



Transboundary screening undertaken by the Planning Inspectorate (the Inspectorate) on behalf of the Secretary of State (SoS)	
Project name:	A303 Stonehenge – Amesbury to Berwick Down
Address/Location:	Between Amesbury and Berwick Down, Wiltshire (passing through the 'Stonehenge, Avebury and Associated Sites' World Heritage Site (WHS))
Planning Inspectorate Ref:	TR010025
Date(s) screening undertaken:	<p>First screening – 24 May 2018 following the Applicant's request for a scoping opinion in October 2017</p> <p>Second screening – 16 January 2019 following the submission of the application documents on 19 October 2018 and the Secretary of State's decision to accept the application for examination on 16 November 2018 on receipt of the application documents.</p>
EEA States identified for notification:	<p>First screening: None identified</p> <p>Second Screening: None identified</p>

FIRST TRANSBOUNDARY SCREENING	
Document(s) used for transboundary Screening:	A303 Stonehenge – Amesbury to Berwick Down ('the Scoping Report') (October 2017)
Screening Criteria:	The Inspectorate's Comments:
Characteristics of the Development	<p>The Proposal is for a new 12.6km dual carriageway from Amesbury to Berwick Down partially located within the 'Stonehenge, Avesbury and Associated Sites' World Heritage Site (WHS) and consists of a:</p> <ul style="list-style-type: none"> • 12.6km dual carriageway which partially realigns a stretch of the existing A303 including: <ul style="list-style-type: none"> - a 2.9km twin bore tunnelled section located partially within and beneath the WHS; - A new dual carriage highway including a bridge over the River Till to bypass the town of Winterborne Stoke; and • De-truncation of the existing A303 and creation of a 'green bridleway' within the WHS; • New junctions at the eastern and western ends of the Proposed Development, connecting to the A345 and A303 respectively.

	<p>Section 2.4.2 and Figure 2.1 of the Scoping Report provide further details of the key components of the Proposed Development and their locations.</p> <p>Construction of the Proposed Development is predicted to commence in 2021 with the opening anticipated to be in 2026.</p>
<p>Location of Development (including existing use) and Geographical area</p>	<p>The Proposed Development is located between Amesbury and Berwick Down in the County of Wiltshire (see Figure 2.1 of the Scoping Report).</p> <p>Land use within the redline boundary (and within close proximity) consists of:</p> <ul style="list-style-type: none"> • The Salisbury Plains grassland and agricultural land; • Residential, commercial and industrial buildings in the surrounding towns / villages of Amesbury, Winterbourne Stoke, Larkhill and Durrington; and • The A303 trunk road itself. <p>Figures 6.2 – 6.7 of the Scoping Report show the landscape, ecological and cultural heritage features and constraints associated with the Proposed Development.</p> <p>Appendix A of the Scoping Report provides a summary of information about potential effects on the environment under the jurisdiction of another EEA State, and identifies the Proposed Development as being 158km from France and 325km from Southern Ireland.</p>
<p>Environmental Importance</p>	<p>The Proposed Development is located within proximity to the following designated sites:</p> <ul style="list-style-type: none"> • The River Avon Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI); • The Salisbury Plains SAC and Special Protection Area (SPA); • The River Till SSSI; and • The Parsonage Down SSSI (adjacent to red line boundary) <p>The Proposed Development is partially within the 'Stonehenge, Avebury and Associated Sites' WHS.</p> <p>The Scoping Report addresses the proposed approach to the assessment of potentially significant effects (for all of the sites identified above) as a result of the Proposed Development.</p>
<p>Potential impacts and Carrier</p>	<p>Appendix A of the Scoping Report identifies that increased greenhouse gas (GHG) emissions could result from the Proposed Development and that GHG emissions would exist in the wider atmosphere.</p> <p>The Scoping Report does not identify any other impacts from the Proposed Development with pathways to the environment in other EEA state(s).</p>
<p>Extent</p>	<p>The Proposed Development will result in changes to emissions from road traffic due to the realignment of the existing A303</p>

	<p>and the changes to the capacity of the road as a dual carriageway.</p> <p>Having regard to the characteristics of the Proposed Development and the information contained in the Scoping Report, there is no reason to consider that impacts (in terms of GHG) would result in significant effects upon environment in other EEA states.</p> <p>The Inspectorate has not identified any other impact pathways which could significantly affect the environment in another EEA State.</p>
Magnitude	Based on the Applicant's Scoping Report, the Inspectorate has not identified any impacts which would be likely to significantly affect the environment in another EEA State.
Probability	Based on the Applicant's Scoping Report, the Inspectorate has not identified any impacts which would be likely to significantly affect the environment in another EEA State.
Duration	Based on the Applicant's Scoping Report, the Inspectorate has not identified any impacts which would be likely to significantly affect the environment in another EEA State.
Frequency	Based on the Applicant's Scoping Report, the Inspectorate has not identified any impacts which would be likely to significantly affect the environment in another EEA State.
Reversibility	Based on the Applicant's Scoping Report, the Inspectorate Scoping Report has not identified any impacts which would be likely to significantly affect the environment in another EEA State.
Cumulative impacts	The Applicant's approach to cumulative impact assessment (CIA) is set out in the Scoping Report. At this stage, no cumulative impacts which would be likely to significantly affect the environment in another EEA State have been identified by the Applicant.

Transboundary screening undertaken by the Inspectorate on behalf of the SoS

Under Regulation 32 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 EIA Regulations) and on the basis of the current information available from the Applicant, the Inspectorate is of the view that the Proposed Development **is not likely** to have a significant effect on the environment in another EEA State.

In reaching this view the Inspectorate has applied the precautionary approach (as explained in its Advice Note Twelve: Transboundary Impacts), and taken into account the information currently supplied by the Applicant.

Action:

No further action required at this stage.

Date: 24 May 2018

Note: The SoS' duty under Regulation 32 of the 2017 EIA Regulations continues

throughout the application process.

SECOND TRANSBOUNDARY SCREENING

Document(s) used for transboundary Screening:

Environmental Statement (ES) (Doc 6.1 – 6.4) and Habitats Regulation Assessment (HRA) (Appendix 8.24 – 8.25 of Doc 6.3), Dated October 2018

Date screening undertaken:

Re-screened on 15 January 2019 following the submission of the application documents on 19 October 2018 and the Secretary of State's decision to accept the application for examination on 16 November 2018.

Transboundary re-screening undertaken by the Inspectorate on behalf of the SoS

Following submission of the DCO application which included the ES and HRA report, the Inspectorate has reconsidered the Proposed Development's potential for significant effects on the environment in another EEA State.

The Inspectorate has identified that the description of the Proposed Development in Chapter 2 of the ES (forming part of the DCO application) differs from that on which the previous transboundary screening decision was based (ie the information provided in relation to the Scoping Opinion request in October 2017). The design changes are summarised (but not limited to) as follows:

- Three new green bridges, one over the A303 northwest of Scotland Lodge Farm, the second over the A303 at the Winterbourne Stoke Public Right of way, and the third by the western boundary of the WHS;
- A new bridge west of the B3083;
- The A303 will include a deeper cutting (7-10m) within the WHS;
- Modifications to the proposed A303 flyover by the A303/ A345 junction; and
- The diversion routes have been omitted from the DCO order limits.

Chapter 3 of the ES describes the development of the scheme and iteration of the design through pre-application consultation and options appraisal.

The Inspectorate considers that no new matters, outside of those identified in the previous transboundary screening decision, have been identified. Under Regulation 32 of the 2017 EIA Regulations and on the basis of the current information available from the Applicant, there is no change to the previous conclusion, and the Inspectorate remains of the view that the Proposed Development **is not likely** to have a significant effect on the environment in another EEA State.

In reaching this view the Inspectorate has applied the precautionary approach (as explained in its Advice Note twelve: Transboundary Impacts); and taken into account the information currently supplied by the Applicant.

Action:

No further action required at this

stage Date: 16 January 2019

Note: The SoS' duty under Regulation 32 of the 2017 EIA Regulations continues throughout the application process.