092 2199130 2199169 2199450 2199459	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
1701422 - National Farmers Union	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			condition of the land will be recorded and, post-construction, it will be reinstated to its former condition.	
219993 - Scotland Lodge 1724510 - S Morris Ltd	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
2198665 2199237	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			the DCO must be exercised within 5 years beginning with the day on which the Order comes into force.	
2199134	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
804552 2020328	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 ES Chapter 2, The Proposed Scheme. On completion of the scheme the construction compounds will be removed and the land will be reinstated and returned to the landholder.	N
704446	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 would be of limited benefit.	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
704446	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 discussions with the landholder and compensation negotiations with the Valuations Office.	N
2189355	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
804648 2198585 2198846 2198847 2198905 2199064 2199088 2199186 2199304 2199450 2199451	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
1762421 - The Salisbury Museum 2198661	LAN#36	What is the soil management plan / concerns regarding the impact of	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198794 2198795		the scheme on the agricultural land?	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.	
2189355	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 stewardship margin at this point which at later stage will need to be taken into consideration.	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 would 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
704446	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
704446	LAN#48	I question the extent of the land take. It should be limited to the essential area needed for the construction of the	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		Highway. Therefore, the red line boundaries need to move closer to each other to minimise land take.	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.	

Appendix K9

Matters raised during the Statutory Consultation on Construction

Planning Act 2008: Section 42 – prescribed consultees

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009: Schedule 1

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762320 - Winterbourne Stoke Parish Council	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
804615 - Amesbury Town Council 1758969 - Durrington Town Council	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
1724477 - Ministry of Defence	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1759002 - Steeple Langford Parish Council	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 2.6 of the ES (document reference 6.3) sets out the approach to construction.	N
1762320 - Winterbourne Stoke Parish Council	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
1762320 - Winterbourne Stoke Parish Council	CON#21	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762320 - Winterbourne Stoke Parish Council	CON#48	The construction compound and associated activities at Longbarrow will have a detrimental effect on the well-being of residents of Winterbourne Stoke 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

Planning Act 2008: Section 42 – local authorities

Prescribed under section 43 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804621 - Wiltshire Council	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 roads potentially subject to construction traffic use will be a requirement of the Council in relation to any DCO consent.	The comment correctly identifies the locations of the construction compounds. Accompanying details can be found in 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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804621 - Wiltshire Council	CON#54	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
804621 - Wiltshire Council	CON#55	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
804621 - Wiltshire Council	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 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	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 Environmental Management Plan, Appendix 2.2 of the ES (document reference 6.3).	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		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.		

Planning Act 2008: Section 42 – persons with an interest in the land

Prescribed under section 44 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198860	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198958	CON#4	Reduce spoil processing and cement producing hours from 24/7 to something more acceptable.	Details of working hours are provided in the Outline Environmental Management Plan Appendix 2.6 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 operation and this information is also in the Outline Environmental Management Plan.	N
804297 804547 1754036 1755930 2021430 2057946 2199106 2199252	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
804379 804381 2023754	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
804637 2198861 2198958 2199040 2199106 2199252 PROS230418-4-27	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 2.6 of the ES (document reference 6.3) sets out the approach to construction.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804297 804547 804779 1754036 1755930 2057946 2198805 2199054	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
804589 804774 1724559 1724592 1724592	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 2.2 of the ES (document reference 6.3) sets out the approach to construction.	N
804297 804547 804589 1754036 1755930 2021430 2057946	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 2.1 of the ES accompanying the DCO application.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198958	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
804774	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
804297 804379 804381 804547 1754036 1755930 2021430 2023754 2025342 2057946	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 spoil can be found in the Tunnel Arisings Management Strategy, ES Appendix 21.1, (document reference 6.3).	N
804589 809747 809747 809759 1724592 2198771 2198806 2199040 2200254	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199039	CON#21	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
2198772	CON#22	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
804297 804547 809821 1754036 1755930 2021430 2057946	CON#23	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804297 804547 1754036 1755930 2021430 2057946 2198954	CON#26	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
804297 804547 1754036 1755930 2021430 2057946	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
809747 809759	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
2062043	CON#32	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
704406 809824 2023147	CON#38	The contractor's engineers will not have been part of the ground investigation process, so how do Highways England know that the	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		surveys they are currently doing are in the relevant places?	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.	
804297 804547 809821 1754036 1755930 2021430 2057946	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
804598 804762 2189130	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
804297 804547 1754036 1755930 2021430 2057946	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 spoil will be excavated by the tunnel boring machine over two six month periods.	N
804297 804547 1754036 1755930 2021430 2057946	CON#42	Ensure the temporary haul bridge over the River Till is high enough so that in cases of extreme rain, it doesn't become a dam.	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 ES Chapter 11, Road Drainage and the Water Environment, document reference 6.1	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804379 804381 804516 2023754	CON#46	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
1724592	CON#47	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 OEMP which is presented in the ES Appendix 2.2 (document reference 6.3).	N
804293	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
2199243	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

Planning Act 2008: Section 47 – duty to consult local community

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198859	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
3111333	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
1777657 - Honouring the Ancient Dead (HAD) 809772 2198766 2199130	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199088 2199270	CON#4	Reduce spoil processing and cement producing hours from 24/7 to something more acceptable.	Details of working hours are provided in the Outline Environmental Management Plan Appendix 2.6 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 operation and this information is also in the Outline Environmental Management Plan.	N
2023399 - Stonehenge and Avebury WHS Partnership Manager 2198859	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
2199247	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
2020842 2091611 2198875	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020686 - Council for British Archaeology Wessex 2061816 2198741 PROS230418-4-2	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
2091610	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
3111333	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
1762325 - Cranbourne Chase AONB 1701422 - National Farmers Union 2023003 - Road Haulage Association Ltd	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2195943 - The Rotary Club of Salisbury 2199456 - Wessex Regionalists - the Party for Wessex 2020328 Wiltshire(CPRE) PROS230418-4-14 - White Rabbit Grove RDNA 1724608 2022982 2023125 2023499 2023746 2061667 2062082 2062121 2062488 2062582 2091611 2189409 2189410 2190582 2191187 2192224 2192413 2198809 2198849 2198875 2198898 2198936			the ES (document reference 6.3) sets out the approach to construction.	

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198959 2198967 2199041 2199074 2199077 2199104 2199159 2199178 2199248 2199259 2199300 2199439 2199453 PROS230418-4-3 PROS230418-4-4 PROS230418-4-5 PROS230418-4-6 PROS230418-4-7 PROS230418-4-8 PROS230418-4-11 PROS230418-4-17 PROS230418-4-18 PROS230418-4-22 PROS230418-4-23 PROS230418-4-29				
1762487 - Amesbury Museum and Heritage Trust 2020685 - Council for British Archaeology 1701422 - National Farmers Union	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1701427 - Stonehenge Alliance 2199456 - Wessex Regionalists - the Party for Wessex 2212461 – Wessex Society 804835 2021430 2023499 2091508 2198735 2198859 2198898 2199050 2199130 2199248 2199266 2199270 2199370			Outline Environmental Management Plan, Appendix 2.2 of the ES (document reference 6.3) sets out the approach to construction.	
1701422 - National Farmers Union 1724510 - S Morris Ltd 2091610 2198875	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 2.2 of the ES (document reference 6.3) sets out the approach to construction.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804648 2091610	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 of the ES accompanying the DCO application.	N
1762487 - Amesbury Museum and Heritage Trust 1762325 - Cranbourne Chase AONB 2020585 2091610	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
804552 2061746 2198921	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
2212446 - STAG: Stonehenge Traffic Action Group 2199130 2090213	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 spoil can be found in the Tunnel Arisings Management Strategy, ES Appendix 21.1, (document reference 6.3).	N
2198795	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2023588 2198858 2199255	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
2061672	CON#20	If the project is too lengthy, then the environmental effects will be greater. Hopefully the project can be completed quickly.	It is anticipated that work will commence in 2021 and complete in 2026. The construction of the scheme will be completed as quickly as 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 Appendix 2.2 of the ES accompanying the DCO application.	N
804552 2198859 2199439	CON#21	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804561 2022071 2198956 2199000	CON#22	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
2212446 - STAG: Stonehenge Traffic Action Group 2212462 – Flying Purple Pig Tours 2061961 2188158 2198859 2199282	CON#23	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
2198956	CON#24	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
3111333	CON#25	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
2199002 2199165	CON#26	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
2198859	CON#27	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. Efforts will be made to open the Winterbourne Stoke bypass and junctions of the scheme in advance of the tunnel section through the WHS to minimise disruption and secure the accompanying local benefits as soon as possible.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1701422 - National Farmers Union 2212446 - STAG: Stonehenge Traffic Action Group	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
2198859 2198947	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
2023303 - Society of Antiquaries of London	CON#31	How will the tender ensure contractors have site access / use haulage roads, without being traffic bound or affecting local roads? Need information on logistics for construction including	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		the source of materials and transport to and from site.	roads and managed 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).	
3111333	CON#33	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
2061776 2061993	CON#34	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
2190616	CON#35	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
2053721	CON#36	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
PROS190418-2-642	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2023399 - Stonehenge and Avebury WHS Partnership Manager 2023761 2061754 2061879 2061944 2061965 2062013 2091610 2198640 2199110 2199270 2199324 2199401 2199402 2199406 2199408 2199446	CON#43	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
2061976	CON#44	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804552	CON#45	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
804552 804648 2020738 2021297 2198659	CON#46	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
2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 2020685 - Council for British Archaeology 2198935	CON#47	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 OEMP which is presented in the ES Appendix 2.2 (document reference 6.3).	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804552 804561 804648 804700 804835 2020658 2199226	CON#48	The construction compound and associated activities at Longbarrow will have a detrimental effect on the well-being of residents of Winterbourne Stoke 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
2198585 2198609 2198846 2198872 2198905 2199064 2199088 2199450 2199459	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
2199451	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1724592	CON#52	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 no worse than its previous condition.	N

Appendix K10

Matters raised during the Statutory Consultation on Traffic and Transport

Planning Act 2008: Section 42 – prescribed consultees

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009: Schedule 1

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1758969 - Durrington Town Council	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
1762349 - Royal Mail Group	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
1758969 - Durrington Town Council	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

Planning Act 2008: Section 42 – local authorities

Prescribed under section 43 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762454 - West Berkshire Council	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
804621 - Wiltshire Council	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 adjacent villages (the C10).	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
804621 - Wiltshire Council	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 4.3.7.5 Combined Modelling and Appraisal Report, Section 4.3.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804621 - Wiltshire Council	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
804621 - Wiltshire Council	TT#60	The improvement itself can result in increases in traffic on local connecting roads 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.	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 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].	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804621 - Wiltshire Council	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 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.	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
804621 - Wiltshire Council	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 proposed 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
804621 - Wiltshire Council	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			junctions with the A360 and A345 operate as safely and efficiently as possible.	

Planning Act 2008: Section 42 – persons with an interest in the land

Prescribed under section 44 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2189133	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
1747080	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
704406	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 (Appendix 6.1)	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2022781	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 (Appendix 6.1)	N
2062016	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 through traffic, removing this rat run too. Further information can be found in the Transport Assessment (Appendix 6.1)	N
704406 704512 804519 804520 804523 809830	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
1725013 2052816	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804526	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
1725013	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, document reference 7.2.	N
2023146	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 5 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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1725013	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
2061801	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
809789	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 Chapter 6 of the Transport Assessment (Application Document 7.4).	N
1725013	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198805	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
2199048	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

Planning Act 2008: Section 47 – duty to consult local community

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1755854 PROS230418-4-6	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2053621 2198657	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 Traffic Assessment, (Application document 7.4) section 7.	N
2021641 2192413	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
804307 2054574 2187638 2194166 2198665 2199266	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
2212434 - Andover Ramblers 2198687 - Southampton Stonehenge Tours 2020533 2020944 2061671 2061779 2061788 2061803 2061858 2062040 2062044	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2062085 2198568 2198601 2198606 2198627 2198714 2198745 2198828 2198831 2198894 2198949 2198964 2199034 2199191 2199198 2199229 2199263 2199311 2199445 2199459				
2021220 - Go South Coast (t/a Salisbury Reds Buses) 809772 2021641 2199265	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
2022234 2052517 2061895 2062121 2199262	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 (Appendix 6.1)	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2023147 2023276 2057907	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
2061773 2091639	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 (Appendix 6.1)	N
2021676	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
2091639	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 Section 5.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1757943 2020585 2022774 2061947 2192413	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
2020585 2023130 2061728 2062105 2198990 2199071 1762487 - Amesbury Museum and Heritage Trust	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
2058176 2062128 2192402 PROS160318-418	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
2090911 PROS040318-09	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS230418-4-14 - White Rabbit Grove RDNA 2212438 – Shrewton Flood Warden 1756293 2061656 2061760 2062110 2198665 2198905 2199327 2199439 2061947 PROS230418-4-6 PROS230418-4-7 PROS230418-4-8 PROS230418-4-10 PROS230418-4-11 PROS230418-4-13 PROS230418-4-15 PROS230418-4-16 PROS230418-4-2 PROS230418-4-3 PROS230418-4-31 PROS230418-4-5 PROS230418-4-9	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
1762332 - Transport Focus 2022379 2061846	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198570 2198574 2198899 PROS230418-4-10 PROS230418-4-12 PROS230418-4-32 PROS230418-4-3 PROS230418-4-5			diversion route would be the same as it is today, namely via the A345/The Packway/B3086/A360.	
1762332 - Transport Focus 2023793 2062097	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
2061699	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, 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
3111333	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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, document reference 7.2.	
1724510 – S Morris Ltd 2053651 2061739 2062445 2191185 2191227 2198633 2198662 2199059 2199061 2199199 2199434 PROS230418-4-8	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, document reference 7.2.	N
2061794	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	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		Average Daily Traffic (AADT), much the same as at present. A wide two-way single carriageway road has still more capacity.		
1762325 - Cranbourne Chase AONB 1724510 - S Morris Ltd 2061794 2062050 2062368 2198679 2199464	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 5 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
2199369	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
2061094	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
2198815 2199200	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2021315 2021551 2062359 2198815 2198971	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
PROS180418-2-1141	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
2192384 2198903	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
2199000	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 Wyllye 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 Wyllye, 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
2199434	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198990	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
2020467 - Campaign for Better Transport 2192402	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 Chapter 6 of the Transport Assessment (Application Document 7.4).	N
2198935	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
2061687 2091783	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
2061796	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-	A303 traffic will be able to access Shrewton via the A360, via the new Longbarrow junction, just as it does today.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		bound traffic from Amesbury will have to proceed via Larkhill, which is often not convenient.		
2198867	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
2199127	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
2057907	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 (document reference 7.2).	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199427	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
2061796	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
2212440 – Roseland Observatory 2020328 804486 2020585 2023147 2023276 2057666 2057907 2061705 2061728 2061740 2062131 2091639 2187766	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. The Transport Assessment (Application document 7.4) section 6 shows traffic flow change forecast with the scheme.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2192168 2192384 2198570 2198761 2198781 PROS230418-4-12				
2020470 - Campaign to Protect Rural England Wiltshire(CPRE) 1762325 - Cranbourne Chase AONB 2020309 2053703 2057907 2061728 2198841 2199200 2199394 PROS110418-25	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
2062066	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			Modelling and Appraisal Traffic Data Package (Application Document 7.6).	
2023125	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
2061927 2090122	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
2190587	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2090911	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
1762325 - Cranbourne Chase AONB	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
2023276	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
2198705 2198867 2198946	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			accommodate them, rather than using less suitable local roads.	
2052517 2198659 PROS230418-4-13 PROS230418-4-9	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
2199456 - Wessex Regionalists - the Party for Wessex 2052747 2053150 2053621 2187895 2192403 2199315 2199401 2199406	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
2198567 PROS230418-2-42	TT#55	Increased speed generated from bypassing Winterbourne Stoke 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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2053029 2198575	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, document reference 7.2.	N
2058292	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 chose 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

Appendix K11

Matters raised during Statutory Consultation for Operations and Maintenance

Planning Act 2008: Section 42 – prescribed consultees

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009: Schedule 1

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
No section 42(1)(a) consultees raised matters on this theme				

Planning Act 2008: Section 42 – local authorities

Prescribed under section 43 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762420 - Gloucestershire County Council	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
804621 - Wiltshire Council	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804621 - Wiltshire Council	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
804621 - Wiltshire Council	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 unavailable. The scheme shall set out arrangements for the signing of the alternative route	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		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.		
804621 - Wiltshire Council	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 frequency and methods are concerned.	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
804621 - Wiltshire Council	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

Planning Act 2008: Section 42 – persons with an interest in the land

Prescribed under section 44 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2022781	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
1724592 804612 - Shell UK Limited	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
804516	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

Planning Act 2008: Section 47 – duty to consult local community

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061798	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
1756293 2022379 2061805 2061947 2061954 2061972 2062024 PROS230418-4-9 PROS230418-4-13 PROS230418-4-15	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
2061661	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
3111333	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			implement any additional signage or speed limits they consider necessary.	
2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 2023003 - Road Haulage Association Ltd 1701486 - The British Archaeological Trust 2057707 2061751 2198729 2199092	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
2023003 - Road Haulage Association Ltd	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198997	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
2198659	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
1762332 - Transport Focus 2198769 2199088 2199130	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
2090301	OM#10	Signage should be carefully considered, when it's not in use, its gets covered over. Yet recent directives from transport authorities have repeated that unnecessary signs should be removed. Consider effective signage before installing.	The detailed design of appropriate signage will be developed at the next stage in the scheme's development.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198705	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
2022130	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
2061727 2061947	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
2020685 - Council for British Archaeology 804433 804439 2194166 2198632	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198809 2198867 2198985				
2198635	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
2198899	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
2022289 2199261	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2057707	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
2023003 - Road Haulage Association Ltd	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
2020738	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
2212446 - STAG: Stonehenge Traffic Action Group	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
3111333	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
3111333	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
2057701 - Cycling UK 704446	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
3111333	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1701422 - National Farmers Union	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
1759000 2061794	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
2061873	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
2199018	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 drawn traffic and mopeds.	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020585	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

Appendix K12

Matters raised during the Statutory Consultation on Consultation and Process

Planning Act 2008: Section 42 – prescribed consultees

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009: Schedule 1

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2024427 - Office of Rail and Road	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
1762320 - Winterbourne Stoke Parish Council	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
1759009 - Wilsford cum Lake Parish Council	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1759002 - Steeple Langford Parish Council	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
1762349 - Royal Mail Group	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
2021345 - Historic England	CC#41	Historic England welcome the 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.	Highways England has been working and will continue to work closely with Historic England and Wiltshire Council in seeking to protect the 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.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1741105 - Ministry of Defence	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
1762349 - Royal Mail Group	CC#49	DCO application should include a requirement to inform major road users, such as Royal Mail, about works affecting the local network	A Community Liaison Officer will be employed to keep the public updated on scheme progress and on temporary traffic management. Information will also be provided on Highways England's website. Further information can be found in the Outline Environmental Management Plan, Appendix 2.6 of the ES.	N
1762349 - Royal Mail Group	CC#50	Ensure major road users are not affected during construction by conducting full engagement with them during the development process	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 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.	N
1762348 - NATS En-Route Safeguarding	CC#56	No safeguarding objection to the proposal based on the information supplied at the time of this application.	Thank you for your response.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762348 - NATS En-Route Safeguarding	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

Planning Act 2008: Section 42 – local authorities

Prescribed under section 43 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2189298 - Oxfordshire County Council	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
804621 - Wiltshire Council	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	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

		pedestrian and equestrian rights) and permissive paths.		
804621 - Wiltshire Council	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 HE takes these comments into full consideration.	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

Planning Act 2008: Section 42 – persons with an interest in the land

Prescribed under section 44 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804297 804547 1754036 1755930 2021430 2057946	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
704406 804297 804547 804589 809824 1754036 1755930 2019980 2021430 2023147 2057946 2061801 2198957 2199040	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804293	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
809747 809759 2200254	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
804774 2025342 2061802	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
704406 804598 804762 809824 1725013 2023147 2189130 2198792 2198860 2199179	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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.	
1747080	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 a 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
2198957	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
704406 1725013	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	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		the scheme is considerably less that it will be in reality.	submitted for development consent, with the results reported in the ES (document reference 6).	
2062016	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 the preferred route being chosen, which is recognised best practice by Highways England.	N
2199243	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
704406 804297 804547 809824 1754036 1755930 2019980 2021430 2023147 2057946 2198896	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804516 804525 2198957 2199039 2199054 2199252	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
704512 804379 804381 804519 804520 804523 804589 809821 809830 2023754	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
704406 809824 2021315 2023147	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2019980	CC#29	The scheme proposals are in violation of / ignore the 1972 UNESCO World Heritage Convention.	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 benefits to the WHS. Compliance with planning policies will be tested through the DCO process.	N
2019980	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
2020114	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199179	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
804297 804547 1754036 1755930 2021430 2057946	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
704406 809824 2023147	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, e.g. road direction signs, warning and restriction signs, information gantries, safety barriers and fencing, roadside refuges/hard shoulders, etc.	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
2020114	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

Planning Act 2008: Section 47 – duty to consult local community

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2055917 2058693	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
2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 2020686 - Council for British Archaeology Wessex 2020469 - CPRE South West 2212479 - Fornham Heritage Group 2023464 - Friends of the Earth South West 2021220 - Go South Coast (t/a Salisbury Reds Buses)	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
123456 - Stonehenge Alliance proforma standard text 1701486 - The British Archaeological Trust 2199456 - Wessex Regionalists - the Party for Wessex 2212461 – Wessex Society PROS230418-4-14 - White Rabbit Grove RDNA PROS230418-4-25 - Sacred Grove Western Isles 804835 2020212 2021013 2023276 2053028 2057689 2061050 2061094 2061656 2061793 2061835 2061875 2062000 2062013 2062082				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2062110 2062128 2119354 2189489 2191185 2198650 2198667 2198717 2198795 2198850 2198859 2198875 2198898 2198914 2199009 2199035 2199038 2199074 2199137 2199439 PROS180418-2-1515 PROS180418-2-1433 PROS210418-2-292 PROS270418-3-171 PROS270418-3-170 PROS270418-3-170 PROS140418-3-168 PROS220418-2-146 PROS230418-4-32 PROS230418-4-26 PROS230418-4-16				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS230418-4-15 PROS230418-4-13 PROS230418-4-12 PROS230418-4-11 PROS230418-4-10 PROS230418-4-9 PROS230418-2-11 PROS230418-4-6 PROS230418-4-3 PROS230418-4-2				
2023303 - Society of Antiquaries of London 1701486 - The British Archaeological Trust 2034142 - The Druid Order, An druidh Uileach Braithreachas 2198570 2198795 2199351 2199364 2199367 2023303 - Society of Antiquaries of London	CC#3	No information has been given on crucial elements such as signage, lighting, gantries and emergency laybys. We consider the exhibition videos misleading in this respect.	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 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.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2023508 - The Avebury Society 1701486 - The British Archaeological Trust PROS230418-4-14 - White Rabbit Grove RDNA 2061650 2061793 2061854 2062034 2191185 2198938 2199178 PROS230418-4-3 PROS230418-4-2 PROS230418-4-16 PROS230418-4-30 PROS230418-4-11 PROS230418-4-13 PROS230418-4-9 PROS230418-4-15 PROS230418-4-32 PROS220418-2-146	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
1762474 - Cycling Opportunities Group for Salisbury (COGS) 2021296 - Heart of the South West LEP	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2023003 - Road Haulage Association Ltd 2023399 - Stonehenge and Avebury WHS Partnership Manager 1762332 - Transport Focus 1762400 - Wiltshire Wildlife Trust Ltd 1757943 2022533 2023125 2053028 2058787 2061808 2091548 2191187 2198835 2198947 PROS230418-4-6				
704443 2020304 2022860 2198677	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
2061652 2061723	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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.	
2023499 2052682 2061034 2198781 2198945 2198963 PROS140418-3-01	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
2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 2020686 - Council for British Archaeology Wessex 2212446 - STAG: Stonehenge Traffic Action Group 1701427 - Stonehenge Alliance 804552 809772	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020412 2022072 2022860 2023276 2053028 2061109 2061648 2061656 2061657 2062488 2198656 2198774 2198775 2198804 2198815 2198920 2199024 2199199 2199250 2199267 2199404			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.	
1701427 - Stonehenge Alliance 2023276 2198602 2198892 2199146 PROS230418-4-9	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2023508 - The Avebury Society 2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 2189495	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
2020467 - Campaign for Better Transport 2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 2020686 - Council for British Archaeology Wessex 1701427 - Stonehenge Alliance 1701486 - The British Archaeological Trust 2020304 2062488 2192168 2198914 2199037 2199138	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS230418-4-25 - Sacred Grove Western Isles 2022072 2199033 2199267 PROS140418-3-168 PROS180418-2-1433 PROS180418-2-1515 PROS270418-3-170 PROS270418-3-171 PROS310318-747	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
2212470 - Great Durnford Parish Council 2022333 2057689 2061751 2061943 2090214 2198819 2198821 2199026 2199174 2199220 2199401 2199465	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2021551 2022688 2061664 2061806 2198818 2199421	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 the preferred route being chosen, which is recognised best practice by Highways England.	N
2020467- Campaign for Better Transport 1701486 - The British Archaeological Trust 2061811 2062227 2090146 2198666 2198730 2198914 2198974 2199069 PROS230418-4-26	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
2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 2023303 - Society of Antiquaries of London	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1701427 - Stonehenge Alliance PROS230418-4-25 - Sacred Grove Western Isles 2062011 2198692 2199035 PROS100418-980 PROS140418-3-168 PROS180418-2- 1327 PROS180418-2- 1381 PROS180418-2- 1433 PROS180418-2- 1515 PROS230418-2-11 PROS230418-4-1 PROS270418-3-170 PROS270418-3-171				
2019961 - A303/A358/A30 Steering Group 1701422 - National Farmers Union 2020175 2021203 2023097 2056594 2198585 2198661	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198859 2198971 2199002 2199069 2199070 2199088 2199100 2199165 2199166 2199401				
2058107 2061764 2061866 2062586	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
1762487 - Amesbury Museum and Heritage Trust 2061109 2191185 2198815 2198974	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020686 - Council for British Archaeology Wessex 2023303 - Society of Antiquaries of London 2023276 2061650 2198809 2199174	CC#21	Pleased that previous consultation responses have been acted upon.	Thank you for your comment.	N
2020467 - Campaign for Better Transport 2199144 2199462	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
2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 1701427 - Stonehenge Alliance	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 summarised in Chapters 2 and 3 of this report. 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	N

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			engagement with them. The PEIR also presented a conclusion that the proposed 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 Committee are available via UNESCO's own website at: https://whc.unesco.org/en/list/373/documents/	
804835 2198859	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
2056050 2091863	CC#25	Staff at the venues were knowledgeable, helpful, courteous and patient.	Thank you for your comment.	N
2022860 2023276 2089974 2198809 2199000	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
2023545 2061667 2061691 2201223	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2023821 – Wiltshire Trail Riders' Fellowship 2191187	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 proposed 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
2020467 - Campaign for Better Transport 2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 1762468 - Friends of the Earth Petition 2021408 - ICOMOS-UK 123456 - Stonehenge Alliance proforma standard text 1701486 – The British Archaeological Trust 2212461 – Wessex Society 2023276 2061050 2189495 2198692 2198914 2199035 PROS230418-4-9	CC#29	The scheme proposals are in violation of / ignore the 1972 UNESCO World Heritage Convention.	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 benefits to the WHS. Compliance with planning policies will be tested through the DCO process.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020467 - Campaign for Better Transport 2023508 - The Avebury Society 2034142 - The Druid Order, An druidh Uileach Braithreachas 2061109 2192402 2198692 2198809 2199038 PROS160318-397 PROS180418-2-1381	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
2021315 2061875	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.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			The Secretary of State will then make the final decision on whether the scheme receives consent.	
2061864	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, e.g. road direction signs, warning and restriction signs, information gantries, safety barriers and fencing, roadside refuges/hard shoulders, etc.	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
2023811 - Wiltshire Fishery Association 2198947	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
2057606 - Butterfly Conservation 1762325 - Cranbourne Chase AONB 2020685 - Council for British Archaeology 2021220	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
- Go South Coast (t/a Salisbury 1701422 - National Farmers Union Reds Buses) 1701427 - Stonehenge Alliance 2013133 - Trail Riders Fellowship				
2199179	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
3111333	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
2023276	CC#37	Stakeholder comments should be included in full in the application to show transparency of views.	Whether made by stakeholder bodies or individual members of the public, all comments have been summarised in this consultation 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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			full responses behind the comments, the allocated references will be used to provide the responses.	
1762332 - Transport Focus	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
3111333	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
3111333	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061816 PROS230418-4-26	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
3111333	CC#43	Need to ensure compliance with the Wiltshire Core Strategy (WCS) and within the 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.	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 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.	N
3111333	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
812509	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
704446	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 scheme's detailed design, and will be sensitive to the landscapes through which the rights of way will pass.	N
PROS230418-4-8	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
2023499 2061956 2199378 2199433 PROS180418-2-1009	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
2058169 2062041	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
1701422 - National Farmers Union	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199136	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
1762323 - Equality and Human Rights Commission	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
3111333	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

Appendix K13

Matters raised on Needs and Benefits

Planning Act 2008: Section 42 – prescribed consultees

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009: Schedule 1

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762320 - Winterbourne Stoke Parish Council	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
1762316 - Berwick St James Parish 1740885 - Shrewton Parish Council 2023816 - Wiltshire Police	NB#17	In favour of the scheme.	Your support is noted.	N
1762320 - Winterbourne Stoke Parish Council	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1759020 - Woodford Parish Council	NB#53	Do not re-consider the southern F010 route – the current route selected is the best.	Thank you for your comment. There no are plans to reconsider the southern F010 route which has been discounted after an exhaustive review of route options. 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 Technical Appraisal Report and Scheme Assessment Report, (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/).	N

Planning Act 2008: Section 42 – local authorities

Prescribed under section 43 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762420 - Gloucestershire County Council 1762451 - Test Valley Borough Council 1762454 - West Berkshire Council	NB#17	In favour of the scheme.	Your support is noted.	N
1762420 - Gloucestershire County Council	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 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, document reference 7.2.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762451 - Test Valley Borough Council	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
804621 - Wiltshire Council	NB#86	Through the village of Winterbourne Stoke it is intended that the nature of the existing 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.	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 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.	N

Planning Act 2008: Section 42 – persons with an interest in the land
Prescribed under section 44 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804637	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
804297 804547 1754036 1755930 2021430 2057946 2198771 2198772	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
809747 2200254	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
2198954	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
704406 704406 804584 804774 804779 809824 2021315 2023147 2025342 2050919 2052816 2061801 2198805	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, document reference 7.2.	N
704406 804525 809824 2023147 2199008	NB#15	General objection to / concerns about the scheme.	he 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
804293 804525 1724559 1725079 1759164 2020433 2024455 2061710 2062016 2198653	NB#17	In favour of the scheme.	Your support is noted.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199048 2199121 2199230 2199314 2201990 2212406				
2198792	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
704406	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
704406 809824 2023147 2198593	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, document reference 7.2.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804516	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
804637 2198808	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, document reference 7.2, considers the economic benefits of the scheme.	N
2198771	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
704406 1725013	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
1725013	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
804779	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, document reference 7.2.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
704406	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, document reference 7.2.	N
704406	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
704406	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
704512 804519 804520 804523 809830	NB#58	Positive comments / support for the proposals.	Your comment is noted.	N
704406 809824 2023147	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.	
2189133 2198653	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
2019980	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			cross the WHS landscape and via the National Trust's right to roam policy.	
2199179	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 network are planned beyond this as none are needed to facilitate the scheme's construction.	N
704406	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
2198805	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
704406 2025342 2198792 PROS210418-2-306	NB#84	Keep the current position of A303 to maintain view of Stones from the road.	Keeping the existing A303 open past Stonehenge would retain the damaging impact that the road currently 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, creating 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

Planning Act 2008: Section 47 – duty to consult local community

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2022125 2061034 2198911 2198912 2198971 2199297 2199324	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
2061954 2804552	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
2034142 - The Druid Order, An druidh Uileach Braithreachas. 3111333	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
2195983 – City Voice 2021601 2061034 2191185	NB#4	The previous A303 Stonehenge Road provided a view of the Stones. Will a viewing location of the Stones be provided under the new scheme?	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804648	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
1762404 – West Amesbury Residents	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
2023125 2061991 2190587 2199012	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
1762421 - The Salisbury Museum 2021601 2023276	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
2213165 – Strukta 2198615	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 Report, document reference 7.6.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2019961 - A303/A358/A30 Steering Group 1762487 - Amesbury Museum and Heritage Trust 2025268 - Devon County Council 2187226 - Hillbrush UK 1762332 - Transport Focus 2021677 2022333 2022364 2023130 2023395 2052562 2053703 2058163 2058266 2058350 2061713 2061750 2061754 2061825 2061832 2061892 2061933 2061993 2062028 2062064 2062128 2062129	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2090200 2091639 2187869 2198570 2198619 2198745 2198867 2199011 2199335 PROS100418-996				
2061961 2198835	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
2058760 2061656 2198881 2199267	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 Report, document reference 7.6.	N
2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 1701427 – Stonehenge Alliance 2057666 1757943 1759151	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020018 2020354 2020512 2020621 2021237 2021297 2021471 2021546 2021551 2021597 2022379 2022885 2022943 2023097 2023130 2023793 2051573 2052562 2052682 2053023 2053056 2053141 2053155 2053351 2053400 2053703 2053721 2054747 2057907 2058082 2058163 2058176 2058292 2061021			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, document reference 7.2.	

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061022 2061665 2061667 2061679 2061686 2061694 2061701 2061715 2061717 2061720 2061735 2061738 2061770 2061771 2061784 2061789 2061800 2061810 2061835 2061838 2061861 2061903 2061938 2061958 2061988 2061991 2061992 2061995 2062034 2062052 2062064 2062087 2062102 2062227				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2062590 2062681 2090255 2090833 2091508 2091721 2189588 2190582 2190587 2191227 2191234 2192168 2192418 2198581 2198587 2198590 2198608 2198636 2198642 2198656 2198672 2198737 2198769 2198814 2198848 2198920 2198923 2198925 2198969 2198974 2199010 2199011 2199029 2199030				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199031 2199089 2199105 2199116 2199118 2199154 2199164 2199189 2199228 2199253 2199264 2199267 2199296 2199317 2199322 2199325 2199378 2199388 2199394 2199403 2199404 2199409 2199410 2199428 2199434 2211297 PROS230418-2-11 PROS230418-2-134 PROS220418-2-178 PROS180418-2-1141 PROS180418-2-1188				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020470- Campaign to Protect Rural England Wiltshire (CPRE) 2195983 - City Voice 1762468 – Friends of the Earth 2192818 - Institute of Archaeology 2212442 - Pagan Federation PROS230418-4-25 - Sacred Grove Western Isles 1701427 - Stonehenge Alliance 123456 - Stonehenge Alliance proforma standard text 2212479 – Fornham Heritage Group 1701486 – The British Archaeology Trust 2013133 - Trail Riders Fellowship 704446 1724525 2019953 2020328 2020354	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020585 2020621 2020922 2021652 2022364 2023147 2050908 2052682 2052916 2052994 2053023 2053056 2055096 2055495 2058760 2061109 2061682 2061683 2061704 2061711 2061724 2061785 2061902 2062030 2062075 2062107 2062112 2062133 2062646 2089974 2091380 2091714 2192495 2198569				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198570 2198602 2198648 2198656 2198670 2198675 2198699 2198722 2198776 2198781 2198791 2198795 2198804 2198841 2198843 2198884 2198907 2198926 2198945 2198946 2198951 2198990 2198991 2199094 2199095 2199136 2199144 2199184 2199228 2199245 2199272 2199317 2199323 2199359				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199378 2199388 2199412 2199430 PROL070318-01 PROS080318-61 PROS080318-258 PROS080318-263 PROS100418-996 PROS100418-1088 PROS100418-1090 PROS100418-1091 PROS100418-1092 PROS150418-2-1872 PROS180418-2-1148 PROS180418-2-1190 PROS180418-2-1240 PROS180418-2-1270 PROS180418-2-1288 PROS180418-2-1380 PROS180418-2-1410 PROS180418-2-1428 PROS180418-2-1567				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS180418-2-1596 PROS180418-2-1778 PROS190418-2-744 PROS190418-2-803 PROS200418-2-373 PROS200418-2-484 PROS210418-2-285 PROS210418-2-292 PROS210418-2-299 PROS210418-2-320 PROS210418-2-368 PROS220418-2-146 PROS230418-2-106 PROS230418-2-11 PROS110418-3-119 PROS110418-3-129 PROS140418-3-168 PROS270418-3-170 PROS270418-3-171 PROS230418-4-4 PROS230418-4-20 PROS230418-4-24				
1757943 2052817 2198648	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			which they will make a recommendation to the Secretary of State, who will determine whether to approve the application.	
2019961 - A303/A358/A30 Steering Group 2020340 - Aspire Defence Services Limited 805874 Ben Pugh Cook 2212449 - Clouds on the Ground Ltd 2025204 - Cornwall and Isles of Scilly Local Enterprise Partnership 2020686 - Council for British Archaeology Wessex 2025268 - Devon County Council 2021220 - Go South Coast (t/a Salisbury Reds Buses) 1762424 - RAC Foundation 2023399 - Stonehenge and Avebury WHS	NB#17	In favour of the scheme.	Your support is noted.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
Partnership Manager 2199456 - Wessex Regionalists - the Party for Wessex 2199457 - Westbury Town Council 2212437 – Compton Chamberlayne Parish Meeting 2212460 – Southampton Stonehenge Tours 804365 804486 2020141 2020157 2020175 2020309 2020338 2020442 2020456 2020553 2020583 2020604 2020625 2020642 2020792 2020813 2020816 2020842 2020867 2021248 2021283				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2021387 2021552 2021676 2021677 2021831 2021837 2022002 2022120 2022191 2022289 2022352 2022456 2022508 2022688 2022730 2022738 2022774 2022813 2023045 2023058 2023092 2023130 2023146 2023253 2023458 2023575 2051504 2052529 2052827 2052866 2053018 2053053 2053157 2053232				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2053298 2053325 2053721 2054179 2054257 2054455 2054660 2054693 2054747 2055116 2055828 2055864 2056594 2057682 2057707 2058082 2058107 2058128 2061638 2061639 2061642 2061644 2061646 2061647 2061649 2061652 2061653 2061658 2061660 2061661 2061666 2061671 2061672 2061680				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061686 2061687 2061689 2061692 2061693 2061694 2061700 2061702 2061705 2061706 2061708 2061719 2061722 2061732 2061733 2061748 2061754 2061755 2061756 2061760 2061761 2061767 2061774 2061787 2061788 2061803 2061814 2061819 2061820 2061821 2061824 2061825 2061827 2061829				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061830				
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Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061917 2061918 2061920 2061924 2061932 2061933 2061935 2061939 2061941 2061943 2061946 2061948 2061952 2061960 2061961 2061967 2061968 2061972 2061974 2061975 2061979 2061981 2061982 2061983 2061987 2061989 2061991 2061992 2061993 2061994 2061997 2061998 2062003 2062004				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2062006 2062009 2062013 2062020 2062024 2062026 2062028 2062029 2062033 2062036 2062037 2062038 2062040 2062043 2062045 2062049 2062053 2062057 2062062 2062070 2062071 2062080 2062081 2062082 2062085 2062086 2062089 2062094 2062095 2062097 2062100 2062102 2062104 2062113				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2062118 2062120 2062124 2062125 2062126 2062129 2062135 2062614 2062627 2062639 2090216 2091610 2091611 2091755 2091776 2091863 2092160 2187523 2188158 2189439 2189443 2189445 2189495 2189640 2190582 2190616 2191085 2192384 2192413 2192418 2192690 2198573 2198575 2198576				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198580				
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Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198741				
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Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198931				
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Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
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Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199254 2199260 2199261 2199262 2199270 2199277 2199278 2199292 2199293 2199294 2199297 2199304 2199305 2199306 2199307 2199308 2199310 2199312 2199400 2199402 2199413 2199415 2199416 2199443 2199447 2199459 2199464 2199465 2199466 2200031 2211297 PROS100418-1088 PROS100418-1091 PROS100418-1093				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS120418-3-58 PROS230418-4-31				
2061109 2192418 2199094	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 proposed 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
2053298	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
2021710 2058082 2062348 2062681	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
2057907 2058082	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804561 2054747	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
1762487 - Amesbury Museum and Heritage Trust 2022379 2058292 2062227 2190582 2191234 2198570 2198577 2198599 2198619 2198624 2198704 2198716 2198729 2198818 2199148 2199288 PROS220418-2-175	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
2025268 - Devon County Council 1724608 2021597 2023716 2057907	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 causes delays	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2058760 2061704 2062030 2062488 2091451 2091639 2190587 2192224 2198609			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, document reference 7.2.	
2020470- Campaign to Protect Rural England Wiltshire (CPRE) 2020585 2057907 2061738 2062019 2062064 2062131 2199464	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, document reference 7.2.	N
2020795 2020842 2022929 2061767 2061794 2061878 2061991 2198666	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020512 2061838 2061873 2198911	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, document reference 7.2, considers the economic benefits of the scheme.	N
2023147 2061672 2061873 2090833	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
1757943 2057893 2061754 2061921 2062097 2187766 2191185 2191225 2199076 PROS230418-4-21	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
2061944 2061997 2189439 2198950 2199413 2199464	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804552	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
2198657	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
2199411 PROS230418-2-21	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 archaeology may be irreparably damaged, even destroyed, with no record of its existence.	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
2212437 - Compton Chamberlayne Parish Meeting 2023130 2023276 2190587 2198997	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199011 2199322 2199425 2198666 2061811 2198825 2199422 PROS180418-2-1515 PROS210418-2-292 PROS220418-2-146 PROS230418-2-11 PROS230418-2-74			Winterbourne Stoke, Amesbury and connecting rights of way, as well as via the Stonehenge visitor centre.	
2199456 - Wessex Regionalists - the Party for Wessex 2199457 - Westbury Town Council 2023147 2199434 2199458 PROL070318-01 PROS150318-1095	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
2034142 - The Druid Order, An druidh Uileach Braithreachas. 2199456 - Wessex Regionalists - the Party for Wessex 2057713 2198566 2198570 2198670	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198758 2198798 2199375 2199388 PROS100418-820 PROS190418-2-731				
2199326	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
804835 2020328	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 there will be close liaison with Wiltshire Council to agree how the measures can be best implemented to minimise any disruption.	N
2021315 2062069 2198570 2198815	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, document reference 7.2.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198859 PROL070318-01 PROS180418-2-1381	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
2034142 - The Druid Order, An druidh Uileach Braithreachas 2199262 PROS180418-2-1418	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 Wilshire 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 proposed scheme would bring about a slight beneficial effect.	N
2062110 PROS230418-4-31	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
2212446 - STAG: Stonehenge Traffic Action Group	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2062015	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
2198636 2198952	NB#45	Give control of Stonehenge back to the Druids.	Stonehenge is managed by English Heritage Trust on behalf of the nation.	N
2021601	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
2061770 2192384	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
PROS180418-2-1099	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
PROS230418-4-8	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	N

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			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.	
2056050	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
2198631	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
2021696 2057666 2061650 2061672 2061680 2061681 2061880 2062054 2198577 2198618 2198689 2198737 2198793 2198818 2198843 2198862 2198901 2198976 2199030	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199078 2199167 2199295 2199425 PROS110418-3-119 PROS190418-2-731			continue to rat 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 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.	
1741472 2021848 2023545 2037470 2052873 2061668 2061701 2061703 2061882 2061899 2061912 2061938 2062046 2062103 2062124 2198599 2198612 2198613 2198633 2198717	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198774 2198802 2198835 2198857 2198892 2198917 2198961 2199020 2199056 2199089 2199251 2199295 2199357 2199428 2201223 PROS230418-4-26				
2053348 2062136 2090833	NB#58	Positive comments / support for the proposals.	Your comment is noted.	N
2022412 2198572 2199172 2199248 2199282 2199414	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			the restricted byway being created on the line of the existing road.	
2052899	NB#60	Why do we have to pay a toll at the Mersey Tunnel?	The Mersey tunnel is not operated by Highways England.	N
2052860 PROS150418-2-1866 PROS220418-2-195 PROS230418-4-6 PROS230418-4-8	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
2020310	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
2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 2062023	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2051573 2091333	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
2062024 2090254 2199431	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
2020467 - Campaign for Better Transport	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
2062071	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198933	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
2212438 - Shrewton Flood Warden 2020642	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 Rolleston 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 County Council as the local highway authority.	N
2055917 2058693 2061921 2090833 2198662 2198997	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
2034025 - Council of British Druid Orders 1762468 – Friends of the Earth Petition 2022379 2054574 2055096 2061770 2191163 2198633 2198650	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198692 2199035 2199276 PROS230418-4-1 PROS230418-4-9 PROS230418-4-32				
3111333	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
804552 2021297 2061725 2198712	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 network are planned beyond this as none are needed to facilitate the scheme's construction.	N
804307	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
2062097 2198566	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061835 2198597	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
1741472 2061782 2199030	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
2212479 - Fornham Heritage Group	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
2052817	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
2195983 - City Voice 2020585 2023716 2061701 2061818	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061899 2194166 2198882 2199081 2199267			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 an expressway 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 to become an expressway 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.	
2037416	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
123456 - Stonehenge Alliance proforma standard text PROS230418-4-25 - Sacred Grove Western Isles	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1757943 2020008 2020097 2020212 2020354 2020621 2020867 2021551 2022652 2023276 2023730 2023793 2052052 2052562 2052682 2053141 2053166 2057907 2058163 2058176 2058350 2061050 2061094 2061662 2061679 2061701 2061715 2061727 2061730 2061744 2061764 2061781 2061784 2061789			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.	

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061823 2061826 2061846 2061850 2061899 2061950 2061979 2061980 2062035 2062056 2062069 2062092 2062098 2062109 2062111 2062124 2062126 2062128 2062445 2090062 2090282 2090833 2091380 2119354 2188040 2189490 2191185 2198619 2198669 2198723 2198729 2198763 2198784 2198797				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198815 2198848 2198868 2198968 2198989 2198991 2198999 2199018 2199071 2199213 2199261 2199267 2199276 2199299 2199335 2199402 2199420 2199428 2199432 PROS040318-09 PROS070318-118 PROS100418-980 PROS110418-25 PROS120418-3-54 PROS140418-3-168 PROS180418-2-1338 PROS180418-2-1433 PROS180418-2-1515 PROS190418-2-604 PROS210418-2-305 PROS220418-2-146				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS230418-4-32 PROS270418-3-170 PROS270418-3-171				
1762474 - Cycling Opportunities Group for Salisbury (COGS) 2057701 - Cycling UK	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
1762487 - Amesbury Museum and Heritage Trust	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

Appendix K14

Matters raised during the Statutory Consultation on Alternatives

Planning Act 2008: Section 42 – prescribed consultees

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009: Schedule 1

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762320 - Winterbourne Stoke Parish Council	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
1762320 - Winterbourne Stoke Parish Council	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
1758969 - Durrington Town Council	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			planning policies. Further information can be found in the Technical Appraisal Report (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/).	

Planning Act 2008: Section 42 – local authorities

Prescribed under section 43 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to the Scheme
No section 42(1)(b) consultee raised matters regarding Alternatives				

Planning Act 2008: Section 42 – persons with an interest in the land

Prescribed under section 44 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804516 2025342 2061801 2199083	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
2198792	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 network is being substantially improved as part of the scheme proposals.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2021551 2198808 PROS230418-4-19 PROS230418-4-27	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
2199243 2199314 2062568	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
2198915 2062568	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
1777454 2199083	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 be in breach of the World Heritage Convention and would be unlikely to receive development consent, being in conflict with national and local planning policies. Further information can be found in the Technical Appraisal Report. 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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			sound of traffic from Stonehenge and other parts of the WHS and reconnect the northern and southern parts of the WHS.	
704406 809824 2023147 2061801 2212406 PROS210418-2-306	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
704406	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 proposed 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
804379 804381 2023754	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 1 is accommodating a new public right of way and maintaining farm access as	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			well as providing a landscaped feature serving the bat flight path.	
804379 804381 2023754 2198805	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
2199039	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
804584 2050919 2198915	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, document reference 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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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/).	
1725013 2052816 2199008	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
2199243	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199230	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

Planning Act 2008: Section 47 – duty to consult local community

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2062101 2198592 2198681	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
2020469 - CPRE South West 1701401 - Jacked Structures Group	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2212438 - Shrewton Flood Warden 804561 804700 804835 1741403 1741413 1741472 1757943 1759148 1759151 2020658 2020674 2020867 2020871 2021297 2021471 2022234 2022317 2022364 2022379 2022705 2022943 2023545 2023716 2052682 2053166 2053721 2057881 2058176 2058292 2058350 2061000			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.	

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061050 2061094 2061648 2061651 2061672 2061679 2061690 2061694 2061701 2061705 2061725 2061734 2061752 2061766 2061775 2061777 2061791 2061797 2061823 2061826 2061890 2061895 2061935 2061940 2061956 2061984 2061990 2062010 2062012 2062013 2062021 2062046 2062065 2062069				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2062071 2062116 2062117 2062199 2062329 2062590 2090170 2090213 2090822 2091380 2091508 2091637 2187523 2189505 2189592 2189595 2190582 2190587 2191091 2192403 2192522 2192588 2192595 2198571 2198574 2198635 2198643 2198657 2198678 2198683 2198689 2198705 2198737 2198762				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198795 2198801 2198820 2198830 2198848 2198852 2198871 2198884 2198901 2198914 2198933 2198945 2198977 2198994 2199030 2199055 2199081 2199147 2199148 2199185 2199362 2199433 2201223				
1741482 2052994 2053651 2057666 2057907 2058163 2058760 2061050 2061659 2061682 2061728	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 network is being substantially improved as part of the scheme proposals.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061784 2062054 2187766 2187766 2198652 2199144 2199154 2199155 2199262 2199329 2199363 PROS080418-804 PROS100418-876 PROS180418-2-1410				
2020685 - Council for British Archaeology 2021408 - ICOMOS-UK 2021652 2023125 2061889 2187647 2192418 PROS100418-863	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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/).	
2022130 2022364 2061667 2062020 2062071 2198674 2199424	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
2061698	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
2020467 - Campaign for Better Transport 2020685 - Council for British Archaeology 2034025 - Council of British Druid Orders 2212462 - Flying Purple Pig Tours 2021408 - ICOMOS-UK	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2192818 - Institute of Archaeology 1701401 - Jacked Structures Group 2023399 - Stonehenge and Avebury WHS Partnership Manager 2034142 - The Druid Order, An druidh Uileach Braithreachas 2199456 - Wessex Regionalists - the Party for Wessex 2013136 - Wiltshire Archaeological and Natural History Society PROS230418-4-14 - White Rabbit Grove RDNA 809772 1724608 2019953 2020944 2021013 2021744 2021830 2021865 2022364 2023131 2023276				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2023722 2023730 2037416 2051457 2052994 2053028 2053224 2061113 2061643 2061660 2061682 2061714 2061737 2061738 2061743 2061755 2061779 2061780 2061816 2061872 2061875 2061893 2061898 2061934 2061937 2061945 2061950 2061962 2061976 2061977 2062009 2062017 2062034 2062051				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2062059 2062064 2062090 2062092 2062093 2062488 2062488 2188158 2189489 2190573 2191225 2192224 2194166 2198590 2198657 2198667 2198696 2198698 2198704 2198717 2198797 2198800 2198801 2198826 2198829 2198835 2198843 2198848 2198852 2198857 2198875 2198899 2198901 2198903				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198909				
2198920				
2198933				
2198938				
2198987				
2198989				
2198991				
2199020				
2199022				
2199033				
2199044				
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2199046				
2199057				
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2199118				
2199125				
2199126				
2199137				
2199144				
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2199156				
2199174				
2199176				
2199206				
2199238				
2199253				
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2199265				
2199275				
2199309				
2199337				
2199341				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199347 2199348 2199363 2199399 2199437 PROS160318-397 PROS230418-2-11 PROS230418-2-21 PROS230418-4-3 PROS230418-4-5 PROS230418-4-6 PROS230418-4-7 PROS230418-4-8 PROS230418-4-9 PROS230418-4-10 PROS230418-4-11 PROS230418-4-12 PROS230418-4-13 PROS230418-4-15 PROS230418-4-16 PROS230418-4-17 PROS230418-4-18 PROS230418-4-20 PROS230418-4-21 PROS230418-4-22 PROS230418-4-23 PROS230418-4-24 PROS230418-4-29 PROS230418-4-30 PROS230418-4-31				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020467- Campaign for Better Transport PROS120418-3-85	ALT#8	Scheme is a waste of money - do not build it.	<p>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 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 7.2.</p>	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2192225 - Blick Mead Archaeology 2195983 - City Voice 2020683 – Consortium of Stonehenge Experts 2187226 - Hillbrush UK 2021408 - ICOMOS-UK 2192818 - Institute of Archaeology 2195993 - Scotland Lodge 2020378 2021551 2021980 2023132 2023620 2051926 2052033 2052817 2052860 2053011 2053039 2053166 2053224 2053273 2053351 2053721 2057893 2058128	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2058177 2058677 2061669 2061673 2061699 2061711 2061792 2061822 2061860 2061889 2061911 2061912 2061923 2061926 2061938 2061962 2062002 2062008 2062011 2062014 2062023 2062025 2062031 2062110 2062488 2191185 2191187 2191225 2192168 2192409 2198577 2198597 2198602 2198667				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198865 2199096 2199115 2199124 2199184 2199223 2199298 2199306 2199317 2199394 2199417 PROS040418-770 PROS100418-980 PROS100418-996 PROS110418-3-150 PROS230418-4-31				
1762487 - Amesbury Museum and Heritage Trust 804835 2020801 2022379 2053298 2061648 2062115 2192603 2199180 2199423 2199429 PROS150318-1095 PROS230418-2-134	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198818 2198914 2199238	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
2062013 2062115 2192595	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
2061947 2199238	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
2199284	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
2020585 2199238	ALT#15	The World Heritage Site boundary should be extended to the (current) B3083 & Nett Rd to protect all the archaeology	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		discovered west of the existing A360 boundary.	scheme, whether inside or outside the current WHS boundaries.	
2053400	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
2023125 2053039 2053721 2061705 2061738 2198592 2198624 2198681 2199238 2199256	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
2020946	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2058677	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 routeing 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
2061822	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
2053721 2188158 2199137 2199253	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 Consultation and in the Scheme Assessment Report (https://highwaysengland.citizenspace.com/cip/a303-stonehenge/).	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2052899	ALT#22	Will it be tolled?	The road will not be tolled.	N
2192225 - Blick Mead Archaeology 2020683 – Consortium of Stonehenge Experts 2053701	ALT#23	Provide a Longer tunnel or F010	<p>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.</p> <p>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 open</p>	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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.	
2057666	ALT#24	Remove dualling at Andover.	The A303 at Andover is beyond the scope of this scheme.	N
2199456 - Wessex Regionalists - the Party for Wessex 2021237 2022364 2022943 2058266 2198669 2198688 2198710 2198762 2198801 2198857 2198891 2199004 2199056 2199296 2199405 2199440	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
2212437 - Compton Chamberlayne Parish Meeting 2187226 - Hillbrush UK	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2053022 2061771 2061804 2062041 2199345 2199431				
3111333	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
2061738	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
2020801 2023097 2061680 2091508 2198635 2199094 2199213 2199420 2211297 PROS230418-2-21	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 be in breach of 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. 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.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2190573	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
2198666 2198667 PROS230418-4-6 PROS230418-4-7 PROS230418-4-8	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
2020512 2020801 2022364 2022412 2022705 2023130 2052873 2061679 2061811 2062123 2062131 2062681 2190587 2192418 2198572 2198581 2198586 2198599 2198608	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 be in breach of the World Heritage Convention and would be unlikely to receive development consent, being in conflict with national and local planning policies. Further information can be found in the Technical Appraisal Report. 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.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198612				
2198633				
2198656				
2198663				
2198666				
2198690				
2198705				
2198736				
2198738				
2198760				
2198790				
2198795				
2198801				
2198818				
2198825				
2198830				
2198841				
2198848				
2198852				
2198862				
2198871				
2198881				
2198901				
2198910				
2198928				
2198933				
2198974				
2198987				
2198993				
2199026				
2199044				
2199052				
2199058				
2199078				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199096 2199136 2199160 2199172 2199183 2199211 2199248 2199251 2199253 2199280 2199295 2199307 2199358 2199361 2199390 2199405 2199414 2199424 2199444 PROS190418-2-744				
2061762	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
2058350	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			and the new A303 flyover dual carriageway, similar to the types of junctions provided on motorways.	
2023276 2061701 2062002	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
2212462 - Flying Purple Pig Tours 2034142 - The Druid Order, An druidh Uileach Braithreachas 2013136 - Wiltshire Archaeological and Natural History Society 2020753 2020944 2021551 2021740 2022364 2022396 2023276 2057666	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061712 2061749 2061781 2061785 2061807 2061811 2061838 2061850 2061923 2061926 2061944 2061947 2062011 2062015 2062075 2062112 2062114 2062122 2062590 2090833 2187895 2189489 2192393 2198571 2198586 2198605 2198608 2198613 2198666 2198705 2198716 2198730 2198773 2198783				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198790				
2198801				
2198802				
2198809				
2198811				
2198816				
2198829				
2198835				
2198836				
2198841				
2198852				
2198857				
2198862				
2198881				
2198892				
2198899				
2198900				
2198910				
2198917				
2198923				
2198925				
2198952				
2198991				
2199004				
2199022				
2199023				
2199044				
2199045				
2199052				
2199056				
2199059				
2199071				
2199072				
2199078				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199094 2199096 2199129 2199160 2199172 2199211 2199213 2199250 2199251 2199253 2199265 2199266 2199290 2199298 2199404 2199405 2199430 2199432 2199440 2211297 PROS170318-480 PROS230418-4-24 PROS230418-4-31				
2061713 2198572 2199275	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
2061790 2061955 2062066 2062295 2090178 2199190	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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.	
2020470 - Campaign to Protect Rural England Wiltshire (CPRE) 2021408 - ICOMOS-UK 1757943 2020354 2021297 2023758 2053141 2058677 2062064 2062681 2192384 2192418 2198570 2198662 2199167 PROS070318-134 PROS100318-294 PROS100418-1092 PROS180418-2-1327 PROS230418-4-11	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 proposed 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 proposed scheme is the optimum solution that has been developed from an exhaustive process.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061931	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
2061728 2199411	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
2199457 - Westbury Town Council 2021597 2061969 2198574	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
2061989 2090170 2199274	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
2212442 - Pagan Federation PROS230418-4-14 - White Rabbit Grove RDNA 2062011 2198781	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199262 2061681 PROL070318-01 PROS230418-4-5 PROS230418-4-10 PROS230418-4-11 PROS230418-4-13 PROS230418-4-15 PROS230418-4-16 PROS230418-4-2 PROS230418-4-20 PROS230418-4-3 PROS230418-4-30 PROS230418-4-30 PROS230418-4-31 PROS230418-4-9			would not provide sufficient capacity. Further information can be found in the Transport Assessment (Application Document 7.4).	
2192225 - Blick Mead Archaeology 2020683 – Consortium of Stonehenge Experts 1724608 2021551 2061109 2192224	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 proposed 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 proposed 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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2190587 2198605	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 Report, document reference 7.6.	N
704446 2198673	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
2062041 2199118	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
2199118 2199238	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
2062064 2199144	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2189490	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
2198835	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
PROS100418-980	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.	
2188040	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			existing A303 surface road to a restricted byway within the WHS.	
2198685 2199026 2199061 2199224 PROS100418-923 PROS120418-3-85 PROS230418-2-21	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 proposed 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
2199378	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
704446	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 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
2061764 2198899	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804552 2198859	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
2199079 2199136	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
2199451	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
2020801 2020871 2023499 2052562 2058169 2061667 2061680 2061771 2061798 2061826 2061850 2091413 2198619 2198716 2198737	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, document reference 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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199032 2199045 2199068 2199072 2199225 2199264 2199305 PROS210418-2-305			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/).	
2021366 2022317 2022885 2051504 2052544 2052747 2052747 2053150 2053155 2053621 2053721 2061021 2061022 2061709 2061878 2061880 2061949 2062015 2062071 2062088 2062099	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2062227 2062359 2090255 2090285 2187895 2187895 2189490 2192403 2198586 2198589 2198604 2198608 2198617 2198656 2198663 2198689 2198737 2198795 2198818 2198843 2198862 2198895 2198901 2198933 2198977 2199030 2199045 2199078 2199116 2199123 2199160 2199172 2199225 2199250				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199264 2199291 2199312 2199315 2199325 2199405 2199407 2199434 PROS150418-2-1877 PROS180418-2-1255 PROS180418-2-1305 PROS180418-2-1310				
2053224 2062097 2198758 PROS120418-3-76 PROS180418-2-1228 PROS180418-2-883 PROS230418-2-32 PROS230418-4-8 PROS230418-4-21 PROS230418-4-24 PROS230418-4-30	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 proposed 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 proposed scheme is the optimum solution that has been developed from an exhaustive process.	N
2021315 2022002 2053348 2198857 2198981 2198990	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199245 2199291 2199418 PROS100418-1088 PROS180418-2-1487			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/).	
804700 1741472 2020658 2020944 2021625 2022396 2061932 2061935 2061943 2062044 2062115 2198817	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
2062066	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 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.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2190582 2190587 2198867	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
2199366	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 proposed 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
2199262	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

Appendix K15

Matters raised during the Statutory Consultation on Western Section - general

Planning Act 2008: Section 42 – prescribed consultees

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009: Schedule 1

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762314 - Dorset and Wiltshire Fire and Rescue Service	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
1762320 - Winterbourne Stoke Parish Council	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
1762320 - Winterbourne Stoke Parish Council	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762316 - Berwick St James Parish 1759020 - Woodford Parish Council	WES#21	General support for the bypass and comments which neither support nor object.	Thank you for your comments.	N
1762320 - Winterbourne Stoke Parish Council	WES#24	Support for closure of old A303 connection west of Winterbourne Stoke.	Thank you for your comments.	N
1762320 - Winterbourne Stoke Parish Council	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
1759020 - Woodford Parish Council	WES#50	I like the green bridges, they add a lot to the scheme.	Thank you for your comment.	N

Planning Act 2008: Section 42 – local authorities

Prescribed under section 43 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
No s42(1)(b) consultees raised matters on this theme				

Planning Act 2008: Section 42 – persons with an interest in the land

Prescribed under section 44 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804297 804547 1754036 1755930 2021430 2057946 2198805	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
704512 804519 804520 804523 804589 809830	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 1996. Green Bridge No. 3 will accommodate agricultural vehicles using the A360.	N
704512 804519 804520 804523 809830	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
804379 804381 2023754	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
804516 2198653	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
804379 804381 2023754	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804525	WES#17	Green bridge 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
804379 804381 2023754	WES#18	Green bridge 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
704512 804519 804520 804523 809830 2198805	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
804379 804381 804525 2023146 2023754 2199230	WES#21	General support for the bypass and comments which neither support nor object.	Thank you for your comments.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1759164	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
804525 804526	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 integration. The approach to landscaping is illustrated on the Environmental Masterplan, ES Figure 2.5 (document reference 6.2).	N
2189133 2199039	WES#24	Support for closure of old A303 connection west of Winterbourne Stoke.	Thank you for your comments.	N
804516 2199049	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
2189133	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198954	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
704406	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
2199235	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
2198954	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199179	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
704512 804379 804381 804519 804520 804523 809830 2023754	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
804637	WES#41	Support the location of Green Bridge No. 1, do not move it west.	Thank you for your comments.	N
809824 704406 2023147	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 proposed scheme. An additional junction in the Till valley would lead to significant environmental impacts and	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			substantial additional cost without compensating benefits and so cannot be justified.	
804525	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
804297 804516 804547 1754036 1755930 2021430 2057946 2198954 2201990 2212406 PROS230418-4-19	WES#50	I like the green bridges, they add a lot to the scheme.	Thank you for your comment.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS230418-4-27	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
804637	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
2199048	WES#54	Agree with the bypass going to the north rather than the south.	Your comment is noted.	N
2198805	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
809823 - The National Trust	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			countries, the experience of British examples, and guidance, has been a greater influence on the design.	
804379 804381 2023754	WES#60	The proposed green bridges are not on the existing bat flight paths.	<p>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.</p> <p>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.</p>	N
704406 809824 2023147	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

Planning Act 2008: Section 47 – duty to consult local community

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1701422 - National Farmers Union 804552 804648 2198920	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
1701486 - The British Archaeological Trust 2212442 - Pagan Federation PROS230418-4-14 - White Rabbit Grove RDNA 2055917 2058693 2062110 2192402 2198851 PROS230418-4-11 PROS230418-4-12 PROS230418-4-13	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
PROS230418-4-15 PROS230418-4-16 PROS230418-4-2 PROS230418-4-30 PROS230418-4-7 PROS230418-4-9				
2023276 2198657 2198911 2198913	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
1701422 - National Farmers Union	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 1996. Green Bridge No. 3 will accommodate agricultural vehicles using the A360.	N
1701422 - National Farmers Union	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
3111333	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			footprint and increase the environmental impact without any compensating benefits.	
3111333	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
3111333	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2021601	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
PROS230418-4-3 2061816	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
2198741 2198867	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
2199130	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
1701422 - National Farmers Union	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
2022943	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			route would be to exit the new A303 at Longbarrow and head north on the A360 before turning west to Shrewton.	
3111333	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
1701422 - National Farmers Union	WES#17	Green bridge 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
1701422 - National Farmers Union 804552 2021696	WES#18	Green bridge 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
2020175 2021297 2062082	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020212 2020585 2022860 2057907 2058163 2058177 2061683 2061704 2061711 2061795 2061902 2062097 2062133 2198607 2198843 2198859 2199199 2199267 2199317 2199394	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, document reference 7.2. Full details of the environmental impacts can be found in the Environmental Statement, document reference 6.1.	N
1701427 - Stonehenge Alliance 2212449 - Clouds on the Ground Ltd 2057701 - Cycling UK 1701422 - National Farmers Union 1762404 – West Amesbury Residents 2013136 - Wiltshire Archaeological and	WES#21	General support for the bypass and comments which neither support nor object.	Thank you for your comments.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
Natural History Society 2023811 - Wiltshire Fishery Association 804486 1757943 1759000 2020097 2020157 2020309 2020442 2020456 2020583 2020795 2020816 2021283 2021327 2021710 2021831 2022002 2022099 2022236 2022333 2022379 2022412 2022456 2022508 2022533 2023045 2023092 2023392 2023458 2023575 2023620				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2051125 2054660 2054747 2058107 2061094 2061643 2061645 2061648 2061658 2061667 2061671 2061672 2061680 2061681 2061686 2061689 2061690 2061693 2061719 2061723 2061725 2061733 2061739 2061748 2061749 2061752 2061756 2061760 2061767 2061770 2061774 2061776 2061787 2061803				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061816 2061859 2061876 2061879 2061885 2061887 2061891 2061900 2061901 2061906 2061914 2061915 2061920 2061935 2061943 2061945 2061948 2061949 2061952 2061963 2061967 2061971 2061972 2061980 2061993 2062004 2062020 2062021 2062024 2062028 2062035 2062044 2062051 2062053				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2062069 2062070 2062083 2062094 2062110 2062368 2062488 2090214 2091548 2091610 2091611 2190587 2191085 2192393 2194166 2198586 2198592 2198601 2198616 2198620 2198627 2198632 2198633 2198640 2198649 2198651 2198657 2198663 2198666 2198700 2198706 2198709 2198728 2198739				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198740				
2198752				
2198759				
2198801				
2198815				
2198817				
2198824				
2198828				
2198836				
2198877				
2198889				
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2198988				
2198991				
2199002				
2199026				
2199028				
2199029				
2199034				
2199043				
2199047				
2199060				
2199073				
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2199084				
2199086				
2199093				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199100				
2199120				
2199125				
2199127				
2199157				
2199172				
2199173				
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2199260				
2199261				
2199278				
2199282				
2199293				
2199294				
2199297				
2199312				
2199395				
2199406				
2199427				
2199447				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199462 2199465				
2061975 2198889 2198931 2199459	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
2212479 - Fornham Heritage Group 2021710 2022738 2023092 2051457 2091639 2194166 2198585 2198706 2198846 2198872 2198905 2199002 2199064 2199167 2199186 2199450 2199451 2199459	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 integration. The approach to landscaping is illustrated on the Environmental Masterplan, ES Figure 2.5 (Application document 6.3).	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804486 2054165 2198859	WES#24	Support for closure of old A303 connection west of Winterbourne Stoke.	Thank you for your comments.	N
PROS230418-4-12 PROS230418-4-6 PROS230418-4-7 PROS230418-4-8	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 Report, document reference 7.6.	N
2061741	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
2061939	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2020470 - Wiltshire (CPRE) PROS230418-4-14 - White Rabbit Grove RDNA 2062110 2062488 2199072 PROS230418-4-11 PROS230418-4-12 PROS230418-4-15 PROS230418-4-16 PROS230418-4-30 PROS230418-4-32 PROS230418-4-9	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 Report, document reference 7.6.	N
2061946	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
2188158 PROS230418-4-5	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
2062488	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			informed by a bridge shading study, which is presented as ES Appendix 8.24, Annexes 1 and 2.	
2022738 2198859 2198872 2198905 2199002 2199304 2199435 2199450 2199451 2199459	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
804552	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
2195993 - Scotland Lodge	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
2034142 - The Druid Order, An druidh Uileach Braithreachas. 2061766 2061987 2198570 2198916 2198984	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199130				
1762487 - Amesbury Museum and Heritage Trust 2023276 2198585 2198835 2198846 2198872 2198905 2199064 2199167 2199450 2199451 2199459	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
2199300	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
1701393 - The British Horse Society	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199137	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 proposed 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
2199248	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
2058107	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
704446	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 No. 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
2062097	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	N

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			at present. This same route can be followed in the opposite direction.	
2212438 - Shrewton Flood Warden 2199287 2198916	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
2061875	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
2058677	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
2212437 - Compton Chamberlayne Parish Meeting 2020686 - Council for British Archaeology Wessex	WES#50	I like the green bridges, they add a lot to the scheme.	Thank you for your comment.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2021217 - GLASS (Green Lane Association) 2212446 - STAG: Stonehenge Traffic Action Group 804363 804365 2020097 2020583 2020604 2021696 2021710 2061727 2061751 2061972 2061975 2062075 2198632 2198701 2198712 2198787 2198809 2198815 2198817 2198885 2198889 2198893 2198931 2198948 2199086 2199306				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199435 2199446				
2199223	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
2023003 - Road Haulage Association Ltd 2020533 2021710 2061713 2091611 2198712 2198781 2198898 PROS230418-4-17 PROS230418-4-2 PROS230418-4-22 PROS230418-4-23 PROS230418-4-29 PROS230418-4-30 PROS230418-4-31	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
2061846	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	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.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		junction or works at the Countess Roundabout.	Non local traffic will be signed via the A360 during and post-construction.	
2013136 - Wiltshire Archaeological and Natural History Society 2021248 2022929 2061820 2061943 2062093 2198566 2198585 2198609 2198691 2198769 2198874 2199006 2199064 2199092 2199165 2199186 2199459	WES#54	Agree with the bypass going to the north rather than the south.	Your comment is noted.	N
2061874 2061878 2062081 2199309	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061937	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
2198839	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
2061805 2061937	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
704446	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. 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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			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.	
1701427 - Stonehenge Alliance 704446	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

Appendix K16

Matters raised during the Statutory Consultation on Central Section

Planning Act 2008: Section 42 – prescribed consultees

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009: Schedule 1

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762320 - Winterbourne Stoke Parish Council	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
1762316 - Berwick St James Parish 1759020 - Woodford Parish Council	CS#12	General/ neutral support for the proposal	Your comment is noted	N
1762320 - Winterbourne Stoke Parish Council	CS#16	Do the Rollestone crossroads 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

Planning Act 2008: Section 42 – local authorities

Prescribed under section 43 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804621 - Wiltshire Council	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
804621 - Wiltshire Council	CS#21	There will be a requirement to ensure that an acceptably designed scheme for the realignment of the Rollestone crossroads is secured and implemented in accordance with a programme of works to be agreed.	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 with the local highway authority, Wiltshire Council. The detailed design will also be agreed with Wiltshire Council.	Y

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804621 - Wiltshire Council	CS#22	<p>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 and onwards through Shrewton to the A360.</p>	<p>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.</p>	N

Planning Act 2008: Section 42 – persons with an interest in the land

Prescribed under section 44 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1746725 1746726 1777787 2013044 2013052 2013053 2022781 2199803	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
2022781	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 Larkhill and through the modified Rollestone crossroads. Further information can be found in the Transport Assessment Report, document reference 7.6.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1746725 1746726 1777787 2013044 2013052 2013053 2199803	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
804637	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
2199121	CS#12	General/ neutral support for the proposal	Your comment is noted.	N
704406 809824 2023147 2021315	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 over 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
804589	CS#15	Realign Rollestone crossroads 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 crossroads has been developed, to produce a more compact layout located in the north west corner of the WHS. The alternative design was included	Y

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			among three changes put forward for supplementary consultation, the feedback from which is summarised in Chapter 6 of this report.	

Planning Act 2008: Section 47 – duty to consult local community

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1759151 2020097 2061687 2061773 2061947	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
2061773	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
			modified Rollestone crossroads. Further information can be found in the Transport Assessment Report, document reference 7.6.	
2061866 2062086 2199012 2199293 2199438	CS#3	It is good that the view of the stones will be lost.	Your comment is noted.	N
2091783	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
2212446 - STAG: Stonehenge Traffic Action Group 2023399 - Stonehenge and Avebury WHS Partnership Manager 2198651	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
1701422 - National Farmers Union 2053166	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1762421 - The Salisbury Museum 804552 2020157 2020642 2022774 2022980 2054217 2061776 2061941 2090911 2091783 2198631 2198729 2199158 2199174 2199306	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
2062082	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
2061969	CS#9	The views of the pig farm will be missed.	Your comment is noted.	N
3111333	CS#10	Departures from standards will be required for Rollestone	Following consultation feedback and further archaeological survey work, which shows an absence of	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		crossroads in order to minimise the effects on the WHS.	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.	
2057666 2061648 2062097 2062133 2198841 2199068 2199430	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
1762421 - The Salisbury Museum 2020442 2020456 2020625 2020795 2020816 2021327 2021710 2022002	CS#12	General/ neutral support for the proposal.	Your comment is noted.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2022234 2023045 2023458 2023575 2061644 2061645 2061647 2061650 2061653 2061658 2061671 2061681 2061689 2061698 2061700 2061705 2061733 2061760 2061787 2061803 2061814 2061830 2061869 2061883 2061885 2061887 2061900 2061914 2061918 2061943 2061948 2061954				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061960 2061961 2061965 2061971 2061974 2061998 2062004 2062017 2062020 2062024 2062028 2062033 2062070 2062078 2062102 2062119 2062120 2189439 2198601 2198620 2198654 2198659 2198739 2198828 2198839 2198847 2198877 2198894 2198918 2198949 2198967 2199034				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199047 2199073 2199093 2199120 2199165 2199173 2199182 2199193 2199245 2199275 2199278 2199294 2199308 2199312 2199446 2199447 2199464 2199465				
2061746 2199219	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061773 2199248	CS#16	Do the Rollestone crossroads 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
2199270	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
3111333	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
2054747	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

Appendix K17

Matters raised during the Statutory Consultation on Eastern Section

Planning Act 2008: Section 42 – prescribed consultees

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009: Schedule 1

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1758969 - Durrington Town Council 1759020 – Woodford Parish Council	EAS#5	Agreement with local road closures.	Your comment is noted.	N
1741105 - Ministry of Defence	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

Planning Act 2008: Section 42 – local authorities

Prescribed under section 43 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804621 - Wiltshire Council	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 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.	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
804621 - Wiltshire Council	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,	This is correct - land required for the new Allington Track link will be acquired by Highways England.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		<p>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 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.</p>		
804621 - Wiltshire Council	EAS#52	<p>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 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</p>	<p>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.</p>	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		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.		
804621 - Wiltshire Council	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
804621 - Wiltshire Council	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
804621 - Wiltshire Council	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

Planning Act 2008: Section 42 – persons with an interest in the land

Prescribed under section 44 of the Act

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804526 809789 2011272	EAS#5	Agreement with local road closures.	Your comment is noted.	N
809821	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
2200048 - Lincoln College 804500 809821 2201990	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
804500 2011272	EAS#10	Completely remove road/carrageway/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
809821	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804500	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
804779	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
2024455	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
804779	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804779	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
804779	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
804525 804526	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
804500 804598 804762 809821 2189130	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
804598 804762 2189130	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
804500 809821	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
809789	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

Planning Act 2008: Section 47 – duty to consult local community

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2023392 2054747 2061764 2061927 2061947 2062058 2062072 2062121 2091413 2194166 2198593 2198834 2198899 2198947 2198994 2199079 2199129 2199179 2199225 2199230 2199270 2199306 2199385	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
2061718 2061764 2062060 2062100 2198946 2199219	EAS#2	Amesbury Road East of Allington Track stopped up and central reserve in place / extend scheme boundary to Cholderton junction	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		with A303 and improve this from a safety point of view.		
1762474 - Cycling Opportunities Group for Salisbury (COGS) 2057881 2062301 2192384 2198994 2199429	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
3111333	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
2020685 - Council for British Archaeology 2020686 - Council for British Archaeology Wessex 2021217 - GLASS (Green Lane Association) 2212460 - Southampton Stonehenge Tours	EAS#5	Agreement with local road closures.	Your comment is noted.	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
1701427 - Stonehenge Alliance 2013136 – Wiltshire Archaeology and natural History Society 804552 809772 1755854 2020097 2020304 2020309 2020456 2020604 2020625 2020816 2020842 2021283 2021327 2021710 2022002 2022099 2022234 2022236 2022929 2023058 2023146 2023458 2023746 2023761 2023783 2051125 2054257				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2054455 2054660 2054747 2055917 2056050 2058693 2061645 2061647 2061649 2061652 2061653 2061658 2061681 2061686 2061689 2061691 2061693 2061700 2061705 2061714 2061718 2061719 2061722 2061723 2061725 2061751 2061755 2061760 2061776 2061779 2061814 2061816 2061830 2061833				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061837 2061842 2061859 2061862 2061880 2061884 2061885 2061887 2061900 2061901 2061906 2061916 2061937 2061941 2061943 2061948 2061952 2061956 2061960 2061965 2061967 2061969 2061971 2061974 2061982 2061987 2061993 2062004 2062018 2062020 2062028 2062040 2062053 2062057				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2062070 2062076 2062078 2062080 2062081 2062097 2062104 2062118 2062120 2062488 2091413 2091508 2091548 2091610 2091611 2091755 2191085 2198580 2198585 2198586 2198592 2198620 2198631 2198651 2198658 2198674 2198682 2198717 2198722 2198741 2198759 2198792 2198803 2198809				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198817				
2198859				
2198867				
2198871				
2198872				
2198877				
2198886				
2198890				
2198893				
2198910				
2198918				
2198923				
2198930				
2198949				
2198957				
2198962				
2198963				
2198988				
2198994				
2199004				
2199034				
2199039				
2199059				
2199073				
2199075				
2199081				
2199085				
2199093				
2199096				
2199127				
2199128				
2199129				
2199139				
2199159				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199167 2199173 2199193 2199198 2199203 2199211 2199212 2199221 2199225 2199230 2199240 2199245 2199251 2199264 2199270 2199278 2199282 2199293 2199304 2199306 2199307 2199308 2199309 2199311 2199413 2199435 2199447 2199451 2199464 2199465				

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2057701 - Cycling UK	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
2020412	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
1762474 - Cycling Opportunities Group for Salisbury (COGS) 2057701 - Cycling UK 2198611 2198729 2199306	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
2021217 - GLASS (Green Lane Association) 1701422 - National Farmers Union 2023623 - Oxfordshire TRF 1724309 - Wiltshire Ramblers 2062058 2198611 2198677 2198684 2198726 2198855	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2198971 2198978 2198998 2199042 2199070 2199197 2199391 2199429				
2021217 - GLASS (Green Lane Association) 2198881	EAS#10	Completely remove road/carrage way/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
1701422 - National Farmers Union	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
2061705 2198935	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
2061754	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199369	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
2022412	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 safety reasons, to prevent conflict between slower moving vehicles making local journeys with faster moving through traffic.	N
1755854 2062058 2198947	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
2054574 2198641 2198815 2199225 2199310	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	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	N

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		traffic unnecessarily into Amesbury.	overall impact on the local road network will be minimal. No funnelling of traffic is anticipated.	
804486	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
804486 2198593 2198717 2198899 2198947 2199129 2199199	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
2198818	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
2057666 2061970 2198741	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	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
		accidents why not just do them rather than waiting at least 8 more years?		
2020310 2020328 2023276 2058177 2061713 2061878 2061902 2062069 2062097 2062109 2062130 2062133 2194166 2198656 2198665 2198689 2198843 2198997 2199029 2199068 2199199 2199323	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
2061713	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061753	EAS#24	If closures are really necessary they should be considered afresh after the alterations to traffic flow (from the Countess junction alterations) have established themselves.	The closures of direct accesses onto the A303 are needed for safety reasons.	N
2061755	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
2061756 2198834	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
2061756 2198717 2199199	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
2061756	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061939 2062060 2199219 2199270	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
2062109	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
2021523 2022456 2061743 2198621 2198682 2198719 2198846 2198847 2198901 2198905 2199048 2199064	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2199093 2199130 2199243 2199450 2199459				
2022860	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
2062015 2198627 2198662 2198706 2198742 2198946 2198947 2198991 2199100 2199158 2199235	EAS#33	Neutral view of this section of the scheme	Your comment is noted.	N
2051980	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2058649 – Euro Garages 2020007 2061824 2198593 2199240	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
2058649 – Euro Garages 2198717 2198947 2199129 2199225	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
2199015	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
2198593 2198611 2198994 2199216	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
2199225	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
3111333	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
3111333	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
2198818	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
2198834 2199225 2199270	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
2198994	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
2020625	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
2061643	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

Consultee	Ref no	Summary of consultee comment	Regard had to the consultee response	Change to scheme
2061740	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
2020663	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

Appendix K18

Matters raised during the statutory consultation on the Stonehenge Alliance Proforma

The table below indicates the individual contact IDs of people who responded using the Stonehenge Alliance proforma, including whether people have added any additional comments to their proforma response.

All matters raised in the proforma comments can be found in the preceding tables under Appendices K1 - K17, as appropriate, against the dedicated Stonehenge Alliance proforma contact ID (123456), along with Highways England's responses.

Those individuals who have added comments to their proforma responses have their additional matters included in the above tables, as appropriate, against their individual contact IDs.

Those with an asterisk (*) have been identified as section 42(1)(d) consultees.

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS250318-684	Standard Proforma Response	PROS260318-692	Standard Proforma Response	PROS190418-2-704	Standard Proforma Response
PROS250318-683	Standard Proforma Response	PROS260318-693	Standard Proforma Response	PROS190418-2-705	Standard Proforma Response
PROS010418-751	Standard Proforma Response	PROS260318-694	Standard Proforma Response	PROS190418-2-706	Standard Proforma Response
PROS010418-752	Standard Proforma Response	PROS260318-695	Standard Proforma Response	PROS190418-2-707	Standard Proforma Response
PROS010418-753	Standard Proforma Response	PROS260318-696	Standard Proforma Response	PROS190418-2-708	Standard Proforma Response
PROS010418-757	Standard Proforma Response	PROS260318-697	Standard Proforma Response	PROS190418-2-709	Standard Proforma Response
PROS010418-758	Standard Proforma Response	PROS270318-698	Standard Proforma Response	PROS190418-2-710	Standard Proforma Response
PROS020418-756	Standard Proforma Response	PROS270318-699	Standard Proforma Response	PROS190418-2-711	Standard Proforma Response
PROS030418-755	Standard Proforma Response	PROS270318-700	Standard Proforma Response	PROS190418-2-712	Standard Proforma Response
PROS030418-762	Standard Proforma Response	PROS270318-701	Standard Proforma Response	PROS190418-2-713	Standard Proforma Response
PROS030418-763	Standard Proforma Response	PROS270318-702	Standard Proforma Response	PROS190418-2-714	Standard Proforma Response
PROS040318-05	Standard Proforma Response	PROS270318-703	Standard Proforma Response	PROS190418-2-715	Standard Proforma Response
PROS040318-06	Standard Proforma Response	PROS270318-704	Standard Proforma Response	PROS190418-2-716	Standard Proforma Response
PROS040318-07	Standard Proforma Response	PROS270318-705	Standard Proforma Response	PROS190418-2-717	Standard Proforma Response
PROS040318-08	Standard Proforma Response	PROS270318-706	Standard Proforma Response	PROS190418-2-718	Standard Proforma Response
PROS040318-09	Standard Proforma Response and Additional Comments	PROS270318-707	Standard Proforma Response	PROS190418-2-719	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS040318-10	Standard Proforma Response	PROS270318-708	Standard Proforma Response	PROS190418-2-720	Standard Proforma Response
PROS040318-11	Standard Proforma Response	PROS270318-709	Standard Proforma Response	PROS190418-2-721	Standard Proforma Response
PROS040318-12	Standard Proforma Response	PROS270318-710	Standard Proforma Response	PROS190418-2-722	Standard Proforma Response
PROS040318-13	Standard Proforma Response	PROS270318-711	Standard Proforma Response	PROS190418-2-723	Standard Proforma Response
PROS040318-14	Standard Proforma Response	PROS270318-713	Standard Proforma Response	PROS190418-2-724	Standard Proforma Response
PROS040318-15	Standard Proforma Response	PROS280318-712	Standard Proforma Response	PROS190418-2-725	Standard Proforma Response
PROS040418-759	Standard Proforma Response	PROS280318-714	Standard Proforma Response	PROS190418-2-726	Standard Proforma Response
PROS040418-760	Standard Proforma Response	PROS280318-715	Standard Proforma Response	PROS190418-2-727	Standard Proforma Response
PROS040418-761	Standard Proforma Response	PROS280318-716	Standard Proforma Response	PROS190418-2-728	Standard Proforma Response
PROS040418-764	Standard Proforma Response	PROS280318-717	Standard Proforma Response	PROS190418-2-729	Standard Proforma Response
PROS040418-765	Standard Proforma Response and Additional Comments	PROS280318-718	Standard Proforma Response	PROS190418-2-730	Standard Proforma Response
PROS040418-766	Standard Proforma Response	PROS280318-719	Standard Proforma Response	PROS190418-2-732	Standard Proforma Response
PROS040418-767	Standard Proforma Response	PROS280318-720	Standard Proforma Response	PROS190418-2-733	Standard Proforma Response
PROS040418-768	Standard Proforma Response	PROS280318-721	Standard Proforma Response	PROS190418-2-734	Standard Proforma Response
PROS040418-769	Standard Proforma Response	PROS280318-722	Standard Proforma Response	PROS190418-2-735	Standard Proforma Response
PROS040418-770	Standard Proforma Response and Additional Comments	PROS280318-723	Standard Proforma Response	PROS190418-2-736	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS040418-771	Standard Proforma Response	PROS280318-724	Standard Proforma Response	PROS190418-2-737	Standard Proforma Response
PROS040418-772	Standard Proforma Response	PROS280318-725	Standard Proforma Response	PROS190418-2-738	Standard Proforma Response
PROS040418-777	Standard Proforma Response	PROS280318-726	Standard Proforma Response	PROS190418-2-739	Standard Proforma Response
PROS050318-16	Standard Proforma Response	PROS280318-727	Standard Proforma Response	PROS190418-2-740	Standard Proforma Response
PROS050318-17	Standard Proforma Response	PROS280318-728	Standard Proforma Response	PROS190418-2-741	Standard Proforma Response
PROS050318-18	Standard Proforma Response	PROS280318-729	Standard Proforma Response	PROS190418-2-742	Standard Proforma Response
PROS050318-19	Standard Proforma Response	PROS290318-730	Standard Proforma Response	PROS190418-2-743	Standard Proforma Response
PROS050318-20	Standard Proforma Response	PROS290318-731	Standard Proforma Response	PROS190418-2-745	Standard Proforma Response
PROS050318-21	Standard Proforma Response	PROS290318-732	Standard Proforma Response	PROS190418-2-746	Standard Proforma Response
PROS050318-22	Standard Proforma Response	PROS290318-735	Standard Proforma Response	PROS190418-2-747	Standard Proforma Response
PROS050318-23	Standard Proforma Response	PROS290318-736	Standard Proforma Response	PROS190418-2-748	Standard Proforma Response
PROS050318-24	Standard Proforma Response	PROS290318-737	Standard Proforma Response	PROS190418-2-749	Standard Proforma Response
PROS050318-25	Standard Proforma Response	PROS300318-733	Standard Proforma Response	PROS190418-2-750	Standard Proforma Response
PROS050418-773	Standard Proforma Response	PROS300318-734	Standard Proforma Response	PROS190418-2-751	Standard Proforma Response
PROS050418-774	Standard Proforma Response	PROS300318-738	Standard Proforma Response	PROS190418-2-752	Standard Proforma Response
PROS050418-775	Standard Proforma Response and Additional Comments	PROS300318-739	Standard Proforma Response	PROS190418-2-753	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS050418-776	Standard Proforma Response and Additional Comments	PROS300318-740	Standard Proforma Response	PROS190418-2-754	Standard Proforma Response
PROS050418-778	Standard Proforma Response	PROS300318-741	Standard Proforma Response	PROS180418-2-1128	Standard Proforma Response and Additional Comments
PROS050418-779	Standard Proforma Response	PROS300318-742	Standard Proforma Response	PROS180418-2-1129	Standard Proforma Response
PROS050418-780	Standard Proforma Response	PROS300318-743	Standard Proforma Response	PROS180418-2-1130	Standard Proforma Response
PROS050418-781	Standard Proforma Response	PROS300318-744	Standard Proforma Response	PROS180418-2-1131	Standard Proforma Response
PROS050418-783	Standard Proforma Response	PROS300318-745	Standard Proforma Response	PROS180418-2-1132	Standard Proforma Response
PROS050418-784	Standard Proforma Response	PROS300318-746	Standard Proforma Response	PROS180418-2-1133	Standard Proforma Response
PROS060318-26	Standard Proforma Response	PROS300318-751	Standard Proforma Response	PROS180418-2-1134	Standard Proforma Response
PROS060318-27	Standard Proforma Response	PROS310318-747	Standard Proforma Response and Additional Comments	PROS180418-2-1135	Standard Proforma Response
PROS060318-28	Standard Proforma Response	PROS310318-748	Standard Proforma Response	PROS180418-2-1136	Standard Proforma Response
PROS060318-29	Standard Proforma Response	PROS310318-749	Standard Proforma Response	PROS180418-2-1137	Standard Proforma Response
PROS060318-30	Standard Proforma Response	PROS310318-750	Standard Proforma Response	PROS180418-2-1138	Standard Proforma Response
PROS060318-31	Standard Proforma Response	PROS310318-754	Standard Proforma Response	PROS180418-2-1139	Standard Proforma Response
PROS060318-32	Standard Proforma Response	PROS140418-2-1887	Standard Proforma Response	PROS180418-2-1140	Standard Proforma Response
PROS060318-33	Standard Proforma Response	PROS140418-2-1888	Standard Proforma Response	PROS180418-2-1141	Standard Proforma Response and Additional Comments
PROS060318-34	Standard Proforma Response	PROS140418-2-1889	Standard Proforma Response	PROS180418-2-1142	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS060318-35	Standard Proforma Response	PROS140418-2-1890	Standard Proforma Response	PROS180418-2-1143	Standard Proforma Response
PROS060318-36	Standard Proforma Response	PROS140418-2-1891	Standard Proforma Response	PROS180418-2-1144	Standard Proforma Response
PROS060318-37	Standard Proforma Response	PROS140418-2-1892	Standard Proforma Response	PROS180418-2-1145	Standard Proforma Response
PROS060318-38	Standard Proforma Response	PROS150418-2-1862	Standard Proforma Response	PROS180418-2-1146	Standard Proforma Response
PROS060318-39	Standard Proforma Response	PROS150418-2-1863	Standard Proforma Response and Additional Comments	PROS180418-2-1147	Standard Proforma Response and Additional Comments
PROS060318-40	Standard Proforma Response	PROS150418-2-1864	Standard Proforma Response	PROS180418-2-1148	Standard Proforma Response and Additional Comments
PROS060318-41	Standard Proforma Response	PROS150418-2-1865	Standard Proforma Response	PROS180418-2-1149	Standard Proforma Response
PROS060318-42	Standard Proforma Response	PROS150418-2-1867	Standard Proforma Response	PROS180418-2-1150	Standard Proforma Response and Additional Comments
PROS060418-782	Standard Proforma Response	PROS150418-2-1868	Standard Proforma Response	PROS180418-2-1151	Standard Proforma Response
PROS060418-785	Standard Proforma Response	PROS150418-2-1869	Standard Proforma Response	PROS180418-2-1152	Standard Proforma Response
PROS060418-786	Standard Proforma Response	PROS150418-2-1870	Standard Proforma Response	PROS180418-2-1153	Standard Proforma Response
PROS060418-787	Standard Proforma Response	PROS150418-2-1871	Standard Proforma Response	PROS180418-2-1154	Standard Proforma Response
PROS060418-788	Standard Proforma Response	PROS150418-2-1872	Standard Proforma Response and Additional Comments	PROS180418-2-1155	Standard Proforma Response
PROS060418-789	Standard Proforma Response	PROS150418-2-1873	Standard Proforma Response	PROS180418-2-1156	Standard Proforma Response
PROS060418-794	Standard Proforma Response	PROS150418-2-1874	Standard Proforma Response	PROS180418-2-1157	Standard Proforma Response
PROS070318-100	Standard Proforma Response	PROS150418-2-1875	Standard Proforma Response	PROS180418-2-1158	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS070318-101	Standard Proforma Response	PROS150418-2-1876	Standard Proforma Response	PROS180418-2-1159	Standard Proforma Response
PROS070318-102	Standard Proforma Response	PROS150418-2-1877	Standard Proforma Response and Additional Comments	PROS180418-2-1160	Standard Proforma Response
PROS070318-103	Standard Proforma Response	PROS150418-2-1878	Standard Proforma Response	PROS180418-2-1161	Standard Proforma Response
PROS070318-104	Standard Proforma Response	PROS150418-2-1879	Standard Proforma Response	PROS180418-2-1162	Standard Proforma Response
PROS070318-105	Standard Proforma Response	PROS150418-2-1880	Standard Proforma Response	PROS180418-2-1163	Standard Proforma Response
PROS070318-106	Standard Proforma Response	PROS150418-2-1881	Standard Proforma Response	PROS180418-2-1164	Standard Proforma Response
PROS070318-107	Standard Proforma Response	PROS150418-2-1882	Standard Proforma Response	PROS180418-2-1165	Standard Proforma Response
PROS070318-108	Standard Proforma Response	PROS150418-2-1883	Standard Proforma Response	PROS180418-2-1166	Standard Proforma Response
PROS070318-109	Standard Proforma Response	PROS150418-2-1884	Standard Proforma Response	PROS180418-2-1167	Standard Proforma Response
PROS070318-110	Standard Proforma Response	PROS150418-2-1885	Standard Proforma Response	PROS180418-2-1168	Standard Proforma Response
PROS070318-111	Standard Proforma Response	PROS150418-2-1886	Standard Proforma Response	PROS180418-2-1169	Standard Proforma Response
PROS070318-112	Standard Proforma Response	PROS170418-2-1785	Standard Proforma Response	PROS180418-2-1170	Standard Proforma Response
PROS070318-113	Standard Proforma Response	PROS170418-2-1786	Standard Proforma Response	PROS180418-2-1171	Standard Proforma Response
PROS070318-114	Standard Proforma Response	PROS170418-2-1787	Standard Proforma Response	PROS180418-2-1172	Standard Proforma Response
PROS070318-115	Standard Proforma Response	PROS170418-2-1788	Standard Proforma Response	PROS180418-2-1173	Standard Proforma Response
PROS070318-116	Standard Proforma Response	PROS170418-2-1789	Standard Proforma Response	PROS180418-2-1174	Standard Proforma Response
PROS070318-117	Standard Proforma Response	PROS170418-2-1790	Standard Proforma Response	PROS180418-2-1175	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS070318-118	Standard Proforma Response and Additional Comments	PROS170418-2-1791	Standard Proforma Response	PROS180418-2-1176	Standard Proforma Response
PROS070318-119	Standard Proforma Response	PROS170418-2-1792	Standard Proforma Response	PROS180418-2-1177	Standard Proforma Response
PROS070318-120	Standard Proforma Response	PROS170418-2-1793	Standard Proforma Response	PROS180418-2-1178	Standard Proforma Response
PROS070318-121	Standard Proforma Response	PROS170418-2-1794	Standard Proforma Response	PROS180418-2-1179	Standard Proforma Response
PROS070318-122	Standard Proforma Response	PROS170418-2-1795	Standard Proforma Response	PROS180418-2-1180	Standard Proforma Response
PROS070318-123	Standard Proforma Response	PROS170418-2-1796	Standard Proforma Response	PROS180418-2-1181	Standard Proforma Response
PROS070318-124	Standard Proforma Response	PROS170418-2-1797	Standard Proforma Response	PROS180418-2-1182	Standard Proforma Response
PROS070318-125	Standard Proforma Response	PROS170418-2-1798	Standard Proforma Response	PROS180418-2-1183	Standard Proforma Response
PROS070318-126	Standard Proforma Response	PROS170418-2-1799	Standard Proforma Response	PROS180418-2-1184	Standard Proforma Response
PROS070318-127	Standard Proforma Response	PROS170418-2-1800	Standard Proforma Response	PROS180418-2-1185	Standard Proforma Response
PROS070318-128	Standard Proforma Response	PROS170418-2-1801	Standard Proforma Response	PROS180418-2-1186	Standard Proforma Response
PROS070318-129	Standard Proforma Response	PROS170418-2-1802	Standard Proforma Response	PROS180418-2-1187	Standard Proforma Response
PROS070318-130	Standard Proforma Response	PROS170418-2-1803	Standard Proforma Response	PROS180418-2-1188	Standard Proforma Response and Additional Comments
PROS070318-131	Standard Proforma Response	PROS240418-2-1893	Standard Proforma Response	PROS180418-2-1189	Standard Proforma Response
PROS070318-132	Standard Proforma Response	PROS240418-2-07	Standard Proforma Response	PROS180418-2-1190	Standard Proforma Response and Additional Comments
PROS070318-133	Standard Proforma Response	PROS240418-2-06	Standard Proforma Response	PROS180418-2-1191	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS070318-134	Standard Proforma Response and Additional Comments	PROS240418-2-05	Standard Proforma Response	PROS180418-2-1192	Standard Proforma Response
PROS070318-135	Standard Proforma Response	PROS240418-2-04	Standard Proforma Response	PROS180418-2-1193	Standard Proforma Response
PROS070318-136	Standard Proforma Response	PROS240418-2-03	Standard Proforma Response	PROS180418-2-1194	Standard Proforma Response
PROS070318-137	Standard Proforma Response	PROS240418-2-02	Standard Proforma Response	PROS180418-2-1195	Standard Proforma Response
PROS070318-138	Standard Proforma Response	PROS240418-2-01	Standard Proforma Response	PROS180418-2-1196	Standard Proforma Response
PROS070318-139	Standard Proforma Response	PROS230418-2-140	Standard Proforma Response	PROS180418-2-1197	Standard Proforma Response
PROS070318-140	Standard Proforma Response	PROS230418-2-139	Standard Proforma Response	PROS180418-2-1198	Standard Proforma Response
PROS070318-141	Standard Proforma Response	PROS230418-2-138	Standard Proforma Response	PROS180418-2-1199	Standard Proforma Response
PROS070318-143	Standard Proforma Response	PROS230418-2-137	Standard Proforma Response	PROS180418-2-1200	Standard Proforma Response
PROS070318-144	Standard Proforma Response and Additional Comments	PROS230418-2-136	Standard Proforma Response	PROS180418-2-1201	Standard Proforma Response
PROS070318-145	Standard Proforma Response	PROS230418-2-135	Standard Proforma Response	PROS180418-2-1202	Standard Proforma Response and Additional Comments
PROS070318-146	Standard Proforma Response	PROS230418-2-133	Standard Proforma Response	PROS180418-2-1203	Standard Proforma Response
PROS070318-147	Standard Proforma Response	PROS230418-2-132	Standard Proforma Response	PROS180418-2-1204	Standard Proforma Response
PROS070318-148	Standard Proforma Response	PROS230418-2-131	Standard Proforma Response	PROS180418-2-1205	Standard Proforma Response
PROS070318-149	Standard Proforma Response	PROS230418-2-130	Standard Proforma Response	PROS180418-2-1206	Standard Proforma Response
PROS070318-150	Standard Proforma Response	PROS230418-2-129	Standard Proforma Response	PROS180418-2-1207	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS070318-151	Standard Proforma Response	PROS230418-2-128	Standard Proforma Response	PROS180418-2-1208	Standard Proforma Response
PROS070318-152	Standard Proforma Response	PROS230418-2-127	Standard Proforma Response	PROS180418-2-1209	Standard Proforma Response
PROS070318-153	Standard Proforma Response and Additional Comments	PROS230418-2-126	Standard Proforma Response	PROS180418-2-1210	Standard Proforma Response
PROS070318-154	Standard Proforma Response	PROS230418-2-125	Standard Proforma Response	PROS180418-2-1211	Standard Proforma Response
PROS070318-155	Standard Proforma Response	PROS230418-2-124	Standard Proforma Response	PROS180418-2-1212	Standard Proforma Response
PROS070318-156	Standard Proforma Response	PROS230418-2-123	Standard Proforma Response	PROS180418-2-1213	Standard Proforma Response
PROS070318-157	Standard Proforma Response	PROS230418-2-122	Standard Proforma Response	PROS180418-2-1214	Standard Proforma Response
PROS070318-158	Standard Proforma Response	PROS230418-2-121	Standard Proforma Response	PROS180418-2-1215	Standard Proforma Response
PROS070318-159	Standard Proforma Response	PROS230418-2-120	Standard Proforma Response	PROS180418-2-1216	Standard Proforma Response
PROS070318-160	Standard Proforma Response	PROS230418-2-119	Standard Proforma Response	PROS180418-2-1217	Standard Proforma Response
PROS070318-162	Standard Proforma Response	PROS230418-2-118	Standard Proforma Response	PROS180418-2-1218	Standard Proforma Response
PROS070318-163	Standard Proforma Response	PROS230418-2-117	Standard Proforma Response	PROS180418-2-1219	Standard Proforma Response
PROS070318-164	Standard Proforma Response	PROS230418-2-116	Standard Proforma Response	PROS180418-2-1220	Standard Proforma Response
PROS070318-165	Standard Proforma Response	PROS230418-2-115	Standard Proforma Response	PROS180418-2-1221	Standard Proforma Response
PROS070318-166	Standard Proforma Response	PROS230418-2-114	Standard Proforma Response	PROS180418-2-1222	Standard Proforma Response
PROS070318-167	Standard Proforma Response	PROS230418-2-113	Standard Proforma Response	PROS180418-2-1223	Standard Proforma Response
PROS070318-168	Standard Proforma Response	PROS230418-2-112	Standard Proforma Response	PROS180418-2-1224	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS070318-169	Standard Proforma Response	PROS230418-2-111	Standard Proforma Response	PROS180418-2-1225	Standard Proforma Response
PROS070318-170	Standard Proforma Response	PROS230418-2-110	Standard Proforma Response	PROS180418-2-1226	Standard Proforma Response
PROS070318-171	Standard Proforma Response	PROS230418-2-109	Standard Proforma Response	PROS180418-2-1227	Standard Proforma Response
PROS070318-172	Standard Proforma Response	PROS230418-2-108	Standard Proforma Response	PROS180418-2-1228	Standard Proforma Response
PROS070318-173	Standard Proforma Response	PROS230418-2-107	Standard Proforma Response	PROS180418-2-1229	Standard Proforma Response
PROS070318-174	Standard Proforma Response	PROS230418-2-105	Standard Proforma Response	PROS180418-2-1230	Standard Proforma Response
PROS070318-175	Standard Proforma Response	PROS230418-2-104	Standard Proforma Response	PROS180418-2-1231	Standard Proforma Response
PROS070318-176	Standard Proforma Response	PROS230418-2-103	Standard Proforma Response	PROS180418-2-1232	Standard Proforma Response
PROS070318-177	Standard Proforma Response	PROS230418-2-102	Standard Proforma Response and Additional Comments	PROS180418-2-1233	Standard Proforma Response
PROS070318-178	Standard Proforma Response	PROS230418-2-134	Standard Proforma Response and Additional Comments	PROS180418-2-1234	Standard Proforma Response
PROS070318-179	Standard Proforma Response	PROS230418-2-101	Standard Proforma Response	PROS190418-2-755	Standard Proforma Response
PROS070318-180	Standard Proforma Response	PROS230418-2-100	Standard Proforma Response	PROS190418-2-756	Standard Proforma Response
PROS070318-181	Standard Proforma Response	PROS230418-2-99	Standard Proforma Response	PROS190418-2-757	Standard Proforma Response
PROS070318-182	Standard Proforma Response	PROS230418-2-98	Standard Proforma Response	PROS190418-2-758	Standard Proforma Response
PROS070318-183	Standard Proforma Response	PROS230418-2-97	Standard Proforma Response	PROS190418-2-759	Standard Proforma Response
PROS070318-184	Standard Proforma Response	PROS230418-2-96	Standard Proforma Response	PROS190418-2-760	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS070318-185	Standard Proforma Response	PROS230418-2-95	Standard Proforma Response	PROS190418-2-761	Standard Proforma Response
PROS070318-186	Standard Proforma Response	PROS230418-2-94	Standard Proforma Response	PROS190418-2-762	Standard Proforma Response
PROS070318-188	Standard Proforma Response	PROS230418-2-93	Standard Proforma Response	PROS190418-2-763	Standard Proforma Response
PROS070318-189	Standard Proforma Response	PROS230418-2-92	Standard Proforma Response	PROS190418-2-764	Standard Proforma Response
PROS070318-190	Standard Proforma Response	PROS230418-2-91	Standard Proforma Response	PROS190418-2-765	Standard Proforma Response
PROS070318-191	Standard Proforma Response	PROS230418-2-90	Standard Proforma Response	PROS190418-2-766	Standard Proforma Response
PROS070318-192	Standard Proforma Response	PROS230418-2-89	Standard Proforma Response	PROS190418-2-767	Standard Proforma Response
PROS070318-193	Standard Proforma Response	PROS230418-2-88	Standard Proforma Response	PROS190418-2-768	Standard Proforma Response
PROS070318-194	Standard Proforma Response	PROS230418-2-87	Standard Proforma Response	PROS190418-2-769	Standard Proforma Response
PROS070318-195	Standard Proforma Response	PROS230418-2-86	Standard Proforma Response	PROS190418-2-770	Standard Proforma Response
PROS070318-196	Standard Proforma Response	PROS230418-2-85	Standard Proforma Response	PROS190418-2-771	Standard Proforma Response
PROS070318-197	Standard Proforma Response	PROS230418-2-84	Standard Proforma Response	PROS190418-2-772	Standard Proforma Response
PROS070318-198	Standard Proforma Response	PROS230418-2-83	Standard Proforma Response	PROS190418-2-773	Standard Proforma Response
PROS070318-199	Standard Proforma Response	PROS230418-2-82	Standard Proforma Response	PROS190418-2-774	Standard Proforma Response
PROS070318-200	Standard Proforma Response	PROS230418-2-81	Standard Proforma Response	PROS190418-2-775	Standard Proforma Response
PROS070318-201	Standard Proforma Response	PROS230418-2-80	Standard Proforma Response	PROS190418-2-776	Standard Proforma Response
PROS070318-202	Standard Proforma Response	PROS230418-2-79	Standard Proforma Response	PROS190418-2-777	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS070318-203	Standard Proforma Response	PROS230418-2-78	Standard Proforma Response and Additional Comments	PROS190418-2-778	Standard Proforma Response
PROS070318-204	Standard Proforma Response	PROS230418-2-77	Standard Proforma Response	PROS190418-2-779	Standard Proforma Response
PROS070318-205	Standard Proforma Response	PROS230418-2-76	Standard Proforma Response	PROS190418-2-780	Standard Proforma Response
PROS070318-206	Standard Proforma Response	PROS230418-2-75	Standard Proforma Response	PROS190418-2-781	Standard Proforma Response
PROS070318-207	Standard Proforma Response	PROS230418-2-74	Standard Proforma Response and Additional Comments	PROS190418-2-782	Standard Proforma Response
PROS070318-208	Standard Proforma Response	PROS160418-2-1817	Standard Proforma Response	PROS190418-2-783	Standard Proforma Response
PROS070318-209	Standard Proforma Response	PROS160418-2-1818	Standard Proforma Response	PROS190418-2-784	Standard Proforma Response
PROS070318-210	Standard Proforma Response	PROS160418-2-1819	Standard Proforma Response	PROS190418-2-785	Standard Proforma Response
PROS070318-211	Standard Proforma Response	PROS160418-2-1820	Standard Proforma Response	PROS190418-2-786	Standard Proforma Response
PROS070318-212	Standard Proforma Response	PROS160418-2-1821	Standard Proforma Response	PROS190418-2-787	Standard Proforma Response
PROS070318-213	Standard Proforma Response	PROS160418-2-1822	Standard Proforma Response	PROS190418-2-788	Standard Proforma Response
PROS070318-214	Standard Proforma Response	PROS160418-2-1823	Standard Proforma Response	PROS190418-2-789	Standard Proforma Response
PROS070318-215	Standard Proforma Response	PROS160418-2-1824	Standard Proforma Response	PROS190418-2-790	Standard Proforma Response
PROS070318-216	Standard Proforma Response	PROS160418-2-1825	Standard Proforma Response	PROS190418-2-791	Standard Proforma Response
PROS070318-217	Standard Proforma Response	PROS160418-2-1826	Standard Proforma Response	PROS190418-2-792	Standard Proforma Response
PROS070318-218	Standard Proforma Response	PROS160418-2-1827	Standard Proforma Response	PROS190418-2-793	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS070318-219	Standard Proforma Response	PROS160418-2-1828	Standard Proforma Response	PROS190418-2-794	Standard Proforma Response
PROS070318-220	Standard Proforma Response	PROS160418-2-1829	Standard Proforma Response	PROS190418-2-795	Standard Proforma Response
PROS070318-221	Standard Proforma Response	PROS160418-2-1830	Standard Proforma Response	PROS190418-2-796	Standard Proforma Response
PROS070318-222	Standard Proforma Response	PROS160418-2-1831	Standard Proforma Response	PROS190418-2-797	Standard Proforma Response
PROS070318-223	Standard Proforma Response	PROS160418-2-1832	Standard Proforma Response	PROS190418-2-798	Standard Proforma Response
PROS070318-224	Standard Proforma Response	PROS160418-2-1833	Standard Proforma Response	PROS190418-2-799	Standard Proforma Response
PROS070318-225	Standard Proforma Response	PROS160418-2-1834	Standard Proforma Response	PROS190418-2-800	Standard Proforma Response
PROS070318-226	Standard Proforma Response	PROS160418-2-1835	Standard Proforma Response	PROS190418-2-801	Standard Proforma Response
PROS070318-227	Standard Proforma Response	PROS160418-2-1836	Standard Proforma Response	PROS190418-2-802	Standard Proforma Response and Additional Comments
PROS070318-228	Standard Proforma Response	PROS160418-2-1837	Standard Proforma Response	PROS190418-2-803	Standard Proforma Response and Additional Comments
PROS070318-229	Standard Proforma Response	PROS160418-2-1838	Standard Proforma Response	PROS190418-2-804	Standard Proforma Response
PROS070318-230	Standard Proforma Response	PROS160418-2-1839	Standard Proforma Response	PROS190418-2-805	Standard Proforma Response
PROS070318-231	Standard Proforma Response	PROS160418-2-1840	Standard Proforma Response	PROS190418-2-806	Standard Proforma Response
PROS070318-233	Standard Proforma Response	PROS160418-2-1841	Standard Proforma Response	PROS190418-2-807	Standard Proforma Response
PROS070318-234	Standard Proforma Response	PROS160418-2-1842	Standard Proforma Response	PROS190418-2-808	Standard Proforma Response
PROS070318-235	Standard Proforma Response	PROS160418-2-1843	Standard Proforma Response	PROS190418-2-809	Standard Proforma Response
PROS070318-236	Standard Proforma Response	PROS160418-2-1844	Standard Proforma Response	PROS190418-2-810	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS070318-237	Standard Proforma Response	PROS160418-2-1845	Standard Proforma Response	PROS190418-2-811	Standard Proforma Response
PROS070318-238	Standard Proforma Response	PROS160418-2-1846	Standard Proforma Response	PROS190418-2-812	Standard Proforma Response
PROS070318-239	Standard Proforma Response and Additional Comments	PROS160418-2-1847	Standard Proforma Response	PROS190418-2-813	Standard Proforma Response
PROS070318-240	Standard Proforma Response	PROS160418-2-1848	Standard Proforma Response	PROS190418-2-814	Standard Proforma Response
PROS070318-43	Standard Proforma Response	PROS160418-2-1849	Standard Proforma Response	PROS190418-2-815	Standard Proforma Response
PROS070318-44	Standard Proforma Response	PROS160418-2-1850	Standard Proforma Response	PROS190418-2-816	Standard Proforma Response
PROS070318-73	Standard Proforma Response	PROS160418-2-1851	Standard Proforma Response	PROS190418-2-817	Standard Proforma Response
PROS070318-74	Standard Proforma Response	PROS160418-2-1852	Standard Proforma Response	PROS190418-2-818	Standard Proforma Response and Additional Comments
PROS070318-75	Standard Proforma Response	PROS160418-2-1853	Standard Proforma Response	PROS190418-2-819	Standard Proforma Response
PROS070318-76	Standard Proforma Response	PROS160418-2-1854	Standard Proforma Response	PROS190418-2-820	Standard Proforma Response
PROS070318-77	Standard Proforma Response	PROS160418-2-1855	Standard Proforma Response	PROS190418-2-821	Standard Proforma Response
PROS070318-78	Standard Proforma Response	PROS160418-2-1856	Standard Proforma Response	PROS190418-2-822	Standard Proforma Response
PROS070318-79	Standard Proforma Response	PROS160418-2-1857	Standard Proforma Response	PROS190418-2-823	Standard Proforma Response
PROS070318-80	Standard Proforma Response	PROS160418-2-1858	Standard Proforma Response	PROS190418-2-824	Standard Proforma Response
PROS070318-81	Standard Proforma Response	PROS160418-2-1859	Standard Proforma Response	PROS190418-2-825	Standard Proforma Response
PROS070318-82	Standard Proforma Response	PROS160418-2-1860	Standard Proforma Response	PROS190418-2-826	Standard Proforma Response
PROS070318-83	Standard Proforma Response	PROS160418-2-1861	Standard Proforma Response	PROS190418-2-827	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS070318-84	Standard Proforma Response	PROS19041-2-539	Standard Proforma Response	PROS190418-2-828	Standard Proforma Response
PROS070318-85	Standard Proforma Response	PROS19041-2-542	Standard Proforma Response	PROS200418-2-539	Standard Proforma Response
PROS070318-86	Standard Proforma Response	PROS19041-2-543	Standard Proforma Response	PROS200418-2-540	Standard Proforma Response and Additional Comments
PROS070318-87	Standard Proforma Response	PROS19041-2-544	Standard Proforma Response	PROS200418-2-541	Standard Proforma Response
PROS070318-88	Standard Proforma Response and Additional Comments	PROS19041-2-545	Standard Proforma Response	PROS200418-2-1894	Standard Proforma Response
PROS070318-89	Standard Proforma Response	PROS170418-2-1804	Standard Proforma Response	PROS180418-2-1235	Standard Proforma Response
PROS070318-90	Standard Proforma Response	PROS170418-2-1805	Standard Proforma Response	PROS180418-2-1236	Standard Proforma Response
PROS070318-91	Standard Proforma Response	PROS170418-2-1806	Standard Proforma Response	PROS180418-2-1237	Standard Proforma Response
PROS070318-92	Standard Proforma Response	PROS170418-2-1807	Standard Proforma Response	PROS180418-2-1238	Standard Proforma Response
PROS070318-93	Standard Proforma Response	PROS170418-2-1808	Standard Proforma Response	PROS180418-2-1239	Standard Proforma Response
PROS070318-94	Standard Proforma Response	PROS170418-2-1809	Standard Proforma Response	PROS180418-2-1240	Standard Proforma Response and Additional Comments
PROS070318-95	Standard Proforma Response	PROS170418-2-1810	Standard Proforma Response	PROS180418-2-1241	Standard Proforma Response
PROS070318-96	Standard Proforma Response	PROS170418-2-1811	Standard Proforma Response	PROS180418-2-1242	Standard Proforma Response
PROS070318-97	Standard Proforma Response	PROS170418-2-1812	Standard Proforma Response	PROS180418-2-1243	Standard Proforma Response
PROS070318-98	Standard Proforma Response	PROS170418-2-1813	Standard Proforma Response	PROS180418-2-1244	Standard Proforma Response
PROS070318-99	Standard Proforma Response	PROS170418-2-1814	Standard Proforma Response	PROS180418-2-1245	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS070418-790	Standard Proforma Response	PROS170418-2-1815	Standard Proforma Response and Additional Comments	PROS180418-2-1246	Standard Proforma Response
PROS070418-791	Standard Proforma Response	PROS170418-2-1816	Standard Proforma Response	PROS180418-2-1247	Standard Proforma Response
PROS070418-792	Standard Proforma Response	PROS180418-2-831	Standard Proforma Response	PROS180418-2-1248	Standard Proforma Response
PROS070418-793	Standard Proforma Response	PROS180418-2-832	Standard Proforma Response	PROS180418-2-1249	Standard Proforma Response
PROS070418-795	Standard Proforma Response	PROS180418-2-833	Standard Proforma Response	PROS180418-2-1250	Standard Proforma Response
PROS070418-796	Standard Proforma Response	PROS180418-2-834	Standard Proforma Response	PROS180418-2-1251	Standard Proforma Response
PROS070418-797	Standard Proforma Response and Additional Comments	PROS180418-2-835	Standard Proforma Response	PROS180418-2-1252	Standard Proforma Response
PROS070418-798	Standard Proforma Response	PROS180418-2-836	Standard Proforma Response	PROS180418-2-1253	Standard Proforma Response
PROS070418-799	Standard Proforma Response	PROS180418-2-837	Standard Proforma Response and Additional Comments	PROS180418-2-1254	Standard Proforma Response
PROS070418-800	Standard Proforma Response	PROS180418-2-838	Standard Proforma Response	PROS180418-2-1256	Standard Proforma Response
PROS070418-801	Standard Proforma Response	PROS180418-2-839	Standard Proforma Response	PROS180418-2-1257	Standard Proforma Response
PROS070418-802	Standard Proforma Response	PROS180418-2-840	Standard Proforma Response	PROS180418-2-1258	Standard Proforma Response
PROS070418-803	Standard Proforma Response	PROS180418-2-841	Standard Proforma Response	PROS180418-2-1259	Standard Proforma Response
PROS080318-142	Standard Proforma Response	PROS180418-2-842	Standard Proforma Response	PROS180418-2-1260	Standard Proforma Response
PROS080318-161	Standard Proforma Response	PROS180418-2-843	Standard Proforma Response	PROS180418-2-1261	Standard Proforma Response
PROS080318-187	Standard Proforma Response	PROS180418-2-844	Standard Proforma Response	PROS180418-2-1262	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS080318-232	Standard Proforma Response	PROS180418-2-845	Standard Proforma Response	PROS180418-2-1263	Standard Proforma Response
PROS080318-241	Standard Proforma Response	PROS180418-2-846	Standard Proforma Response	PROS180418-2-1264	Standard Proforma Response
PROS080318-242	Standard Proforma Response	PROS180418-2-847	Standard Proforma Response	PROS180418-2-1265	Standard Proforma Response
PROS080318-243	Standard Proforma Response	PROS180418-2-848	Standard Proforma Response	PROS180418-2-1266	Standard Proforma Response
PROS080318-244	Standard Proforma Response	PROS180418-2-849	Standard Proforma Response	PROS180418-2-1267	Standard Proforma Response
PROS080318-245	Standard Proforma Response	PROS180418-2-850	Standard Proforma Response	PROS180418-2-1268	Standard Proforma Response
PROS080318-246	Standard Proforma Response	PROS180418-2-851	Standard Proforma Response	PROS180418-2-1269	Standard Proforma Response
PROS080318-247	Standard Proforma Response	PROS180418-2-852	Standard Proforma Response	PROS180418-2-1270	Standard Proforma Response and Additional Comments
PROS080318-248	Standard Proforma Response	PROS180418-2-853	Standard Proforma Response	PROS180418-2-1271	Standard Proforma Response and Additional Comments
PROS080318-249	Standard Proforma Response	PROS180418-2-854	Standard Proforma Response	PROS180418-2-1272	Standard Proforma Response
PROS080318-250	Standard Proforma Response	PROS180418-2-855	Standard Proforma Response	PROS180418-2-1273	Standard Proforma Response
PROS080318-251	Standard Proforma Response	PROS180418-2-856	Standard Proforma Response	PROS180418-2-1274	Standard Proforma Response
PROS080318-252	Standard Proforma Response	PROS180418-2-857	Standard Proforma Response	PROS180418-2-1275	Standard Proforma Response
PROS080318-253	Standard Proforma Response	PROS180418-2-858	Standard Proforma Response	PROS180418-2-1276	Standard Proforma Response
PROS080318-254	Standard Proforma Response	PROS180418-2-859	Standard Proforma Response and Additional Comments	PROS180418-2-1277	Standard Proforma Response and Additional Comments
PROS080318-255	Standard Proforma Response	PROS180418-2-860	Standard Proforma Response	PROS180418-2-1278	Standard Proforma Response
PROS080318-256	Standard Proforma Response	PROS180418-2-861	Standard Proforma Response	PROS180418-2-1279	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS080318-257	Standard Proforma Response	PROS180418-2-862	Standard Proforma Response	PROS180418-2-1280	Standard Proforma Response
PROS080318-258	Standard Proforma Response and Additional Comments	PROS180418-2-863	Standard Proforma Response	PROS180418-2-1281	Standard Proforma Response
PROS080318-259	Standard Proforma Response	PROS180418-2-864	Standard Proforma Response	PROS180418-2-1282	Standard Proforma Response
PROS080318-260	Standard Proforma Response	PROS180418-2-862	Standard Proforma Response	PROS180418-2-1283	Standard Proforma Response
PROS080318-261	Standard Proforma Response	PROS180418-2-863	Standard Proforma Response	PROS180418-2-1284	Standard Proforma Response
PROS080318-262	Standard Proforma Response	PROS180418-2-864	Standard Proforma Response	PROS180418-2-1285	Standard Proforma Response
PROS080318-264	Standard Proforma Response	PROS180418-2-865	Standard Proforma Response	PROS180418-2-1286	Standard Proforma Response
PROS080318-265	Standard Proforma Response	PROS180418-2-866	Standard Proforma Response	PROS180418-2-1287	Standard Proforma Response
PROS080318-266	Standard Proforma Response	PROS180418-2-867	Standard Proforma Response	PROS180418-2-1288	Standard Proforma Response and Additional Comments
PROS080318-267	Standard Proforma Response	PROS180418-2-868	Standard Proforma Response	PROS180418-2-1289	Standard Proforma Response
PROS080318-272	Standard Proforma Response	PROS180418-2-869	Standard Proforma Response	PROS180418-2-1290	Standard Proforma Response
PROS080318-45	Standard Proforma Response	PROS180418-2-870	Standard Proforma Response	PROS180418-2-1291	Standard Proforma Response
PROS080318-46	Standard Proforma Response	PROS180418-2-871	Standard Proforma Response	PROS180418-2-1292	Standard Proforma Response
PROS080318-47	Standard Proforma Response	PROS180418-2-872	Standard Proforma Response	PROS180418-2-1293	Standard Proforma Response
PROS080318-48	Standard Proforma Response	PROS180418-2-873	Standard Proforma Response	PROS180418-2-1294	Standard Proforma Response
PROS080318-49	Standard Proforma Response	PROS180418-2-874	Standard Proforma Response	PROS180418-2-1295	Standard Proforma Response
PROS080318-50	Standard Proforma Response	PROS180418-2-875	Standard Proforma Response	PROS180418-2-1296	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS080318-51	Standard Proforma Response	PROS180418-2-876	Standard Proforma Response	PROS180418-2-1297	Standard Proforma Response
PROS080318-52	Standard Proforma Response	PROS180418-2-877	Standard Proforma Response	PROS180418-2-1298	Standard Proforma Response
PROS080318-53	Standard Proforma Response	PROS180418-2-878	Standard Proforma Response	PROS180418-2-1299	Standard Proforma Response
PROS080318-54	Standard Proforma Response	PROS180418-2-879	Standard Proforma Response	PROS180418-2-1300	Standard Proforma Response
PROS080318-55	Standard Proforma Response	PROS180418-2-877	Standard Proforma Response	PROS180418-2-1301	Standard Proforma Response
PROS080318-56	Standard Proforma Response	PROS180418-2-878	Standard Proforma Response	PROS180418-2-1302	Standard Proforma Response
PROS080318-57	Standard Proforma Response	PROS180418-2-879	Standard Proforma Response	PROS180418-2-1303	Standard Proforma Response
PROS080318-58	Standard Proforma Response	PROS180418-2-880	Standard Proforma Response	PROS180418-2-1304	Standard Proforma Response
PROS080318-59	Standard Proforma Response	PROS180418-2-881	Standard Proforma Response	PROS180418-2-1306	Standard Proforma Response
PROS080318-60	Standard Proforma Response	PROS180418-2-882	Standard Proforma Response	PROS180418-2-1307	Standard Proforma Response
PROS080318-61	Standard Proforma Response and Additional Comments	PROS180418-2-883	Standard Proforma Response	PROS180418-2-1308	Standard Proforma Response
PROS080318-62	Standard Proforma Response	PROS180418-2-884	Standard Proforma Response	PROS180418-2-1309	Standard Proforma Response
PROS080318-63	Standard Proforma Response	PROS180418-2-885	Standard Proforma Response	PROS180418-2-1310	Standard Proforma Response and Additional Comments
PROS080318-64	Standard Proforma Response	PROS180418-2-886	Standard Proforma Response	PROS180418-2-1311	Standard Proforma Response
PROS080318-65	Standard Proforma Response	PROS180418-2-887	Standard Proforma Response	PROS180418-2-1312	Standard Proforma Response
PROS080318-66	Standard Proforma Response	PROS180418-2-888	Standard Proforma Response	PROS180418-2-1313	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS080318-67	Standard Proforma Response and Additional Comments	PROS180418-2-889	Standard Proforma Response	PROS180418-2-1314	Standard Proforma Response
PROS080318-68	Standard Proforma Response	PROS180418-2-890	Standard Proforma Response	PROS180418-2-1315	Standard Proforma Response
PROS080318-69	Standard Proforma Response	PROS180418-2-891	Standard Proforma Response	PROS180418-2-1316	Standard Proforma Response
PROS080318-70	Standard Proforma Response	PROS180418-2-892	Standard Proforma Response	PROS180418-2-1317	Standard Proforma Response
PROS080318-71	Standard Proforma Response	PROS230418-2-73	Standard Proforma Response	PROS180418-2-1318	Standard Proforma Response and Additional Comments
PROS080318-72	Standard Proforma Response	PROS230418-2-72	Standard Proforma Response	PROS180418-2-1319	Standard Proforma Response
PROS080418-804	Standard Proforma Response and Additional Comments	PROS230418-2-71	Standard Proforma Response	PROS180418-2-1320	Standard Proforma Response
PROS080418-808	Standard Proforma Response	PROS230418-2-70	Standard Proforma Response	PROS180418-2-1321	Standard Proforma Response
PROS080418-809	Standard Proforma Response	PROS230418-2-69	Standard Proforma Response	PROS180418-2-1322	Standard Proforma Response
PROS090318-268	Standard Proforma Response	PROS230418-2-68	Standard Proforma Response	PROS180418-2-1323	Standard Proforma Response
PROS090318-269	Standard Proforma Response	PROS230418-2-67	Standard Proforma Response	PROS180418-2-1324	Standard Proforma Response
PROS090318-270	Standard Proforma Response	PROS230418-2-66	Standard Proforma Response	PROS180418-2-1325	Standard Proforma Response
PROS090318-271	Standard Proforma Response	PROS230418-2-65	Standard Proforma Response	PROS180418-2-1326	Standard Proforma Response
PROS090318-273	Standard Proforma Response	PROS230418-2-63	Standard Proforma Response	PROS180418-2-1328	Standard Proforma Response
PROS090318-274	Standard Proforma Response	PROS230418-2-62	Standard Proforma Response	PROS180418-2-1329	Standard Proforma Response
PROS090318-275	Standard Proforma Response	PROS230418-2-61	Standard Proforma Response	PROS180418-2-1330	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS090318-276	Standard Proforma Response	PROS230418-2-60	Standard Proforma Response	PROS180418-2-1331	Standard Proforma Response
PROS090318-277	Standard Proforma Response	PROS230418-2-59	Standard Proforma Response	PROS180418-2-1332	Standard Proforma Response
PROS090318-278	Standard Proforma Response	PROS230418-2-58	Standard Proforma Response	PROS180418-2-1333	Standard Proforma Response
PROS090318-279	Standard Proforma Response	PROS230418-2-57	Standard Proforma Response	PROS180418-2-1334	Standard Proforma Response
PROS090318-280	Standard Proforma Response	PROS230418-2-56	Standard Proforma Response	PROS180418-2-1335	Standard Proforma Response
PROS090318-281	Standard Proforma Response	PROS230418-2-55	Standard Proforma Response	PROS180418-2-1336	Standard Proforma Response
PROS090318-282	Standard Proforma Response	PROS230418-2-53	Standard Proforma Response	PROS180418-2-1337	Standard Proforma Response
PROS090418-806	Standard Proforma Response	PROS230418-2-52	Standard Proforma Response	PROS180418-2-1338	Standard Proforma Response and Additional Comments
PROS090418-807	Standard Proforma Response	PROS230418-2-51	Standard Proforma Response	PROS180418-2-1339	Standard Proforma Response
PROS100318-283	Standard Proforma Response	PROS230418-2-50	Standard Proforma Response	PROS180418-2-1340	Standard Proforma Response
PROS100318-284	Standard Proforma Response	PROS230418-2-49	Standard Proforma Response	PROS180418-2-1341	Standard Proforma Response
PROS100318-285	Standard Proforma Response	PROS230418-2-48	Standard Proforma Response and Additional Comments	PROS180418-2-1342	Standard Proforma Response
PROS100318-286	Standard Proforma Response	PROS230418-2-47	Standard Proforma Response	PROS180418-2-1343	Standard Proforma Response
PROS100318-287	Standard Proforma Response	PROS230418-2-46	Standard Proforma Response	PROS180418-2-1344	Standard Proforma Response
PROS100318-288	Standard Proforma Response	PROS230418-2-45	Standard Proforma Response	PROS180418-2-1345	Standard Proforma Response
PROS100318-289	Standard Proforma Response	PROS230418-2-44	Standard Proforma Response	PROS180418-2-1346	Standard Proforma Response
PROS100318-292	Standard Proforma Response	PROS230418-2-43	Standard Proforma Response	PROS180418-2-1347	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS100318-293	Standard Proforma Response	PROS230418-2-42	Standard Proforma Response and Additional Comments	PROS180418-2-1348	Standard Proforma Response
PROS100318-294	Standard Proforma Response and Additional Comments	PROS230418-2-41	Standard Proforma Response	PROS180418-2-1349	Standard Proforma Response
PROS100318-295	Standard Proforma Response	PROS230418-2-40	Standard Proforma Response	PROS180418-2-1350	Standard Proforma Response
PROS100418-1000	Standard Proforma Response	PROS230418-2-39	Standard Proforma Response	PROS180418-2-1351	Standard Proforma Response
PROS100418-1001	Standard Proforma Response	PROS230418-2-38	Standard Proforma Response	PROS180418-2-1352	Standard Proforma Response and Additional Comments
PROS100418-1002	Standard Proforma Response and Additional Comments	PROS230418-2-37	Standard Proforma Response	PROS180418-2-1353	Standard Proforma Response
PROS100418-1003	Standard Proforma Response	PROS230418-2-36	Standard Proforma Response	PROS180418-2-1354	Standard Proforma Response
PROS100418-1004	Standard Proforma Response	PROS230418-2-35	Standard Proforma Response	PROS180418-2-1355	Standard Proforma Response
PROS100418-1005	Standard Proforma Response	PROS230418-2-34	Standard Proforma Response	PROS180418-2-1356	Standard Proforma Response
PROS100418-1006	Standard Proforma Response and Additional Comments	PROS230418-2-33	Standard Proforma Response	PROS180418-2-1357	Standard Proforma Response
PROS100418-1007	Standard Proforma Response	PROS230418-2-32	Standard Proforma Response	PROS180418-2-1358	Standard Proforma Response
PROS100418-1008	Standard Proforma Response	PROS230418-2-31	Standard Proforma Response	PROS180418-2-1359	Standard Proforma Response and Additional Comments
PROS100418-1009	Standard Proforma Response	PROS230418-2-30	Standard Proforma Response	PROS180418-2-1360	Standard Proforma Response and Additional Comments
PROS100418-1010	Standard Proforma Response	PROS230418-2-29	Standard Proforma Response	PROS180418-2-1361	Standard Proforma Response
PROS100418-1011	Standard Proforma Response	PROS230418-2-28	Standard Proforma Response	PROS180418-2-1362	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS100418-1012	Standard Proforma Response	PROS230418-2-27	Standard Proforma Response	PROS180418-2-1363	Standard Proforma Response
PROS100418-1013	Standard Proforma Response	PROS230418-2-26	Standard Proforma Response	PROS180418-2-1364	Standard Proforma Response
PROS100418-1014	Standard Proforma Response	PROS230418-2-25	Standard Proforma Response	PROS180418-2-1365	Standard Proforma Response
PROS100418-1015	Standard Proforma Response	PROS230418-2-24	Standard Proforma Response	PROS180418-2-1366	Standard Proforma Response
PROS100418-1016	Standard Proforma Response	PROS230418-2-23	Standard Proforma Response	PROS180418-2-1367	Standard Proforma Response
PROS100418-1017	Standard Proforma Response	PROS230418-2-22	Standard Proforma Response	PROS180418-2-1368	Standard Proforma Response
PROS100418-1018	Standard Proforma Response	PROS230418-2-21	Standard Proforma Response	PROS180418-2-1369	Standard Proforma Response and Additional Comments
PROS100418-1019	Standard Proforma Response	PROS230418-2-20	Standard Proforma Response	PROS180418-2-1370	Standard Proforma Response
PROS100418-1020	Standard Proforma Response	PROS230418-2-19	Standard Proforma Response	PROS180418-2-1371	Standard Proforma Response
PROS100418-1021	Standard Proforma Response	PROS230418-2-18	Standard Proforma Response	PROS180418-2-1372	Standard Proforma Response
PROS100418-1022	Standard Proforma Response	PROS230418-2-17	Standard Proforma Response	PROS180418-2-1373	Standard Proforma Response
PROS100418-1023	Standard Proforma Response	PROS230418-2-16	Standard Proforma Response	PROS180418-2-1374	Standard Proforma Response
PROS100418-1024	Standard Proforma Response	PROS230418-2-15	Standard Proforma Response	PROS180418-2-1375	Standard Proforma Response
PROS100418-1025	Standard Proforma Response	PROS230418-2-14	Standard Proforma Response	PROS180418-2-1376	Standard Proforma Response
PROS100418-1026	Standard Proforma Response and Additional Comments	PROS230418-2-13	Standard Proforma Response	PROS180418-2-1377	Standard Proforma Response
PROS100418-1027	Standard Proforma Response	PROS230418-2-12	Standard Proforma Response	PROS180418-2-1378	Standard Proforma Response
PROS100418-1028	Standard Proforma Response	PROS230418-2-10	Standard Proforma Response	PROS180418-2-1379	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS100418-1032	Standard Proforma Response	PROS230418-2-09	Standard Proforma Response	PROS180418-2-1380	Standard Proforma Response
PROS100418-805	Standard Proforma Response	PROS230418-2-08	Standard Proforma Response	PROS180418-2-1382	Standard Proforma Response
PROS100418-810	Standard Proforma Response	PROS230418-2-64	Standard Proforma Response	PROS180418-2-1383	Standard Proforma Response
PROS100418-811	Standard Proforma Response	PROS220418-2-260	Standard Proforma Response	PROS180418-2-1384	Standard Proforma Response
PROS100418-812	Standard Proforma Response	PROS220418-2-259	Standard Proforma Response	PROS180418-2-1385	Standard Proforma Response
PROS100418-813	Standard Proforma Response	PROS220418-2-258	Standard Proforma Response	PROS180418-2-1386	Standard Proforma Response
PROS100418-814	Standard Proforma Response	PROS220418-2-257	Standard Proforma Response	PROS180418-2-1387	Standard Proforma Response
PROS100418-815	Standard Proforma Response	PROS220418-2-256	Standard Proforma Response	PROS180418-2-1388	Standard Proforma Response
PROS100418-816	Standard Proforma Response	PROS220418-2-255	Standard Proforma Response	PROS180418-2-1389	Standard Proforma Response
PROS100418-817	Standard Proforma Response	PROS220418-2-254	Standard Proforma Response	PROS180418-2-1390	Standard Proforma Response
PROS100418-818	Standard Proforma Response	PROS220418-2-253	Standard Proforma Response	PROS180418-2-1391	Standard Proforma Response
PROS100418-819	Standard Proforma Response	PROS220418-2-252	Standard Proforma Response	PROS180418-2-1392	Standard Proforma Response
PROS100418-820	Standard Proforma Response and Additional Comments	PROS220418-2-251	Standard Proforma Response	PROS180418-2-1393	Standard Proforma Response
PROS100418-821	Standard Proforma Response	PROS220418-2-250	Standard Proforma Response	PROS180418-2-1394	Standard Proforma Response
PROS100418-822	Standard Proforma Response	PROS220418-2-249	Standard Proforma Response	PROS180418-2-1395	Standard Proforma Response
PROS100418-823	Standard Proforma Response	PROS220418-2-248	Standard Proforma Response	PROS180418-2-1396	Standard Proforma Response
PROS100418-824	Standard Proforma Response	PROS220418-2-247	Standard Proforma Response	PROS180418-2-1397	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS100418-825	Standard Proforma Response	PROS220418-2-246	Standard Proforma Response	PROS180418-2-1398	Standard Proforma Response
PROS100418-826	Standard Proforma Response	PROS220418-2-245	Standard Proforma Response	PROS180418-2-1399	Standard Proforma Response
PROS100418-827	Standard Proforma Response and Additional Comments	PROS220418-2-244	Standard Proforma Response	PROS180418-2-1400	Standard Proforma Response
PROS100418-828	Standard Proforma Response	PROS220418-2-243	Standard Proforma Response	PROS180418-2-1401	Standard Proforma Response
PROS100418-829	Standard Proforma Response	PROS220418-2-242	Standard Proforma Response	PROS180418-2-1402	Standard Proforma Response and Additional Comments
PROS100418-830	Standard Proforma Response	PROS220418-2-241	Standard Proforma Response	PROS180418-2-1403	Standard Proforma Response
PROS100418-831	Standard Proforma Response	PROS220418-2-240	Standard Proforma Response	PROS180418-2-1404	Standard Proforma Response
PROS100418-832	Standard Proforma Response	PROS220418-2-239	Standard Proforma Response	PROS180418-2-1405	Standard Proforma Response
PROS100418-833	Standard Proforma Response	PROS220418-2-238	Standard Proforma Response	PROS180418-2-1406	Standard Proforma Response
PROS100418-834	Standard Proforma Response	PROS220418-2-237	Standard Proforma Response	PROS180418-2-1407	Standard Proforma Response
PROS100418-835	Standard Proforma Response	PROS220418-2-236	Standard Proforma Response	PROS180418-2-1408	Standard Proforma Response
PROS100418-836	Standard Proforma Response	PROS220418-2-235	Standard Proforma Response	PROS180418-2-1409	Standard Proforma Response
PROS100418-837	Standard Proforma Response	PROS220418-2-234	Standard Proforma Response	PROS180418-2-1411	Standard Proforma Response
PROS100418-838	Standard Proforma Response	PROS220418-2-233	Standard Proforma Response	PROS180418-2-1412	Standard Proforma Response and Additional Comments
PROS100418-839	Standard Proforma Response	PROS220418-2-232	Standard Proforma Response	PROS180418-2-1413	Standard Proforma Response
PROS100418-840	Standard Proforma Response	PROS220418-2-231	Standard Proforma Response	PROS180418-2-1414	Standard Proforma Response
PROS100418-841	Standard Proforma Response	PROS220418-2-230	Standard Proforma Response	PROS180418-2-1415	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS100418-842	Standard Proforma Response	PROS220418-2-228	Standard Proforma Response	PROS180418-2-1416	Standard Proforma Response
PROS100418-843	Standard Proforma Response	PROS220418-2-227	Standard Proforma Response	PROS180418-2-1417	Standard Proforma Response
PROS100418-844	Standard Proforma Response	PROS220418-2-226	Standard Proforma Response	PROS180418-2-1418	Standard Proforma Response and Additional Comments
PROS100418-845	Standard Proforma Response	PROS220418-2-225	Standard Proforma Response	PROS180418-2-1419	Standard Proforma Response
PROS100418-846	Standard Proforma Response	PROS220418-2-224	Standard Proforma Response	PROS180418-2-1432	Standard Proforma Response
PROS100418-847	Standard Proforma Response	PROS220418-2-222	Standard Proforma Response		Standard Proforma Response
PROS100418-848	Standard Proforma Response	PROS220418-2-221	Standard Proforma Response	PROS180418-2-1421	Standard Proforma Response
PROS100418-849	Standard Proforma Response	PROS220418-2-220	Standard Proforma Response	PROS180418-2-1422	Standard Proforma Response
PROS100418-850	Standard Proforma Response	PROS220418-2-219	Standard Proforma Response	PROS180418-2-1423	Standard Proforma Response and Additional Comments
PROS100418-851	Standard Proforma Response	PROS220418-2-218	Standard Proforma Response	PROS180418-2-1424	Standard Proforma Response
PROS100418-852	Standard Proforma Response	PROS220418-2-217	Standard Proforma Response	PROS180418-2-1425	Standard Proforma Response
PROS100418-853	Standard Proforma Response	PROS220418-2-216	Standard Proforma Response	PROS180418-2-1426	Standard Proforma Response
PROS100418-854	Standard Proforma Response	PROS220418-2-215	Standard Proforma Response	PROS180418-2-1427	Standard Proforma Response
PROS100418-855	Standard Proforma Response	PROS220418-2-214	Standard Proforma Response	PROS180418-2-1428	Standard Proforma Response and Additional Comments
PROS100418-856	Standard Proforma Response	PROS220418-2-213	Standard Proforma Response	PROS180418-2-1429	Standard Proforma Response
PROS100418-857	Standard Proforma Response	PROS220418-2-212	Standard Proforma Response	PROS180418-2-1430	Standard Proforma Response
PROS100418-858	Standard Proforma Response	PROS220418-2-210	Standard Proforma Response	PROS180418-2-1431	Standard Proforma Response and Additional Comments

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS100418-859	Standard Proforma Response	PROS220418-2-209	Standard Proforma Response	PROS180418-2-1432	Standard Proforma Response
PROS100418-860	Standard Proforma Response	PROS220418-2-208	Standard Proforma Response	PROS180418-2-1434	Standard Proforma Response
PROS100418-861	Standard Proforma Response	PROS220418-2-207	Standard Proforma Response	PROS180418-2-1435	Standard Proforma Response and Additional Comments
PROS100418-862	Standard Proforma Response	PROS220418-2-206	Standard Proforma Response	PROS180418-2-1436	Standard Proforma Response
PROS100418-863	Standard Proforma Response	PROS220418-2-205	Standard Proforma Response	PROS180418-2-1437	Standard Proforma Response
PROS100418-864	Standard Proforma Response	PROS220418-2-204	Standard Proforma Response	PROS180418-2-1438	Standard Proforma Response
PROS100418-865	Standard Proforma Response	PROS220418-2-203	Standard Proforma Response	PROS180418-2-1439	Standard Proforma Response
PROS100418-866	Standard Proforma Response	PROS220418-2-202	Standard Proforma Response	PROS180418-2-1441	Standard Proforma Response
PROS100418-867	Standard Proforma Response	PROS220418-2-201	Standard Proforma Response	PROS180418-2-1442	Standard Proforma Response
PROS100418-868	Standard Proforma Response	PROS220418-2-200	Standard Proforma Response	PROS180418-2-1443	Standard Proforma Response
PROS100418-869	Standard Proforma Response	PROS190418-2-546	Standard Proforma Response	PROS180418-2-1444	Standard Proforma Response
PROS100418-870	Standard Proforma Response	PROS190418-2-547	Standard Proforma Response	PROS180418-2-1445	Standard Proforma Response
PROS100418-871	Standard Proforma Response	PROS190418-2-548	Standard Proforma Response	PROS180418-2-1446	Standard Proforma Response
PROS100418-872	Standard Proforma Response	PROS190418-2-549	Standard Proforma Response	PROS180418-2-1447	Standard Proforma Response
PROS100418-873	Standard Proforma Response	PROS190418-2-550	Standard Proforma Response	PROS180418-2-1448	Standard Proforma Response
PROS100418-874	Standard Proforma Response	PROS190418-2-551	Standard Proforma Response	PROS180418-2-1449	Standard Proforma Response
PROS100418-875	Standard Proforma Response	PROS190418-2-552	Standard Proforma Response	PROS180418-2-1450	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS100418-876	Standard Proforma Response and Additional Comments	PROS190418-2-553	Standard Proforma Response	PROS180418-2-1451	Standard Proforma Response
PROS100418-877	Standard Proforma Response	PROS190418-2-554	Standard Proforma Response	PROS180418-2-1452	Standard Proforma Response
PROS100418-878	Standard Proforma Response	PROS190418-2-555	Standard Proforma Response	PROS180418-2-1453	Standard Proforma Response
PROS100418-879	Standard Proforma Response	PROS190418-2-556	Standard Proforma Response	PROS180418-2-1454	Standard Proforma Response
PROS100418-880	Standard Proforma Response	PROS190418-2-557	Standard Proforma Response	PROS180418-2-1455	Standard Proforma Response
PROS100418-881	Standard Proforma Response	PROS190418-2-558	Standard Proforma Response	PROS180418-2-1456	Standard Proforma Response
PROS100418-882	Standard Proforma Response	PROS190418-2-559	Standard Proforma Response	PROS180418-2-1457	Standard Proforma Response
PROS100418-883	Standard Proforma Response	PROS190418-2-560	Standard Proforma Response	PROS180418-2-1458	Standard Proforma Response
PROS100418-884	Standard Proforma Response	PROS190418-2-561	Standard Proforma Response	PROS180418-2-1459	Standard Proforma Response
PROS100418-885	Standard Proforma Response	PROS190418-2-562	Standard Proforma Response	PROS180418-2-1460	Standard Proforma Response
PROS100418-886	Standard Proforma Response	PROS190418-2-563	Standard Proforma Response	PROS180418-2-1461	Standard Proforma Response
PROS100418-887	Standard Proforma Response	PROS190418-2-564	Standard Proforma Response	PROS180418-2-1462	Standard Proforma Response
PROS100418-888	Standard Proforma Response	PROS190418-2-565	Standard Proforma Response	PROS180418-2-1463	Standard Proforma Response
PROS100418-889	Standard Proforma Response	PROS190418-2-566	Standard Proforma Response	PROS180418-2-1464	Standard Proforma Response
PROS100418-890	Standard Proforma Response	PROS190418-2-567	Standard Proforma Response	PROS180418-2-1465	Standard Proforma Response
PROS100418-891	Standard Proforma Response	PROS190418-2-568	Standard Proforma Response	PROS180418-2-1466	Standard Proforma Response
PROS100418-892	Standard Proforma Response	PROS190418-2-569	Standard Proforma Response	PROS180418-2-1467	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
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PROS100418-894	Standard Proforma Response	PROS190418-2-571	Standard Proforma Response	PROS180418-2-1469	Standard Proforma Response
PROS100418-895	Standard Proforma Response	PROS190418-2-572	Standard Proforma Response	PROS180418-2-1470	Standard Proforma Response
PROS100418-896	Standard Proforma Response	PROS190418-2-573	Standard Proforma Response	PROS180418-2-1471	Standard Proforma Response
PROS100418-897	Standard Proforma Response	PROS190418-2-574	Standard Proforma Response	PROS180418-2-1472	Standard Proforma Response
PROS100418-898	Standard Proforma Response	PROS190418-2-575	Standard Proforma Response	PROS180418-2-1473	Standard Proforma Response
PROS100418-899	Standard Proforma Response	PROS190418-2-576	Standard Proforma Response	PROS180418-2-1474	Standard Proforma Response
PROS100418-900	Standard Proforma Response	PROS190418-2-577	Standard Proforma Response	PROS180418-2-1475	Standard Proforma Response
PROS100418-901	Standard Proforma Response	PROS190418-2-578	Standard Proforma Response	PROS180418-2-1476	Standard Proforma Response
PROS100418-902	Standard Proforma Response	PROS190418-2-579	Standard Proforma Response	PROS180418-2-1477	Standard Proforma Response
PROS100418-903	Standard Proforma Response	PROS190418-2-580	Standard Proforma Response	PROS180418-2-1478	Standard Proforma Response
PROS100418-904	Standard Proforma Response	PROS190418-2-581	Standard Proforma Response	PROS180418-2-1479	Standard Proforma Response and Additional Comments
PROS100418-905	Standard Proforma Response	PROS190418-2-582	Standard Proforma Response	PROS180418-2-1480	Standard Proforma Response and Additional Comments
PROS100418-906	Standard Proforma Response	PROS190418-2-583	Standard Proforma Response	PROS180418-2-1481	Standard Proforma Response
PROS100418-907	Standard Proforma Response	PROS190418-2-584	Standard Proforma Response	PROS180418-2-1482	Standard Proforma Response
PROS100418-908	Standard Proforma Response	PROS190418-2-585	Standard Proforma Response	PROS180418-2-1483	Standard Proforma Response
PROS100418-909	Standard Proforma Response	PROS190418-2-586	Standard Proforma Response	PROS180418-2-1484	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS100418-910	Standard Proforma Response	PROS190418-2-587	Standard Proforma Response	PROS180418-2-1485	Standard Proforma Response
PROS100418-911	Standard Proforma Response	PROS190418-2-588	Standard Proforma Response	PROS180418-2-1486	Standard Proforma Response
PROS100418-912	Standard Proforma Response	PROS190418-2-589	Standard Proforma Response	PROS180418-2-1487	Standard Proforma Response and Additional Comments
PROS100418-913	Standard Proforma Response	PROS190418-2-590	Standard Proforma Response	PROS180418-2-1488	Standard Proforma Response
PROS100418-914	Standard Proforma Response	PROS190418-2-591	Standard Proforma Response	PROS180418-2-1489	Standard Proforma Response
PROS100418-915	Standard Proforma Response	PROS190418-2-592	Standard Proforma Response	PROS180418-2-1490	Standard Proforma Response
PROS100418-916	Standard Proforma Response	PROS190418-2-593*	Standard Proforma Response	PROS180418-2-1491	Standard Proforma Response
PROS100418-917	Standard Proforma Response	PROS190418-2-594	Standard Proforma Response	PROS180418-2-1492	Standard Proforma Response
PROS100418-918	Standard Proforma Response	PROS190418-2-595	Standard Proforma Response	PROS180418-2-1493	Standard Proforma Response
PROS100418-919	Standard Proforma Response	PROS190418-2-596	Standard Proforma Response	PROS180418-2-1494	Standard Proforma Response
PROS100418-920	Standard Proforma Response	PROS200418-2-371	Standard Proforma Response	PROS180418-2-1495	Standard Proforma Response
PROS100418-921	Standard Proforma Response	PROS200418-2-372	Standard Proforma Response	PROS180418-2-1496	Standard Proforma Response
PROS100418-922	Standard Proforma Response	PROS200418-2-373	Standard Proforma Response	PROS180418-2-1497	Standard Proforma Response
PROS100418-923	Standard Proforma Response	PROS200418-2-374	Standard Proforma Response	PROS180418-2-1498	Standard Proforma Response
PROS100418-924	Standard Proforma Response	PROS200418-2-375	Standard Proforma Response	PROS180418-2-1499	Standard Proforma Response
PROS100418-925	Standard Proforma Response	PROS200418-2-376	Standard Proforma Response	PROS180418-2-1500	Standard Proforma Response
PROS100418-926	Standard Proforma Response	PROS200418-2-377	Standard Proforma Response	PROS180418-2-1501	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
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PROS100418-928	Standard Proforma Response	PROS200418-2-379	Standard Proforma Response	PROS180418-2-1503	Standard Proforma Response
PROS100418-929	Standard Proforma Response	PROS200418-2-380	Standard Proforma Response	PROS180418-2-1504	Standard Proforma Response
PROS100418-930	Standard Proforma Response	PROS200418-2-381	Standard Proforma Response	PROS180418-2-1505	Standard Proforma Response
PROS100418-931	Standard Proforma Response	PROS200418-2-382	Standard Proforma Response	PROS180418-2-1506	Standard Proforma Response
PROS100418-932	Standard Proforma Response	PROS200418-2-383	Standard Proforma Response	PROS180418-2-1507	Standard Proforma Response
PROS100418-933	Standard Proforma Response	PROS200418-2-384	Standard Proforma Response	PROS180418-2-1508	Standard Proforma Response
PROS100418-934	Standard Proforma Response	PROS200418-2-385	Standard Proforma Response	PROS180418-2-1509	Standard Proforma Response
PROS100418-935	Standard Proforma Response	PROS200418-2-386	Standard Proforma Response	PROS180418-2-1510	Standard Proforma Response
PROS100418-936	Standard Proforma Response	PROS200418-2-387	Standard Proforma Response	PROS180418-2-1511	Standard Proforma Response
PROS100418-937	Standard Proforma Response	PROS200418-2-388	Standard Proforma Response	PROS180418-2-1512	Standard Proforma Response
PROS100418-938	Standard Proforma Response	PROS200418-2-389	Standard Proforma Response	PROS180418-2-1513	Standard Proforma Response
PROS100418-939	Standard Proforma Response	PROS200418-2-390	Standard Proforma Response and Additional Comments	PROS180418-2-1514	Standard Proforma Response
PROS100418-940	Standard Proforma Response	PROS200418-2-391	Standard Proforma Response	PROS180418-2-1516	Standard Proforma Response
PROS100418-941	Standard Proforma Response	PROS200418-2-392	Standard Proforma Response	PROS180418-2-1517	Standard Proforma Response
PROS100418-942	Standard Proforma Response	PROS200418-2-393	Standard Proforma Response	PROS180418-2-1518	Standard Proforma Response
PROS100418-943	Standard Proforma Response	PROS200418-2-394	Standard Proforma Response	PROS180418-2-1519	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
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PROS100418-945	Standard Proforma Response	PROS200418-2-396	Standard Proforma Response	PROS180418-2-1521	Standard Proforma Response
PROS100418-946	Standard Proforma Response	PROS200418-2-397	Standard Proforma Response	PROS180418-2-1522	Standard Proforma Response
PROS100418-947	Standard Proforma Response	PROS200418-2-398	Standard Proforma Response	PROS180418-2-1523	Standard Proforma Response
PROS100418-948	Standard Proforma Response	PROS200418-2-399	Standard Proforma Response	PROS180418-2-1524	Standard Proforma Response
PROS100418-949	Standard Proforma Response	PROS200418-2-400	Standard Proforma Response	PROS180418-2-1525	Standard Proforma Response
PROS100418-950	Standard Proforma Response	PROS200418-2-401	Standard Proforma Response	PROS180418-2-1523	Standard Proforma Response
PROS100418-951	Standard Proforma Response	PROS200418-2-402	Standard Proforma Response	PROS180418-2-1524	Standard Proforma Response
PROS100418-952	Standard Proforma Response	PROS200418-2-403	Standard Proforma Response	PROS180418-2-1525	Standard Proforma Response
PROS100418-953	Standard Proforma Response	PROS200418-2-404	Standard Proforma Response	PROS180418-2-1526	Standard Proforma Response
PROS100418-954	Standard Proforma Response	PROS200418-2-405	Standard Proforma Response	PROS180418-2-1527	Standard Proforma Response
PROS100418-955	Standard Proforma Response	PROS200418-2-406	Standard Proforma Response	PROS180418-2-1528	Standard Proforma Response
PROS100418-956	Standard Proforma Response	PROS200418-2-407	Standard Proforma Response	PROS180418-2-1529	Standard Proforma Response
PROS100418-957	Standard Proforma Response	PROS200418-2-408	Standard Proforma Response	PROS180418-2-1530	Standard Proforma Response
PROS100418-958	Standard Proforma Response	PROS200418-2-409	Standard Proforma Response	PROS180418-2-1620	Standard Proforma Response
PROS100418-959	Standard Proforma Response	PROS200418-2-410	Standard Proforma Response	PROS180418-2-1621	Standard Proforma Response
PROS100418-960	Standard Proforma Response	PROS190418-2-597	Standard Proforma Response	PROS180418-2-1622	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS100418-961	Standard Proforma Response	PROS190418-2-598	Standard Proforma Response	PROS180418-2-1623	Standard Proforma Response
PROS100418-962	Standard Proforma Response	PROS190418-2-599	Standard Proforma Response	PROS180418-2-1624	Standard Proforma Response
PROS100418-963	Standard Proforma Response	PROS190418-2-600	Standard Proforma Response	PROS210418-2-354	Standard Proforma Response
PROS100418-964	Standard Proforma Response	PROS190418-2-601	Standard Proforma Response	PROS210418-2-353	Standard Proforma Response
PROS100418-965	Standard Proforma Response	PROS190418-2-602	Standard Proforma Response	PROS210418-2-352	Standard Proforma Response
PROS100418-966	Standard Proforma Response	PROS190418-2-603	Standard Proforma Response	PROS210418-2-351	Standard Proforma Response
PROS100418-967	Standard Proforma Response	PROS190418-2-604	Standard Proforma Response and Additional Comments	PROS210418-2-350	Standard Proforma Response
PROS100418-968	Standard Proforma Response	PROS190418-2-605	Standard Proforma Response	PROS210418-2-349	Standard Proforma Response
PROS100418-969	Standard Proforma Response	PROS190418-2-606	Standard Proforma Response	PROS210418-2-348	Standard Proforma Response
PROS100418-970	Standard Proforma Response	PROS190418-2-607	Standard Proforma Response	PROS210418-2-347	Standard Proforma Response
PROS100418-971	Standard Proforma Response	PROS190418-2-608	Standard Proforma Response	PROS210418-2-346	Standard Proforma Response
PROS100418-972	Standard Proforma Response	PROS190418-2-609	Standard Proforma Response	PROS210418-2-345	Standard Proforma Response
PROS100418-973	Standard Proforma Response	PROS190418-2-610	Standard Proforma Response	PROS210418-2-344	Standard Proforma Response
PROS100418-974	Standard Proforma Response	PROS190418-2-611	Standard Proforma Response	PROS210418-2-343	Standard Proforma Response
PROS100418-975	Standard Proforma Response	PROS190418-2-612	Standard Proforma Response	PROS210418-2-342	Standard Proforma Response
PROS100418-976	Standard Proforma Response	PROS190418-2-613	Standard Proforma Response	PROS210418-2-341	Standard Proforma Response
PROS100418-977	Standard Proforma Response	PROS190418-2-614	Standard Proforma Response	PROS210418-2-340	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS100418-978	Standard Proforma Response	PROS190418-2-615	Standard Proforma Response	PROS210418-2-339	Standard Proforma Response
PROS100418-979	Standard Proforma Response	PROS190418-2-616	Standard Proforma Response	PROS210418-2-338	Standard Proforma Response
PROS100418-980	Standard Proforma Response and Additional Comments	PROS190418-2-617	Standard Proforma Response	PROS210418-2-337	Standard Proforma Response
PROS100418-981	Standard Proforma Response	PROS190418-2-618	Standard Proforma Response	PROS210418-2-336	Standard Proforma Response
PROS100418-982	Standard Proforma Response	PROS190418-2-619	Standard Proforma Response	PROS210418-2-335	Standard Proforma Response
PROS100418-983	Standard Proforma Response	PROS190418-2-620	Standard Proforma Response	PROS210418-2-334	Standard Proforma Response
PROS100418-984	Standard Proforma Response	PROS190418-2-621	Standard Proforma Response	PROS210418-2-333	Standard Proforma Response and Additional Comments
PROS100418-985	Standard Proforma Response	PROS190418-2-622	Standard Proforma Response	PROS210418-2-332	Standard Proforma Response
PROS100418-986	Standard Proforma Response	PROS190418-2-623	Standard Proforma Response	PROS210418-2-331	Standard Proforma Response
PROS100418-987	Standard Proforma Response	PROS190418-2-624	Standard Proforma Response	PROS210418-2-330	Standard Proforma Response
PROS100418-988	Standard Proforma Response	PROS190418-2-625	Standard Proforma Response	PROS210418-2-329	Standard Proforma Response
PROS100418-989	Standard Proforma Response	PROS190418-2-626	Standard Proforma Response	PROS210418-2-328	Standard Proforma Response
PROS100418-990	Standard Proforma Response	PROS180418-2-893	Standard Proforma Response	PROS210418-2-327	Standard Proforma Response
PROS100418-991	Standard Proforma Response	PROS180418-2-894	Standard Proforma Response	PROS210418-2-326	Standard Proforma Response
PROS100418-992	Standard Proforma Response	PROS180418-2-895	Standard Proforma Response	PROS210418-2-325	Standard Proforma Response
PROS100418-993	Standard Proforma Response	PROS180418-2-896	Standard Proforma Response	PROS210418-2-324	Standard Proforma Response
PROS100418-994	Standard Proforma Response	PROS180418-2-897	Standard Proforma Response	PROS210418-2-323	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS100418-995	Standard Proforma Response	PROS180418-2-898	Standard Proforma Response	PROS210418-2-322	Standard Proforma Response
PROS100418-996	Standard Proforma Response and Additional Comments	PROS180418-2-899	Standard Proforma Response	PROS210418-2-321	Standard Proforma Response
PROS100418-997	Standard Proforma Response	PROS180418-2-900	Standard Proforma Response	PROS210418-2-320	Standard Proforma Response
PROS100418-998	Standard Proforma Response	PROS180418-2-901	Standard Proforma Response	PROS210418-2-319	Standard Proforma Response and Additional Comments
PROS100418-999	Standard Proforma Response	PROS180418-2-902	Standard Proforma Response	PROS210418-2-318	Standard Proforma Response and Additional Comments
PROS110318-290	Standard Proforma Response	PROS180418-2-903	Standard Proforma Response	PROS210418-2-317	Standard Proforma Response
PROS110318-291	Standard Proforma Response	PROS180418-2-904	Standard Proforma Response	PROS210418-2-316	Standard Proforma Response
PROS110318-300	Standard Proforma Response	PROS180418-2-905	Standard Proforma Response	PROS210418-2-315	Standard Proforma Response
PROS110418-02	Standard Proforma Response	PROS180418-2-906	Standard Proforma Response	PROS210418-2-314	Standard Proforma Response
PROS110418-03	Standard Proforma Response	PROS180418-2-907	Standard Proforma Response and Additional Comments	PROS210418-2-313	Standard Proforma Response
PROS110418-04	Standard Proforma Response	PROS180418-2-908	Standard Proforma Response	PROS210418-2-312	Standard Proforma Response
PROS110418-05	Standard Proforma Response	PROS180418-2-909	Standard Proforma Response	PROS210418-2-311	Standard Proforma Response
PROS110418-06	Standard Proforma Response	PROS180418-2-910	Standard Proforma Response	PROS210418-2-310	Standard Proforma Response
PROS110418-07	Standard Proforma Response	PROS180418-2-911	Standard Proforma Response	PROS210418-2-309	Standard Proforma Response
PROS110418-08	Standard Proforma Response	PROS180418-2-912	Standard Proforma Response	PROS210418-2-308	Standard Proforma Response
PROS110418-09	Standard Proforma Response	PROS180418-2-913	Standard Proforma Response	PROS210418-2-307	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS110418-10	Standard Proforma Response	PROS180418-2-914	Standard Proforma Response	PROS210418-2-304	Standard Proforma Response
PROS110418-1029	Standard Proforma Response	PROS180418-2-915	Standard Proforma Response	PROS210418-2-303	Standard Proforma Response
PROS110418-1030	Standard Proforma Response	PROS180418-2-916	Standard Proforma Response	PROS210418-2-302	Standard Proforma Response
PROS110418-1031	Standard Proforma Response	PROS180418-2-917	Standard Proforma Response	PROS210418-2-301	Standard Proforma Response
PROS110418-1032	Standard Proforma Response	PROS180418-2-918	Standard Proforma Response	PROS210418-2-300	Standard Proforma Response
PROS110418-1033	Standard Proforma Response	PROS180418-2-919	Standard Proforma Response	PROS210418-2-306*	Standard Proforma Response and Additional Comments
PROS110418-1034	Standard Proforma Response	PROS180418-2-920	Standard Proforma Response	PROS210418-2-305	Standard Proforma Response and Additional Comments
PROS110418-1035	Standard Proforma Response	PROS180418-2-921	Standard Proforma Response	PROS210418-2-299	Standard Proforma Response
PROS110418-1036	Standard Proforma Response	PROS180418-2-922	Standard Proforma Response	PROS210418-2-298	Standard Proforma Response
PROS110418-1037	Standard Proforma Response	PROS180418-2-923	Standard Proforma Response	PROS210418-2-297	Standard Proforma Response
PROS110418-1038	Standard Proforma Response	PROS180418-2-924	Standard Proforma Response and Additional Comments	PROS210418-2-296	Standard Proforma Response
PROS110418-1039	Standard Proforma Response	PROS180418-2-925	Standard Proforma Response	PROS210418-2-295	Standard Proforma Response
PROS110418-1040	Standard Proforma Response	PROS180418-2-926	Standard Proforma Response	PROS210418-2-294	Standard Proforma Response
PROS110418-1041	Standard Proforma Response	PROS180418-2-927	Standard Proforma Response	PROS210418-2-293	Standard Proforma Response
PROS110418-1042	Standard Proforma Response	PROS180418-2-928	Standard Proforma Response	PROS210418-2-292	Standard Proforma Response and Additional Comments
PROS110418-1043	Standard Proforma Response	PROS180418-2-929	Standard Proforma Response	PROS210418-2-291	Standard Proforma Response
PROS110418-1044	Standard Proforma Response	PROS180418-2-930	Standard Proforma Response	PROS210418-2-290	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS110418-1045	Standard Proforma Response	PROS180418-2-931	Standard Proforma Response	PROS210418-2-289	Standard Proforma Response
PROS110418-1046	Standard Proforma Response	PROS180418-2-932	Standard Proforma Response	PROS210418-2-288	Standard Proforma Response
PROS110418-1047	Standard Proforma Response	PROS220418-2-199	Standard Proforma Response	PROS210418-2-287	Standard Proforma Response
PROS110418-1048	Standard Proforma Response	PROS220418-2-198	Standard Proforma Response	PROS180418-2-1895	Standard Proforma Response
PROS110418-1049	Standard Proforma Response	PROS220418-2-197	Standard Proforma Response	PROS180418-2-1784	Standard Proforma Response
PROS110418-1050	Standard Proforma Response	PROS220418-2-196	Standard Proforma Response	PROS180418-2-1783	Standard Proforma Response
PROS110418-1051	Standard Proforma Response	PROS220418-2-194	Standard Proforma Response	PROS180418-2-1782	Standard Proforma Response
PROS110418-1052	Standard Proforma Response	PROS220418-2-193	Standard Proforma Response	PROS180418-2-1781	Standard Proforma Response
PROS110418-1053	Standard Proforma Response	PROS220418-2-192	Standard Proforma Response	PROS180418-2-1780	Standard Proforma Response
PROS110418-1054	Standard Proforma Response	PROS220418-2-191	Standard Proforma Response	PROS180418-2-1779	Standard Proforma Response
PROS110418-1055	Standard Proforma Response	PROS220418-2-190	Standard Proforma Response	PROS180418-2-1777	Standard Proforma Response
PROS110418-1056	Standard Proforma Response	PROS220418-2-189	Standard Proforma Response	PROS180418-2-1776	Standard Proforma Response
PROS110418-1057	Standard Proforma Response	PROS220418-2-188	Standard Proforma Response	PROS180418-2-1775	Standard Proforma Response
PROS110418-1058	Standard Proforma Response	PROS220418-2-187	Standard Proforma Response	PROS180418-2-1774	Standard Proforma Response
PROS110418-1059	Standard Proforma Response	PROS220418-2-186	Standard Proforma Response	PROS180418-2-1773	Standard Proforma Response
PROS110418-1060	Standard Proforma Response	PROS220418-2-185	Standard Proforma Response	PROS180418-2-1772	Standard Proforma Response
PROS110418-1061	Standard Proforma Response	PROS220418-2-229	Standard Proforma Response and Additional Comments	PROS180418-2-1771	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS110418-1062	Standard Proforma Response	PROS220418-2-223	Standard Proforma Response	PROS180418-2-1770	Standard Proforma Response
PROS110418-1063	Standard Proforma Response	PROS220418-2-211	Standard Proforma Response and Additional Comments	PROS180418-2-1769	Standard Proforma Response
PROS110418-1064	Standard Proforma Response	PROS220418-2-184	Standard Proforma Response	PROS180418-2-1768	Standard Proforma Response
PROS110418-1065	Standard Proforma Response	PROS220418-2-183	Standard Proforma Response	PROS180418-2-1767	Standard Proforma Response
PROS110418-1066	Standard Proforma Response	PROS220418-2-182	Standard Proforma Response	PROS180418-2-1766	Standard Proforma Response
PROS110418-1067	Standard Proforma Response	PROS220418-2-181	Standard Proforma Response	PROS180418-2-1765	Standard Proforma Response
PROS110418-1068	Standard Proforma Response	PROS220418-2-180	Standard Proforma Response	PROS180418-2-1764	Standard Proforma Response
PROS110418-1069	Standard Proforma Response	PROS220418-2-179	Standard Proforma Response	PROS180418-2-1763	Standard Proforma Response
PROS110418-1070	Standard Proforma Response	PROS220418-2-178	Standard Proforma Response and Additional Comments	PROS180418-2-1762	Standard Proforma Response
PROS110418-1071	Standard Proforma Response	PROS220418-2-177	Standard Proforma Response	PROS180418-2-1761	Standard Proforma Response
PROS110418-1072	Standard Proforma Response	PROS220418-2-176	Standard Proforma Response	PROS180418-2-1760	Standard Proforma Response
PROS110418-1073	Standard Proforma Response	PROS220418-2-175	Standard Proforma Response	PROS180418-2-1759	Standard Proforma Response
PROS110418-1074	Standard Proforma Response	PROS220418-2-174	Standard Proforma Response	PROS180418-2-1758	Standard Proforma Response
PROS110418-1075	Standard Proforma Response	PROS220418-2-173	Standard Proforma Response	PROS180418-2-1757	Standard Proforma Response
PROS110418-1076	Standard Proforma Response	PROS220418-2-172	Standard Proforma Response	PROS180418-2-1756	Standard Proforma Response
PROS110418-1077	Standard Proforma Response	PROS220418-2-171	Standard Proforma Response	PROS180418-2-1755	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS110418-1078	Standard Proforma Response	PROS180418-2-933	Standard Proforma Response	PROS180418-2-1754	Standard Proforma Response
PROS110418-1079	Standard Proforma Response	PROS180418-2-934	Standard Proforma Response	PROS180418-2-1753	Standard Proforma Response
PROS110418-1080	Standard Proforma Response	PROS180418-2-935	Standard Proforma Response	PROS180418-2-1752	Standard Proforma Response
PROS110418-1081	Standard Proforma Response	PROS180418-2-936	Standard Proforma Response	PROS180418-2-1751	Standard Proforma Response
PROS110418-1082	Standard Proforma Response	PROS180418-2-937	Standard Proforma Response	PROS180418-2-1750	Standard Proforma Response
PROS110418-1083	Standard Proforma Response	PROS180418-2-938	Standard Proforma Response	PROS180418-2-1749	Standard Proforma Response
PROS110418-1084	Standard Proforma Response	PROS180418-2-939	Standard Proforma Response	PROS180418-2-1748	Standard Proforma Response
PROS110418-1085	Standard Proforma Response	PROS180418-2-940	Standard Proforma Response	PROS180418-2-1747	Standard Proforma Response and Additional Comments
PROS110418-1086	Standard Proforma Response	PROS180418-2-941	Standard Proforma Response	PROS180418-2-1746	Standard Proforma Response
PROS110418-1087	Standard Proforma Response	PROS180418-2-942	Standard Proforma Response	PROS180418-2-1745	Standard Proforma Response
PROS110418-11	Standard Proforma Response	PROS180418-2-943	Standard Proforma Response	PROS180418-2-1744	Standard Proforma Response
PROS110418-12	Standard Proforma Response	PROS180418-2-944	Standard Proforma Response	PROS180418-2-1743	Standard Proforma Response
PROS110418-13	Standard Proforma Response	PROS180418-2-945	Standard Proforma Response	PROS180418-2-1742	Standard Proforma Response
PROS110418-14	Standard Proforma Response	PROS180418-2-946	Standard Proforma Response	PROS180418-2-1741	Standard Proforma Response
PROS110418-15	Standard Proforma Response	PROS180418-2-947	Standard Proforma Response	PROS180418-2-1740	Standard Proforma Response
PROS110418-16	Standard Proforma Response	PROS180418-2-948	Standard Proforma Response	PROS180418-2-1739	Standard Proforma Response
PROS110418-17	Standard Proforma Response	PROS180418-2-949	Standard Proforma Response	PROS180418-2-1738	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS110418-18	Standard Proforma Response	PROS180418-2-950	Standard Proforma Response	PROS180418-2-1737	Standard Proforma Response
PROS110418-19	Standard Proforma Response	PROS180418-2-951	Standard Proforma Response	PROS180418-2-1736	Standard Proforma Response
PROS110418-20	Standard Proforma Response	PROS180418-2-952	Standard Proforma Response	PROS180418-2-1735	Standard Proforma Response
PROS110418-21	Standard Proforma Response	PROS180418-2-953	Standard Proforma Response	PROS180418-2-1734	Standard Proforma Response
PROS110418-22	Standard Proforma Response	PROS180418-2-954	Standard Proforma Response	PROS180418-2-1733	Standard Proforma Response
PROS110418-23	Standard Proforma Response	PROS180418-2-955	Standard Proforma Response	PROS180418-2-1732	Standard Proforma Response
PROS110418-24	Standard Proforma Response and Additional Comments	PROS180418-2-956	Standard Proforma Response	PROS180418-2-1731	Standard Proforma Response
PROS110418-25	Standard Proforma Response and Additional Comments	PROS200418-2-411	Standard Proforma Response	PROS180418-2-1730	Standard Proforma Response
PROS110418-26	Standard Proforma Response	PROS200418-2-412	Standard Proforma Response	PROS180418-2-1599	Standard Proforma Response
PROS110418-27	Standard Proforma Response	PROS200418-2-413	Standard Proforma Response	PROS180418-2-1598	Standard Proforma Response
PROS110418-28	Standard Proforma Response	PROS200418-2-414	Standard Proforma Response	PROS220418-2-165	Standard Proforma Response and Additional Comments
PROS110418-29	Standard Proforma Response	PROS200418-2-415	Standard Proforma Response	PROS210418-2-262	Standard Proforma Response
PROS110418-30	Standard Proforma Response	PROS200418-2-416	Standard Proforma Response	PROS210418-2-263	Standard Proforma Response and Additional Comments
PROS110418-31	Standard Proforma Response	PROS200418-2-417	Standard Proforma Response	PROS210418-2-264	Standard Proforma Response
PROS110418-32	Standard Proforma Response	PROS200418-2-418	Standard Proforma Response	PROS210418-2-265	Standard Proforma Response
PROS110418-33	Standard Proforma Response	PROS200418-2-419	Standard Proforma Response	PROS210418-2-266	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS110418-34	Standard Proforma Response	PROS200418-2-420	Standard Proforma Response	PROS210418-2-267	Standard Proforma Response
PROS110418-35	Standard Proforma Response	PROS200418-2-421	Standard Proforma Response	PROS210418-2-268	Standard Proforma Response
PROS110418-36	Standard Proforma Response	PROS200418-2-422	Standard Proforma Response	PROS210418-2-269	Standard Proforma Response
PROS110418-37	Standard Proforma Response	PROS200418-2-423	Standard Proforma Response	PROS210418-2-270	Standard Proforma Response
PROS110418-38	Standard Proforma Response	PROS200418-2-424	Standard Proforma Response	PROS210418-2-271	Standard Proforma Response
PROS110418-39	Standard Proforma Response	PROS200418-2-425	Standard Proforma Response	PROS210418-2-272	Standard Proforma Response
PROS110418-40	Standard Proforma Response	PROS200418-2-426	Standard Proforma Response	PROS210418-2-273	Standard Proforma Response
PROS110418-41	Standard Proforma Response	PROS200418-2-427	Standard Proforma Response	PROS210418-2-274	Standard Proforma Response
PROS110418-42	Standard Proforma Response	PROS200418-2-428	Standard Proforma Response	PROS210418-2-275	Standard Proforma Response
PROS110418-43	Standard Proforma Response	PROS200418-2-429	Standard Proforma Response	PROS210418-2-276	Standard Proforma Response
PROS110418-44	Standard Proforma Response	PROS200418-2-430	Standard Proforma Response	PROS210418-2-277	Standard Proforma Response
PROS110418-45	Standard Proforma Response	PROS200418-2-431	Standard Proforma Response	PROS210418-2-278	Standard Proforma Response
PROS110418-46	Standard Proforma Response	PROS200418-2-432	Standard Proforma Response	PROS210418-2-279	Standard Proforma Response
PROS110418-47	Standard Proforma Response	PROS200418-2-433	Standard Proforma Response	PROS210418-2-280	Standard Proforma Response
PROS110418-48	Standard Proforma Response	PROS200418-2-434	Standard Proforma Response	PROS210418-2-281	Standard Proforma Response
PROS110418-49	Standard Proforma Response	PROS200418-2-435	Standard Proforma Response	PROS210418-2-282	Standard Proforma Response
PROS110418-50	Standard Proforma Response	PROS200418-2-436	Standard Proforma Response	PROS210418-2-283	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS120318-296	Standard Proforma Response	PROS200418-2-437	Standard Proforma Response	PROS210418-2-284	Standard Proforma Response
PROS120318-297	Standard Proforma Response	PROS200418-2-438	Standard Proforma Response	PROS210418-2-285	Standard Proforma Response
PROS120318-298	Standard Proforma Response	PROS200418-2-439	Standard Proforma Response	PROS210418-2-286	Standard Proforma Response
PROS120318-299	Standard Proforma Response	PROS200418-2-440	Standard Proforma Response	PROS180418-2-1659	Standard Proforma Response
PROS120318-301	Standard Proforma Response	PROS200418-2-441	Standard Proforma Response	PROS180418-2-1658	Standard Proforma Response
PROS120318-302	Standard Proforma Response	PROS200418-2-442	Standard Proforma Response	PROS180418-2-1657	Standard Proforma Response
PROS120318-303	Standard Proforma Response	PROS200418-2-443	Standard Proforma Response	PROS180418-2-1656	Standard Proforma Response
PROS120318-304	Standard Proforma Response	PROS200418-2-444	Standard Proforma Response	PROS180418-2-1655	Standard Proforma Response
PROS120318-305	Standard Proforma Response	PROS200418-2-445	Standard Proforma Response	PROS180418-2-1654	Standard Proforma Response
PROS120318-306	Standard Proforma Response	PROS200418-2-446	Standard Proforma Response	PROS180418-2-1653	Standard Proforma Response
PROS120318-309	Standard Proforma Response	PROS200418-2-447	Standard Proforma Response	PROS180418-2-1652	Standard Proforma Response
PROS120318-310	Standard Proforma Response	PROS200418-2-448	Standard Proforma Response	PROS180418-2-1651	Standard Proforma Response
PROS130318-307	Standard Proforma Response	PROS200418-2-449	Standard Proforma Response	PROS180418-2-1650	Standard Proforma Response
PROS130318-308	Standard Proforma Response	PROS200418-2-450	Standard Proforma Response	PROS180418-2-1649	Standard Proforma Response
PROS140318-311	Standard Proforma Response	PROS180418-2-957	Standard Proforma Response	PROS180418-2-1648	Standard Proforma Response
PROS140318-312	Standard Proforma Response	PROS180418-2-958	Standard Proforma Response	PROS180418-2-1647	Standard Proforma Response
PROS140318-313	Standard Proforma Response	PROS180418-2-959	Standard Proforma Response	PROS180418-2-1646	Standard Proforma Response and Additional Comments

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS140318-314	Standard Proforma Response	PROS180418-2-960	Standard Proforma Response	PROS180418-2-1645	Standard Proforma Response
PROS140318-317	Standard Proforma Response	PROS180418-2-961	Standard Proforma Response	PROS180418-2-1644	Standard Proforma Response
PROS150318-315	Standard Proforma Response	PROS180418-2-962	Standard Proforma Response	PROS180418-2-1643	Standard Proforma Response
PROS150318-316	Standard Proforma Response	PROS180418-2-963	Standard Proforma Response	PROS180418-2-1625	Standard Proforma Response
PROS150318-320	Standard Proforma Response	PROS180418-2-964	Standard Proforma Response	PROS180418-2-1626	Standard Proforma Response
PROS150318-321	Standard Proforma Response	PROS180418-2-965	Standard Proforma Response	PROS180418-2-1627	Standard Proforma Response
PROS160318-318	Standard Proforma Response	PROS180418-2-966	Standard Proforma Response	PROS180418-2-1628	Standard Proforma Response
PROS160318-319	Standard Proforma Response	PROS180418-2-967	Standard Proforma Response	PROS180418-2-1629	Standard Proforma Response
PROS160318-322	Standard Proforma Response	PROS180418-2-968	Standard Proforma Response	PROS180418-2-1630	Standard Proforma Response
PROS160318-323	Standard Proforma Response	PROS180418-2-969	Standard Proforma Response	PROS180418-2-1631	Standard Proforma Response
PROS160318-324	Standard Proforma Response	PROS180418-2-970	Standard Proforma Response	PROS180418-2-1632	Standard Proforma Response
PROS160318-325	Standard Proforma Response	PROS180418-2-971	Standard Proforma Response	PROS180418-2-1633	Standard Proforma Response
PROS160318-326	Standard Proforma Response	PROS180418-2-972	Standard Proforma Response	PROS180418-2-1618	Standard Proforma Response
PROS160318-327	Standard Proforma Response	PROS180418-2-973	Standard Proforma Response	PROS180418-2-1619	Standard Proforma Response
PROS160318-328	Standard Proforma Response	PROS180418-2-974	Standard Proforma Response	PROS180418-2-1660	Standard Proforma Response
PROS160318-329	Standard Proforma Response	PROS180418-2-975	Standard Proforma Response	PROS180418-2-1661	Standard Proforma Response
PROS160318-330	Standard Proforma Response	PROS180418-2-976	Standard Proforma Response	PROS180418-2-1662	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS160318-331	Standard Proforma Response	PROS180418-2-977	Standard Proforma Response	PROS180418-2-1663	Standard Proforma Response
PROS160318-332	Standard Proforma Response	PROS180418-2-978	Standard Proforma Response	PROS180418-2-1664	Standard Proforma Response
PROS160318-333	Standard Proforma Response	PROS180418-2-979	Standard Proforma Response	PROS180418-2-1665	Standard Proforma Response
PROS160318-334	Standard Proforma Response	PROS180418-2-980	Standard Proforma Response	PROS180418-2-1666	Standard Proforma Response
PROS160318-335	Standard Proforma Response	PROS180418-2-981	Standard Proforma Response	PROS180418-2-1667	Standard Proforma Response
PROS160318-336	Standard Proforma Response	PROS180418-2-982	Standard Proforma Response	PROS180418-2-1668	Standard Proforma Response
PROS160318-337	Standard Proforma Response	PROS180418-2-983	Standard Proforma Response	PROS180418-2-1669	Standard Proforma Response
PROS160318-338	Standard Proforma Response	PROS180418-2-984	Standard Proforma Response	PROS180418-2-1670	Standard Proforma Response
PROS160318-339	Standard Proforma Response	PROS180418-2-985	Standard Proforma Response	PROS180418-2-1671	Standard Proforma Response and Additional Comments
PROS160318-340	Standard Proforma Response	PROS180418-2-986	Standard Proforma Response	PROS180418-2-1672	Standard Proforma Response
PROS160318-341	Standard Proforma Response	PROS180418-2-987	Standard Proforma Response	PROS180418-2-1673	Standard Proforma Response
PROS160318-342	Standard Proforma Response	PROS180418-2-988	Standard Proforma Response	PROS180418-2-1674	Standard Proforma Response
PROS160318-343	Standard Proforma Response	PROS180418-2-989	Standard Proforma Response	PROS180418-2-1675	Standard Proforma Response
PROS160318-344	Standard Proforma Response	PROS180418-2-990	Standard Proforma Response	PROS180418-2-1676	Standard Proforma Response
PROS160318-345	Standard Proforma Response	PROS180418-2-991	Standard Proforma Response	PROS180418-2-1677	Standard Proforma Response
PROS160318-346	Standard Proforma Response	PROS180418-2-992	Standard Proforma Response	PROS180418-2-1678	Standard Proforma Response
PROS160318-347	Standard Proforma Response	PROS180418-2-993	Standard Proforma Response	PROS180418-2-1679	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS160318-348	Standard Proforma Response	PROS180418-2-994	Standard Proforma Response	PROS180418-2-1680	Standard Proforma Response
PROS160318-349	Standard Proforma Response	PROS180418-2-995	Standard Proforma Response	PROS180418-2-1681	Standard Proforma Response
PROS160318-350	Standard Proforma Response	PROS180418-2-996	Standard Proforma Response	PROS180418-2-1682	Standard Proforma Response
PROS160318-351	Standard Proforma Response	PROS180418-2-997	Standard Proforma Response	PROS180418-2-1683	Standard Proforma Response
PROS160318-352	Standard Proforma Response	PROS180418-2-998	Standard Proforma Response	PROS180418-2-1684	Standard Proforma Response
PROS160318-353	Standard Proforma Response	PROS180418-2-999	Standard Proforma Response	PROS180418-2-1685	Standard Proforma Response
PROS160318-354	Standard Proforma Response	PROS180418-2-1000	Standard Proforma Response	PROS180418-2-1686	Standard Proforma Response
PROS160318-355	Standard Proforma Response	PROS180418-2-1001	Standard Proforma Response and Additional Comments	PROS180418-2-1687	Standard Proforma Response
PROS160318-356	Standard Proforma Response	PROS180418-2-1002	Standard Proforma Response	PROS180418-2-1688	Standard Proforma Response
PROS160318-357	Standard Proforma Response	PROS180418-2-1003	Standard Proforma Response	PROS180418-2-1689	Standard Proforma Response
PROS160318-358	Standard Proforma Response	PROS180418-2-1004	Standard Proforma Response	PROS180418-2-1690	Standard Proforma Response
PROS160318-359	Standard Proforma Response	PROS180418-2-1005	Standard Proforma Response	PROS180418-2-1691	Standard Proforma Response
PROS160318-360	Standard Proforma Response	PROS200418-2-451	Standard Proforma Response	PROS180418-2-1692	Standard Proforma Response
PROS160318-361	Standard Proforma Response	PROS200418-2-452	Standard Proforma Response and Additional Comments	PROS180418-2-1693	Standard Proforma Response
PROS160318-362	Standard Proforma Response	PROS200418-2-453	Standard Proforma Response	PROS180418-2-1694	Standard Proforma Response
PROS160318-363	Standard Proforma Response	PROS200418-2-454	Standard Proforma Response	PROS180418-2-1695	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS160318-364	Standard Proforma Response	PROS200418-2-455	Standard Proforma Response	PROS180418-2-1696	Standard Proforma Response and Additional Comments
PROS160318-365	Standard Proforma Response	PROS200418-2-456	Standard Proforma Response	PROS180418-2-1697	Standard Proforma Response
PROS160318-366	Standard Proforma Response	PROS200418-2-457	Standard Proforma Response	PROS180418-2-1698	Standard Proforma Response and Additional Comments
PROS160318-367	Standard Proforma Response	PROS200418-2-458	Standard Proforma Response	PROS180418-2-1699	Standard Proforma Response
PROS160318-368	Standard Proforma Response	PROS200418-2-459	Standard Proforma Response	PROS180418-2-1700	Standard Proforma Response
PROS160318-369	Standard Proforma Response	PROS200418-2-460	Standard Proforma Response	PROS180418-2-1701	Standard Proforma Response
PROS160318-370	Standard Proforma Response	PROS200418-2-461	Standard Proforma Response	PROS180418-2-1702	Standard Proforma Response
PROS160318-371	Standard Proforma Response	PROS200418-2-462	Standard Proforma Response	PROS180418-2-1703	Standard Proforma Response
PROS160318-372	Standard Proforma Response	PROS200418-2-463	Standard Proforma Response	PROS180418-2-1704	Standard Proforma Response
PROS160318-373	Standard Proforma Response	PROS200418-2-464	Standard Proforma Response	PROS180418-2-1705	Standard Proforma Response
PROS160318-374	Standard Proforma Response	PROS200418-2-465	Standard Proforma Response	PROS180418-2-1706	Standard Proforma Response
PROS160318-375	Standard Proforma Response	PROS200418-2-466	Standard Proforma Response	PROS180418-2-1707	Standard Proforma Response
PROS160318-376	Standard Proforma Response	PROS200418-2-467	Standard Proforma Response	PROS180418-2-1708	Standard Proforma Response
PROS160318-377	Standard Proforma Response	PROS200418-2-468	Standard Proforma Response	PROS180418-2-1709	Standard Proforma Response
PROS160318-378	Standard Proforma Response	PROS200418-2-469	Standard Proforma Response	PROS180418-2-1710	Standard Proforma Response and Additional Comments
PROS160318-379	Standard Proforma Response	PROS200418-2-470	Standard Proforma Response	PROS180418-2-1711	Standard Proforma Response
PROS160318-380	Standard Proforma Response	PROS200418-2-471	Standard Proforma Response	PROS180418-2-1712	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS160318-381	Standard Proforma Response	PROS200418-2-472	Standard Proforma Response and Additional Comments	PROS180418-2-1713	Standard Proforma Response
PROS160318-382	Standard Proforma Response	PROS200418-2-473	Standard Proforma Response	PROS180418-2-1714	Standard Proforma Response
PROS160318-383	Standard Proforma Response	PROS200418-2-474	Standard Proforma Response	PROS180418-2-1715	Standard Proforma Response
PROS160318-384	Standard Proforma Response	PROS200418-2-475	Standard Proforma Response	PROS180418-2-1716	Standard Proforma Response
PROS160318-385	Standard Proforma Response	PROS200418-2-476	Standard Proforma Response	PROS180418-2-1717	Standard Proforma Response
PROS160318-386	Standard Proforma Response	PROS200418-2-477	Standard Proforma Response	PROS180418-2-1718	Standard Proforma Response
PROS160318-387	Standard Proforma Response	PROS200418-2-478	Standard Proforma Response	PROS180418-2-1719	Standard Proforma Response
PROS160318-388	Standard Proforma Response	PROS200418-2-479	Standard Proforma Response	PROS180418-2-1720	Standard Proforma Response
PROS160318-389	Standard Proforma Response	PROS200418-2-480	Standard Proforma Response	PROS180418-2-1721	Standard Proforma Response
PROS160318-390	Standard Proforma Response	PROS200418-2-481	Standard Proforma Response	PROS180418-2-1722	Standard Proforma Response
PROS160318-391	Standard Proforma Response	PROS200418-2-482	Standard Proforma Response	PROS180418-2-1723	Standard Proforma Response
PROS160318-392	Standard Proforma Response	PROS200418-2-483	Standard Proforma Response	PROS180418-2-1724	Standard Proforma Response
PROS160318-393	Standard Proforma Response	PROS200418-2-484	Standard Proforma Response and Additional Comments	PROS180418-2-1725	Standard Proforma Response
PROS160318-394	Standard Proforma Response	PROS200418-2-485	Standard Proforma Response	PROS180418-2-1726	Standard Proforma Response
PROS160318-395	Standard Proforma Response	PROS200418-2-486	Standard Proforma Response	PROS180418-2-1727	Standard Proforma Response
PROS160318-396	Standard Proforma Response	PROS200418-2-487	Standard Proforma Response	PROS180418-2-1728	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS160318-397	Standard Proforma Response and Additional Comments	PROS200418-2-488	Standard Proforma Response	PROS180418-2-1729	Standard Proforma Response
PROS160318-398	Standard Proforma Response	PROS220418-2-170	Standard Proforma Response	PROS180418-2-1597	Standard Proforma Response
PROS160318-399	Standard Proforma Response	PROS220418-2-169	Standard Proforma Response	PROS180418-2-1596	Standard Proforma Response and Additional Comments
PROS160318-400	Standard Proforma Response	PROS220418-2-168	Standard Proforma Response	PROS180418-2-1595	Standard Proforma Response
PROS160318-401	Standard Proforma Response	PROS220418-2-167	Standard Proforma Response	PROS180418-2-1594	Standard Proforma Response
PROS160318-402	Standard Proforma Response	PROS220418-2-166	Standard Proforma Response	PROS180418-2-1593	Standard Proforma Response
PROS160318-403	Standard Proforma Response and Additional Comments	PROS220418-2-164	Standard Proforma Response	PROS180418-2-1592	Standard Proforma Response
PROS160318-404	Standard Proforma Response	PROS220418-2-163	Standard Proforma Response	PROS180418-2-1591	Standard Proforma Response
PROS160318-405	Standard Proforma Response	PROS220418-2-162	Standard Proforma Response	PROS180418-2-1590	Standard Proforma Response
PROS160318-406	Standard Proforma Response	PROS220418-2-161	Standard Proforma Response	PROS180418-2-1589	Standard Proforma Response
PROS160318-407	Standard Proforma Response	PROS220418-2-160	Standard Proforma Response	PROS180418-2-1588	Standard Proforma Response
PROS160318-408	Standard Proforma Response	PROS220418-2-159	Standard Proforma Response	PROS180418-2-1587	Standard Proforma Response
PROS160318-409	Standard Proforma Response	PROS220418-2-158	Standard Proforma Response	PROS180418-2-1586	Standard Proforma Response
PROS160318-410	Standard Proforma Response	PROS220418-2-157	Standard Proforma Response	PROS180418-2-1559	Standard Proforma Response
PROS160318-411	Standard Proforma Response	PROS220418-2-156	Standard Proforma Response	PROS180418-2-1585	Standard Proforma Response
PROS160318-412	Standard Proforma Response	PROS220418-2-155	Standard Proforma Response	PROS180418-2-1584	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS160318-413	Standard Proforma Response	PROS220418-2-154	Standard Proforma Response	PROS180418-2-1583	Standard Proforma Response
PROS160318-414	Standard Proforma Response	PROS220418-2-153	Standard Proforma Response	PROS180418-2-1582	Standard Proforma Response
PROS160318-415	Standard Proforma Response	PROS220418-2-152	Standard Proforma Response	PROS180418-2-1581	Standard Proforma Response
PROS160318-416	Standard Proforma Response and Additional Comments	PROS220418-2-151	Standard Proforma Response	PROS180418-2-1580	Standard Proforma Response
PROS160318-417	Standard Proforma Response	PROS220418-2-150	Standard Proforma Response	PROS180418-2-1579	Standard Proforma Response
PROS160318-418	Standard Proforma Response and Additional Comments	PROS220418-2-149	Standard Proforma Response	PROS180418-2-1578	Standard Proforma Response
PROS160318-419	Standard Proforma Response	PROS220418-2-148	Standard Proforma Response	PROS180418-2-1577	Standard Proforma Response
PROS160318-420	Standard Proforma Response	PROS220418-2-147	Standard Proforma Response	PROS180418-2-1576	Standard Proforma Response
PROS160318-424	Standard Proforma Response	PROS220418-2-145	Standard Proforma Response	PROS180418-2-1575	Standard Proforma Response
PROS160318-425	Standard Proforma Response	PROS220418-2-144	Standard Proforma Response	PROS180418-2-1574	Standard Proforma Response
PROS170318-421	Standard Proforma Response	PROS220418-2-143	Standard Proforma Response	PROS180418-2-1573	Standard Proforma Response
PROS170318-422	Standard Proforma Response	PROS220418-2-142	Standard Proforma Response	PROS180418-2-1572	Standard Proforma Response
PROS170318-423	Standard Proforma Response	PROS220418-2-141	Standard Proforma Response	PROS180418-2-1571	Standard Proforma Response
PROS170318-426	Standard Proforma Response	PROS210418-2-370	Standard Proforma Response	PROS180418-2-1570	Standard Proforma Response
PROS170318-427	Standard Proforma Response	PROS210418-2-369	Standard Proforma Response	PROS180418-2-1569	Standard Proforma Response
PROS170318-428	Standard Proforma Response	PROS210418-2-368	Standard Proforma Response	PROS180418-2-1558	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS170318-429	Standard Proforma Response	PROS210418-2-367	Standard Proforma Response	PROS180418-2-1568	Standard Proforma Response
PROS170318-430	Standard Proforma Response	PROS210418-2-366	Standard Proforma Response	PROS180418-2-1567	Standard Proforma Response and Additional Comments
PROS170318-431	Standard Proforma Response	PROS210418-2-365	Standard Proforma Response	PROS180418-2-1566	Standard Proforma Response
PROS170318-432	Standard Proforma Response	PROS210418-2-364	Standard Proforma Response	PROS180418-2-1565	Standard Proforma Response
PROS170318-433	Standard Proforma Response	PROS210418-2-363	Standard Proforma Response	PROS180418-2-1564	Standard Proforma Response
PROS170318-434	Standard Proforma Response	PROS210418-2-362	Standard Proforma Response	PROS180418-2-1563	Standard Proforma Response
PROS170318-435	Standard Proforma Response	PROS210418-2-361	Standard Proforma Response	PROS180418-2-1562	Standard Proforma Response
PROS170318-436	Standard Proforma Response	PROS210418-2-360	Standard Proforma Response	PROS180418-2-1561	Standard Proforma Response
PROS170318-437	Standard Proforma Response	PROS210418-2-359	Standard Proforma Response	PROS180418-2-1560	Standard Proforma Response
PROS170318-438	Standard Proforma Response	PROS210418-2-358	Standard Proforma Response	PROS180418-2-1557	Standard Proforma Response
PROS170318-439	Standard Proforma Response	PROS210418-2-357	Standard Proforma Response	PROS180418-2-1556	Standard Proforma Response
PROS170318-440	Standard Proforma Response	PROS210418-2-356	Standard Proforma Response	PROS180418-2-1555	Standard Proforma Response
PROS170318-441	Standard Proforma Response and Additional Comments	PROS210418-2-355	Standard Proforma Response	PROS180418-2-1554	Standard Proforma Response
PROS170318-442	Standard Proforma Response	PROS190418-2-829	Standard Proforma Response	PROS180418-2-1553	Standard Proforma Response
PROS170318-443	Standard Proforma Response	PROS190418-2-830	Standard Proforma Response	PROS180418-2-1552	Standard Proforma Response
PROS170318-444	Standard Proforma Response	PROS180418-2-1006	Standard Proforma Response	PROS180418-2-1551	Standard Proforma Response
PROS170318-445	Standard Proforma Response	PROS180418-2-1007	Standard Proforma Response	PROS180418-2-1550	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS170318-446	Standard Proforma Response	PROS180418-2-1008	Standard Proforma Response	PROS180418-2-1549	Standard Proforma Response
PROS170318-447	Standard Proforma Response	PROS180418-2-1009	Standard Proforma Response and Additional Comments	PROS180418-2-1548	Standard Proforma Response
PROS170318-448	Standard Proforma Response	PROS180418-2-1010	Standard Proforma Response	PROS180418-2-1547	Standard Proforma Response
PROS170318-449	Standard Proforma Response	PROS180418-2-1011	Standard Proforma Response and Additional Comments	PROS180418-2-1546	Standard Proforma Response
PROS170318-450	Standard Proforma Response	PROS180418-2-1012	Standard Proforma Response	PROS180418-2-1545	Standard Proforma Response
PROS170318-451	Standard Proforma Response	PROS180418-2-1013	Standard Proforma Response and Additional Comments	PROS180418-2-1544	Standard Proforma Response
PROS170318-452	Standard Proforma Response	PROS180418-2-1014	Standard Proforma Response	PROS180418-2-1543	Standard Proforma Response and Additional Comments
PROS170318-453	Standard Proforma Response	PROS180418-2-1015	Standard Proforma Response and Additional Comments	PROS180418-2-1542	Standard Proforma Response
PROS170318-454	Standard Proforma Response	PROS180418-2-1016	Standard Proforma Response	PROS180418-2-1541	Standard Proforma Response
PROS170318-455	Standard Proforma Response	PROS180418-2-1017	Standard Proforma Response	PROS180418-2-1540	Standard Proforma Response
PROS170318-456	Standard Proforma Response	PROS180418-2-1018	Standard Proforma Response	PROS180418-2-1539	Standard Proforma Response
PROS170318-457	Standard Proforma Response	PROS180418-2-1019	Standard Proforma Response	PROS180418-2-1538	Standard Proforma Response
PROS170318-458	Standard Proforma Response	PROS180418-2-1020	Standard Proforma Response	PROS180418-2-1537	Standard Proforma Response
PROS170318-459	Standard Proforma Response	PROS180418-2-1021	Standard Proforma Response	PROS180418-2-1536	Standard Proforma Response
PROS170318-460	Standard Proforma Response	PROS180418-2-1022	Standard Proforma Response	PROS180418-2-1535	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS170318-461	Standard Proforma Response	PROS180418-2-1023	Standard Proforma Response	PROS180418-2-1534	Standard Proforma Response
PROS170318-462	Standard Proforma Response	PROS180418-2-1024	Standard Proforma Response	PROS180418-2-1533	Standard Proforma Response
PROS170318-463	Standard Proforma Response	PROS180418-2-1025	Standard Proforma Response	PROS180418-2-1532	Standard Proforma Response
PROS170318-464	Standard Proforma Response	PROS180418-2-1026	Standard Proforma Response	PROS180418-2-1531	Standard Proforma Response
PROS170318-465	Standard Proforma Response	PROS180418-2-1027	Standard Proforma Response and Additional Comments	PROS180418-2-1600	Standard Proforma Response
PROS170318-466	Standard Proforma Response	PROS180418-2-1028	Standard Proforma Response	PROS180418-2-1601	Standard Proforma Response
PROS170318-467	Standard Proforma Response	PROS180418-2-1029	Standard Proforma Response	PROS180418-2-1602	Standard Proforma Response
PROS170318-468	Standard Proforma Response	PROS180418-2-1030	Standard Proforma Response	PROS180418-2-1603	Standard Proforma Response
PROS170318-469	Standard Proforma Response	PROS180418-2-1031	Standard Proforma Response	PROS180418-2-1604	Standard Proforma Response
PROS170318-470	Standard Proforma Response	PROS180418-2-1032	Standard Proforma Response	PROS180418-2-1605	Standard Proforma Response
PROS170318-471	Standard Proforma Response	PROS180418-2-1033	Standard Proforma Response	PROS180418-2-1606	Standard Proforma Response
PROS170318-472	Standard Proforma Response	PROS180418-2-1034	Standard Proforma Response	PROS180418-2-1607	Standard Proforma Response
PROS170318-473	Standard Proforma Response	PROS180418-2-1035	Standard Proforma Response	PROS180418-2-1608	Standard Proforma Response
PROS170318-474	Standard Proforma Response	PROS180418-2-1036	Standard Proforma Response	PROS180418-2-1609	Standard Proforma Response
PROS170318-475	Standard Proforma Response and Additional Comments	PROS180418-2-1037	Standard Proforma Response	PROS180418-2-1610	Standard Proforma Response
PROS170318-476	Standard Proforma Response	PROS180418-2-1038	Standard Proforma Response	PROS180418-2-1611	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS170318-477	Standard Proforma Response	PROS180418-2-1039	Standard Proforma Response	PROS180418-2-1612	Standard Proforma Response
PROS170318-478	Standard Proforma Response	PROS180418-2-1040	Standard Proforma Response	PROS180418-2-1613	Standard Proforma Response
PROS170318-479	Standard Proforma Response	PROS180418-2-1041	Standard Proforma Response	PROS180418-2-1614	Standard Proforma Response and Additional Comments
PROS170318-480	Standard Proforma Response and Additional Comments	PROS180418-2-1042	Standard Proforma Response	PROS180418-2-1615	Standard Proforma Response
PROS170318-481	Standard Proforma Response	PROS180418-2-1043	Standard Proforma Response	PROS180418-2-1616	Standard Proforma Response
PROS170318-482	Standard Proforma Response	PROS180418-2-1044	Standard Proforma Response	PROS180418-2-1617	Standard Proforma Response
PROS170318-483	Standard Proforma Response	PROS180418-2-1045	Standard Proforma Response	PROS230418-2-11	Standard Proforma Response and Additional Comments
PROS170318-484	Standard Proforma Response	PROS180418-2-1046	Standard Proforma Response	PROS220418-2-146	Standard Proforma Response and Additional Comments
PROS170318-485	Standard Proforma Response	PROS180418-2-1047	Standard Proforma Response	PROS180418-2-1515	Standard Proforma Response and Additional Comments
PROS170318-486	Standard Proforma Response	PROS180418-2-1048	Standard Proforma Response	PROS180418-2-1433	Standard Proforma Response and Additional Comments
PROS170318-487	Standard Proforma Response	PROS180418-2-1049	Standard Proforma Response	PROS180418-2-1381	Standard Proforma Response and Additional Comments
PROS170318-488	Standard Proforma Response	PROS180418-2-1050	Standard Proforma Response	PROS110418-3-167	Standard Proforma Response
PROS170318-489	Standard Proforma Response	PROS180418-2-1051	Standard Proforma Response	PROS110418-3-90	Standard Proforma Response
PROS170318-490	Standard Proforma Response	PROS180418-2-1052	Standard Proforma Response	PROS110418-3-91	Standard Proforma Response
PROS170318-491	Standard Proforma Response	PROS180418-2-1053	Standard Proforma Response	PROS110418-3-92	Standard Proforma Response and Additional Comments
PROS170318-492	Standard Proforma Response	PROS190418-2-627	Standard Proforma Response	PROS110418-3-93	Standard Proforma Response
PROS170318-493	Standard Proforma Response	PROS190418-2-628	Standard Proforma Response	PROS110418-3-95	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS170318-494	Standard Proforma Response	PROS190418-2-629	Standard Proforma Response and Additional Comments	PROS110418-3-96	Standard Proforma Response
PROS170318-495	Standard Proforma Response	PROS190418-2-630	Standard Proforma Response	PROS110418-3-97	Standard Proforma Response
PROS170318-501	Standard Proforma Response	PROS190418-2-631	Standard Proforma Response	PROS110418-3-98	Standard Proforma Response
PROS180318-496	Standard Proforma Response	PROS190418-2-632	Standard Proforma Response	PROS110418-3-99	Standard Proforma Response
PROS180318-497	Standard Proforma Response	PROS190418-2-633	Standard Proforma Response	PROS110418-3-100	Standard Proforma Response
PROS180318-498	Standard Proforma Response	PROS190418-2-634	Standard Proforma Response and Additional Comments	PROS110418-3-101	Standard Proforma Response
PROS180318-499	Standard Proforma Response	PROS190418-2-635	Standard Proforma Response	PROS110418-3-102	Standard Proforma Response
PROS180318-500	Standard Proforma Response	PROS190418-2-636	Standard Proforma Response	PROS110418-3-103	Standard Proforma Response
PROS180318-502	Standard Proforma Response	PROS190418-2-637	Standard Proforma Response	PROS110418-3-104	Standard Proforma Response
PROS180318-503	Standard Proforma Response	PROS190418-2-638	Standard Proforma Response	PROS110418-3-105	Standard Proforma Response
PROS180318-504	Standard Proforma Response	PROS190418-2-639	Standard Proforma Response	PROS110418-3-106	Standard Proforma Response
PROS180318-505	Standard Proforma Response	PROS190418-2-640	Standard Proforma Response	PROS110418-3-107	Standard Proforma Response
PROS180318-506	Standard Proforma Response	PROS190418-2-641	Standard Proforma Response	PROS110418-3-108	Standard Proforma Response
PROS180318-507	Standard Proforma Response	PROS190418-2-642	Standard Proforma Response and Additional Comments	PROS110418-3-109	Standard Proforma Response
PROS180318-508	Standard Proforma Response	PROS190418-2-643	Standard Proforma Response	PROS110418-3-110	Standard Proforma Response
PROS180318-509	Standard Proforma Response	PROS190418-2-644	Standard Proforma Response	PROS110418-3-111	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS180318-510	Standard Proforma Response	PROS190418-2-645	Standard Proforma Response	PROS110418-3-112	Standard Proforma Response
PROS180318-511	Standard Proforma Response	PROS190418-2-646	Standard Proforma Response	PROS110418-3-113	Standard Proforma Response
PROS180318-512	Standard Proforma Response	PROS190418-2-647	Standard Proforma Response	PROS110418-3-114	Standard Proforma Response
PROS180318-513	Standard Proforma Response	PROS190418-2-648	Standard Proforma Response	PROS110418-3-115	Standard Proforma Response
PROS180318-514	Standard Proforma Response	PROS190418-2-649	Standard Proforma Response	PROS110418-3-116	Standard Proforma Response
PROS180318-515	Standard Proforma Response	PROS190418-2-650	Standard Proforma Response	PROS110418-3-117	Standard Proforma Response
PROS180318-516	Standard Proforma Response	PROS190418-2-651	Standard Proforma Response	PROS110418-3-118	Standard Proforma Response
PROS180318-518	Standard Proforma Response	PROS190418-2-652	Standard Proforma Response	PROS110418-3-120	Standard Proforma Response
PROS180318-519	Standard Proforma Response	PROS190418-2-653	Standard Proforma Response	PROS110418-3-121	Standard Proforma Response
PROS180318-520	Standard Proforma Response	PROS190418-2-654	Standard Proforma Response	PROS110418-3-123	Standard Proforma Response
PROS180318-547	Standard Proforma Response	PROS190418-2-655	Standard Proforma Response	PROS110418-3-119	Standard Proforma Response and Additional Comments
PROS180318-548	Standard Proforma Response	PROS190418-2-656	Standard Proforma Response	PROS110418-3-122	Standard Proforma Response and Additional Comments
PROS180318-552	Standard Proforma Response	PROS190418-2-657	Standard Proforma Response	PROS110418-3-124	Standard Proforma Response
PROS180318-553	Standard Proforma Response	PROS190418-2-658	Standard Proforma Response	PROS110418-3-125	Standard Proforma Response
PROS180318-554	Standard Proforma Response	PROS190418-2-659	Standard Proforma Response	PROS110418-3-126	Standard Proforma Response
PROS180318-555	Standard Proforma Response	PROS190418-2-660	Standard Proforma Response	PROS110418-3-127	Standard Proforma Response
PROS180318-556	Standard Proforma Response	PROS190418-2-661	Standard Proforma Response	PROS110418-3-128	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS190318-517	Standard Proforma Response	PROS190418-2-662	Standard Proforma Response	PROS110418-3-129	Standard Proforma Response
PROS190318-521	Standard Proforma Response	PROS190418-2-663	Standard Proforma Response	PROS110418-3-131	Standard Proforma Response
PROS190318-522	Standard Proforma Response	PROS190418-2-664	Standard Proforma Response	PROS110418-3-132	Standard Proforma Response
PROS190318-523	Standard Proforma Response	PROS190418-2-665	Standard Proforma Response	PROS110418-3-133	Standard Proforma Response
PROS190318-524	Standard Proforma Response	PROS190418-2-666	Standard Proforma Response	PROS110418-3-134	Standard Proforma Response
PROS190318-525	Standard Proforma Response	PROS190418-2-667	Standard Proforma Response	PROS110418-3-135	Standard Proforma Response
PROS190318-526	Standard Proforma Response	PROS190418-2-668	Standard Proforma Response	PROS110418-3-136	Standard Proforma Response
PROS190318-527	Standard Proforma Response	PROS190418-2-669	Standard Proforma Response	PROS110418-3-137	Standard Proforma Response
PROS190318-528	Standard Proforma Response	PROS190418-2-670	Standard Proforma Response	PROS110418-3-138	Standard Proforma Response
PROS190318-529	Standard Proforma Response	PROS190418-2-671	Standard Proforma Response	PROS110418-3-139	Standard Proforma Response
PROS190318-530	Standard Proforma Response	PROS190418-2-672	Standard Proforma Response	PROS110418-3-140	Standard Proforma Response
PROS190318-531	Standard Proforma Response	PROS190418-2-673	Standard Proforma Response	PROS110418-3-141	Standard Proforma Response
PROS190318-532	Standard Proforma Response	PROS190418-2-674	Standard Proforma Response	PROS110418-3-142	Standard Proforma Response
PROS190318-533	Standard Proforma Response	PROS190418-2-675	Standard Proforma Response	PROS110418-3-143	Standard Proforma Response
PROS190318-534	Standard Proforma Response	PROS190418-2-676	Standard Proforma Response	PROS110418-3-144	Standard Proforma Response
PROS190318-535	Standard Proforma Response	PROS190418-2-677	Standard Proforma Response and Additional Comments	PROS110418-3-145	Standard Proforma Response
PROS190318-536	Standard Proforma Response	PROS190418-2-678	Standard Proforma Response	PROS110418-3-146	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS190318-538	Standard Proforma Response	PROS190418-2-679	Standard Proforma Response	PROS110418-3-147	Standard Proforma Response
PROS190318-539	Standard Proforma Response	PROS190418-2-680	Standard Proforma Response	PROS110418-3-148	Standard Proforma Response
PROS190318-540	Standard Proforma Response	PROS190418-2-681	Standard Proforma Response	PROS110418-3-149	Standard Proforma Response
PROS190318-541	Standard Proforma Response	PROS190418-2-682	Standard Proforma Response	PROS110418-3-151	Standard Proforma Response
PROS200318-542	Standard Proforma Response	PROS190418-2-683	Standard Proforma Response	PROS110418-3-152	Standard Proforma Response
PROS200318-543	Standard Proforma Response	PROS190418-2-684	Standard Proforma Response	PROS110418-3-153	Standard Proforma Response
PROS190318-544	Standard Proforma Response	PROS190418-2-685	Standard Proforma Response	PROS110418-3-154	Standard Proforma Response
PROS190318-545	Standard Proforma Response	PROS190418-2-686	Standard Proforma Response	PROS110418-3-155	Standard Proforma Response
PROS190318-546	Standard Proforma Response	PROS190418-2-687	Standard Proforma Response	PROS110418-3-156	Standard Proforma Response
PROS190318-537	Standard Proforma Response	PROS190418-2-688	Standard Proforma Response	PROS110418-3-157	Standard Proforma Response
PROS200318-549	Standard Proforma Response	PROS190418-2-689	Standard Proforma Response	PROS110418-3-158	Standard Proforma Response
PROS200318-550	Standard Proforma Response	PROS190418-2-690	Standard Proforma Response	PROS110418-3-159	Standard Proforma Response
PROS200318-551	Standard Proforma Response	PROS190418-2-691	Standard Proforma Response	PROS110418-3-160	Standard Proforma Response
PROS200318-558	Standard Proforma Response	PROS190418-2-692	Standard Proforma Response	PROS110418-3-161	Standard Proforma Response
PROS200318-559	Standard Proforma Response	PROS190418-2-693	Standard Proforma Response	PROS110418-3-162	Standard Proforma Response
PROS200318-560	Standard Proforma Response	PROS190418-2-694	Standard Proforma Response	PROS110418-3-163	Standard Proforma Response and Additional Comments
PROS200318-561	Standard Proforma Response	PROS190418-2-695	Standard Proforma Response	PROS110418-3-130	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS210318-557	Standard Proforma Response	PROS190418-2-696	Standard Proforma Response	PROS110418-3-164	Standard Proforma Response
PROS210318-562	Standard Proforma Response	PROS190418-2-697	Standard Proforma Response	PROS110418-3-165	Standard Proforma Response
PROS210318-563	Standard Proforma Response	PROS190418-2-698	Standard Proforma Response	PROS110418-3-166	Standard Proforma Response
PROS210318-564	Standard Proforma Response	PROS190418-2-699	Standard Proforma Response	PROS120418-3-47	Standard Proforma Response
PROS210318-565	Standard Proforma Response	PROS190418-2-700	Standard Proforma Response	PROS120418-3-48	Standard Proforma Response
PROS210318-566	Standard Proforma Response	PROS190418-2-701	Standard Proforma Response	PROS120418-3-49	Standard Proforma Response
PROS210318-567	Standard Proforma Response	PROS190418-2-702	Standard Proforma Response	PROS120418-3-50	Standard Proforma Response
PROS210318-568	Standard Proforma Response	PROS180418-2-1054	Standard Proforma Response	PROS120418-3-51	Standard Proforma Response
PROS210318-569	Standard Proforma Response	PROS180418-2-1055	Standard Proforma Response	PROS120418-3-52	Standard Proforma Response
PROS210318-570	Standard Proforma Response	PROS180418-2-1056	Standard Proforma Response	PROS120418-3-53	Standard Proforma Response
PROS210318-571	Standard Proforma Response	PROS180418-2-1057	Standard Proforma Response	PROS120418-3-54	Standard Proforma Response and Additional Comments
PROS210318-572	Standard Proforma Response	PROS180418-2-1058	Standard Proforma Response	PROS120418-3-55	Standard Proforma Response
PROS210318-573	Standard Proforma Response	PROS180418-2-1059	Standard Proforma Response	PROS120418-3-56	Standard Proforma Response
PROS210318-574	Standard Proforma Response	PROS180418-2-1060	Standard Proforma Response	PROS120418-3-57	Standard Proforma Response
PROS210318-575	Standard Proforma Response	PROS180418-2-1061	Standard Proforma Response	PROS120418-3-59	Standard Proforma Response
PROS210318-576	Standard Proforma Response	PROS180418-2-1062	Standard Proforma Response	PROS120418-3-60	Standard Proforma Response and Additional Comments
PROS210318-581	Standard Proforma Response	PROS180418-2-1063	Standard Proforma Response	PROS120418-3-61	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS220318-577	Standard Proforma Response	PROS180418-2-1064	Standard Proforma Response	PROS120418-3-62	Standard Proforma Response
PROS220318-578	Standard Proforma Response	PROS180418-2-1065	Standard Proforma Response and Additional Comments	PROS120418-3-63	Standard Proforma Response and Additional Comments
PROS220318-579	Standard Proforma Response	PROS180418-2-1066	Standard Proforma Response	PROS120418-3-64	Standard Proforma Response
PROS220318-580	Standard Proforma Response	PROS180418-2-1067	Standard Proforma Response	PROS120418-3-65	Standard Proforma Response
PROS220318-581	Standard Proforma Response	PROS180418-2-1068	Standard Proforma Response	PROS120418-3-66	Standard Proforma Response
PROS220318-582	Standard Proforma Response	PROS180418-2-1069	Standard Proforma Response	PROS120418-3-67	Standard Proforma Response
PROS220318-583	Standard Proforma Response	PROS180418-2-1070	Standard Proforma Response	PROS120418-3-68	Standard Proforma Response
PROS220318-584	Standard Proforma Response	PROS180418-2-1071	Standard Proforma Response	PROS120418-3-69	Standard Proforma Response
PROS220318-585	Standard Proforma Response	PROS180418-2-1072	Standard Proforma Response	PROS120418-3-70	Standard Proforma Response
PROS220318-586	Standard Proforma Response	PROS180418-2-1073	Standard Proforma Response and Additional Comments	PROS120418-3-71	Standard Proforma Response
PROS220318-587	Standard Proforma Response	PROS180418-2-1074	Standard Proforma Response	PROS120418-3-72	Standard Proforma Response
PROS220318-588	Standard Proforma Response	PROS180418-2-1075	Standard Proforma Response	PROS120418-3-73	Standard Proforma Response
PROS220318-593	Standard Proforma Response	PROS180418-2-1076	Standard Proforma Response	PROS120418-3-74	Standard Proforma Response
PROS230318-589	Standard Proforma Response	PROS180418-2-1077	Standard Proforma Response	PROS120418-3-75	Standard Proforma Response
PROS230318-590	Standard Proforma Response	PROS180418-2-1078	Standard Proforma Response	PROS120418-3-76	Standard Proforma Response
PROS230318-591	Standard Proforma Response	PROS180418-2-1079	Standard Proforma Response	PROS120418-3-77	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS230318-592	Standard Proforma Response	PROS180418-2-1080	Standard Proforma Response	PROS120418-3-78	Standard Proforma Response and Additional Comments
PROS230318-593	Standard Proforma Response	PROS180418-2-1081	Standard Proforma Response	PROS120418-3-81	Standard Proforma Response
PROS230318-594	Standard Proforma Response	PROS180418-2-1082	Standard Proforma Response	PROS120418-3-82	Standard Proforma Response
PROS230318-595	Standard Proforma Response	PROS180418-2-1083	Standard Proforma Response	PROS120418-3-83	Standard Proforma Response
PROS230318-596	Standard Proforma Response	PROS180418-2-1084	Standard Proforma Response	PROS120418-3-84	Standard Proforma Response
PROS230318-597	Standard Proforma Response	PROS180418-2-1085	Standard Proforma Response	PROS120418-3-85	Standard Proforma Response
PROS230318-598	Standard Proforma Response	PROS180418-2-1086	Standard Proforma Response	PROS120418-3-80	Standard Proforma Response
PROS230318-599	Standard Proforma Response	PROS180418-2-1087	Standard Proforma Response	PROS230418-3-169	Standard Proforma Response
PROS230318-600	Standard Proforma Response	PROS180418-2-1088	Standard Proforma Response	PROS140418-3-16	Standard Proforma Response
PROS230318-601	Standard Proforma Response	PROS180418-2-1089	Standard Proforma Response	PROS140418-3-15	Standard Proforma Response
PROS230318-602	Standard Proforma Response	PROS180418-2-1090	Standard Proforma Response	PROS140418-3-14	Standard Proforma Response
PROS230318-603	Standard Proforma Response	PROS180418-2-1091	Standard Proforma Response	PROS140418-3-13	Standard Proforma Response
PROS230318-604	Standard Proforma Response	PROS180418-2-1092	Standard Proforma Response	PROS140418-3-12	Standard Proforma Response
PROS230318-605	Standard Proforma Response	PROS180418-2-1093	Standard Proforma Response	PROS140418-3-11	Standard Proforma Response
PROS230318-606	Standard Proforma Response	PROS180418-2-1094	Standard Proforma Response	PROS140418-3-10	Standard Proforma Response
PROS230318-607	Standard Proforma Response	PROS180418-2-1095	Standard Proforma Response	PROS140418-3-09	Standard Proforma Response
PROS230318-608	Standard Proforma Response	PROS180418-2-1096	Standard Proforma Response and Additional Comments	PROS140418-3-08	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS230318-609	Standard Proforma Response	PROS180418-2-1097	Standard Proforma Response	PROS140418-3-07	Standard Proforma Response
PROS230318-610	Standard Proforma Response	PROS180418-2-1098	Standard Proforma Response	PROS140418-3-06	Standard Proforma Response
PROS230318-611	Standard Proforma Response	PROS180418-2-1099	Standard Proforma Response and Additional Comments	PROS140418-3-05	Standard Proforma Response
PROS230318-612	Standard Proforma Response	PROS180418-2-1100	Standard Proforma Response	PROS140418-3-04	Standard Proforma Response
PROS230318-613	Standard Proforma Response	PROS180418-2-1101	Standard Proforma Response	PROS140418-3-03	Standard Proforma Response
PROS230318-614	Standard Proforma Response	PROS180418-2-1102	Standard Proforma Response	PROS140418-3-02	Standard Proforma Response
PROS230318-615	Standard Proforma Response	PROS180418-2-1103	Standard Proforma Response	PROS140418-3-01	Standard Proforma Response and Additional Comments
PROS230318-616	Standard Proforma Response	PROS180418-2-1104	Standard Proforma Response	PROS130418-3-46	Standard Proforma Response
PROS230318-617	Standard Proforma Response	PROS180418-2-1105	Standard Proforma Response	PROS130418-3-45	Standard Proforma Response
PROS230318-618	Standard Proforma Response	PROS180418-2-1106	Standard Proforma Response	PROS130418-3-44	Standard Proforma Response
PROS230318-619	Standard Proforma Response	PROS180418-2-1107	Standard Proforma Response	PROS130418-3-43	Standard Proforma Response
PROS230318-620	Standard Proforma Response	PROS180418-2-1108	Standard Proforma Response	PROS130418-3-42	Standard Proforma Response
PROS230318-621	Standard Proforma Response	PROS180418-2-1109	Standard Proforma Response	PROS130418-3-41	Standard Proforma Response
PROS230318-622	Standard Proforma Response	PROS180418-2-1110	Standard Proforma Response	PROS130418-3-40	Standard Proforma Response
PROS230318-625	Standard Proforma Response	PROS180418-2-1111	Standard Proforma Response	PROS130418-3-39	Standard Proforma Response
PROS230318-626	Standard Proforma Response	PROS180418-2-1112	Standard Proforma Response	PROS130418-3-38	Standard Proforma Response
PROS230318-627	Standard Proforma Response	PROS180418-2-1113	Standard Proforma Response	PROS130418-3-37	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS240318-623	Standard Proforma Response	PROS180418-2-1114	Standard Proforma Response	PROS130418-3-36	Standard Proforma Response
PROS240318-624	Standard Proforma Response	PROS180418-2-1115	Standard Proforma Response	PROS130418-3-35	Standard Proforma Response
PROS240318-628	Standard Proforma Response	PROS180418-2-1116	Standard Proforma Response	PROS130418-3-34	Standard Proforma Response
PROS240318-629	Standard Proforma Response	PROS180418-2-1117	Standard Proforma Response	PROS130418-3-33	Standard Proforma Response
PROS240318-630	Standard Proforma Response	PROS180418-2-1118	Standard Proforma Response	PROS130418-3-32	Standard Proforma Response
PROS240318-631	Standard Proforma Response	PROS180418-2-1119	Standard Proforma Response	PROS130418-3-31	Standard Proforma Response
PROS240318-632	Standard Proforma Response	PROS180418-2-1120	Standard Proforma Response	PROS130418-3-30	Standard Proforma Response
PROS240318-633	Standard Proforma Response	PROS180418-2-1121	Standard Proforma Response and Additional Comments	PROS130418-3-29	Standard Proforma Response
PROS240318-634	Standard Proforma Response	PROS180418-2-1122	Standard Proforma Response	PROS130418-3-28	Standard Proforma Response
PROS240318-635	Standard Proforma Response	PROS180418-2-1123	Standard Proforma Response	PROS130418-3-27	Standard Proforma Response
PROS240318-636	Standard Proforma Response	PROS180418-2-1124	Standard Proforma Response	PROS130418-3-26	Standard Proforma Response
PROS240318-637	Standard Proforma Response	PROS180418-2-1125	Standard Proforma Response	PROS130418-3-25	Standard Proforma Response
PROS240318-638	Standard Proforma Response	PROS180418-2-1126	Standard Proforma Response	PROS130418-3-24	Standard Proforma Response
PROS240318-639	Standard Proforma Response	PROS180418-2-1127	Standard Proforma Response	PROS130418-3-23	Standard Proforma Response
PROS240318-640	Standard Proforma Response	PROS200418-2-489	Standard Proforma Response	PROS130418-3-22	Standard Proforma Response
PROS240318-641	Standard Proforma Response	PROS200418-2-490	Standard Proforma Response	PROS130418-3-21	Standard Proforma Response
PROS240318-642	Standard Proforma Response	PROS200418-2-491	Standard Proforma Response	PROS130418-3-20	Standard Proforma Response

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS240318-643	Standard Proforma Response	PROS200418-2-492	Standard Proforma Response	PROS130418-3-19	Standard Proforma Response
PROS240318-644	Standard Proforma Response	PROS200418-2-493	Standard Proforma Response	PROS130418-3-18	Standard Proforma Response
PROS240318-645	Standard Proforma Response	PROS200418-2-494	Standard Proforma Response	PROS130418-3-17	Standard Proforma Response
PROS240318-646	Standard Proforma Response	PROS200418-2-495	Standard Proforma Response	PROS120418-3-94	Standard Proforma Response
PROS240318-647	Standard Proforma Response	PROS200418-2-496	Standard Proforma Response	PROS120418-3-89	Standard Proforma Response
PROS240318-648	Standard Proforma Response	PROS200418-2-497	Standard Proforma Response	PROS120418-3-88	Standard Proforma Response
PROS240318-649	Standard Proforma Response	PROS200418-2-498	Standard Proforma Response	PROS120418-3-87	Standard Proforma Response
PROS240318-650	Standard Proforma Response	PROS200418-2-499	Standard Proforma Response and Additional Comments	PROS120418-3-86	Standard Proforma Response
PROS240318-651	Standard Proforma Response	PROS200418-2-500	Standard Proforma Response	PROS140418-3-168	Standard Proforma Response and Additional Comments
PROS240318-652	Standard Proforma Response	PROS200418-2-501	Standard Proforma Response	PROS270418-3-170	Standard Proforma Response and Additional Comments
PROS240318-653	Standard Proforma Response	PROS200418-2-502	Standard Proforma Response	PROS270418-3-171	Standard Proforma Response and Additional Comments
PROS240318-654	Standard Proforma Response	PROS200418-2-503	Standard Proforma Response	PROS120418-3-79	Standard Proforma Response
PROS240318-655	Standard Proforma Response	PROS200418-2-504	Standard Proforma Response	PROS230418-4-1	Standard Proforma Response and Additional Comments
PROS240318-656	Standard Proforma Response	PROS200418-2-505	Standard Proforma Response	PROS230418-4-2	Standard Proforma Response and Additional Comments
PROS240318-657	Standard Proforma Response	PROS200418-2-506	Standard Proforma Response	PROS230418-4-3	Standard Proforma Response and Additional Comments
PROS240318-658	Standard Proforma Response	PROS200418-2-507	Standard Proforma Response	PROS230418-4-4	Standard Proforma Response and Additional Comments
PROS240318-659	Standard Proforma Response	PROS200418-2-508	Standard Proforma Response	PROS230418-4-5	Standard Proforma Response and Additional Comments

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS240318-660	Standard Proforma Response	PROS200418-2-509	Standard Proforma Response	PROS230418-4-6	Standard Proforma Response and Additional Comments
PROS240318-661	Standard Proforma Response	PROS200418-2-510	Standard Proforma Response	PROS230418-4-7	Standard Proforma Response and Additional Comments
PROS240318-662	Standard Proforma Response	PROS200418-2-511	Standard Proforma Response	PROS230418-4-8	Standard Proforma Response and Additional Comments
PROS240318-663	Standard Proforma Response	PROS200418-2-512	Standard Proforma Response	PROS230418-4-9	Standard Proforma Response and Additional Comments
PROS240318-664	Standard Proforma Response	PROS200418-2-513	Standard Proforma Response	PROS230418-4-10	Standard Proforma Response and Additional Comments
PROS240318-665	Standard Proforma Response	PROS200418-2-514	Standard Proforma Response	PROS230418-4-11	Standard Proforma Response and Additional Comments
PROS240318-666	Standard Proforma Response	PROS200418-2-515	Standard Proforma Response	PROS230418-4-12	Standard Proforma Response and Additional Comments
PROS240318-667	Standard Proforma Response	PROS200418-2-516	Standard Proforma Response	PROS230418-4-13	Standard Proforma Response and Additional Comments
PROS240318-668	Standard Proforma Response	PROS200418-2-517	Standard Proforma Response	PROS230418-4-14 - White Rabbit Grove RDNA	Standard Proforma Response and Additional Comments
PROS240318-673	Standard Proforma Response	PROS200418-2-518	Standard Proforma Response	PROS230418-4-15	Standard Proforma Response and Additional Comments
PROS250318-669	Standard Proforma Response	PROS200418-2-519	Standard Proforma Response	PROS230418-4-16	Standard Proforma Response and Additional Comments
PROS250318-670	Standard Proforma Response	PROS200418-2-520	Standard Proforma Response	PROS230418-4-17	Standard Proforma Response and Additional Comments
PROS250318-671	Standard Proforma Response	PROS200418-2-521	Standard Proforma Response	PROS230418-4-18	Standard Proforma Response and Additional Comments
PROS250318-672	Standard Proforma Response	PROS200418-2-522	Standard Proforma Response	PROS230418-4-19*	Standard Proforma Response and Additional Comments
PROS250318-674	Standard Proforma Response	PROS200418-2-523	Standard Proforma Response	PROS230418-4-20	Standard Proforma Response and Additional Comments
PROS250318-675	Standard Proforma Response	PROS200418-2-524	Standard Proforma Response	PROS230418-4-21	Standard Proforma Response and Additional Comments
PROS250318-676	Standard Proforma Response	PROS200418-2-525	Standard Proforma Response	PROS230418-4-22	Standard Proforma Response and Additional Comments

Contact ID	Consultee comment	Contact ID	Consultee comment	Contact ID	Consultee comment
PROS250318-677	Standard Proforma Response	PROS200418-2-526	Standard Proforma Response	PROS230418-4-23	Standard Proforma Response and Additional Comments
PROS250318-678	Standard Proforma Response	PROS200418-2-527	Standard Proforma Response	PROS230418-4-24	Standard Proforma Response and Additional Comments
PROS250318-679	Standard Proforma Response	PROS200418-2-528	Standard Proforma Response and Additional Comments	PROS230418-4-25 - Sacred Grove Western Isles	Standard Proforma Response and Additional Comments
PROS250318-680	Standard Proforma Response	PROS200418-2-529	Standard Proforma Response	PROS230418-4-26	Standard Proforma Response and Additional Comments
PROS250318-681	Standard Proforma Response	PROS200418-2-530	Standard Proforma Response	PROS230418-4-27*	Standard Proforma Response and Additional Comments
PROS250318-685	Standard Proforma Response	PROS200418-2-531	Standard Proforma Response	PROS230418-4-28 - Open Access to Stonehenge	Standard Proforma Response
PROS250318-686	Standard Proforma Response	PROS200418-2-532	Standard Proforma Response	PROS230418-4-29	Standard Proforma Response and Additional Comments
PROS250318-687	Standard Proforma Response	PROS200418-2-534	Standard Proforma Response	PROS230418-4-30	Standard Proforma Response and Additional Comments
PROS260318-682	Standard Proforma Response	PROS200418-2-535	Standard Proforma Response	PROS230418-4-31	Standard Proforma Response and Additional Comments
PROS260318-688	Standard Proforma Response	PROS200418-2-536	Standard Proforma Response	PROS230418-4-32	Standard Proforma Response and Additional Comments
PROS260318-689	Standard Proforma Response	PROS200418-2-537	Standard Proforma Response	PROS230418-4-33	Standard Proforma Response
PROS260318-690	Standard Proforma Response	PROS200418-2-538	Standard Proforma Response	PROS120318-04	Standard Proforma Response
PROS260318-691	Standard Proforma Response	PROS190418-2-703	Standard Proforma Response		

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Highways England Company Limited registered in England and Wales number 09346363