highways england

A303 Stonehenge

Amesbury to Berwick Down
Scheme Assessment Report

Appendix D
CSR and Policy Assessment

Volume 6

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Appendix D Client Scheme Requirements (CSRs) and Policy Assessment

D.1 CSR Assessment Tables

Table D-1: Option 1Na (tunnel and surface route option north of Winterbourne Stoke)

Client Scheme Requirements	Summary of impacts	Score
Transport: To create a high quality route option that resolves current and predicted traffic problems and contributes towards the creation of an Expressway between London and the South West	This option would increase capacity on the A303, thereby reducing delays and disruption and improving journey times and journey time reliability along the route option, particularly at weekends and in the summer months. This would improve the corridor for strategic traffic such as freight, and would support the South West regional economy by improving connectivity with the East and South East of England. It would also reduce the impact of traffic in local towns and villages, potentially supporting planned development in South Wiltshire by improving accessibility to key sites. The route option would be designed to current standards, which would help to improve safety, and increased capacity on the route option would improve resilience to accidents. Alignment with this CSR is, therefore, considered to be strong.	3
Economic growth: In combination with other schemes on the route option, to enable growth in jobs and housing by providing a free flowing and reliable connection between the East and the South West peninsula	This option would increase capacity, thereby reducing congestion and improving traffic conditions, both around Amesbury and for strategic traffic moving between the East and the South West peninsula. This option would reduce journey times and journey time variability, and improve connectivity between the	3

Client Scheme Requirements	Summary of impacts	Score
	East and South West, which may help to support growth in jobs and housing across the region. At the local level, improved traffic conditions would have the potential to improve access to key sites in the Amesbury area such as Solstice Park business park, which could make these sites more attractive for potential developers and occupiers. Alignment with this CSR is, therefore, considered to be strong.	
Cultural heritage: To contribute to the conservation and enhancement of the WHS by improving access both within and to the site	The removal of the existing A303 from a key part of the Stonehenge WHS and the diversion of traffic through a tunnel would provide a significant improvement for the setting of Stonehenge and other related monuments. It would also reconnect the Avenue – a scheduled monument of high importance that is currently severed by the existing road – and King Barrow Ridge. These are very notable benefits. However, there are adverse impacts on other aspects of the WHS that contribute to its OUV, including potential critical issues relating to the setting and integrity of key barrow groups, which could affect deliverability. Overall, this option would result in a Moderate Beneficial effect on the WHS. In terms of access within and to the site, this option would relieve congestion and improve traffic conditions for users of the A303, which would result in improvements in access for visitors to the WHS. Access for Non-Motorised Users (NMUs) to the existing A303 would be	3

Client Scheme Requirements	Summary of impacts	Score
	maintained. Reduced severance within the WHS would be likely to contribute to improving visitor experience and access. Given the beneficial effect on the WHS and the improvements in access both within and to the site, alignment with this CSR is considered to be strong.	
Environment and community: To contribute to the enhancement of the historic landscape within the WHS, to improve biodiversity along the route option, and to provide a positive legacy to communities adjoining the road	In terms of the historic landscape, a tunnel would remove the road from a key part of the Stonehenge WHS, providing a significant improvement for the setting of Stonehenge and other related monuments, restoring the landscape and reconnecting features of high importance to the wider landscape that would contribute to a Moderate Beneficial effect on the WHS. However, construction of the route would also have considerable adverse impacts on the setting of a number of other scheduled monuments within the WHS. Benefits of this route option in terms of biodiversity would include opportunities for landscape reconnection and habitat restoration within the WHS, leading to a reduction in road fatalities and increase in wildlife movement. Outside of the WHS, this option has the potential to impact directly and indirectly on a number of European and nationally designated sites, including the Salisbury Plain SPA and Parsonage Down SSSI and NNR, the River Avon SAC (that includes the River Till) and River Avon System SSSIs (that overlap with the	3

Client Scheme Requirements	Summary of impacts	Score
	River Avon SAC). The northern bypass of Winterbourne Stoke passes very close to Salisbury Plain SAC/Parsonage Down SSSI & NNR, with likely associated indirect impacts from air quality, noise and visual disturbance. For communities adjoining the existing A303, this option would significantly reduce the impact of traffic in Winterbourne Stoke. There would also be beneficial effects in terms of reduced severance for other communities such as Shrewton and Larkhill that are currently affected by rat-running, and the potential for net improvement in local air quality due to the realignment of the A303 away from sensitive receptors, although there is an increase in NOx emissions across the scheme area. There would, however, be a range of slight to moderate adverse effects on landscape character, including moderate adverse impacts on Tilshead Chalk Downland, Till Narrow Chalk River Valley, and Larkhill Chalk Downland Landscape Character Areas. This option would also result in a net increase in noise effects. This option would result in a range of adverse and beneficial environmental impacts. Overall, however, it is considered that alignment with this CSR is strong, due to the beneficial impacts on the WHS, the potential benefits for biodiversity within the WHS, and the benefits for communities including Winterbourne Stoke, Shrewton and Larkhill.	

Table D-2: Option 1Nd (tunnel and surface route option north of Winterbourne Stoke)

Client Scheme Requirements	Summary of impacts	Score
Transport: To create a high quality route option that resolves current and predicted traffic problems and contributes towards the creation of an Expressway between London and the South West	This option would increase capacity on the A303, thereby reducing delays and disruption and improving journey times and journey time reliability along the route option, particularly at weekends and in the summer months. This would improve the corridor for strategic traffic such as freight, and would support the South West regional economy by improving connectivity with the East and South East of England. It would also reduce the impact of traffic in local towns and villages, potentially supporting planned development in South Wiltshire by improving accessibility to key sites. The route option would be designed to current standards, which would help to improve safety, and increased capacity on the route option would improve resilience to accidents. Alignment with this CSR is, therefore, considered to be strong.	3
Economic growth: In combination with other schemes on the route option, to enable growth in jobs and housing by providing a free flowing and reliable connection between the East and the South West peninsula	This option would increase capacity, thereby reducing congestion and improving traffic conditions, both around Amesbury and for strategic traffic moving between the East and the South West peninsula. This option would reduce journey times and journey time variability, and improve connectivity between the East and South West, which may help to support growth in jobs and housing across the region. At the local level, improved traffic	3

Client Scheme Requirements	Summary of impacts	Score
	conditions would have the potential to improve access to key sites in the Amesbury area such as Solstice Park business park, which could make these sites more attractive for potential developers and occupiers. Alignment with this CSR is, therefore, considered to be strong.	
Cultural heritage: To contribute to the conservation and enhancement of the WHS by improving access both within and to the site	The removal of the existing A303 from a key part of the Stonehenge WHS and the diversion of traffic through a tunnel would provide a significant improvement for the setting of Stonehenge and other related monuments. It would also reconnect the Avenue – a scheduled monument of high importance that is currently severed by the existing road – and King Barrow Ridge. These are very notable benefits. However, there are adverse impacts on other aspects of the WHS that contribute to its OUV, including potential critical issues relating to the setting and integrity of key barrow groups, which could affect deliverability. Overall, this option would result in a Moderate Beneficial effect on the WHS. In terms of access within and to the site, this option would relieve congestion and improve traffic conditions for users of the A303, which would result in improvements in access for visitors to the WHS. Access for Non-Motorised Users (NMUs) to the existing A303 would be maintained. Reduced severance within the WHS would be likely to contribute to improving visitor experience and access.	3

Client Scheme Requirements	Summary of impacts	Score
	Given the beneficial effect on the WHS and the improvements in access both within and to the site, alignment with this CSR is considered to be strong.	
Environment and community: To contribute to the enhancement of the historic landscape within the WHS, to improve biodiversity along the route option, and to provide a positive legacy to communities adjoining the road	In terms of the historic landscape, a tunnel would remove the road from a key part of the Stonehenge WHS, providing a significant improvement for the setting of Stonehenge and other related monuments, restoring the landscape and reconnecting features of high importance to the wider landscape that would contribute to a Moderate Beneficial effect on the WHS. However, construction of the route would also have considerable adverse impacts on the setting of a number of other scheduled monuments within the WHS. Benefits of this route option in terms of biodiversity would include opportunities for landscape reconnection and habitat restoration within the WHS, leading to a reduction in road fatalities and increase in wildlife movement. Outside of the WHS, this option has the potential to impact directly and indirectly on a number of European and nationally designated sites, including the Salisbury Plain SPA and Parsonage Down SSSI and NNR, the River Avon SAC (that includes the River Till) and River Avon System SSSIs (that overlap with the River Avon SAC). The northern bypass of Winterbourne Stoke passes very close to Salisbury Plain SAC/Parsonage Down SSSI &	3

Client Scheme Requirements	Summary of impacts	Score
	NNR, with likely associated indirect impacts from air quality, noise and visual disturbance. However this option is furthest away from the Normanton Down RSPB reserve. For communities adjoining the existing A303, this option would significantly reduce the impact of traffic in Winterbourne Stoke. There would also be beneficial effects in terms of reduced severance for other communities such as Shrewton and Larkhill that are currently affected by rat-running, and the potential for net improvement in local air quality due to the realignment of the A303 away from sensitive receptors, although there is an increase in NOx emissions across the scheme area. There would, however, be a range of slight to moderate adverse effects on landscape character, including moderate adverse impacts on the Tilshead Chalk Downland, Till Narrow Chalk River Valley, and Larkhill Chalk Downland Landscape Character Areas. This option would also result in a net increase in noise, although this would be smaller than option 1Na. This option would result in a range of adverse and beneficial environmental impacts. Overall, however, it is considered that alignment with this CSR is strong, due to the beneficial impacts on the WHS, the potential benefits for biodiversity within the WHS, and the benefits for communities including Winterbourne Stoke, Shrewton and Larkhill.	

Table D-3: Option 1Sa (tunnel and surface route option south of Winterbourne Stoke)

Client Scheme Requirements	Summary of impacts	Score
Transport: To create a high quality route option that resolves current and predicted traffic problems and contributes towards the creation of an Expressway between London and the South West	This option would increase capacity on the A303, thereby reducing delays and disruption and improving journey times and journey time reliability along the route option, particularly at weekends and in the summer months. This would improve the corridor for strategic traffic such as freight, and would support the South West regional economy by improving connectivity with the East and South East of England. It would also reduce the impact of traffic in local towns and villages, potentially supporting planned development in South Wiltshire by improving accessibility to key sites. Increased capacity on the route option would improve resilience to accidents, and the route option would be designed to current standards, which would help to improve safety. Alignment with this CSR is, therefore, considered to be strong.	3
Economic growth: In combination with other schemes on the route option, to enable growth in jobs and housing by providing a free flowing and reliable connection between the East and the South West peninsula	This option would increase capacity, thereby reducing congestion and improving traffic conditions both around Amesbury and for strategic traffic moving between the East and the South West peninsula. This option would reduce journey times and journey time variability, and improve connectivity between the East and South West, which may help to support growth in jobs and housing across the region. At the local level, improved traffic	3

Client Scheme Requirements	Summary of impacts	Score
	conditions would have the potential to improve access to key sites in the Amesbury area such as Solstice Park business park, which could make these sites more attractive for potential developers and occupiers. Alignment with this CSR is, therefore, considered to be strong.	
Cultural heritage: To contribute to the conservation and enhancement of the WHS by improving access both within and to the site	The removal of the existing A303 from a key part of the Stonehenge WHS and the diversion of traffic through a tunnel would provide a significant improvement for the setting of Stonehenge and other related monuments. It would also reconnect the Avenue – a scheduled monument of high importance that is currently severed by the existing road – and King Barrow Ridge. These are very notable benefits. However, there are adverse impacts on other aspects of the WHS that contribute to its OUV, including potential critical issues relating to the Winter Solstice sunset alignment, which could affect deliverability. Overall, this option would result in a Moderate Beneficial effect on the WHS. In terms of access within and to the site, this option would relieve congestion and improve traffic conditions for users of the A303, which would result in improvements in access for visitors to the WHS. Access for Non-Motorised Users (NMUs) to the existing A303 would be maintained. Reduced severance within the WHS would be likely to contribute to improving visitor experience and access.	3

Client Scheme Requirements	Summary of impacts	Score
	Given the beneficial effect on the WHS and the improvements in access both within and to the site, alignment with this CSR is considered to be strong.	
Environment and community: To contribute to the enhancement of the historic landscape within the WHS, to improve biodiversity along the route option, and to provide a positive legacy to communities adjoining the road	In terms of the historic landscape, a tunnel would remove the road from a key part of the Stonehenge WHS, providing a significant improvement for the setting of Stonehenge and other related monuments, restoring the landscape and reconnecting features of high importance to the wider landscape that would contribute to a Moderate Beneficial effect on the WHS. However, construction of the route would also have considerable adverse impacts on the setting of a number of other scheduled monuments within the WHS. Benefits of this route option in terms of biodiversity would include opportunities for landscape reconnection and habitat restoration within the WHS, leading to a reduction in road fatalities and increase in wildlife movement. Outside of the WHS, this option has the potential to impact directly and indirectly on a number of European and nationally designated sites, the River Avon SAC (that includes the River Till) and River Avon System SSSIs (that overlap with the River Avon SAC). In comparison with a northern bypass of Winterbourne Stoke, the southern bypass is likely to have reduced indirect impacts to Salisbury Plain SAC/Parsonage Down SSSI &	3

Client Scheme Requirements	Summary of impacts	Score
	NNR through air quality, noise, and visual disturbance. However, the route corridor will result in direct impact to a greater number of woodlands than northern bypass options. For communities adjoining the existing A303, this option would significantly reduce the impact of traffic in Winterbourne Stoke. There would also be beneficial effects in terms of reduced severance for other communities such as Shrewton and Larkhill that are currently affected by rat-running, and the potential for net improvement in local air quality due to the realignment of the A303 away from sensitive receptors, although there is an increase in NOx emissions across the scheme area. Route Option 1Sa could potentially introduce severance for residents travelling between Berwick St James and Winterbourne Stoke; however this would be mitigated through the provision of new crossings. There would be a range of slight to moderate adverse effects on landscape character, including moderate adverse impacts on the Tilshead Chalk Downland, Till Narrow Chalk River Valley, and Larkhill Chalk Downland Landscape Character Areas. This option performs better than northern bypass options in terms of noise, and would result in a net beneficial effect. This option would result in a range of adverse and beneficial environmental impacts. Overall, however, it is considered that alignment with this	

Client Scheme Requirements	Summary of impacts	Score
	CSR is strong, due to the beneficial impacts on the WHS, the potential benefits for biodiversity within the WHS, and the benefits for communities including Winterbourne Stoke, Shrewton and Larkhill.	

D.1.1.1 Table D-4 provides a summary assessment for all three route options against the detailed requirements which underpin the headline Client Scheme Requirements.

Table D-4: Client Scheme Requirements

Headline CSRs		Detailed requirements	Summary assessment (all options)
Transport	To create a high quality route option that resolves current and predicted traffic problems and contributes towards the creation of an Expressway between London and the South West	The road will be designed to modern standards and, in addition, perform as an Expressway.	Both route options can be designed to Expressway standard.
		The design of the road and connections with the local network will address issues of congestion, resilience and reliability. It will reduce risk of traffic diverting onto local roads.	Both route options would reduce the risk of traffic diverting onto local roads. This is discussed in further detail in the assessment tables for each route option.
		Road safety will be improved to at least the national average for a road of this type.	Both route options can be designed to standards and meet national average safety indicators. Further information is provided in the assessment tables for each route option.
Economic Growth	In combination with other schemes on the route option, to enable growth in jobs and housing by	The road capacity, together with NMU provision, will be increased to dual carriageway all-purpose between Amesbury and Berwick Down, linking with existing dual carriageways to the east and west.	All-purpose Dual Carriageway (D2AP) and NMU provision will be made across all route options.

Headline CSRs		Detailed requirements	Summary assessment (all options)
	providing a free flowing and reliable connection between the East and the South West peninsula		
		Grade separated junctions will be introduced to create a road that meets Expressway standards, designed to accommodate foreseeable traffic growth.	Expressway standard will be achieved across all route options.
		Grade separation will also assist traffic and NMU wishing to cross the A303 and so stimulate local economic activity and reduce severance.	Connectivity across all route options can be achieved.
Cultural Heritage	To contribute to the conservation and enhancement of the WHS by improving access both within and to the site	The existing road will be downgraded as it passes through the Stonehenge WHS for use by NMUs and for access.	The existing road would be closed to through traffic except NMU between Longbarrow Roundabout and where the new route comes on line at surface level adjacent to Vespasian's Camp. This would reduce severance and consequently enhance access within the Stonehenge WHS.
		The strategic route option will be redirected so as to reduce its impact on the WHS, both sight and sound. The redirected route option will treat archaeological features with sensitivity and will protect the OUV of the WHS. It will seek to minimise any damage to or loss of archaeology.	All route options would remove the road and sight and sound of associated road traffic from a key part of the Stonehenge WHS, reconnecting the Avenue and providing a significant improvement for the setting of Stonehenge and other related monuments and the OUV of the WHS. These are very notable benefits. However, all three options have adverse impacts on other aspects of the WHS. Overall, all options would result in a Moderate Beneficial effect on the WHS. In terms of access within and to the site, all options would improve access for visitors to the WHS, and reduce severance within the WHS. Access for Non-Motorised

Headline CSRs		Detailed requirements	Summary assessment (all options)
			Users (NMUs) to the existing A303 would be maintained. The potential impact on the WHS is discussed in the assessment tables for each route option.
		Grade separated junctions will improve access onto and off the A303, with well-designed signing to access the WHS.	It is proposed that all side road junctions with the A303 will be grade separated with the location and layout to be confirmed in design development in the subsequent stages. This would include appropriate signage to access the Stonehenge WHS.
		Where the road passes through the WHS it will have an iconic identity and be of good design. As far as is practicable and without compromise to safety, the design will seek to accommodate the specific needs of the WHS.	Both Route Options present opportunities to address the needs of the Stonehenge WHS. However, both would still require the construction of portals and lengths of dual carriageway at surface level, and the ability for the design to accommodate the specific needs of the Stonehenge WHS would depend on the route option chosen, location of portals, length of tunnel etc. The specific needs of the WHS are discussed in further detail in the assessment tables for each route option.
		Learning opportunities associated with any excavation within the WHS will be realised, by working closely with key heritage stakeholders	Sensitive working practices and close collaboration with key heritage stakeholders will be adopted throughout the design process. Learning will be shared with key stakeholders and the public.
Environment and Community	To contribute to the enhancement of the historic landscape	Land no longer forming the public highway within the WHS will be returned to the adjoining landowner. Where practicable and	Detailed landscaping will be informed by the environmental assessment and stakeholder consultation.

Headline CSRs		Detailed requirements	Summary assessment (all options)
	within the WHS, to improve biodiversity along the route option and to provide a positive legacy to communities adjoining the road	with the permission of the owner, it will be landscaped in accordance with the adjoining land.	
		Biodiversity within new landscaping along the route option will ensure no net loss of biodiversity and an aspiration to net addition.	Both route options have the potential to impact directly and indirectly on European and nationally designated sites, including the River Avon Special Area of Conservation (SAC) and River Avon SSSIs (which overlap with the River Avon SAC). Benefits include options for landscape reconnection and habitat restoration, leading to a reduction in road fatalities and increase in wildlife movement.
		The A303 will bypass Winterbourne Stoke and the existing road will be de-trunked as it passes through the village. This will improve the quality of life for the residents of the village.	The A303 will bypass Winterbourne Stoke and the existing road will be de-trunked as it passes through the village. This has the potential to reduce road traffic noise and severance in the village.
		Disruption to customers and local residents during the construction of the scheme will be minimised as much as is reasonably practicable. Also, opportunities for materials re-use will be sought as far as is practicable. Opportunities for mitigating impacts will be actively pursued in close consultation with communities.	There is the potential for disruption on roads and for settlements along and in proximity to all route options. The application of best practice construction techniques and detailed design will aim to minimise disruption to road users and local residents.
		Presentations will be given to local and regional forums to raise awareness of the scheme, its timing and the potential economic benefits likely to result from an	Learning from all route options will be shared with key stakeholders and the public.

Headline CSRs		Detailed requirements	Summary assessment (all options)
		improved road network, as well as employment and supply chain opportunities during construction. Learning and finds during the development of the scheme will be presented to local schools and communities.	
		The scheme will aspire to achieve a Civil Engineering Environmental Quality Assessment and Award Scheme (CEEQUAL) rating of excellent.	A project target of CEEQUAL ‘excellent’ will be sought across all route options.

D.2 Policy Assessment Tables

Table D-5: Option 1Na (tunnel and bypass north of Winterbourne Stoke, with eastern portal to the east of the Avenue)

Document	Relevant objectives	Summary of impacts	Score
National policy alignment			
National Policy Statement for National Networks (NPSNN)	Networks with the capacity and connectivity and resilience to support national and local economic activity and facilitate growth and create jobs	This option would increase capacity and reduce congestion on the A303, particularly at weekends and in the summer months. It would reduce average end-to-end journey times, thereby improving connectivity with the East and South East of England for strategic traffic. It would also improve traffic conditions in local towns and villages, supporting the local economy in South Wiltshire by improving accessibility to key sites along the A303 corridor such as Solstice Park business park. The route option – including the tunnel – would be designed and built to current standards, which would help to improve safety by providing a dual carriageway and managing junction access to maintain the flow of traffic. Increased capacity on the route option would improve resilience to accidents.	3
	Networks which support and improve journey quality, reliability and safety	This option would increase capacity on the A303, thereby reducing congestion and increasing reliability, particularly at weekends and in the summer months. It would reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' on local roads through communities such as Shrewton and Larkhill would also reduce, thereby reducing severance effects for local residents. The route option – including the tunnel – would be designed and built to current standards, which would help to improve safety by providing a dual carriageway and managing junction access to maintain the flow of traffic. It is estimated that this option would save about six accidents per year. This option would result in the loss of views of the Stonehenge WHS; overall, however, there would be a moderate beneficial effect on journey quality due to the dualling of the route option and improvements to the condition of the road network.	3
	Networks which support the delivery of environmental goals and	This option would result in an increase in carbon emissions. There is also the potential for a large adverse impact on the water environment due to dewatering required during construction. The route option has the potential to impact directly	2

Document	Relevant objectives	Summary of impacts	Score
	the move to a low carbon economy	and indirectly on European and nationally designated sites, including the River Avon Special Area of Conservation (SAC) and River Avon SSSIs (which overlap with the River Avon SAC). The northern bypass of Winterbourne Stoke passes very close to Salisbury Plain SAC/Parsonage Down SSSI & NNR, with likely associated indirect impacts from air quality, noise and visual disturbance. This option would also result in a net increase in noise. Benefits of this route option in terms of biodiversity would be opportunities for landscape reconnection and habitat restoration within the WHS, leading to a reduction in road fatalities and increase in wildlife movement. There is also the potential for a net improvement in local air quality due to the realignment of the A303 away from sensitive receptors, although there is an increase in NOx emissions across the scheme area. There are potential benefits in terms of biodiversity and air quality which align well with this objective, and disbenefits in terms of biodiversity, noise, and carbon emissions. On balance, therefore, alignment is considered to be moderate overall.	
	Networks which join up our communities and link effectively to each other	This option would increase capacity on the A303, thereby reducing congestion and improving traffic conditions around Amesbury and in communities along the corridor, particularly at weekends and in the summer months. It would reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' on local roads through communities such as Shrewton and Larkhill would also reduce, thereby reducing severance effects for local residents. Provision of grade separated junctions with pedestrian crossing facilities would reduce the potential for the dualling of the existing alignment at Countess Roundabout to result in severance effects for residents of Countess Road. Overall there would be a moderate beneficial effect on severance.	3
Roads Investment Strategy: for the 2015/16 –	Making the network safer	The improved A303 – including the tunnel – would be designed and built to current standards, which would help to improve safety by providing a dual carriageway and managing junction access to maintain the flow of traffic. It is estimated that this option would save about six accidents per year. It would also reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' on local roads through	3

Document	Relevant objectives	Summary of impacts	Score
2019/2020 Road Period (RIS1)		communities such as Shrewton and Larkhill would also reduce, thereby reducing severance effects for local residents.	
	Improving user satisfaction	This option would increase capacity on the A303, thereby reducing congestion and increasing reliability, particularly at weekends and in the summer months. It would reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' on local roads through communities such as Shrewton and Larkhill would also reduce. This option would result in the loss of views of the Stonehenge WHS; overall, however, there would be a moderate beneficial effect on journey quality due to the dualling of the route option and improvements to the condition of the road network. This option would result in the loss of views of the Stonehenge WHS; overall, however, there would be a moderate beneficial effect on journey quality due to the dualling of the route option and improvements to the condition of the road network.	3
	Supporting the smooth flow of traffic	This option would increase capacity on the A303, thereby reducing delays and disruption and improving journey times and journey time reliability along the route option. This would improve the corridor for strategic traffic. The route option would also reduce the impact of traffic in local towns and villages which could support improved accessibility to key sites.	3
	Encouraging economic growth by working to minimise delay	This option would support the South West regional economy by reducing average journey times and thereby improving connectivity with the East and South East of England for strategic traffic. It would also reduce the impact of traffic in local towns and villages, supporting the local economy in South Wiltshire by improving accessibility to key sites along the A303 corridor such as Solstice Park business park.	3
	Delivering better environmental outcomes	The KPIs which sit under this objective are to reduce the impact of noise and to improve biodiversity. Additional performance indicators are air quality, carbon dioxide and greenhouse gas emissions. This option would result in a net increase in noise. In terms of biodiversity, the route option has the potential to impact directly and indirectly on European and nationally designated sites, including the River Avon SAC and River Avon System	2

Document	Relevant objectives	Summary of impacts	Score
		SSSIs (which overlap with the River Avon SAC). The northern bypass of Winterbourne Stoke passes very close to Salisbury Plain SAC/Parsonage Down SSSI & NNR, with likely associated indirect impacts from air quality, noise and visual disturbance. However, there are benefits of this route option in terms of biodiversity, including opportunities for landscape reconnection and habitat restoration within the WHS, leading to a reduction in road fatalities and increase in wildlife movement. There is the potential for net improvement in local air quality due to the realignment of the A303 away from sensitive receptors, although there is an increase in NOx emissions across the scheme area. This option would, however, result in an increase in carbon emissions. There are potential benefits in terms of biodiversity and air quality which align well with this objective, and disbenefits in terms of biodiversity, noise, and greenhouse gas emissions. On balance, therefore, alignment is considered to be moderate overall.	
	Helping cyclists, pedestrians and other vulnerable users	This option would reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' through communities such as Shrewton and Larkhill would also reduce. It is estimated that this option would save about six accidents per year, which could have particular benefits for pedestrians and older people who are more likely than average to be involved in accidents in the area. Without mitigation, the route option would cause severance at nine Public Rights of Way (PRoW). However, it would reduce severance at approximately 18 PRoW, improving the experience for users of the PRoW network in the area. There would be access for Non-Motorised Users (NMUs) to the existing A303	3
Local policy alignment			
Wiltshire Core Strategy	Strategic Objective 1: Delivering a thriving economy	This option would support the South West regional economy by reducing average journey times and thereby improving connectivity with the East and South East of England for strategic traffic. It could also reduce the impact of traffic in local towns and villages, supporting the local economy in South Wiltshire by improving accessibility to key sites along the A303 corridor, such as Solstice Park business	3

Document	Relevant objectives	Summary of impacts	Score
		park. In terms of supporting the tourism sector in Wiltshire, it would reduce severance within the Stonehenge WHS, improving access for visitors and potentially enhancing the visitor experience.	
	Strategic Objective 4: Helping to build resilient communities	This option would increase capacity on the A303, thereby reducing congestion and improving traffic conditions around Amesbury and in communities along the route option, particularly at weekends and in the summer months. It would reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' on local roads through communities such as Shrewton and Larkhill would also reduce, thereby reducing severance effects for local residents. Increased capacity on the route option would improve resilience to accidents, and the route option – including the tunnel – would be designed and built to current standards, which would help to improve safety by providing a dual carriageway and managing junction access to maintain the flow of traffic. It is estimated that this option would save about six accidents per year.	3
	Strategic Objective 5: Protecting and enhancing the natural, historic and built environment	The route option would have the potential to impact directly and indirectly on a number of European and nationally designated sites, including the Salisbury Plain SPA, Parsonage Down SSSI and NNR, River Avon SAC (that include the River Till) and River Avon System SSSIs (that overlap with the River Avon SAC). The northern bypass of Winterbourne Stoke passes very close to Salisbury Plain SAC/Parsonage Down SSSI & NNR, with likely associated indirect impacts from air quality, noise and visual disturbance. However, benefits of this route option in terms of biodiversity would include opportunities for landscape reconnection and habitat restoration within the WHS, leading to a reduction in road fatalities and increase in wildlife movement. There would be a range of slight to moderate adverse impact on landscape character – including moderate adverse effects on the Tilshead Chalk Downland, Till Narrow Chalk River Valley, and Larkhill Chalk Downland Landscape Character Areas. There would be a slight beneficial impact on pattern, tranquillity and cultural aspects for parts of the Larkhill Chalk Downland due to the tunnel section. There is the potential for net improvement in local air quality due to the realignment of the	2

Document	Relevant objectives	Summary of impacts	Score
		A303 away from sensitive receptors, although there is an increase in NOx emissions across the scheme area. There is the potential for large adverse impacts on the water environment due to potential dewatering during construction. In terms of the historic and built environment, the removal of the existing A303 from a key part of the Stonehenge WHS and the diversion of traffic through a tunnel would provide a significant improvement for the setting of Stonehenge and other related monuments. It would also reconnect the Avenue – a scheduled monument of high importance that is currently severed by the existing road – and King Barrow Ridge. These are very notable benefits. However, there are adverse impacts on other aspects of the WHS that contribute to its OUV, including potential critical issues relating to the setting and integrity of key barrow groups, which could affect deliverability. On balance and in terms of the WHS, the impacts are considered positive, resulting in a Moderate Beneficial effect. In terms of the historic environment as a whole (i.e. both within and outside the WHS), the route option would have an impact on the settings of many scheduled monuments within and around the WHS which would benefit from the removal of the existing A303. The construction of the new route would have adverse impacts on the setting of many other scheduled monuments and the fabric of one monument and numerous areas of non-designated archaeology. There would also be adverse and beneficial impacts on listed buildings, a conservation area and a registered park and garden. This would result in a greater number of adverse effects than beneficial effects. National policy requires considerable weight to be given to impacts on the highest value assets e.g. the WHS, Stonehenge and the Avenue. Consequently, when considering impacts on the historic environment as a whole, a Slight Benefit has been recorded to reflect the balance between the adverse effects of introducing major new infrastructure and cuttings into the WHS and a new bridge across the River Till, against the major beneficial aspects associated with the removal of the existing A303.	
	Strategic Objective 6: Ensuring that adequate	This option would increase capacity on the A303, thereby reducing delays and disruption and improving journey times and journey time reliability along the route option, particularly at weekends and in the summer months. As well as improving	2

Document	Relevant objectives	Summary of impacts	Score
	infrastructure is in place to support our communities	the corridor for strategic journeys, it would reduce the impact of traffic in local towns and villages. Increasing capacity on the road would improve traffic conditions around Amesbury, reduce through traffic in Winterbourne Stoke, and reduce 'rat running' on local roads through communities such as Shrewton and Larkhill. This would reduce the severance effect of traffic through these settlements. The route option – including the tunnel – would be designed and built to current standards, which would help to improve safety for all road users. This option would, however, result in an increase in carbon emissions.	
	Core Policy 4: Spatial strategy for the Amesbury Community Area	This option would increase capacity, thereby reducing congestion and improving traffic conditions around Amesbury, particularly at weekends and in the summer months. This would have the potential to improve access to key sites in the area such as Solstice Park business park, which could make these sites more attractive for potential developers and occupiers.	2
	Core Policy 6: Stonehenge	A tunnel would remove the road and associated traffic noise from a key part of the Stonehenge WHS, providing a significant improvement for the setting of Stonehenge and other related monuments (this is discussed in more detail under Core Policy 59 below). As well as protecting the Outstanding Universal Value (OUV) of the site, this policy also sets out criteria for new visitor facilities at Stonehenge, including the setting of Stonehenge, the visitor experience, and environmentally sensitive methods of managing visitors to and from the site. This option would support the policy by reducing severance within the Stonehenge WHS, improving access for visitors, enhancing the setting of the monument and potentially improving the visitor experience.	2
	Core Policy 59: The Stonehenge, Avebury and Associated Sites WHS and its setting	The removal of the existing A303 from a key part of the Stonehenge WHS and the diversion of traffic through a tunnel would provide a significant improvement for the setting of Stonehenge and other related monuments. It would also reconnect the Avenue – a scheduled monument of high importance that is currently severed by the existing road – and King Barrow Ridge. These are very notable benefits. However, there are adverse impacts on other aspects of the WHS that contribute to its OUV, including potential critical issues relating to the setting and integrity of key	2

Document	Relevant objectives	Summary of impacts	Score
		barrow groups, which could affect deliverability. Overall, this option would result in a Moderate Beneficial effect on the WHS.	
Wiltshire Local Transport Plan	Support economic growth	This option would increase capacity on the A303, thereby reducing delays and disruption and improving journey times and journey time reliability along the route option. Increased capacity on the route option would improve resilience to accidents, and the route option – including the tunnel – would be designed and built to current standards, which would help to improve safety by providing a dual carriageway and managing junction access to maintain the flow of traffic. This would improve the corridor for strategic traffic such as freight, and would support the South West regional economy by improving connectivity with the East and South East of England. It could also reduce the impact of traffic in local towns and villages, supporting the local economy in South Wiltshire by improving accessibility to key sites along the A303 corridor such as Solstice Park.	3
	Reduce carbon emissions	This option would result in an increase in carbon emissions.	1
	Contribute to better safety, security and health	This option would reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' on local roads through communities such as Shrewton and Larkhill would also reduce, thereby reducing severance effects for local residents. Without mitigation, the route option would cause severance at nine PRoW. However, it would reduce severance at approximately 18 PRoW, improving the experience for users of the PRoW network in the area. There would also be access for NMUs to the existing A303. The route option – including the tunnel – would be designed and built to current standards, which would help to improve safety by providing a dual carriageway and managing junction access to maintain the flow of traffic. It is estimated that this option would save about six accidents per year.	3
	Promote equality of opportunity	The improved A303 – including the tunnel – would be designed and built to current standards, which would help to improve safety by providing a dual carriageway and managing junction access to maintain the flow of traffic. It is estimated that this option would save about six accidents per year, which could have particular benefits for pedestrians and older people who are more likely than average to be	2

Document	Relevant objectives	Summary of impacts	Score
		involved in accidents in the area. It is expected that there would be a beneficial effect on traveller stress, due to improved safety, reduced traveller frustration, and reduced fear of accident. The route option would result in a marginal increase in travel distances and a slight adverse impact on affordability for regular users, although this would be offset to some extent by improved traffic flows. Without mitigation, the route option would cause severance at nine PRoW. However, it would reduce severance at approximately 18 PRoW, improving the experience for users of the PRoW network in the area. There would be access for NMUs to the existing A303. The route option would also reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' on local roads through communities such as Shrewton and Larkhill would also reduce, thereby reducing severance effects for local residents. Provision of grade separated junctions with pedestrian crossing facilities would reduce the potential for the dualling of the existing alignment at Countess Roundabout to result in severance effects for residents of Countess Road. There are concentrations of older people and children in Durrington and Larkhill, and of older people between Berwick St James and Winterbourne Stoke and around Countess Roundabout, and so any reduction in severance could have particular benefits for these groups.	
	Improve quality of life and promote a healthy natural environment	This option would increase capacity on the A303, thereby reducing congestion, increasing reliability, and improving the journey experience for users of the route option, particularly at weekends and in the summer months. It would reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' on local roads through communities such as Shrewton and Larkhill would also reduce, thereby reducing severance effects for local residents. There is the potential for a net improvement in local air quality due to the realignment of the A303 away from sensitive receptors, although there is an increase in NOx emissions across the scheme area. There would be a net increase in noise. There would be a range of slight to moderate adverse impact on landscape character – including moderate adverse impacts on the Tilshead Chalk Downland, Till Narrow Chalk River Valley, and Larkhill Chalk Downland Landscape Character Areas – and the potential for adverse impacts on the water environment.	2

Document	Relevant objectives	Summary of impacts	Score
		There would be a slight beneficial impact on pattern, tranquillity and cultural aspects for parts of the Larkhill Chalk Downland due to the tunnel section. Without mitigation, the route option would cause severance at nine PRoW. However, it would reduce severance at approximately 18 PRoW, improving the experience for users of the PRoW network in the area. There would also be access for NMUs to the existing A303. This option would result in the loss of views of the Stonehenge WHS; overall, however, there would be a moderate beneficial effect on journey quality due to the dualling of the route option and improvements to the condition of the road network.	
WHS Management Plan	Aim 3: Sustain the OUV of the Stonehenge WHS through the conservation and enhancement of the Site and its attributes of OUV	The removal of the existing A303 from a key part of the Stonehenge WHS and the diversion of traffic through a tunnel would provide a significant improvement for the setting of Stonehenge and other related monuments. It would also reconnect the Avenue – a scheduled monument of high importance that is currently severed by the existing road – and King Barrow Ridge. These are very notable benefits. However, there are adverse impacts on other aspects of the WHS that contribute to its OUV, including potential critical issues relating to the setting and integrity of key barrow groups, which could affect deliverability. Overall, this option would result in a Moderate Beneficial effect on the WHS.	2
	Aim 6: Reduce significantly the negative impacts of roads and traffic on the Stonehenge WHS and its attributes of OUV and increase sustainable access to the Stonehenge WHS.	The removal of the existing A303 from a key part of the Stonehenge WHS and the diversion of traffic through a tunnel would provide a significant improvement for the setting of Stonehenge and other related monuments. It would also reconnect the Avenue – a scheduled monument of high importance that is currently severed by the existing road – and King Barrow Ridge. These are very notable benefits. However, there are adverse impacts on other aspects of the WHS that contribute to its OUV, including potential critical issues relating to the setting and integrity of key barrow groups, which could affect deliverability. Overall, this option would result in a Moderate Beneficial effect on the WHS. Regarding sustainable access, it would also reduce severance within the Stonehenge WHS, improving access for visitors, including those living in	3

Document	Relevant objectives	Summary of impacts	Score
		communities surrounding the Stonehenge WHS. Access for Non-Motorised Users (NMUs) to the existing A303 would be maintained.	
Swindon and Wiltshire Local Enterprise Partnership (LEP), Strategic Economic Plan	Transport infrastructure improvements: We need a well-connected, reliable and resilient transport system to support economic and planned development growth at key locations	This option would increase capacity on the A303, thereby reducing delays and disruption and improving journey times and journey time reliability along the route option. Increased capacity on the route option would improve resilience to accidents, and the route option – including the tunnel – would be designed and built to current standards, which would help to improve safety by providing a dual carriageway and managing junction access to maintain the flow of traffic. This would improve the corridor for strategic traffic such as freight, and would support the South West regional economy by improving connectivity with the East and South East of England. It would also reduce the impact of traffic in local towns and villages, potentially supporting planned development in South Wiltshire by improving accessibility to key sites along the A303 corridor such as Solstice Park.	3
	Place-shaping: We need to deliver the infrastructure required to deliver our planned growth and regenerate our City and Town Centres, and improve our visitor and cultural offer	In terms of improving the visitor and cultural offer, a tunnel would remove the road and associated road traffic noise from key parts of the Stonehenge WHS, protecting and enhancing the setting of Stonehenge and other related monuments. The route option would allow the reconnection of the Avenue, improving access for visitors and enhancing the visitor experience. The route option would also increase capacity on the A303, thereby reducing delays and disruption and improving journey times and journey time reliability along the route option. This could have the potential to improve perceptions of the area, and play a role in supporting the visitor economy of Wiltshire and the wider South West region by attracting more repeat visitors. Improved connectivity between the South West and the East and South East of England would also be likely to benefit the economy more widely, by improving conditions for freight and other strategic traffic. It is possible that this could contribute towards making the region more attractive for potential developers.	3
	Business development: to strengthen the competitiveness of small and medium sized	This option would reduce average journey times and improve connectivity with the East and South East of England for strategic traffic. It could support the local economy in South Wiltshire by improving accessibility to key sites along the A303 corridor, such as Solstice Park business park, which could make these sites more	3

Document	Relevant objectives	Summary of impacts	Score
	businesses and attract a greater share of foreign and domestic investment into the area.	attractive for potential developers and occupiers. It would also support the tourism sector in Wiltshire, reducing severance within the Stonehenge WHS, improving access for visitors, and potentially enhancing the visitor experience.	

Table D-6: Option 1Nd (tunnel and bypass north of Winterbourne Stoke, with eastern portal to the east of the Avenue)

Document	Relevant objectives	Summary of impacts	Score
National policy alignment			
National Policy Statement for National Networks (NPSNN)	Networks with the capacity and connectivity and resilience to support national and local economic activity and facilitate growth and create jobs	This option would increase capacity and reduce congestion on the A303, particularly at weekends and in the summer months. It would reduce average end-to-end journey times, thereby improving connectivity with the East and South East of England for strategic traffic. It would also improve traffic conditions in local towns and villages, supporting the local economy in South Wiltshire by improving accessibility to key sites along the A303 corridor such as Solstice Park business park. The route option – including the tunnel – would be designed and built to current standards, which would help to improve safety by providing a dual carriageway and managing junction access to maintain the flow of traffic. Increased capacity on the route option would improve resilience to accidents.	3
	Networks which support and improve journey quality, reliability and safety	This option would increase capacity on the A303, thereby reducing congestion and increasing reliability, particularly at weekends and in the summer months. It would reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' on local roads through communities such as Shrewton and Larkhill would also reduce, thereby reducing severance effects for local residents. The route option – including the tunnel – would be designed and built to current standards, which would help to improve safety by providing a dual carriageway and managing junction access to maintain the flow of traffic. It is estimated that this option would save about six accidents per year. This option would result in the loss of views of the Stonehenge WHS; overall, however, there would be a moderate beneficial effect on journey quality due to the dualling of the route option and improvements to the condition of the road network.	3
	Networks which support the delivery of environmental goals and the move to a low carbon economy	This option would result in an increase in carbon emissions. There is also the potential for a large adverse impact on the water environment due to dewatering required during construction. The route option has the potential to impact directly and indirectly on European and nationally designated sites, including the River Avon Special Area of Conservation (SAC) and River Avon SSSIs (which overlap	2

Document	Relevant objectives	Summary of impacts	Score
		with the River Avon SAC). The northern bypass of Winterbourne Stoke passes very close to Salisbury Plain SAC/Parsonage Down SSSI & NNR, with likely associated indirect impacts from air quality, noise and visual disturbance. However this option is furthest away from the Normanton Down RSPB reserve. Benefits of this route option in terms of biodiversity would be opportunities for landscape reconnection and habitat restoration within the WHS, leading to a reduction in road fatalities and increase in wildlife movement. There is also the potential for a net improvement in local air quality due to the realignment of the A303 away from sensitive receptors, although there is an increase in NOx emissions across the scheme area. This option would also result in a net increase in noise, although this would be smaller than option 1Na. There are potential benefits in terms of biodiversity and air quality which align well with this objective, and disbenefits in terms of biodiversity, noise, and greenhouse gas emissions. On balance, therefore, alignment is considered to be moderate overall.	
	Networks which join up our communities and link effectively to each other	This option would increase capacity on the A303, thereby reducing congestion and improving traffic conditions around Amesbury and in communities along the corridor, particularly at weekends and in the summer months. It would reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' on local roads through communities such as Shrewton and Larkhill would also reduce, thereby reducing severance effects for local residents. Provision of grade separated junctions with pedestrian crossing facilities would reduce the potential for the dualling of the existing alignment at Countess Roundabout to result in severance effects for residents of Countess Road. Overall there would be a moderate beneficial effect on severance.	3
Roads Investment Strategy: for the 2015/16 –	Making the network safer	The improved A303 – including the tunnel – would be designed and built to current standards, which would help to improve safety by providing a dual carriageway and managing junction access to maintain the flow of traffic. It is estimated that this option would save about six accidents per year. It would also reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' on local roads through	3

Document	Relevant objectives	Summary of impacts	Score
2019/2020 Road Period (RIS1)		communities such as Shrewton and Larkhill would also reduce, thereby reducing severance effects for local residents.	
	Improving user satisfaction	This option would increase capacity on the A303, thereby reducing congestion and increasing reliability, particularly at weekends and in the summer months. It would reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' on local roads through communities such as Shrewton and Larkhill would also reduce. This option would result in the loss of views of the Stonehenge WHS; overall, however, there would be a moderate beneficial effect on journey quality due to the dualling of the route option and improvements to the condition of the road network.	3
	Supporting the smooth flow of traffic	This option would increase capacity on the A303, thereby reducing delays and disruption and improving journey times and journey time reliability along the route option. This would improve the corridor for strategic traffic. The route option would also reduce the impact of traffic in local towns and villages which could support improved accessibility to key sites.	3
	Encouraging economic growth by working to minimise delay	This option would support the South West regional economy by reducing average journey times and thereby improving connectivity with the East and South East of England for strategic traffic. It would also reduce the impact of traffic in local towns and villages, supporting the local economy in South Wiltshire by improving accessibility to key sites along the A303 corridor such as Solstice Park business park.	3
	Delivering better environmental outcomes	The KPIs which sit under this objective are to reduce the impact of noise and to improve biodiversity. Additional performance indicators are air quality, carbon dioxide and greenhouse gas emissions. This option would result in a net increase in noise, although this would be smaller than option 1Na. In terms of biodiversity, the route option has the potential to impact directly and indirectly on European and nationally designated sites, including the River Avon SAC and River Avon System SSSIs (which overlap with the River Avon SAC). The northern bypass of Winterbourne Stoke passes very close to Salisbury Plain SAC/Parsonage Down SSSI & NNR, with likely associated	2

Document	Relevant objectives	Summary of impacts	Score
		indirect impacts from air quality, noise and visual disturbance. However this option is furthest away from the Normanton Down RSPB reserve, and there would be benefits in terms of biodiversity including opportunities for landscape reconnection and habitat restoration within the WHS, leading to a reduction in road fatalities and increase in wildlife movement. There is the potential for net improvement in local air quality due to the realignment of the A303 away from sensitive receptors, although there is an increase in NOx emissions across the scheme area. This option would, however, result in an increase in carbon emissions. There are potential benefits in terms of biodiversity and air quality which align well with this objective, and disbenefits in terms of biodiversity, noise, and greenhouse gas emissions. On balance, therefore, alignment is considered to be moderate overall.	
	Helping cyclists, pedestrians and other vulnerable users	This option would reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' through communities such as Shrewton and Larkhill would also reduce. It is estimated that this option would save about six accidents per year, which could have particular benefits for pedestrians and older people who are more likely than average to be involved in accidents in the area. Without mitigation, the route option would cause severance at nine Public Rights of Way (PRoW). However, it would reduce severance at approximately 18 PRoW, improving the experience for users of the PRoW network in the area. There would be access for Non-Motorised Users (NMUs) to the existing A303	3
Local policy alignment			
Wiltshire Core Strategy	Strategic Objective 1: Delivering a thriving economy	This option would support the South West regional economy by reducing average journey times and thereby improving connectivity with the East and South East of England for strategic traffic. It could also reduce the impact of traffic in local towns and villages, supporting the local economy in South Wiltshire by improving accessibility to key sites along the A303 corridor, such as Solstice Park business park. In terms of supporting the tourism sector in Wiltshire, it would reduce	3

Document	Relevant objectives	Summary of impacts	Score
		severance within the Stonehenge WHS, improving access for visitors and potentially enhancing the visitor experience.	
	Strategic Objective 4: Helping to build resilient communities	This option would increase capacity on the A303, thereby reducing congestion and improving traffic conditions around Amesbury and in communities along the route option, particularly at weekends and in the summer months. It would reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' on local roads through communities such as Shrewton and Larkhill would also reduce, thereby reducing severance effects for local residents. Increased capacity on the route option would improve resilience to accidents, and the route option – including the tunnel – would be designed and built to current standards, which would help to improve safety by providing a dual carriageway and managing junction access to maintain the flow of traffic. It is estimated that this option would save about six accidents per year.	3
	Strategic Objective 5: Protecting and enhancing the natural, historic and built environment	The route option would have the potential to impact directly and indirectly on a number of European and nationally designated sites, including the Salisbury Plain SPA, Parsonage Down SSSI and NNR, River Avon SAC (that include the River Till) and River Avon System SSSIs (that overlap with the River Avon SAC). The northern bypass of Winterbourne Stoke passes very close to Salisbury Plain SAC/Parsonage Down SSSI & NNR, with likely associated indirect impacts from air quality, noise and visual disturbance. However this option is furthest away from the Normanton Down RSPB reserve, and benefits of this route option in terms of biodiversity would include opportunities for landscape reconnection and habitat restoration within the WHS, leading to a reduction in road fatalities and increase in wildlife movement. There would be a range of slight to moderate adverse impact on landscape character – including moderate adverse effects on the Tilshead Chalk Downland, Till Narrow Chalk River Valley, and Larkhill Chalk Downland Landscape Character Areas. There would be a slight beneficial impact on pattern, tranquillity and cultural aspects for parts of the Larkhill Chalk Downland due to the tunnel section. There is the potential for net improvement in local air quality due to the realignment of the	2

Document	Relevant objectives	Summary of impacts	Score
		A303 away from sensitive receptors, although there is an increase in NOx emissions across the scheme area. There is the potential for large adverse impacts on the water environment due to potential dewatering during construction. In terms of the historic and built environment, the removal of the existing A303 from a key part of the Stonehenge WHS and the diversion of traffic through a tunnel would provide a significant improvement for the setting of Stonehenge and other related monuments. It would also reconnect the Avenue – a scheduled monument of high importance that is currently severed by the existing road – and King Barrow Ridge. These are very notable benefits. However, there are adverse impacts on other aspects of the WHS that contribute to its OUV, including potential critical issues relating to the setting and integrity of key barrow groups, which could affect deliverability. On balance and in terms of the WHS, the impacts are considered positive, resulting in a Moderate Beneficial effect. In terms of the historic environment as a whole (i.e. both within and outside the WHS), the route option would have an impact on the settings of many scheduled monuments within and around the WHS which would benefit from the removal of the existing A303. The construction of the new route would have adverse impacts on the setting of many other scheduled monuments and the fabric of one monument and numerous areas of non-designated archaeology. There would also be adverse and beneficial impacts on listed buildings, a conservation area and a registered park and garden. This would result in a greater number of adverse effects than beneficial effects. National policy requires considerable weight to be given to impacts on the highest value assets e.g. the WHS, Stonehenge and the Avenue. Consequently, when considering impacts on the historic environment as a whole, a Slight Benefit has been recorded to reflect the balance between the adverse effects of introducing major new infrastructure and cuttings into the WHS and a new bridge across the River Till, against the major beneficial aspects associated with the removal of the existing A303.	
	Strategic Objective 6: Ensuring that adequate	This option would increase capacity on the A303, thereby reducing delays and disruption and improving journey times and journey time reliability along the route option, particularly at weekends and in the summer months. As well as improving	2

Document	Relevant objectives	Summary of impacts	Score
	infrastructure is in place to support our communities	the corridor for strategic journeys, it would reduce the impact of traffic in local towns and villages. Increasing capacity on the road would improve traffic conditions around Amesbury, reduce through traffic in Winterbourne Stoke, and reduce 'rat running' on local roads through communities such as Shrewton and Larkhill. This would reduce the severance effect of traffic through these settlements. The route option – including the tunnel – would be designed and built to current standards, which would help to improve safety for all road users. This option would, however, result in an increase in carbon emissions.	
	Core Policy 4: Spatial strategy for the Amesbury Community Area	This option would increase capacity, thereby reducing congestion and improving traffic conditions around Amesbury, particularly at weekends and in the summer months. This would have the potential to improve access to key sites in the area such as Solstice Park business park, which could make these sites more attractive for potential developers and occupiers.	2
	Core Policy 6: Stonehenge	A tunnel would remove the road and associated traffic noise from a key part of the Stonehenge WHS, providing a significant improvement for the setting of Stonehenge and other related monuments (this is discussed in more detail under Core Policy 59 below). As well as protecting the Outstanding Universal Value (OUV) of the site, this policy also sets out criteria for new visitor facilities at Stonehenge, including the setting of Stonehenge, the visitor experience, and environmentally sensitive methods of managing visitors to and from the site. This option would support the policy by reducing severance within the Stonehenge WHS, improving access for visitors, enhancing the setting of the monument and potentially improving the visitor experience.	2
	Core Policy 59: The Stonehenge, Avebury and Associated Sites WHS and its setting	The removal of the existing A303 from a key part of the Stonehenge WHS and the diversion of traffic through a tunnel would provide a significant improvement for the setting of Stonehenge and other related monuments. It would also reconnect the Avenue – a scheduled monument of high importance that is currently severed by the existing road – and King Barrow Ridge. These are very notable benefits. However, there are adverse impacts on other aspects of the WHS that contribute to its OUV, including potential critical issues relating to the setting and integrity of key	2

Document	Relevant objectives	Summary of impacts	Score
		barrow groups, which could affect deliverability. Overall, this option would result in a Moderate Beneficial effect on the WHS.	
Wiltshire Local Transport Plan	Support economic growth	This option would increase capacity on the A303, thereby reducing delays and disruption and improving journey times and journey time reliability along the route option. Increased capacity on the route option would improve resilience to accidents, and the route option – including the tunnel – would be designed and built to current standards, which would help to improve safety by providing a dual carriageway and managing junction access to maintain the flow of traffic. This would improve the corridor for strategic traffic such as freight, and would support the South West regional economy by improving connectivity with the East and South East of England. It could also reduce the impact of traffic in local towns and villages, supporting the local economy in South Wiltshire by improving accessibility to key sites along the A303 corridor such as Solstice Park.	3
	Reduce carbon emissions	This option would result in an increase in carbon emissions.	1
	Contribute to better safety, security and health	This option would reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' on local roads through communities such as Shrewton and Larkhill would also reduce, thereby reducing severance effects for local residents. Without mitigation, the route option would cause severance at nine PRoW. However, it would reduce severance at approximately 18 PRoW, improving the experience for users of the PRoW network in the area. There would also be access for NMUs to the existing A303. The route option – including the tunnel – would be designed and built to current standards, which would help to improve safety by providing a dual carriageway and managing junction access to maintain the flow of traffic. It is estimated that this option would save about six accidents per year.	3
	Promote equality of opportunity	The improved A303 – including the tunnel – would be designed and built to current standards, which would help to improve safety by providing a dual carriageway and managing junction access to maintain the flow of traffic. It is estimated that this option would save about six accidents per year, which could have particular benefits for pedestrians and older people who are more likely than average to be	2

Document	Relevant objectives	Summary of impacts	Score
		involved in accidents in the area. It is expected that there would be a beneficial effect on traveller stress, due to improved safety, reduced traveller frustration, and reduced fear of accident. The route option would result in a marginal increase in travel distances and a slight adverse impact on affordability for regular users, although this would be offset to some extent by improved traffic flows. Without mitigation, the route option would cause severance at nine PRoW. However, it would reduce severance at approximately 18 PRoW, improving the experience for users of the PRoW network in the area. There would be access for NMUs to the existing A303. The route option would also reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' on local roads through communities such as Shrewton and Larkhill would also reduce, thereby reducing severance effects for local residents. Provision of grade separated junctions with pedestrian crossing facilities would reduce the potential for the dualling of the existing alignment at Countess Roundabout to result in severance effects for residents of Countess Road. There are concentrations of older people and children in Durrington and Larkhill, and of older people between Berwick St James and Winterbourne Stoke and around Countess Roundabout, and so any reduction in severance could have particular benefits for these groups.	
	Improve quality of life and promote a healthy natural environment	This option would increase capacity on the A303, thereby reducing congestion, increasing reliability, and improving the journey experience for users of the route option, particularly at weekends and in the summer months. It would reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' on local roads through communities such as Shrewton and Larkhill would also reduce, thereby reducing severance effects for local residents. There is the potential for a net improvement in local air quality due to the realignment of the A303 away from sensitive receptors, although there is an increase in NOx emissions across the scheme area. There would be a net increase in noise, although this would be smaller than for 1Na. There would be a range of slight to moderate adverse impact on landscape character – including moderate adverse impacts on the Tilshead Chalk Downland, Till Narrow Chalk River Valley, and Larkhill Chalk Downland Landscape Character Areas – and the potential for	2

Document	Relevant objectives	Summary of impacts	Score
		adverse impacts on the water environment. There would be a slight beneficial impact on pattern, tranquillity and cultural aspects for parts of the Larkhill Chalk Downland due to the tunnel section. Without mitigation, the route option would cause severance at nine PRoW. However, it would reduce severance at approximately 18 PRoW, improving the experience for users of the PRoW network in the area. There would also be access for NMUs to the existing A303. This option would result in the loss of views of the Stonehenge WHS; overall, however, there would be a moderate beneficial effect on journey quality due to the dualling of the route option and improvements to the condition of the road network.	
WHS Management Plan	Aim 3: Sustain the OUV of the Stonehenge WHS through the conservation and enhancement of the Site and its attributes of OUV	The removal of the existing A303 from a key part of the Stonehenge WHS and the diversion of traffic through a tunnel would provide a significant improvement for the setting of Stonehenge and other related monuments. It would also reconnect the Avenue – a scheduled monument of high importance that is currently severed by the existing road – and King Barrow Ridge. These are very notable benefits. However, there are adverse impacts on other aspects of the WHS that contribute to its OUV, including potential critical issues relating to the setting and integrity of key barrow groups, which could affect deliverability. Overall, this option would result in a Moderate Beneficial effect on the WHS.	2
	Aim 6: Reduce significantly the negative impacts of roads and traffic on the Stonehenge WHS and its attributes of OUV and increase sustainable access to the Stonehenge WHS.	The removal of the existing A303 from a key part of the Stonehenge WHS and the diversion of traffic through a tunnel would provide a significant improvement for the setting of Stonehenge and other related monuments. It would also reconnect the Avenue – a scheduled monument of high importance that is currently severed by the existing road – and King Barrow Ridge. These are very notable benefits. However, there are adverse impacts on other aspects of the WHS that contribute to its OUV, including potential critical issues relating to the setting and integrity of key barrow groups, which could affect deliverability. Overall, this option would result in a Moderate Beneficial effect on the WHS.	3

Document	Relevant objectives	Summary of impacts	Score
		Regarding sustainable access, it would also reduce severance within the Stonehenge WHS, improving access for visitors, including those living in communities surrounding the Stonehenge WHS. Access for Non-Motorised Users (NMUs) to the existing A303 would be maintained.	
Swindon and Wiltshire Local Enterprise Partnership (LEP), Strategic Economic Plan	Transport infrastructure improvements: We need a well-connected, reliable and resilient transport system to support economic and planned development growth at key locations	This option would increase capacity on the A303, thereby reducing delays and disruption and improving journey times and journey time reliability along the route option. Increased capacity on the route option would improve resilience to accidents, and the route option – including the tunnel – would be designed and built to current standards, which would help to improve safety by providing a dual carriageway and managing junction access to maintain the flow of traffic. This would improve the corridor for strategic traffic such as freight, and would support the South West regional economy by improving connectivity with the East and South East of England. It would also reduce the impact of traffic in local towns and villages, potentially supporting planned development in South Wiltshire by improving accessibility to key sites along the A303 corridor such as Solstice Park.	3
	Place-shaping: We need to deliver the infrastructure required to deliver our planned growth and regenerate our City and Town Centres, and improve our visitor and cultural offer	In terms of improving the visitor and cultural offer, a tunnel would remove the road and associated road traffic noise from key parts of the Stonehenge WHS, protecting and enhancing the setting of Stonehenge and other related monuments. The route option would allow the reconnection of the Avenue, improving access for visitors and enhancing the visitor experience. The route option would also increase capacity on the A303, thereby reducing delays and disruption and improving journey times and journey time reliability along the route option. This could have the potential to improve perceptions of the area, and play a role in supporting the visitor economy of Wiltshire and the wider South West region by attracting more repeat visitors. Improved connectivity between the South West and the East and South East of England would also be likely to benefit the economy more widely, by improving conditions for freight and other strategic traffic. It is possible that this could contribute towards making the region more attractive for potential developers.	3

Document	Relevant objectives	Summary of impacts	Score
	Business development: to strengthen the competitiveness of small and medium sized businesses and attract a greater share of foreign and domestic investment into the area.	This option would reduce average journey times and improve connectivity with the East and South East of England for strategic traffic. It could support the local economy in South Wiltshire by improving accessibility to key sites along the A303 corridor, such as Solstice Park business park, which could make these sites more attractive for potential developers and occupiers. It would also support the tourism sector in Wiltshire, reducing severance within the Stonehenge WHS, improving access for visitors, and potentially enhancing the visitor experience.	3

Table D-7: Option 1Sa (tunnel and bypass south of Winterbourne Stoke, with eastern tunnel portal east of the Avenue)

Document	Relevant objectives	Summary of impacts	Score
National policy alignment			
NPSNN	Networks with the capacity and connectivity and resilience to support national and local economic activity and facilitate growth and create jobs	This option would increase capacity and reduce congestion on the A303, particularly at weekends and in the summer months. It would reduce average end-to-end journey times, thereby improving connectivity with the East and South East of England for strategic traffic. It would also improve traffic conditions in local towns and villages, supporting the local economy in South Wiltshire by improving accessibility to key sites along the A303 corridor such as Solstice Park business park. The route option – including the tunnel – would be designed and built to current standards, which would help to improve safety by providing a dual carriageway and managing junction access to maintain the flow of traffic. Increased capacity on the route option would improve resilience to accidents.	3
	Networks which support and improve journey quality, reliability and safety	This option would increase capacity on the A303, thereby reducing congestion and increasing reliability, particularly at weekends and in the summer months. It would reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' on local roads through communities such as Shrewton and Larkhill would also reduce. The route option – including the tunnel – would be designed and built to current standards, which would help to improve safety by providing a dual carriageway and managing junction access to maintain the flow of traffic. It is estimated that this	3

Document	Relevant objectives	Summary of impacts	Score
		option would save about six accidents per year. This option would result in the loss of views of the Stonehenge WHS; overall, however, there would be a moderate beneficial effect on journey quality due to the dualling of the route option and improvements to the condition of the road network.	
	Networks which support the delivery of environmental goals and the move to a low carbon economy	This option would result in an increase in carbon emissions. There is also the potential for a large adverse impact on the water environment due to dewatering required during construction. The route option has the potential to impact directly and indirectly on a number of European and nationally designated sites, including the River Avon SAC and River Avon System SSSIs (which overlap with the River Avon SAC). In comparison with a northern bypass of Winterbourne Stoke, the southern bypass is likely to have reduced indirect impacts to Salisbury Plain SAC/Parsonage Down SSSI & NNR through air quality, noise, and visual disturbance. However, the route corridor will result in direct impact to a greater number of woodlands than northern bypass options. Benefits of this route option in terms of biodiversity would include opportunities for landscape reconnection and habitat restoration within the WHS, leading to a reduction in road fatalities and increase in wildlife movement. This option would result in a net beneficial effect on noise, and there is also the potential for a net improvement in local air quality due to the realignment of the A303 away from sensitive receptors, although there is an increase in NOx emissions across the scheme area. There are potential benefits in terms of biodiversity and air quality which align well with this objective, and disbenefits in terms of biodiversity, noise, and greenhouse gas emissions. On balance, therefore, alignment is considered to be moderate overall.	2
	Networks which join up our communities and link effectively to each other	This option would increase capacity on the A303, thereby reducing congestion and improving traffic conditions around Amesbury and in communities along the route option, particularly at weekends and in the summer months. It would reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' on local roads	3

Document	Relevant objectives	Summary of impacts	Score
		through communities such as Shrewton and Larkhill would also reduce, thereby reducing severance effects for local residents. However there may be a slight negative effect on severance for villages in the Till valley as a result of increases in local traffic. Provision of grade separated junctions with pedestrian crossing facilities reduce the potential for the dualling of the existing alignment at Countess Roundabout to result in severance effects for residents of Countess Road. Route Option 1Sa could also potentially introduce severance for residents travelling between Berwick St James and Winterbourne Stoke; however this would be mitigated through the provision of new crossings. Overall there would be a moderate beneficial effect on severance.	
RIS1	Making the network safer	This option would increase capacity on the route option, improving resilience to accidents. The route option – including the tunnel – would be designed and built to current standards, which would help to improve safety by providing a dual carriageway and managing junction access to maintain the flow of traffic. It is estimated that this option would save about six accidents per year. It would also reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' on local roads through communities such as Shrewton and Larkhill would also reduce, thereby reducing severance effects for local residents. However there may be a slight negative effect on severance for villages in the Till valley as a result of increases in local traffic.	3
	Improving user satisfaction	This option would increase capacity on the A303, thereby reducing congestion and increasing reliability, particularly at weekends and in the summer months. It would reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' on local roads through communities such as Shrewton and Larkhill would also reduce. This option would result in the loss of views of the Stonehenge WHS; overall, however, there would be a moderate beneficial effect on journey quality due to the dualling of the route option and improvements to the condition of the road network.	3
	Supporting the smooth flow of traffic	This option would increase capacity on the A303, thereby reducing delays and disruption and improving journey times and journey time reliability along the route	3

Document	Relevant objectives	Summary of impacts	Score
		option. The route option would also reduce the impact of traffic in local towns and villages, which could support improved accessibility to key sites.	
	Encouraging economic growth by working to minimise delay	This option would support the South West regional economy by reducing average journey times and thereby improving connectivity with the East and South East of England for strategic traffic. It would also reduce the impact of traffic in local towns and villages, supporting the local economy in South Wiltshire by improving accessibility to sites including the Stonehenge WHS and Solstice Park business park.	3
	Delivering better environmental outcomes	The KPIs which sit under this objective are to reduce the impact of noise and to improve biodiversity. Additional performance indicators are air quality, carbon dioxide and greenhouse gas emissions. This option would result in a net beneficial effect on noise. In terms of biodiversity, the route option has the potential to impact directly and indirectly on a number of European and nationally designated sites, including the River Avon SAC and River Avon System SSSIs (which overlap with the River Avon SAC). In comparison with a northern bypass of Winterbourne Stoke, the southern bypass is likely to have reduced indirect impacts to Salisbury Plain SAC/Parsonage Down SSSI & NNR through air quality, noise, and visual disturbance. However, the route corridor will result in direct impact to a greater number of woodlands than northern bypass options. There would be benefits in terms of biodiversity would include opportunities for landscape reconnection and habitat restoration within the WHS, leading to a reduction in road fatalities and increase in wildlife movement. There is also the potential for net improvement in local air quality due to the realignment of the A303 away from sensitive receptors, although there is an increase in NOx emissions across the scheme area. This option would result in an increase in carbon emissions. There are potential benefits in terms of noise, biodiversity and air quality which align well with this objective, and disbenefits in terms of biodiversity and greenhouse gas emissions. On balance, therefore, alignment is considered to be moderate overall.	2

Document	Relevant objectives	Summary of impacts	Score
	Helping cyclists, pedestrians and other vulnerable users	This option would reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' through communities such as Shrewton and Larkhill would also reduce. It is estimated that this option would save about six accidents per year, which could have particular benefits for pedestrians and older people who are more likely than average to be involved in accidents in the area. Without mitigation, the route option would cause severance at 10 PRoW. However, it would reduce severance at approximately 18 PRoW, improving the experience for users of the PRoW network in the area, and there would be access for NMUs to the existing A303.	3
Local policy alignment			
Wiltshire Core Strategy	Strategic Objective 1: Delivering a thriving economy	This option would support the South West regional economy by reducing average journey times and thereby improving connectivity with the East and South East of England for strategic traffic. It would also reduce the impact of traffic in local towns and villages, supporting the local economy in South Wiltshire by improving accessibility to key sites along the A303 corridor, such as Solstice Park business park. In terms of supporting the tourism sector in Wiltshire, it would reduce severance within the Stonehenge WHS, improving access for visitors and potentially enhancing the visitor experience.	3
	Strategic Objective 4: Helping to build resilient communities	This option would increase capacity on the A303, thereby reducing congestion and improving traffic conditions around Amesbury and in communities along the route option, particularly at weekends and in the summer months. It would reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' on local roads through communities such as Shrewton and Larkhill would also reduce, thereby reducing severance effects for local residents. However there may be a slight negative effect on severance for villages in the Till valley as a result of increases in local traffic. Route Option 1Sa could also potentially introduce severance for residents travelling between Berwick St James and Winterbourne Stoke; however this would be mitigated through the provision of new crossings. Increased capacity on the route option would improve resilience to accidents, and the route option – including the tunnel – would be designed and built to current standards, which	3

Document	Relevant objectives	Summary of impacts	Score
		would help to improve safety by providing a dual carriageway and managing junction access to maintain the flow of traffic. It is estimated that this option would save about six accidents per year.	
	Strategic Objective 5: Protecting and enhancing the natural, historic and built environment	The route option has the potential to impact directly and indirectly on a number of European and nationally designated sites, including the River Avon SAC and River Avon System SSSIs (which overlap with the River Avon SAC). In comparison with a northern bypass of Winterbourne Stoke, the southern bypass is likely to have reduced indirect impacts to Salisbury Plain SAC/Parsonage Down SSSI & NNR through air quality, noise, and visual disturbance. However, the route corridor will result in direct impact to a greater number of woodlands than northern bypass options. Benefits of this route option in terms of biodiversity would include opportunities for landscape reconnection and habitat restoration within the WHS, leading to a reduction in road fatalities and increase in wildlife movement. There would be a range of slight to moderate adverse impacts on landscape character – including moderate adverse impacts on the Tilshead Chalk Downland, Till Narrow Chalk River Valley, and Larkhill Chalk Downland Landscape Character Areas. There would be a slight beneficial impact on pattern, tranquillity and cultural aspects for parts of the Larkhill Chalk Downland due to the tunnel section. There is the potential for net improvement in local air quality due to the realignment of the A303 away from sensitive receptors, although there is an increase in NOx emissions across the scheme area. There is also the potential for large adverse impacts on the water environment. In terms of the historic and built environment, the removal of the existing A303 from a key part of the Stonehenge WHS and the diversion of traffic through a tunnel would provide a significant improvement for the setting of Stonehenge and other related monuments. It would also reconnect the Avenue – a scheduled monument of high importance that is currently severed by the existing road – and King Barrow Ridge. These are very notable benefits. However, there are adverse impacts on other aspects of the WHS that contribute to its OUV, including potential critical issues relating to the Winter Solstice sunset alignment, which could affect	2

Document	Relevant objectives	Summary of impacts	Score
		deliverability. On balance and in terms of the WHS, the impacts are considered positive, resulting in a Moderate Beneficial effect. In terms of the historic environment as a whole (i.e. both within and outside the WHS), the route option would have an impact on the settings of many scheduled monuments within and around the WHS which would benefit from the removal of the existing A303. The construction of the new route would have adverse impacts on the setting of many other scheduled monuments and the fabric of one monument and numerous areas of non-designated archaeology. There would also be adverse impacts on a number of listed buildings, a conservation area and a registered park and garden This would result in a greater number of adverse effects than beneficial effects. National policy requires considerable weight to be given to impacts on the highest value assets e.g. the WHS, Stonehenge and the Avenue. Consequently, when considering impacts on the historic environment as a whole, a Slight Benefit has been recorded to reflect the balance between the adverse effects of introducing major new infrastructure and cuttings into the WHS against the major beneficial aspects associated with the removal of the existing A303.	
	Strategic Objective 6: Ensuring that adequate infrastructure is in place to support our communities	This option would increase capacity on the A303, thereby reducing delays and disruption and improving journey times and journey time reliability along the route option, particularly at weekends and in the summer months. As well as improving the corridor for strategic journeys, it would reduce the impact of traffic in local towns and villages. Increasing capacity on the road would improve traffic conditions around Amesbury, reduce through traffic in Winterbourne Stoke, and reduce 'rat running' on local roads through communities such as Shrewton and Larkhill. This would reduce the severance effect of traffic through these settlements. However there may be a slight negative effect on severance for villages in the Till valley as a result of increases in local traffic. The route option – including the tunnel – would be designed and built to current standards, which would help to improve safety for all road users. This option would, however, result in an increase in carbon emissions.	2

Document	Relevant objectives	Summary of impacts	Score
	Core Policy 4: Spatial strategy for the Amesbury Community Area	This option would increase capacity, thereby reducing congestion and improving traffic conditions around Amesbury, particularly at weekends and in the summer months. This would have the potential to improve access to key sites in the area such as Solstice Park business park, which could make these sites more attractive for potential developers and occupiers.	2
	Core Policy 6: Stonehenge	A tunnel would remove the road and associated traffic noise from a key part of the Stonehenge WHS, providing a significant improvement for the setting of Stonehenge and other related monuments (this is discussed in more detail under Core Policy 59 below). As well as protecting the OUV of the site, this policy also sets out criteria for new visitor facilities at Stonehenge, including the setting of Stonehenge, the visitor experience, and environmentally sensitive methods of managing visitors to and from the site. This option would support the policy by reducing severance within the Stonehenge WHS, improving access for visitors, enhancing the setting of the monument and potentially improving the visitor experience.	2
	Core Policy 59: The Stonehenge, Avebury and Associated Sites WHS and its setting	The removal of the existing A303 from a key part of the Stonehenge WHS and the diversion of traffic through a tunnel would provide a significant improvement for the setting of Stonehenge and other related monuments. It would also reconnect the Avenue – a scheduled monument of high importance that is currently severed by the existing road – and King Barrow Ridge. These are very notable benefits. However, there are adverse impacts on other aspects of the WHS that contribute to its OUV, including potential critical issues relating to the Winter Solstice sunset alignment, which could affect deliverability. Overall, this option would result in a Moderate Beneficial effect on the WHS.	2
Wiltshire Local Transport Plan	Support economic growth	This option would increase capacity on the A303, thereby reducing delays and disruption and improving journey times and journey time reliability along the route option. Increased capacity on the route option would improve resilience to accidents, and the route option – including the tunnel – would be designed and built to current standards, which would help to improve safety by providing a dual carriageway and managing junction access to maintain the flow of traffic. This	3

Document	Relevant objectives	Summary of impacts	Score
		would improve the corridor for strategic traffic such as freight, and would support the South West regional economy by improving connectivity with the East and South East of England. It would also reduce the impact of traffic in local towns and villages, supporting the local economy in South Wiltshire by improving accessibility to key sites.	
	Reduce carbon emissions	This option would result in an increase in carbon emissions.	1
	Contribute to better safety, security and health	This option would reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' on local roads through communities such as Shrewton and Larkhill would also reduce, thereby reducing severance effects for local residents. Without mitigation, the route option would cause severance at 10 PRoW. However, it would reduce severance at approximately 18 PRoW, improving the experience for users of the PRoW network in the area. There would also be access for NMUs to the existing A303. The route option – including the tunnel – would be designed and built to current standards, which would help to improve safety by providing a dual carriageway and managing junction access to maintain the flow of traffic. It is estimated that this option would save about six accidents per year.	3
	Promote equality of opportunity	The improved A303 – including the tunnel – would be designed and built to current standards, which would help to improve safety by providing a dual carriageway and managing junction access to maintain the flow of traffic. It is estimated that this option would save about six accidents per year, which could have particular benefits for pedestrians and older people who are more likely than average to be involved in accidents in the area. It is expected that there would be a beneficial effect on traveller stress, due to improved safety, reduced traveller frustration, and reduced fear of accidents. The route option would result in a marginal increase in travel distances and a slight adverse impact on affordability for regular users, although this would be offset to some extent by improved traffic flows. Without mitigation, the route option would cause severance at 10 PRoW. However, it would reduce severance at approximately 18 PRoW, improving the experience for users of the PRoW network in the area. There would be access for NMUs to the	2

Document	Relevant objectives	Summary of impacts	Score
		existing A303. The route option would also reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' on local roads through communities such as Shrewton and Larkhill would also reduce, thereby reducing severance effects for local residents. Provision of grade separated junctions with pedestrian crossing facilities would reduce the potential for the dualling of the existing alignment at Countess Roundabout to result in severance effects for residents of Countess Road. However there may be a slight negative effect on severance for villages in the Till valley as a result of increases in local traffic. There are concentrations of older people and children in Durrington and Larkhill, and of older people between Berwick St James and Winterbourne Stoke and around Countess Roundabout, and so any reduction in severance could have particular benefits for these groups. However any increase in severance in the Till Valley could have disbenefits for these groups.	
	Improve quality of life and promote a healthy natural environment	This option would increase capacity on the A303, thereby reducing congestion, increasing reliability, and improving the journey experience for users of the route option, particularly at weekends and in the summer months. It would reduce through traffic in Winterbourne Stoke, and it is likely that 'rat running' on local roads through communities such as Shrewton and Larkhill would also reduce, thereby reducing severance effects for local residents. Route Option 1Sa could potentially introduce severance for residents travelling between Berwick St James and Winterbourne Stoke; however this would be mitigated through the provision of new crossings. There is the potential for a net improvement in local air quality due to the realignment of the A303 away from sensitive receptors, although there is an increase in NOx emissions across the scheme area. There would also be a net beneficial effect in terms of noise. There would be a range of slight to moderate adverse impact on landscape character – including moderate adverse impacts on the Tilshead Chalk Downland, Till Narrow Chalk River Valley, and Larkhill Chalk Downland Landscape Character Areas – and the potential for adverse impacts on the water environment. There would be a slight beneficial impact on pattern,	2

Document	Relevant objectives	Summary of impacts	Score
		tranquillity and cultural aspects for parts of the Larkhill Chalk Downland due to the tunnel section. Without mitigation, the route option would cause severance at 10 PRoW. However, it would reduce severance at approximately 18 PRoW, improving the experience for users of the PRoW network in the area. There would also be access for NMUs to the existing A303. This option would result in the loss of views of the Stonehenge WHS; overall, however, there would be a moderate beneficial effect on journey quality due to the dualling of the route option and improvements to the condition of the road network.	
WHS Management Plan	Aim 3: Sustain the OUV of the Stonehenge WHS through the conservation and enhancement of the Site and its attributes of OUV	The removal of the existing A303 from a key part of the Stonehenge WHS and the diversion of traffic through a tunnel would provide a significant improvement for the setting of Stonehenge and other related monuments. It would also reconnect the Avenue – a scheduled monument of high importance that is currently severed by the existing road – and King Barrow Ridge. These are very notable benefits. However, there are adverse impacts on other aspects of the WHS that contribute to its OUV, including potential critical issues relating to the Winter Solstice sunset alignment, which could affect deliverability. Overall, this option would result in a Moderate Beneficial effect on the WHS.	2
	Aim 6: Reduce significantly the negative impacts of roads and traffic on the Stonehenge WHS and its attributes of OUV and increase sustainable access to the Stonehenge WHS.	The removal of the existing A303 from a key part of the Stonehenge WHS and the diversion of traffic through a tunnel would provide a significant improvement for the setting of Stonehenge and other related monuments. It would also reconnect the Avenue – a scheduled monument of high importance that is currently severed by the existing road – and King Barrow Ridge. These are very notable benefits. However, there are adverse impacts on other aspects of the WHS that contribute to its OUV, including potential critical issues relating to the Winter Solstice sunset alignment, which could affect deliverability. Overall, this option would result in a Moderate Beneficial effect on the WHS. Regarding sustainable access, it would also reduce severance within the Stonehenge WHS, improving access for visitors, including those living in	3

Document	Relevant objectives	Summary of impacts	Score
		communities surrounding the Stonehenge WHS. Access for Non-Motorised Users (NMUs) to the existing A303 would be maintained.	
Swindon and Wiltshire LEP, Strategic Economic Plan	Transport infrastructure improvements: We need a well-connected, reliable and resilient transport system to support economic and planned development growth at key locations	This option would increase capacity on the A303, thereby reducing delays and disruption and improving journey times and journey time reliability along the route option. This would improve the corridor for strategic traffic such as freight, and would support the South West regional economy by improving connectivity with the East and South East of England. Increased capacity on the route option would improve resilience to accidents, and the route option – including the tunnel – would be designed and built to current standards, which would help to improve safety by providing a dual carriageway and managing junction access to maintain the flow of traffic. It would also reduce the impact of traffic in local towns and villages, supporting development in South Wiltshire by improving accessibility to key sites along the A303 corridor such as Solstice Park.	3
	Place-shaping: We need to deliver the infrastructure required to deliver our planned growth and regenerate our City and Town Centres, and improve our visitor and cultural offer	In terms of improving the visitor and cultural offer, a tunnel would remove the road and associated road traffic noise from a key part of the Stonehenge WHS, protecting and enhancing the setting of Stonehenge and other related monuments. The route option would allow the reconnection of the Avenue, and would reduce severance within the Stonehenge WHS, improving access for visitors and enhancing the visitor experience. The route option would also increase capacity on the A303, thereby reducing delays and disruption and improving journey times and journey time reliability along the route option. This could have the potential to improve perceptions of the area, which could play a role in supporting the visitor economy of Wiltshire and the wider South West region by attracting more repeat visitors. Improved connectivity between the South West and the East and South East of England would also be likely to benefit the economy more widely, by improving conditions for freight and other strategic traffic. It is possible that this could contribute towards making the region more attractive for potential developers.	3
	Business development: to strengthen the competitiveness of small	This option would reduce average journey times and improve connectivity with the East and South East of England for strategic traffic. It could support the local economy in South Wiltshire by improving accessibility to key sites along the A303	3

Document	Relevant objectives	Summary of impacts	Score
	and medium sized businesses and attract a greater share of foreign and domestic investment into the area.	corridor, such as Solstice Park business park which could make these sites more attractive for potential developers and occupiers. It would also support the tourism sector in Wiltshire, reducing severance within the Stonehenge WHS, improving access for visitors, and potentially enhancing the visitor experience.	

D.3 National and Local Policy Objectives

D.3.1.1 Table D-8 provides further information on the goals and strategic objectives that have formed the basis of the policy assessment.

Table D-8: Relevant policy objectives

Document	Relevant objectives	Further information
National policy alignment		
NPSNN	Networks with the capacity and connectivity and resilience to support national and local economic activity and facilitate growth and create jobs	The National Networks National Policy Statement sets out the need for, and Government's policies to deliver, development of nationally significant infrastructure projects (NSIPs) on the national road and rail networks in England. It provides planning guidance for promoters of nationally significant infrastructure projects on the road and rail networks, and the basis for the examination by the Examining Authority and decisions by the Secretary of State.
	Networks which support and improve journey quality, reliability and safety	
	Networks which support the delivery of environmental goals and the move to a low carbon economy	
	Networks which join up our communities and link effectively to each other	
RIS1	Making the network safer	Target to reduce the number of people killed or seriously injured in accidents on the Strategic Road Network (SRN) by 40% by the end of 2020 against the 2005-2009 average baseline.
	Improving user satisfaction	Target to achieve 90% of respondents to the National Road User Satisfaction Survey who are very or fairly satisfied by March 2017.
	Supporting the smooth flow of traffic	Targets to ensure that 97% of the SRN is available to traffic, and that 85% of motorway incidents are cleared within one hour.

Document	Relevant objectives	Further information
	Encouraging economic growth by working to minimise delay	Target to reduce average time lost per vehicle per mile.
	Delivering better environmental outcomes	KPIs are to reduce the impact of noise and to improve biodiversity. Additional performance indicators cover impacts on air quality, carbon dioxide, and greenhouse gas emissions.
	Helping cyclists, pedestrians and other vulnerable users	Aims to support the Government's aspiration to improve provision for cyclists, walkers and other vulnerable users on and around the SRN.
Regional policy alignment		
Wiltshire Core Strategy	Strategic Objective 1: Delivering a thriving economy	Relevant key outcomes include: Wiltshire's tourism sector will have grown in a sustainable way, ensuring the protection and where possible enhancement of Wiltshire's environmental and heritage assets, including the delivery of new tourist accommodation and where appropriate the safeguarding of existing facilities.
	Strategic Objective 4: Helping to build resilient communities	Relevant key outcomes include: A positive contribution will have been made to help areas of social exclusion, especially access to essential services and local facilities in the rural areas, which will have been improved.
	Strategic Objective 5: Protecting and enhancing the natural, historic and built environment	Relevant key outcomes include: Where possible, development will have been directed away from our most sensitive and

Document	Relevant objectives	Further information
		valuable natural assets, habitats and species, towards less sensitive locations. New development will have contributed to delivery of the Wiltshire Biodiversity Action Plan (BAP) targets and protected, maintained and enhanced BAP habitats and species, particularly within areas identified for landscape scale conservation. Good air quality will have been maintained and significant progress will have been made in treating areas of risk through the implementation of air quality management plans. The quality and quantity of Wiltshire's groundwater and surface water features will have been improved, helping to achieve the objectives of the Water Framework Directive. Features and areas of historical and cultural value will have been conserved and where possible enhanced, including the sensitive re-use of historical buildings where appropriate. Archaeological sites and features will have been adequately protected. The Stonehenge and Avebury WHS and its setting will have been protected from inappropriate development in order to sustain its OUV.

Document	Relevant objectives	Further information
	Strategic Objective 6: ensuring that adequate infrastructure is in place to support our communities	Relevant key outcomes include: The provision of new or improved infrastructure will have been positively supported provided there is no detrimental environmental impact. Progress will have been made to ensure policies are helping to reduce greenhouse gas emissions associated with transport. Measures will have been implemented which reduce traffic delays and disruption, and improve journey time reliability on key route options. Safety for all road users will have been improved, the number of casualties on Wiltshire's roads reduced and the impact of traffic speeds in towns and villages mitigated. Access to local jobs and services will have been improved. Strategic transport corridors within Wiltshire will have been safeguarded and, where appropriate, improved in a sustainable way.
Wiltshire Local Transport Plan	Support economic growth	Relevant Strategic Objectives include: SO1: To support and help improve the vitality, viability and resilience of Wiltshire's economy and market towns SO4: To minimise traffic delays and disruption and improve journey time reliability on key roads

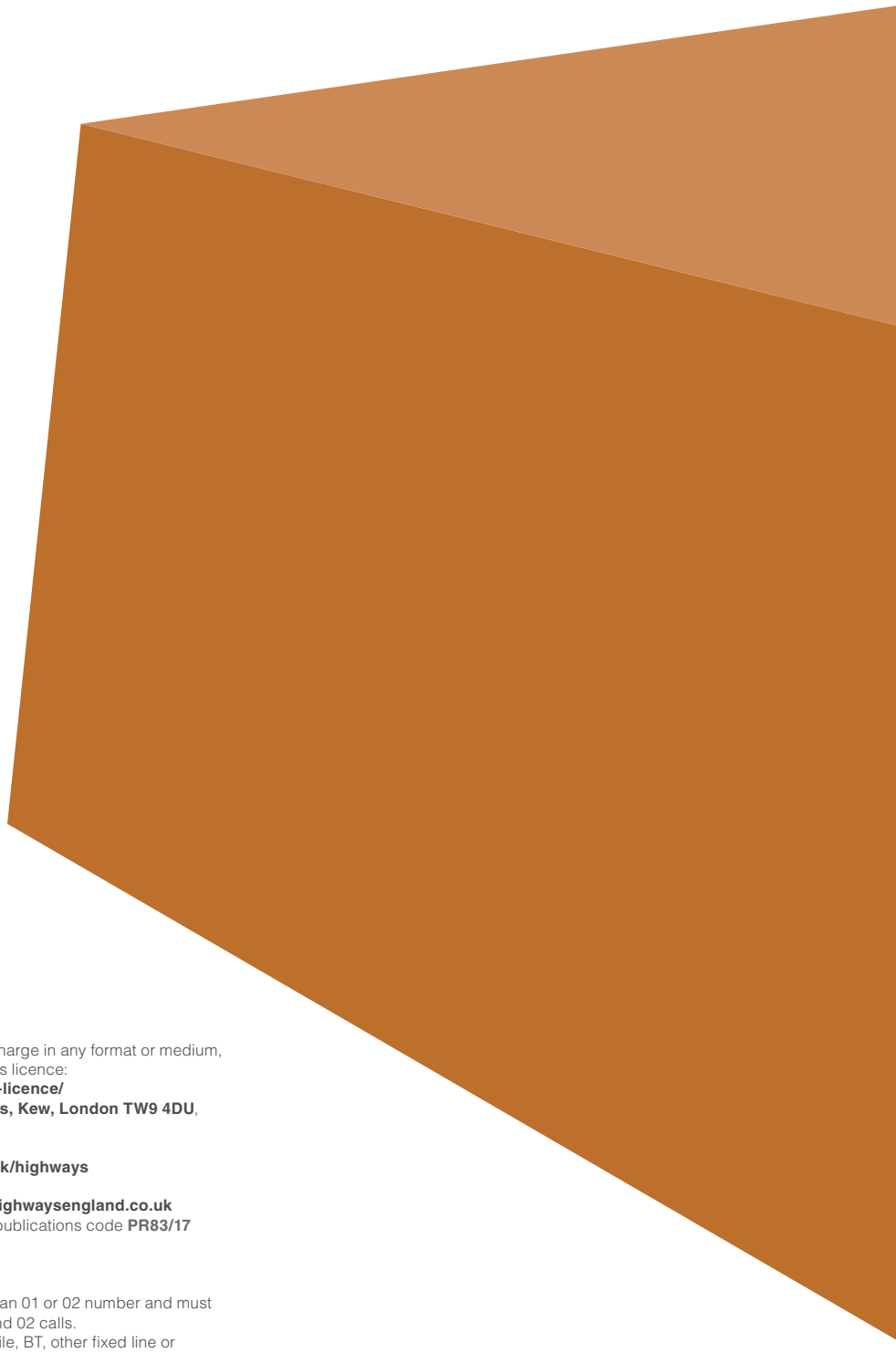
Document	Relevant objectives	Further information
		SO10: To encourage the efficient and sustainable distribution of freight in Wiltshire SO16: To improve the resilience of the transport system to impacts such as adverse weather, climate change and peak oil
	Reduce carbon emissions	Relevant Strategic Objectives include: SO11: To reduce the level of air pollutant and climate change emissions from transport
	Contribute to better safety, security and health	Relevant Strategic Objectives include: SO8: To improve safety for all road users and to reduce the number of causalities on Wiltshire's roads SO9: To reduce the impact of traffic speeds in towns and villages SO14: To promote travel modes that are beneficial to health
	Promote equality of opportunity	Relevant Strategic Objectives include: SO5: To improve sustainable access to a full range of opportunities particularly for those people without access to a car SO15: To reduce barriers to transport and access for people with disabilities and mobility impairment
	Improve quality of life and promote a healthy natural environment	Relevant Strategic Objectives include: SO3: To reduce the impact of traffic on people's quality of life and Wiltshire's built and natural environment

Document	Relevant objectives	Further information
		SO7: To enhance Wiltshire's public realm and streetscape SO18: To enhance the journey experience of transport users
Stonehenge, Avebury and Associated Sites WHS Management	Aim 3: Sustain the OUV of the Stonehenge WHS through the conservation and enhancement of the Site and its attributes of OUV	Relevant policies include: Policy 3a – Manage the WHS to protect the physical remains which contribute to its attributes of OUV and improve their condition Policy 3c – Maintain and enhance the setting of monuments and sites in the landscape and their interrelationships and astronomical alignments with particular attention given to achieving an appropriate landscape setting for the monuments and the WHS itself
	Aim 6: Reduce significantly the negative impacts of roads and traffic on the Stonehenge WHS and its attributes of OUV and increase sustainable access to the Stonehenge WHS.	Relevant policies include: Policy 6a – Identify and implement measures to reduce the negative impacts of roads, traffic and parking on the WHS and to improve road safety and the ease and confidence with which residents and visitors can explore the WHS
Swindon and Wiltshire LEP Strategic Economic Plan	Transport infrastructure improvements - we need a well-connected, reliable and resilient transport system to support economic and planned development growth at key locations	Relevant Priority Actions include: Deliver key road junction and infrastructure improvements to support economic and planned development growth Deliver a whole corridor approach to traffic management and maintenance on key route options to improve reliability and resilience

Document	Relevant objectives	Further information
	Place shaping - we need to deliver the infrastructure required to deliver our planned growth and regenerate our City and Town Centres, and improve our visitor and cultural offer	Relevant Priority Actions include: Deliver infrastructure improvements to support economic growth, support higher value skilled employment and attract inward investment Develop a strong visitor economy resulting in new investment as well as increased trade, visitor spend and national and international staying visitors
	Business development: to strengthen the competitiveness of small and medium sized businesses and attract a greater share of foreign and domestic investment into the area.	
Local policy alignment		
Wiltshire Core Strategy	Core Policy 4: Spatial strategy for the Amesbury Community Area	Scheme is located within Amesbury Community Area. Policy sets out allocations for employment and housing land in this area, and identifies existing Principal Employment Areas.
	Core Policy 6: Stonehenge	Scheme will have direct impact on Stonehenge WHS. Client Scheme Requirements include objectives to contribute to the setting and environment of both the Stonehenge monument and the wider Stonehenge WHS landscape. Policy sets out commitment to protecting Stonehenge WHS and criteria for new visitor facilities.

Document	Relevant objectives	Further information
	Core Policy 59: The Stonehenge, Avebury and Associated Sites WHS and its setting	Scheme will have direct impact on Stonehenge WHS. Client Scheme Requirements include objectives to contribute to the setting and environment of both the Stonehenge monument and the wider Stonehenge WHS landscape. Policy sets out commitment to sustaining the OUV of the Stonehenge WHS.

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.



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