

18th April 2019

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Your ref: TR010025

Our ref: Deadline 1 Response to ExA 18.04.19

Dear Ms McKay

Re: A303 Amesbury to Berwick Down (TR010025) – Wiltshire Council Response to Deadline 1

Further to the publication of the Rule 8 letter for the above referenced scheme on 11th April 2019, Wiltshire Council's response to Deadline 1 of the Examination is set out below and in the attached.

Compulsory Acquisition Hearing

Wiltshire Council does not wish to speak at a Compulsory Acquisition Hearing at this stage, however we will be attending. The Council is awaiting the updated Book of Reference to ensure that previous representations made to the applicant have been accurately captured, and depending upon the contents of the updated version, we may wish to speak to provide clarity to the ExA on the status of some of the affected land.

Whilst not specifically referenced within the Rule 8 letter, the Council will submit the names of its representatives who will be attending which hearings and a summary of the points it wishes to make (if required) by 10th May.

Open Floor Hearing

Wiltshire Council may wish to speak at an Open Floor Hearing to correct any factual errors which have arisen within the documentation and / or representations.

As requested within the Rule 8 letter, the Council will confirm who will be attending each hearing, including whether this will be in a speaking or observational capacity, by 10th May. This additional notification will include confirmation of the issues which we wish to speak on.

Notification by Statutory Parties

Please accept this as notification that Wiltshire Council wishes to be considered as an Interested Party for the purpose of the DCO Examination.

Suggested Location for Inclusion in the ExA's Itinerary for the Accompanied Site Inspection

Representatives from Wiltshire Council wish to attend the Accompanied Site Inspection on 21st May to draw the ExA's attention to Byways 11 and 12, and specifically the northern end of Byway 11 where it will meet the new Restricted Byway on the present surface route of the A303.

The Council will confirm the names of those attending and the location which they will meet the ExA at by 10th May. This is as requested within the Rule 8 letter.

Comments on the Applicant's Response to the Planning Inspectorate's s51 Advice

The Council has reviewed the applicant's response to the s51 advice provided by the Planning Inspectorate. We note that the OEMP states that it is subject to consultation with the Local Authority. The approval mechanisms are currently under discussion with the applicant and we understand that this will be explored further during the Examination to provide confidence to Wiltshire Council that its requirements will be met.

Local Impact Reports

As the Host Authority for the A303 Amesbury to Berwick Down scheme, Wiltshire Council has prepared a Local Impact Report in-line with the appropriate guidance. This report is submitted as a separate document attached to this response.

Notification of Information Awaited from Applicant

Whilst not specifically requested within the Rule 8 letter, the Inspectors stated at the Preliminary Meeting that Interested Parties should notify the ExA of information it required, which was outstanding, within their responses to Deadline 1.

Wiltshire Council requires further information on contaminated land and floodlighting (artificial lighting) to be used during the construction phase. The applicant's response to address the peer review findings for surface water flooding, exceedance routes, ground water and the culvert design is also outstanding. Additionally, further information has been requested to aid assessment of the visual impact of the western cutting within the WHS.

It is noted that the ExA has requested the archaeological evaluation reports for submission by the applicant for Deadline 1. The Council further acknowledges that the outstanding information on the proposals for the rights of way within the scheme has been requested for submission by the applicant at Deadline 2.

I trust that the information above and in the attached fulfils the requirements of Deadline 1, however if you require any further information as this stage, please do not hesitate to contact me.

Yours sincerely,



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A303 Amesbury to Berwick Down (Stonehenge) Wiltshire

Local Impact Report prepared by Wiltshire Council

April 2019



Local Impact Report

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NON-TECHNICAL EXECUTIVE SUMMARY

What is this?

The planning process for dealing with proposals for Nationally Significant Infrastructure Projects or 'NSIPs' was established by the Planning Act 2008 ('the 2008 Act'). The process involves the examination of major proposals relating to energy, transport, water, waste and waste water, and includes opportunities for people to have their say before a decision is made by the relevant Secretary of State (SoS). As part of the process, the relevant local authorities are invited to submit a Local Impact Report (LIR) giving details of the likely impact of the proposed development on the authority's area. This is that report.

Why is it important?

This document is an important part of the examination process. The Examining Authority (ExA) on behalf of the Planning Inspectorate invite relevant local authorities to submit LIRs and have regard to their content when examining the application and making recommendations to the SoS, who will make the decision on whether or not to make a Development Consent Order (DCO) authorising the project. In coming to a decision, the SoS must have regard to any LIRs that are submitted by the deadline.

What is being proposed?

Highways England (HE) is proposing the dualling of the A303 ("the Scheme") and their preferred option is that of a tunnel following a similar line to the existing surface road¹. The Scheme would be approximately 8 miles (13km) long and comprise the following key components:

- A twin-bore tunnel approximately 2 miles (3.3km) long, past Stonehenge;
- A northern bypass of Winterbourne Stoke with a viaduct over the River Till valley;
- A new junction between the A303 and A360 to the west of and outside the World Heritage Site (WHS), replacing the existing Longbarrow roundabout; and
- A new junction between the A303 and A345 at the existing Countess roundabout.

¹ See Highways England 'Improvements and major road projects' on their website: <https://highwaysengland.co.uk/projects/a303-stonehenge-amesbury-and-berwick-down/>

How did the council identify the impacts?

An objective sequential approach has been applied by the council to ensure that the identified impacts of the Scheme are presented consistently and clearly to the ExA in a manner which is based on national guidance² and identified best practice. The council has based its evaluation of the local impacts on evidence not opinion.

What have we found?

The impacts identified in this report can be found in the themed sections later in the paper. In summary, the following is concluded:

- The proposal is in accordance with the large majority of the policies of the Development Plan
- The most significant positive impacts will be removing the impact of the A303 from immediate setting of Stonehenge and the eastern part of the WHS
- The potential for economic growth and the community benefits of removing through traffic from Winterbourne Stoke is a large positive
- The most significant negative impact will be the new road and cutting on the western part of the WHS
- The council set out a number of 'requirements' (conditions) in Appendix B, which they see as essential to mitigate impacts.

² Planning Inspectorate Advice Note 1, Local Impact Reports, Version 2, April 2012



Section 1 - Introduction to the report, terms of reference, applied methodology and exclusions

Introduction

This LIR has been prepared by the Major Projects Team with input from officers specialising in; Highways and Transport, Archaeology and Heritage conservation, Ecology, Community Engagement, Public Protection, Drainage, Spatial Planning, Rights of Way, Economic Regeneration and Development Planning. The LIR forms part of the local authorities' response to HE's proposals for the A303.

The LIR is defined in section 60(3) of the Planning Act 2008 (as amended) as 'a report in writing giving details of the likely impact of the proposed development on the authority's area (or any part of that area)'.

This LIR contains a section on the existing characteristics of the local area on which the Scheme impacts. It identifies the local urban and landscape qualities, cultural heritage and WHS, ecology, minerals and waste sites, the environment for pedestrians, cyclists and equestrian travellers, watercourses and the air quality and noise environment. The report also provides an assessment and considers compliance of the Scheme against the local plans and policies and details the history and development of the Scheme.

The themed based sections contain an assessment of positive, neutral and negative impacts, during construction and operation of the Scheme, as well as areas where the council considers there are further opportunities which the Scheme doesn't thus far fully realise. Where negative impacts are identified mitigatory measures are recommended to, as far as possible, remedy them.

Terms of reference

Acronym / Abbreviation	Meaning / Description
AG	Asset Group
AONB	Area of Outstanding Natural Beauty
AQMA	Air Quality Management Area
BAP	Biodiversity Action Plan
BOAT	Byway Open to All Traffic (as Restricted Byway but also includes mechanically propelled vehicles although mainly used FP, BW, RB)
BPM	Best Practicable Means
BS	British Standard
BW	Public Bridleway (pedestrians, horse-riders and bicycles)
CA	Conservation Area
CAN	Countryside Access Network
CATG	Community Area Transport Grant
CE	Certification mark within the European Economic Area
CEMP	Construction Environmental Management Plan
CIL	Community Infrastructure Levy
Cini	Initial Soil Moisture Content
CoPA	Control of Pollution Act
CPR	Construction Products Regulation
DAMS	Detailed Archaeological Mitigation Strategy
dBA	A-weighted Decibels
DCO	Development Consent Order
DDF	Depth-Duration-Frequency
DfT	Department for Transport
DoP	Declaration of Performance
DSTL	Defence Science and Technology Laboratory
DTA	Drainage Treatment Area
DTM	Digital Terrain Model
EA	Environment Agency

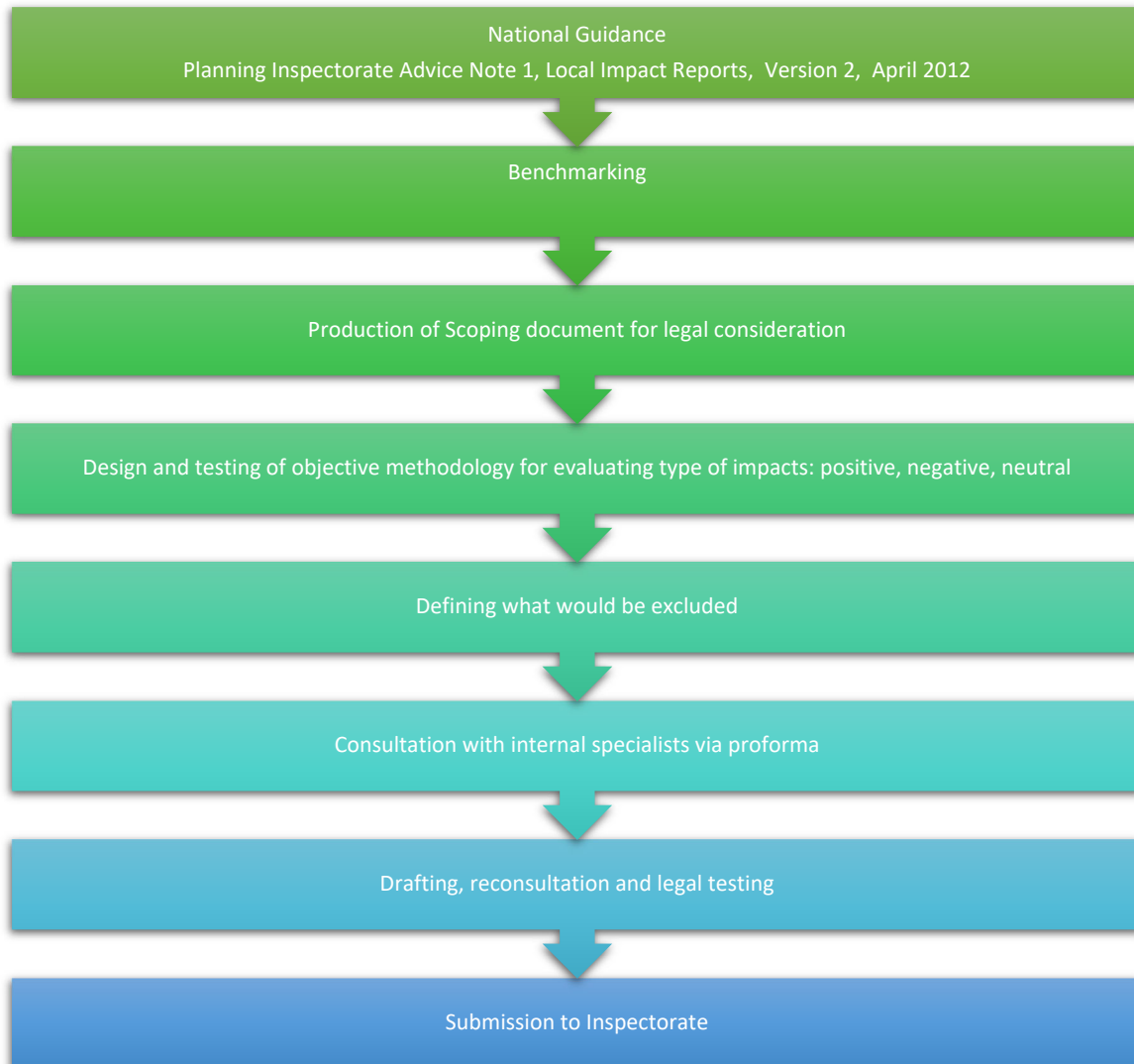
Acronym / Abbreviation	Meaning / Description
EIA	Environmental Impact Assessment
ES	Environmental Statement
EV	Exposure Value
ExA	Examining Authority
FEH	Flood Estimation Handbook
FP	Public Footpath (pedestrians only)
GVA	Gross Value Added
HE	Highways England
HEMP	Handover Environmental Management Plan
HGV	Heavy Goods Vehicle
HIA	Heritage Impact Assessment
HMAG	Heritage Monitoring and Advisory Group
ICOMOS	International Council on Monuments and Sites
LEMP	Landscape and Ecological Management Plan
LEMS	Landscape and Ecological Mitigation Strategy
LIDAR	Light Detection and Ranging
LIR	Local Impact Report
LLFA	Lead Local Flood Authority
LPA	Local Planning Authority
LUX	Unit of Illumination
MoD	Ministry of Defence
MPV	Mechanically Propelled Vehicle
NFNP	New Forest National Park
NPPF	National Planning Policy Framework
NPS	National Policy Statements
NSIP	Nationally Significant Infrastructure Projects
NVMP	Noise and Vibration Management Plan
OAMS	Outline Archaeological Mitigation Strategy
OEMP	Outline Environmental Management Plan

Acronym / Abbreviation	Meaning / Description
Old A303	Existing route
OUV	Outstanding Universal Value
PHE	Public Health England
PPS	Planning Policy Statement
PPV	Peak Particle Velocity
PRN	Primary Route Network
PROW	Public Rights of Way
RB	Restricted Byway (pedestrians, horse-riders, and non-mechanically propelled vehicle, includes horse-drawn vehicles and bicycles)
REME	Royal Electrical and Mechanical Engineers
S106	Section 106 of the Town and Country Planning Act 1990 (as amended)
SAC	Special Area of Conservation
SCI	Statement of Community Involvement
SEP	Strategic Economic Plan
SoS	Secretary of State
SPA	Special Protection Area
SSCT	Strategically Significant Cities and Towns
SSSI	Site of Special Scientific Interest
STW	Sewage Treatment Works
SuDS	Sustainable Drainage System
SWLEP	Swindon and Wiltshire Local Enterprise Partnership
TBM	Tunnel Boring Machine
TCPA 1990	Town and Country Planning Act 1990 (as amended)
TCMP	Traffic Closure Management Plan
TINS	Triangular Irregular Networks
TPO	Tree Protection Order
TRO	Traffic Regulation Order
UK	United Kingdom
VPD	Vehicles Per Day

Acronym / Abbreviation	Meaning / Description
VPH	Vehicles Per Hour
WCAS	Wiltshire Council Archaeology Service
WCS	Wiltshire Core Strategy
WHS	World Heritage Site

Applied methodology

A sequential approach has been applied by the council to ensure that the identified impacts of the Scheme are presented consistently and clearly to the ExA in a manner which is based on national guidance and identified best practice.



An evidence based approach

The council has based its evaluation of the local impacts on evidence and the judgement of specialists. Wherever evidence has been the basis for highlighting a potential impact to the ExA, then it has been fully referenced by footnotes so that there is a clear audit trail to follow.

Evaluating the nature of the impacts (positive, negative or neutral)

The evidence reveals impacts and the next stage was an implementation of a systematic approach to clearly indicate to the ExA if these impacts were positive, neutral or negative and why. Furthermore, additional refinement was added to clarify when such impacts were likely to occur, for example during construction phases, operation or indeed long term strategic impacts on the area. Where issues were finely balanced the council relied on key specialists to draw on experience and local knowledge to balance the evidence and produce robust conclusions.

Example

Positive impacts – Construction Phase

Positive Impacts – Operational

Neutral Impacts

Negative Impacts – Construction Phase

Negative Impacts – Operational

Identifying extant opportunities

Through this work, where the council have identified opportunities presented by the project which are yet to be capitalised on, they have taken the opportunity to draw these to the attention of the ExA. For clarity, these are shown in a separate table within each topic section.

Mitigation

Many of the negative impacts identified in this report could be lessened or eliminated through further mitigatory works and management during or post construction. To ensure the Scheme is as sensitive to the local environment as possible, where mitigation would be effective in treating these impacts we have requested that the SoS considers conditions and legal agreements to secure this.

Requirements (Planning Conditions)

The council has only suggested requirements (planning conditions) where they will either enhance the quality of development or enable the development proposals to proceed, where it would otherwise have been necessary to request refusal of planning permission, by mitigating the adverse

effects of the development. We have set out clearly the rationale for the requested requirements (conditions) and have acted in a way that is clearly seen to be fair, reasonable and practicable. The requirements (conditions) are tailored to tackle specific problems, rather than standardised or used to impose broad unnecessary controls.

Paragraph 206 of the National Planning Policy Framework (NPPF) states “Planning conditions should only be imposed where they are:

1. necessary
2. relevant to planning and
3. to the development to be permitted
4. enforceable
5. precise and
6. reasonable in all other respects.

The 6 tests must all be satisfied each time a decision to grant planning permission subject to conditions is made. For the purposes of clarity this report summarises the requirements requested within the themed sections related to each main topic area and provides a consolidated list with reasons in Appendix B.

Additionally, requirements may also be necessary to include the cost of discharge of conditions, indemnity and monitoring for relevant service areas.

Development consent obligations

Requirements are not the only way in which matters related to a DCO can be secured. One alternative is a development consent obligation, the details of which are explained below.

A number of matters raised by the Council could be addressed by a development consent obligation, but it is not yet clear whether HE is proposing to deal with them in this way. If not covered through development consent obligations, the Council will wish to see these matters secured in some other way. For ease, these matters have been identified under the Development Consent Obligations heading within the relevant sections and consolidated in Appendix C regardless of whether this is the eventual agreement for securing them.

(a) Definition

Development consent obligations are planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended) (TCPA 1990) and are commonly known as s106 Agreements. They are a mechanism which makes a development proposal acceptable in planning terms that would not otherwise be acceptable.

The common uses of planning obligations are to control the impact of development, compensate for loss or damage caused by development and mitigate a development’s impact. Section 106(1) TCPA 1990 provides an obligation can:

- a. restrict the development or use of the land in any specified way
- b. require specified operations or activities to be carried out in, on, under or over the land
- c. require the land to be used in any specified way
- d. require a sum or sums to be paid to the authority (or, to the Greater London Authority) on a specified date or dates or periodically.

A planning obligation may be conditional or unconditional, it can specify restrictions definitely or indefinitely, and in terms of payments the timing of these can be specified in the obligation. (s106(2) TCPA 1990).

The planning obligation is a deed, which states that it is an obligation for planning purposes that identifies the relevant land, the person entering the obligation and their interest and the relevant local authority that would enforce the obligation. Planning obligations are either contained in a bilateral agreement between the Local Planning Authority (LPA) and the landowner / developer or a unilateral undertaking made by the landowner / developer alone.

(b) Legal tests

There are legal tests for when you can use a s106 Agreement:

Regulation 122 of the Community Infrastructure Levy (CIL) Regulations 2010 (as amended) provides that a planning obligation can only constitute a reason for granting the DCO, if the obligations are:

- a. necessary to make the development acceptable in planning terms
- b. directly related to the development
- c. fairly and reasonably related in scale and kind to the development.

Regulation 123 of the CIL Regulations 2010 (as amended) limits the pooling of planning obligations. No more than 5 planning obligations since 6 April 2010 may be pooled towards an infrastructure project or type if it is capable of being funded through the CIL Regulation 123 Infrastructure List. It also prevents the Council seeking planning obligations for any items listed on its Regulation 123 Infrastructure List which are to be funded through the CIL. However, at the time of writing, the Government has published draft regulations that will, when enacted, revoke Regulation 123 and abolish the pooling limitations on s106 agreements.

(c) Relationship to 'Requirements' (Planning Conditions)

As well as the legal tests, the policy tests are contained in the NPPF:

"54. Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. Therefore, wherever possible all mitigation identified to try and remedy the impacts identified in this LIR has been requested to the SoS through the requirements set out in Appendix B.

(d) Development consent obligations in relation to the Scheme

The council will work with HE to produce a draft Agreement during the examination stage, and acknowledges that early agreement on the draft Agreement will help the ExA to provide greater focus to the examination and make the best use of the time available. Therefore, we are working to agree a draft Heads of Terms with HE as soon as is possible for submission to the ExA.

The Rule 8 letter makes it clear that the issue of development consent obligations will be considered during the Examination. Therefore, the Examining Authority can only take into account submissions and documents that have been submitted by Deadline 8 of the examination period.

What is excluded?³

There are a number of things this report purposely does not do.

Whether the SoS should approve the application

The council has produced this LIR as an objective exposition of what it considers to be the main impacts of the Scheme. While it does indicate which it considers the most important impacts it has done so irrespective of whether the local authority considers the development should be approved or not. That is not the purpose of an LIR. The local authority will submit a separate written representation to express a particular view on whether the application should be granted.

Environmental Statement (ES)

The LIR does not replicate the ES. Nor is it necessary to replicate any assessment already produced in respect of the site such as those included in National Policy Statements (NPS).

Community consultation

In producing a LIR, the local authority is not required to carry out its own consultation with the community.

Balancing exercise

In accordance with Advice Note One, this report consists of a statement of positive, neutral and negative local impacts, but it does not contain a balancing exercise between positives and negatives. That is the prerogative of the ExA.

Representation of third party comments

It is not the purpose of this report to duplicate the representations of Parish councils, organisations and members of the public that have been made to the local authority or directly to the applicant about the Scheme (prompted, for example, by the applicant's consultation). The council has encouraged such respondents to register with the Planning Inspectorate as 'interested parties' at the appropriate time so that their representations about the Scheme will be considered by the ExA.

Statement of compliance with National Policy Statements (NPS)

The local authority has not included an assessment of compliance with an NPS as this is the prerogative of the ExA in making a recommendation to the SoS who as per the Planning Act 2008 must have regard to them in the decision-making process. However, NPS have been used in the relevant sections as a guide to matters of local impact that are likely to be relevant to the determination of the DCO application.

A theme based approach

The council has identified the key areas where it considers that local impacts will be felt and these are set out in the contents page. The themes have been identified using the Wiltshire Core Strategy - Sustainability Appraisal⁴ and the EIA screening process⁵ as a baseline together with local specialist

³ Taken from the Planning Inspectorate Advice Note 1, Local Impact Reports, Version 2, April 2012

⁴ <http://www.wiltshire.gov.uk/wiltshire-core-strategy-sustainability-appraisal-report-2012-feb.pdf>

⁵ The Town and Country Planning (Environmental Impact Assessment) Regulations 2017

knowledge. Internal specialists have been consulted and asked to identify the impacts in their own area of expertise. To ensure a consistent approach which we hope will be easy for the ExA to follow, the comments from the relevant specialists have been collated into a standard format as shown in the example below.

Topic: 'An example'

Overview and commentary on

The main local impacts of the Scheme of 'an example' will be shown in the table below. The characteristics of 'an example' in the local area are that of.....

Summary of main impacts identified by Wiltshire Council

Example

Positive impacts – Construction Phase

Insert

Positive Impacts – Operational

Insert

Neutral Impacts

Insert

Negative Impacts – Construction Phase

Insert

Negative Impacts – Operational

Insert

Ranking the An Example impacts in importance

All the local impacts identified are considered material to the ExA, but in accordance with the national guidance⁶ the council would indicate the importance of those identified in the following order

Most significant impact  Least significant impact

Identifying extant opportunities

Through this work where the council has identified opportunities presented by the project which are yet to be capitalised on they have taken the opportunity to draw these to the attention of the ExA. For clarity, these are shown in a separate table within each topic section.

Extant opportunity

There is an opportunity to benefit the 'an example' interest of the local area through.....

⁶ Planning Inspectorate Advice Note 1, Local Impact Reports, Version 2, April 2012

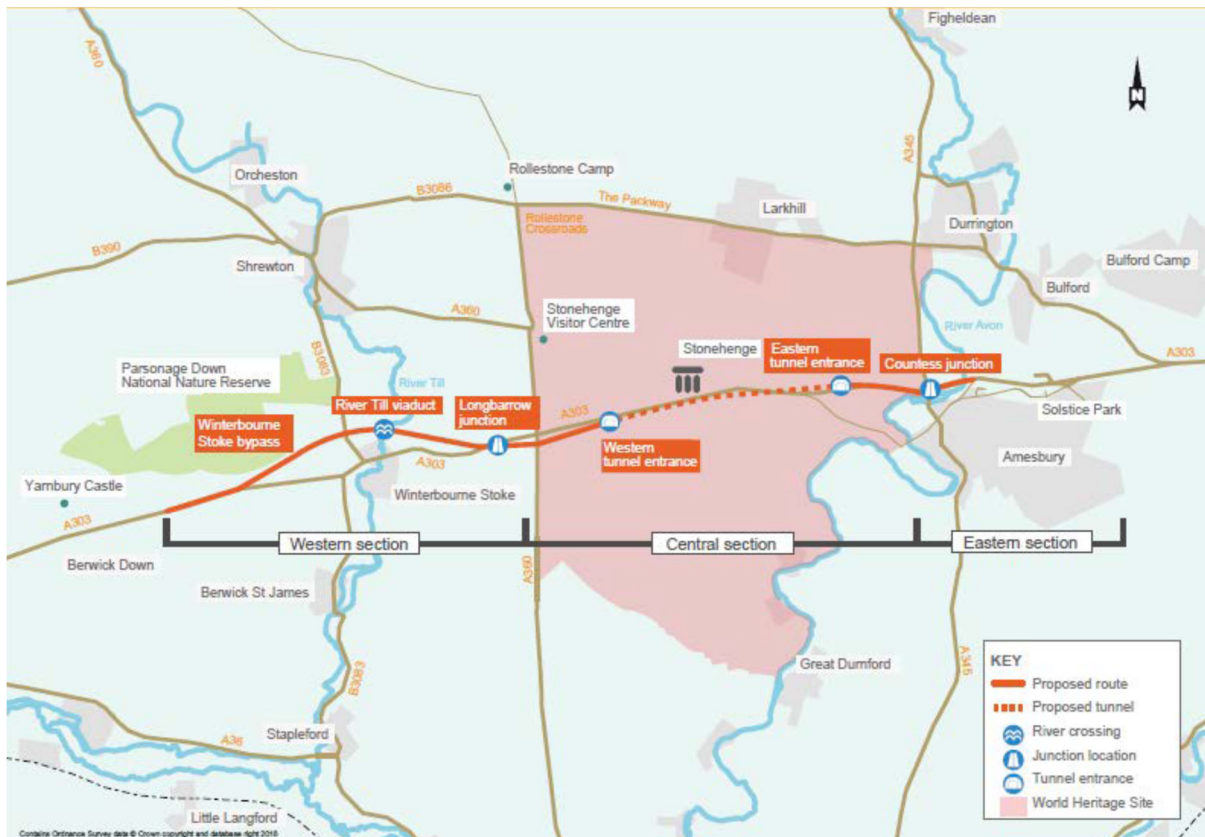
Requirements recommended to the Examining Authority to mitigate impact

Should the ExA be minded to approve this proposal then Wiltshire Council would request that the following requirements (conditions) be considered to mitigate the impacts identified above

Requirement	Reason
Development shall not commence until a XXX has been submitted to and approved by the Local Authority	To ensure that impacts on 'an example' are mitigated.

HE is proposing the dualling of the A303 and its preferred option is that of a tunnel following a similar line to the existing surface road⁷. The Scheme would be approximately 8 miles (13km) long and comprise the following key components:

- a) A twin-bore tunnel approximately 2 miles (3.3km) long, past Stonehenge.
- b) A northern bypass of Winterbourne Stoke with a viaduct over the River Till valley.
- c) A new junction between the A303 and A360 to the west of and outside the WHS, replacing the existing Longbarrow roundabout.
- d) A new junction between the A303 and A345 at the existing Countess roundabout.



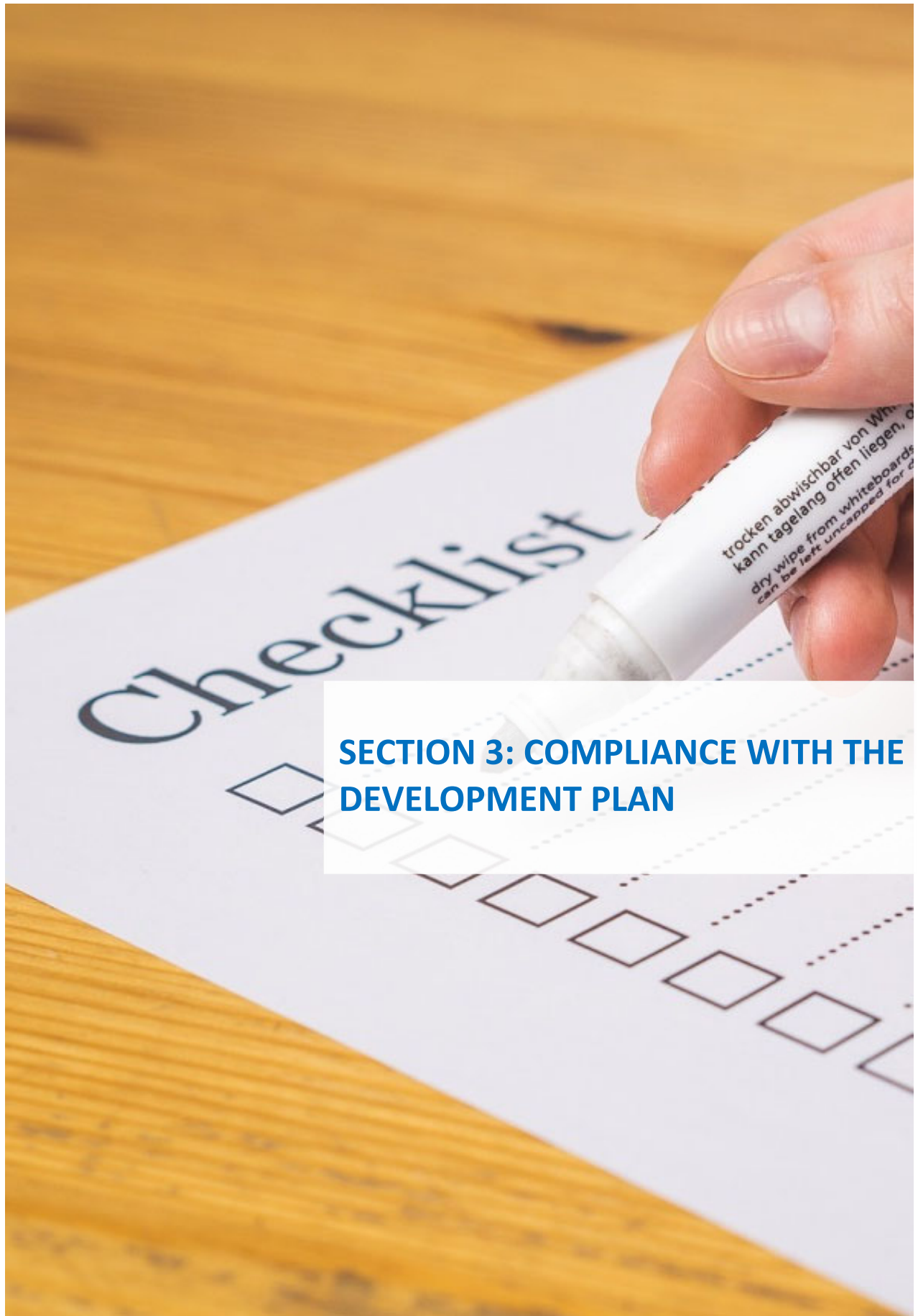
This proposal falls within the class of major projects known as NSIPs. NSIPs are major infrastructure projects such as new harbours, roads, power generating stations (including offshore wind farms) and electricity transmission lines, which require a type of consent known as ‘development consent’ under procedures governed by the planning acts⁸. Development consent, where granted, is made in the form of a DCO⁹.

The DCO application was received by the Planning Inspectorate from HE on 19 October 2018.

⁷ See Highways England ‘Improvements and major road projects’ on their website: <https://highwaysengland.co.uk/projects/a303-stonehenge-amesbury-and-berwick-down/>

⁸ [Planning Act 2008](#) (as amended)

⁹ See more on National Infrastructure Planning at <https://infrastructure.planninginspectorate.gov.uk/application-process/planning-inspectorate-role/>



SECTION 3: COMPLIANCE WITH THE DEVELOPMENT PLAN

The Development Plan for this purpose comprises:

Plan	Adopted / Timeframe	Hyperlink
Wiltshire Core Strategy Development Plan Document	January 2015	http://www.wiltshire.gov.uk/wiltshirecorestrategy.htm
Saved policies - The Salisbury District Local Plan 2011	2011	https://pages.wiltshire.gov.uk/salisburydistrictlocalplan.htm
Wiltshire Minerals Core Strategy	June 2009	http://www.wiltshire.gov.uk/mineralsandwastepolicy.htm#minerals_core_strategy
Wiltshire Waste Core Strategy	June 2009	http://www.wiltshire.gov.uk/mineralsandwastepolicy.htm#minerals_core_strategy
Idmiston Neighbourhood Plan	April 2017	http://www.wiltshire.gov.uk/sppnp-made-idmiston-2017-april.pdf

Wiltshire Core Strategy (WCS)

Strategic fit

The WCS is an economy-led strategy, which unequivocally places an emphasis on economic growth as the driving force behind meeting Wiltshire Council objectives of fostering stronger, more resilient communities. The underpinning principle of the strategy is to strengthen communities, wherever possible, by maintaining and increasing the supply of jobs to align with the delivery of new homes to ensure that Wiltshire remains strong and prosperous and addresses historic trends of out-commuting and non-affordability of homes.

In strategic planning terms, Wiltshire faces a number of challenges, of which reducing levels of out-commuting from many of the county's settlements is a significant one. Evidence suggests that lack of local job opportunities and pay differentials are a major driver meaning that higher earners commute out of the county to work. To address this, the self-containment of the main settlements needs to be improved to ensure that there is a wide range of appropriate employment opportunities available, reflecting the needs of inward investors and Wiltshire's communities. Delivering a good level of local employment opportunities close to the main centres of population will help reduce the need to commute out of Wiltshire to seek work. Broadening the employment base and providing choice in the job market for Wiltshire's population is a key element of delivering resilient communities.

Strategic Objective 1: "Delivering a thriving economy" makes clear that "Wiltshire needs to encourage a buoyant and resilient local economy. The Core Strategy enables development to take place and encourages economic vitality, providing local jobs for Wiltshire's population, whilst ensuring that suitable development objectives have been met..."

The wider strategy of the WCS is to accelerate the transition toward high value and innovative local jobs to offset the traditional declining sectors such as financial services. One of the key outcomes of the Strategic Objective 1 is that Wiltshire will have secured sustainable growth of established and emerging employment sectors, building on existing strengths, including defence-related employment, bioscience, advanced manufacturing and business services.

A significant part of the proposal falls within the Amesbury Community Area. The WCS vision for Amesbury states that the town will have good levels of employment, including the specialist sectors within the Ministry of Defence (MoD), QinetiQ at Boscombe Down and the scientific research at Porton Down.

Core Policy 4 identifies the Boscombe Down site in this community area as a Principal Employment Area as well as allocating 7 ha of employment land on the site. Core Policy 35 states that Wiltshire's Principal Employment Areas should be retained for employment purposes within use classes B1, B2 and B8 to safeguard their contribution to the Wiltshire economy and the role and function of individual towns. Proposals for renewal and intensification of the above employment uses within these areas will be supported.

Core Policy 37 relates to military establishments, of which Boscombe Down is one. This policy offers support for new development at such operational facilities that help enhance or sustain their operational capacity.

Core Policy 4 also allocated 10 ha of employment land at Porton Down in the Amesbury community area, where the establishment of a private sector science park is currently ongoing.

There is therefore already a significant cluster of excellence centred on defence aerospace technologies and research and development in life sciences and defence and security technology operating in this community area and using this as leverage to attract synergistic inward investment is a key objective of the WCS. The area strategy for the Amesbury community area lists specific issues that need to be addressed in planning for this area. It recognises that the A303 corridor runs through the area and is a main arterial route from London to the south west. It suffers from problems, with intermittent stretches of single lane carriageway causing large delays at peak times. This has a knock-on effect on the attractiveness of the area for business and tourism investment.

Effective, efficient road links are fundamental to enable businesses to prosper and help to unlock further economic growth. The Scheme between Amesbury and Berwick Down will significantly reduce journey times which in turn will cut transport costs, and give businesses in Wiltshire better access to the market, suppliers and skills. Wiltshire's inward investment attractiveness will also be strengthened and the creation of an expressway will improve accessibility between businesses and their customers. The Scheme will also help to link people with jobs, better access to customers and higher value, local jobs which in turn will contribute towards reducing out-commuting from Wiltshire.

At a regional level, the South West region is home to one of the largest concentrations of aerospace and defence activities in Europe and the largest cluster in the United Kingdom (UK), with its local supply chain supporting 14 of the world's leading aerospace / defence companies. The centre of excellence developing at Boscombe Down and Porton Down is a significant part of this. The Scheme will consolidate this position by improving connections between regional business communities, enabling more efficient access to their supply chains as well as providing employees better access to high skilled jobs.

The analysis of economic impacts has indicated that there are substantial benefits associated with dualling the A303 / A30 between Amesbury and Honiton as well as the A358 linking the A303 with the M5.

The main components of economic impacts are:

- increases in Gross Value Added (GVA) throughout the region due to increased output and turnover of businesses
- employment-related impacts, including the generation of new employment opportunities and the financial benefits accruing to Government
- tourism-related impacts, including increases in visitor expenditure in the region as well as increases in employment supported by these increases in expenditure
- impacts associated with land development and increases in land values due to the provision of improved transport infrastructure
- other benefits, including those associated with the impacts of increased disposable income.

The headline economic impacts of the dualling programme are as follows (over 60 years discounted to 2002 levels)¹⁰:

- Total number of new jobs generated across the South West region: 20,600.
- Total impact on regional GVA (over 60 years, discounted, 2025 opening): £39.77 billion.
- Combined impact on employment-related taxation (2022 opening): £2.3 billion.
- Combined impact on employment-related reduction in welfare payments (Jobseekers' Allowance, 2022 opening): £1.3 billion.
- Total impact on visitor expenditure in the region (2022 opening): £8.6 billion per year.
- Total disposable income spent in region (2022 opening): £3.4 billion.
- An initial benefit to cost ratio of 1.80 which would be likely to increase when considered in further detail.

Conclusions

Based on the extensive surveys conducted in the region and analysis of economic data, this assessment of economic impacts has demonstrated that there will be significant benefits associated with dualling the full length of the A303 / A358 / A30. Based on the latest Department for Transport (DfT) guidance, the analysis has shown that the Scheme will bring a wide range of economic benefits to the South West region and importantly, will help boost employment during a time of continued economic uncertainty.

¹⁰ Taken from the A303/A358/A30 Corridor Improvement Programme: Economic Impact Study, published in 2013 and the 2019 refresh, and <https://www.idmistonpc.org/parish-council/parish-planning/neighbourhood-plan/>

Tourism considerations

Tourism plays a significant part in the economic health of Wiltshire and is worth over £779 million a year. Wiltshire has a wealth of natural and heritage assets which attract visitors from home and abroad that range from one of the world's most famous and recognisable monuments, Stonehenge, to renowned attractions such as Longleat Safari and Adventure Park, to country houses, museums and gardens. Rural countryside with the Areas of Outstanding Natural Beauty (AONBs), Wiltshire's canal network, historic villages such as Lacock and farm and animal attractions also draw visitors to the area. Wiltshire is also well placed for visiting attractions such as the New Forest National Park, the Cotswolds, Bath Spa and the major resorts and beaches at Bournemouth and Poole. Wiltshire's built and natural environment is a key part of the tourism product and the future success of the area's tourism industry is, in many ways, dependent on the effective management and conservation of the environment.

The Spatial Vision of the WCS states that by 2026, Wiltshire's heritage will have been a major driver used to promote tourism for economic benefit.

Strategic Objective 1: "Delivering a thriving economy" recognises that the potential for tourism should be realised as a major growth sector through capitalising on the quality of the environment and location Wiltshire benefits from. The WCS identifies that one of the key outcomes of this objective will be that 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.

The WCS recognises that WHS status offers the potential of considerable social and economic gains for Wiltshire in areas such as sustainable tourism, but that this will require careful and sensitive management in order to protect the WHS and sustain its Outstanding Universal Value (OUV) (para 6.144). Large numbers of overseas visitors, as well as domestic tourists, consider Stonehenge a "must-see" attraction. However, there is a lack of capital made on this unique opportunity locally. The Scheme will reconnect Stonehenge with the rest of the WHS lying to the south of the A303, give the public greater access to the wider prehistoric landscape and improve the setting of the WHS, all of which will boost tourism in Wiltshire. An opportunity to explore and understand the wider WHS, should increase the dwell time spent by a proportion of visitors, which in turn will boost overnight stays in the area thereby boosting the local economy.

By upgrading the A303, improving journey times and accessibility to Wiltshire will help to boost tourism, increasing visitor expenditure, making Wiltshire more accessible to tourists, and potentially providing opportunities to promote Wiltshire's strengths as a short break destination.

Conclusions on strategic fit

In principle, therefore, the proposal for the improved road will play a pivotal role in contributing towards the implementation of various key policy and strategy priorities set out in the WCS.

The established Plan for job growth set out in the WCS via facilitating growth of existing employers and delivering an attractive investment environment for new inward investment is key to the work of Wiltshire Council. This plan puts in place policies which will help both attract new inward investment and help existing business meet their aspirations in Wiltshire, as well as providing the right environment for business start-ups. The Scheme will remove a potential barrier to investment, improve connectivity between businesses and their customers, and provide employees with greater access to higher value jobs.

The Scheme will have a twofold impact on tourism in Wiltshire. First, it will improve the setting of Stonehenge and the eastern part of the WHS and access to the wider prehistoric landscape (see section below); second it will improve the accessibility of Wiltshire as a whole to tourists. This boost to tourism will then have positive impacts on the economy of the county, and therefore is in accordance with the economy-led policies set out in the WCS.

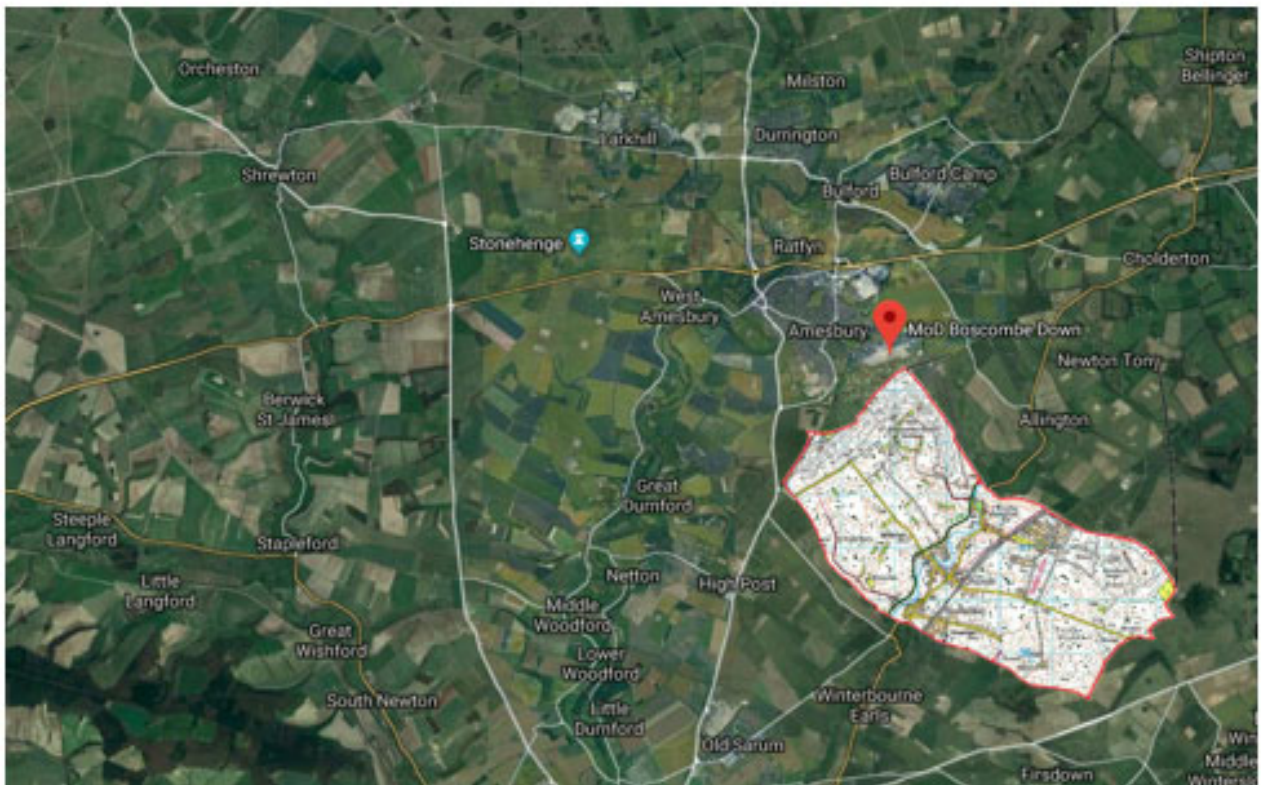
Individual policy implications

In order that this report is accessible, an assessment of the impacts of the Scheme on individual policies is contained in Appendix A.

Made neighbourhood plans

There is one made neighbourhood plan which forms part of the Development Plan for the area and that is Idmiston Neighbourhood Plan¹¹. The designated area is indicated on the map below.

An assessment of Scheme's compliance with the Idmiston Plan is included in the detailed Development Plan analysis included at Appendix A to this report.



¹¹ <https://www.idmistonpc.org/parish-council/parish-planning/neighbourhood-plan/>

Other material strategies not part of the Development Plan but may be considered material to the decision-making process

Plan	Adopted / Timeframe	Hyperlink
Wiltshire Housing Site Allocations DPD/Submission July 2018	Emerging – not yet adopted	http://www.wiltshire.gov.uk/planningpolicydocuments.htm?directory=Wiltshire%20Housing%20Site%20Allocations%20DPD/Submission%20July%202018
Stonehenge and Avebury World Heritage Site Management Plan	2015	http://www.stonehengeandaveburywhs.org/management-of-whs/stonehenge-and-avebury-whs-management-plan-2015/
Wiltshire Local Transport Plan	2011	http://www.wiltshire.gov.uk/ltp3-strategy.pdf
Salisbury Transport Strategy	May 2018 (draft)	https://cms.wiltshire.gov.uk/mgConvert2PDF.aspx?ID=143325
Wiltshire Community Plan	April 2011	http://www.wiltshire.gov.uk/people-places-promises-wiltshire-2011-2026-community-plan.pdf
Swindon and Wiltshire Strategic Economic Plan	January 2016	https://swlep.co.uk/docs/default-source/strategy/economic-priorities/strategic-economic-plan---january-2016.pdf?sfvrsn=e7d58ea0_12
The Wiltshire Community Plan 2011 - 2026	April 2011	http://www.wiltshire.gov.uk/people-places-promises-wiltshire-2011-2026-community-plan.pdf
Wiltshire Council Business Plan 2017-2027		http://www.wiltshire.gov.uk/council-democracy-business-plan
Joint Strategic Assessment for Health and Well Being	2015-2018	http://www.wiltshire.gov.uk/adult-care-joint-health-and-wellbeing-strategy
Air Quality Strategy for Wiltshire	2011-2015	http://www.wiltshire.gov.uk/report-draft-air-quality-strategy-for-wiltshire-october-2011.pdf
Wiltshire Air Quality Action Plan	June 2015	http://www.wiltshireairquality.org.uk/assets/documents/action-plans/Final%20Air%20Quality%20Action%20Plan%20D16140.pdf
Air quality reports	2011-2018	http://www.wiltshireairquality.org.uk/reports
Cranborne Chase AONB	2014-2019	http://www.cwwdaonb.org.uk/publications/aonb-management-plan/
Army Basing: Salisbury Plain Master Plan	01/06/14	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/342489/AB-SP-Masterplan_Final-Outcome.pdf

SWLEP Strategic Economic Plan (SEP) (January 2016)

The LEP published a revised SEP in January 2016, updating the version previously approved by the Government in April 2014. Five strategic objectives have been identified which extend across the Swindon and Wiltshire Local Enterprise Partnership (SWLEP) area.

The vision of the SEP identifies an aspiration for Swindon and Wiltshire to be world-renowned for its innovation and entrepreneurialism. Its blend of vibrant urban centres, busy market towns and outstanding rural landscape makes it the best place in the Britain to live, work and visit. It aspires for more people choosing to live and work locally.

Five strategic objectives are identified to stimulate public and business investment and lever maximum return on investment. Strategic Objective 1: Skills and Talent identifies the need for “an appropriately skilled and competitive workforce to achieve our growth ambitions”. This includes developing a skilled and competitive workforce, meeting the needs of employers and ensuring that Military Service Leavers and existing employees have clear pathways to new skills and flexible learning.

Strategic Objective 5: Business Development outlines the need “to strengthen the competitiveness of small and medium sized businesses and attract a greater share of foreign and domestic investment into the area”. Priority actions identified under this objective include building on the area’s national reputation for innovation and world class assets to attract inward investment; and develop internationally recognised clusters of Digital Technologies and Life Sciences activity by building premises, capacity and linkages between research and development and manufacturing capabilities.

The SEP also identifies three spatial Growth Zones, which are a focus for targeted investment, one of which is the Salisbury-A303 Growth Zone, within which the proposal is based. Within this zone, there are a number of identified relevant objectives as set out below:

- Enhance further and higher education offer in the area, ensuring providers are able to deliver the skills provision required and facilities that are attractive to students and fit for purpose.
- Accelerate opportunities to improve the resilience of our urban centres to ensure they are competitive regionally; to reduce leakage of market share and to attract inward investment into strategic urban development sites.

While there is evidence of high levels of productivity and good prospects for overall economic growth in Swindon and Wiltshire, the SEP identifies that competitiveness of the Swindon and Wiltshire economy has been in decline. While Swindon GVA is above the national average, it is below average in Wiltshire. Investment is therefore required in setting the right infrastructure in place to improve productivity in the Salisbury A303 Growth Zone and to ensure that Wiltshire attracts businesses which create value, supports and encourages existing businesses to grow and builds on its reputation as a top location for foreign-owned firms.

The Boscombe Down proposal may also play a significant part in helping to restructure the economic base of the Salisbury A303 Growth Zone, leveraging the opportunities provided by the presence of the Military, Life Sciences and Defence Technologies specialisms at Porton, and building on its world class reputation as a visitor destination.

The proposal therefore aligns very strongly with the ambitions of the SEP.

Stonehenge and Avebury World Heritage Site Management Plan 2015

The main purpose of the Management Plan is to sustain the OUV of the WHS by ensuring the effective protection, conservation and presentation of the WHS and its transmission to future generations. To sustain the OUV, it is necessary to protect and manage all the attributes of OUV which contribute towards it. Other interests such as access, interpretation, nature conservation, farming, education, research and the needs of the local community are taken into account.

The Plan establishes an overall vision for the long term future of the Stonehenge and Avebury WHS and sets out aims, policies and actions for the positive management of the WHS.

Aims, Policies and Actions most relevant to the Scheme:

PLANNING and POLICY

Policy 1d – Development which would impact adversely on the WHS, its setting and its attributes of OUV should not be permitted.

Policy 1e – Minimise light pollution to avoid adverse impacts on the WHS, its setting and its attributes of OUV.

CONSERVATION

Aim 3: *Sustain the OUV of the WHS through the conservation and enhancement of the Site and its attributes of OUV.*

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.

Policy 3e – Conserve and/or make more visible buried, degraded or obscured archaeological features within the WHS without detracting from their intrinsic form and character.

Policy 3i – Sustain and enhance the attributes of OUV through woodland management while taking into account the WHS's ecological and landscape values.

VISITOR MANAGEMENT and SUSTAINABLE TOURISM

Aim 4: *Optimise physical and intellectual access to the WHS for a range of visitors and realise its social and economic benefits while at the same time protecting the WHS and its attributes of OUV.*

Policy 4c – Encourage access and circulation to key archaeological sites within the wider WHS landscape. Maintain appropriate arrangements for managed open access on foot within the WHS (taking into account archaeological, ecological and community sensitivities) to increase public awareness and enjoyment.

ROADS and TRAFFIC

Aim 6: *Reduce significantly the negative impacts of roads and traffic on the WHS and its attributes of OUV and increase sustainable access to the WHS.*

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.

Action 133 – seek a solution to the negative impact of the A303 on the WHS, its attributes of the OUV and its setting in order to sustain OUV and enhance the Site’s integrity. Work with partners to identify such a solution that also addresses current and predicted traffic problems and assists in delivery of social and economic growth.

RESEARCH

Aim 7: *Encourage and promote sustainable research to improve understanding of the archaeological, historic and environmental value of the WHS necessary for its appropriate management. Maximise the public benefit of this research.*

Policy 7a – Encourage sustainable archaeological research of the highest quality in the WHS, informed by the WHS Research Framework.

Conclusions

Placing the A303 in a bored tunnel and thereby removing it from this part of the landscape is particularly well-aligned with the aims and policies of the Site Management Plan. Over the substantial areas of the WHS landscape, the setting of as well as the interrelationships between the monuments and sites would be greatly enhanced. The removal of the A303 would also remove its intrusion, in this part of the landscape, on the midwinter sunset astronomical alignment. These improvements would have the effect of enhancing the landscape as a whole.

The physical remains and settings of the key Neolithic and Bronze Age funerary, ceremonial and other monuments and sites of the period, together form a landscape without parallel. Any major infrastructure development in an internationally important “landscape without parallel” will be a major challenge. The Management Plan sets out a framework for managing change that will ensure the correct balance is given to protecting the OUV of the WHS; its primary aim. At present, the Council considers that the Scheme is not wholly compliant with all of the policies contained within the WHS Management Plan (as outlined in Appendix A).

Topic based identification of impacts

Leave blank



**SECTION 4: LOCAL GROWTH AND
DEVELOPMENT – STRATEGIC
ECONOMIC OBJECTIVES**

Overview and commentary

The main local impacts of the Scheme on the local economy are shown in the table below. The established plan for job growth set out in the WCS via facilitating growth of existing employers and delivering an attractive investment environment for new inward investment is key to the work of Wiltshire Council. This plan puts in place policies which will help both attract new inward investment and help existing businesses meet their aspirations in Wiltshire, as well as providing the right environment for business start-ups. The Scheme will remove a potential barrier to investment, improve connectivity between businesses and their customers, and provide employees with greater access to higher value jobs.

The Scheme will have a twofold impact on tourism in Wiltshire. First, it will improve the setting of Stonehenge and the eastern part of the WHS and access to the wider prehistoric landscape (see section 6 below); second it will improve the accessibility of Wiltshire as a whole to tourists. This boost to tourism will then have positive impacts on the economy of the county, and therefore is in accordance with the economy-led policies set out in the WCS.

Summary of main impacts identified by Wiltshire Council

Local Growth and Development
Positive impacts – Construction Phase
Increased investor confidence that major infrastructure delivery is real and improved supply chain will be delivered.
Local employment opportunities in construction and support of the project.
Incoming construction workers using local services and lodgings.
Positive Impacts – Operational
The Scheme will remove a potential barrier to investment, improve connectivity between businesses and their customers, and provide employees with greater access to higher value jobs.
A significant part of the proposal falls within the Amesbury Community Area. There is already a significant cluster of excellence centred on scientific defence, research and development operating in this community area and using this as leverage to attract synergistic inward investment is a key objective of the WCS. The area strategy for the Amesbury community area lists specific issues that need to be addressed in planning for this area. It recognises that the A303 corridor runs through the area and is a main arterial route from London to the south west. It suffers from problems, with intermittent stretches of single lane carriageway causing large delays at peak times.
Effective, efficient road links are fundamental to enable businesses to prosper and help to unlock further economic growth. The Scheme between Amesbury and Berwick Down will significantly reduce journey times which in turn will cut transport costs, and give businesses in Wiltshire better access to the market, suppliers and skills. Wiltshire’s inward investment attractiveness will also be strengthened and the creation of a high-performing dual carriageway will improve accessibility between businesses and their customers. The Scheme will help to link people with jobs and provide better access to their customers. The Scheme will also help to provide better access to higher value, local jobs which in turn will contribute towards reducing out-commuting from Wiltshire. Therefore, the proposal will have a major positive impact on delivering the WCS vision for Amesbury.
At a regional level, the South West region is home to one of the largest concentrations of aerospace and defence activities in Europe and the largest cluster in the UK, with its local supply chain supporting 14 of the world’s leading aerospace / defence companies. The centre of excellence developing at Boscombe Down and Porton Down is a significant part of this. The

Scheme will consolidate this position by improving connections between regional business communities, enabling more efficient access to their supply chains as well as providing employees better access to high skilled jobs.
Increases in GVA throughout the region due to increased output and turnover of Businesses. Total impact on GVA (over 60 years, discounted, 2025 opening): £39.77 billion. ¹²
Employment-related impacts, including the generation of new employment opportunities and the financial benefits accruing to Government. Total number of new jobs generated across the South West region: 20,600. ¹²
Tourism-related impacts, including increases in visitor expenditure in the region as well as increases in employment supported by these increases in expenditure. Total impact on visitor expenditure in the region (2022 opening): £8.6 billion. ¹²
Impacts associated with land development and increases in land values due to the provision of improved transport infrastructure. ¹²
Other benefits, including those associated with the impacts of increased disposable income. Total disposable income spent in region (2022 opening): £3.4 billion. ¹²
Combined impact on employment-related taxation (2022 opening): £2.3 billion; Combined impact on employment-related reduction in welfare payments (Jobseekers' Allowance, 2022 opening): £1.3 billion. Impacts related to items such as taxation and visitor expenditure are those that can be captured and distributed across various beneficiaries. ¹²
Neutral Impacts
None identified
Negative Impacts – Construction Phase
Restriction of supply chain (delivery of components and products to and from local businesses) due to route disruption during construction phases.
Potential fewer tourists to Stonehenge due to disruption on roads and construction disturbance.
Negative Impacts – Operational
None identified

Ranking the impacts in importance

All the local impacts identified are considered material to the ExA, but in accordance with the national guidance¹³ the council would indicate the following as the most significant in relation to this theme:

- The Scheme will remove a potential barrier to investment, improve connectivity between businesses and their customers, and provide employees with greater access to higher value jobs.
- Increased investor confidence that major infrastructure delivery is real and improved supply chain will be delivered.
- Effective, efficient road links are fundamental to enable businesses to prosper and help to unlock further economic growth. The Scheme between Amesbury and Berwick Down will significantly reduce journey times which in turn will cut transport costs, and give businesses in Wiltshire better access to the market, suppliers and skills.

¹² A303 A358 A30: Corridor Improvement Programme, Economic Impact Study, Parsons Brinckerhoff, February 2013

¹³ Planning Inspectorate Advice Note 1, Local Impact Reports, Version 2, April 2012

Identifying extant opportunities

Extant opportunity
None identified

Requirements recommended to the Examining Authority to mitigate impact

Requirement	Reason
None identified	



SECTION 5: RELEVANT PLANNED DEVELOPMENT



Overview and commentary

(a) Boscombe Down Airbase

Wiltshire Council is engaged with stakeholders at Boscombe Down air base to explore opportunities for the delivery of economic growth in this established location. Potential exists to attract additional inward investment to the site within the defence aerospace technology sector and alongside this opportunity to grow the MoD's presence at this strategically important base.

The base at Boscombe Down is home to the country's longest operational military runway and provides around 1,500 direct jobs on site to the local economy. There is an acknowledged potential to grow this, and the local partners including Wiltshire Council, MoD and QinetiQ are working together to bring forward potential economic development opportunities.

(b) Porton Down Science Campus

The Porton Down site is home to the Defence Science and Technology Laboratory (DSTL), Public Health England (PHE) (formerly the Health Protection Agency) and the Porton Science Park.

DSTL ensures that innovative science and technology contribute to the defence and security of the UK. Its responsibilities include supplying sensitive and specialist science and technology services for MOD and wider government; and leading on the MoD's science and technology programme.

PHE serves to protect and improve the nation's health and wellbeing, and reduce health inequalities. It is an executive agency, supported by the Department of Health and Social Care. Its responsibilities include protecting the nation from public health hazards and preparing for and responding to public health emergencies.

Both DSTL and PHE are national facilities that operate inside a security wire in a controlled environment. Porton Science Park lies on a 10 hectare site adjacent to DSTL and PHE at the Porton Science Campus and lies outside the security wire. The Science Park supports new jobs and businesses linked to the established centres of excellence in science and technology at the Porton Down Campus. Fourteen companies have already taken up residence at the park including Ploughshare Innovations (the technology transfer office for the UK MoD) KalVista, Fluorogenics and Immunotec. The first phase of the Science Park opened in 2018 and already is occupied by 14 companies. This includes new Incubation and grow-on space.

(c) Army Rebasing

In March 2013, the SoS for Defence announced the Regular Army Basing Plan. This set out the future laydown of Army units in the UK as units move back from Germany and restructure to deliver the Army 2020 future operating model, designed around an Adaptable Force capability at home and overseas and a Reaction Force that is ready for the most demanding scenarios, both of which will be supported by specialist Force Troops.

As part of the government's Regular Army Basing Plan, an additional 4,000 service personnel and their families are due to move to Wiltshire by the end of the decade. The MoD is investing more than £1bn into the Wiltshire elements of the programme. It is a significant boost to the economy of Wiltshire providing hundreds of new jobs in addition to the extra army posts. The Regiment 5 Rifles

moved to Salisbury Plain in summer 2016 and further relocations from Germany and other parts of the UK will take place in the summer of 2019. These moves will increase the population of Wiltshire by approximately 7,000. This includes an additional 500 personnel at Lyneham due to the relocation of 5 Battalion (REME) from Tidworth, Belford and Germany under later revisions to the programme.

Planning permission for the regular army basing plan homes in Ludgershall, Bulford and Larkhill is granted and construction well advanced.

(d) Planned Housing Growth

The adopted WCS identifies the need for some 2,785¹⁴ new homes to be delivered during the plan period up to 2026. The following table shows progress.

Indicative requirement 2006-2026	Completions 2006-2017	Developable commitments 2017-2026 ¹⁵	Indicative remaining requirement
2,785	1,622	945	218

While the figures show that only a modest residual number of homes are to be delivered, the economic drivers of the Housing Market Area as highlighted above may mean that a more ambitious number of new homes is tested through the forthcoming Local Plan review to match homes and infrastructure to the projected growth in jobs.

Summary of main impacts identified by Wiltshire Council

Relevant Planned Development
Positive impacts – Construction Phase
Synergistic labour forces and supply chains when constructing new development at Boscombe and Porton especially the new road from the A303 to the airbase.
Opportunity to borrow and donate spoil for land profiling.
Positive Impacts – Operational
Establishing and supporting the supply chain to an established centre of excellence at Porton, Boscombe and Salisbury Plain.
Improving access to the UK’s principal military grouping.
Facilitating serious consideration of a boost in housing delivery to match new jobs.
Neutral Impacts
None identified
Negative Impacts – Construction Phase
Restriction of supply chain (delivery of components and products to and from local businesses due to route disruption during construction phases).
Negative Impacts – Operational
None identified

¹⁴ Wiltshire Council Housing Land Supply Statement, base date: April 2017
<http://www.wiltshire.gov.uk/spp-housing-land-supply-statement-2017-published-2018-march.pdf>

¹⁵ Figures in the Developable commitments column represent committed sites only and do not include a windfall allowance. The summary for each sub-area shows the total number of units assumed to be developable based on historic delivery rates (rounded to the nearest whole unit) and, for Large sites, information from developers, site representatives and officers.

Ranking the impacts in importance

All the local impacts identified are considered material to the ExA, but in accordance with the national guidance¹⁶ the council would indicate the following as the most significant in relation to this theme:

Establishing and supporting the supply chain to an established centre of excellence at Porton, Boscombe and Salisbury Plain.

Improving access to the UK's principal military grouping.

Facilitating serious consideration of a boost in housing delivery to match new jobs.

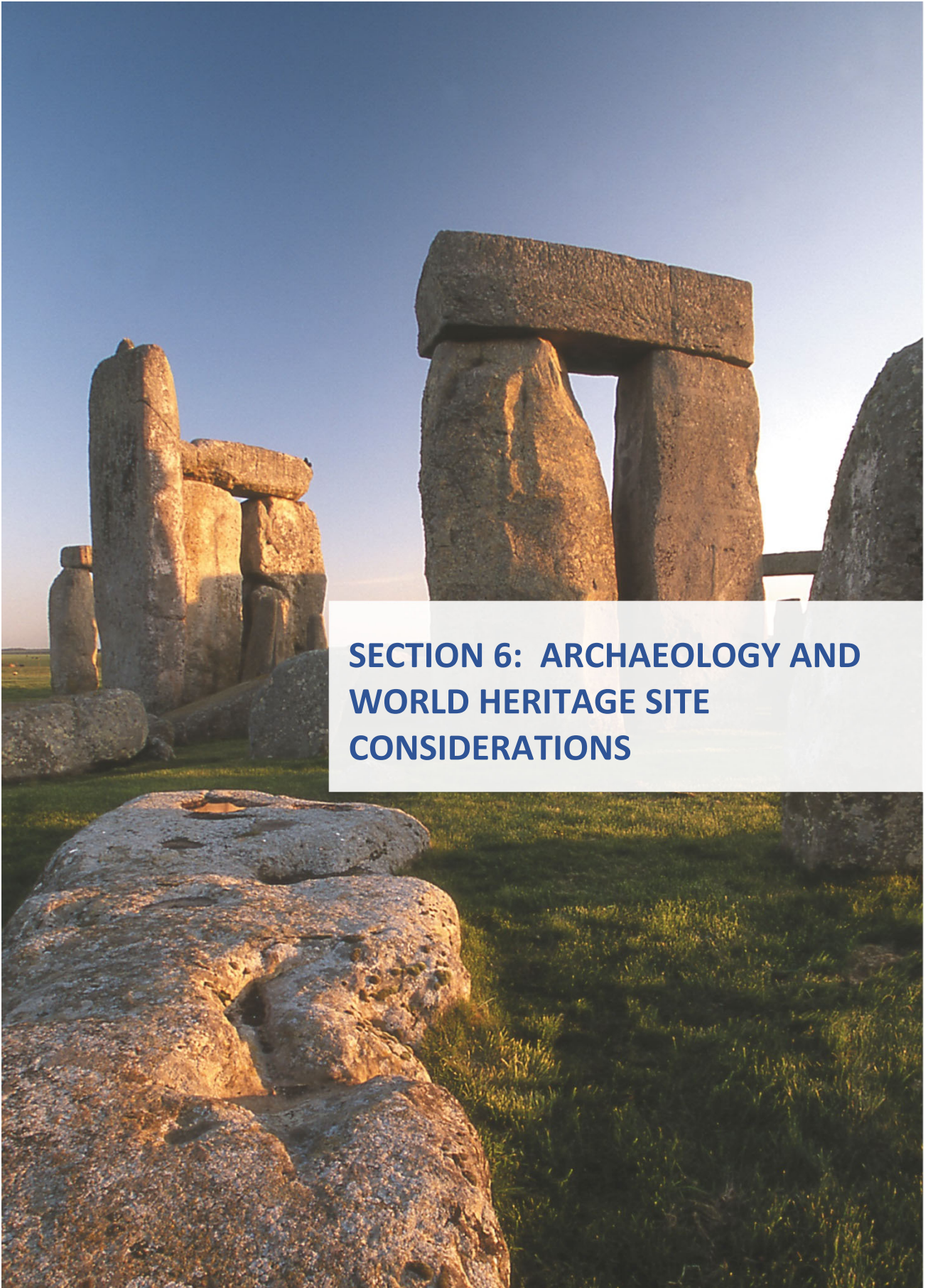
Identifying extant opportunities

Extant opportunity
None identified

Requirements recommended to the Examining Authority to mitigate impact

Requirement	Reason
None identified	

¹⁶ Planning Inspectorate Advice Note 1, Local Impact Reports, Version 2, April 2012



**SECTION 6: ARCHAEOLOGY AND
WORLD HERITAGE SITE
CONSIDERATIONS**

Overview and commentary

The Wiltshire Council Archaeology Service (WCAS) has a statutory duty to advise the LPA on the impact of development proposals on archaeological remains in the County, both within and outside of the Stonehenge and Avebury WHS¹⁷. Officers take into consideration direct physical impacts on known and potential designated and undesignated heritage assets, issues of setting and visual impact, and in the case of the WHS, possible impact on the attributes of OUV. In relation to the Scheme, the service will also have a responsibility for the monitoring of what will be extensive archaeological mitigation requirements and discharge of archaeological conditions / requirements imposed as part of the DCO. In addition to its formal statutory role, WCAS have been engaged with the Scheme's development via a number of working groups associated with the project such as the Heritage Monitoring and Advisory Group (HMAG) and Scientific Committee.

The council co-funds (with Historic England) and hosts the WHS Coordination Unit within the Archaeology Service. The Unit currently consists of a WHS Partnership Manager and a WHS Partnership Officer tasked with implementing the policies and objectives in the WHS Management Plan.

In assessing the potential development impacts of the Scheme, WCAS is obliged to assess the Scheme in relation to a number of policy documents including:

- The 2015 Stonehenge and Avebury WHS Management Plan with its key policies for the protection and enhancement of the OUV of the WHS. This plan has been formally endorsed and adopted by Wiltshire Council in 2015.
- The WCS (2015) includes a specific robust policy (Policy 59) to ensure the protection of the WHS and its setting from inappropriate development to sustain its OUV¹⁸.
- NPPF (2019) paras 193-196 and 200-202 and Practice Guidance Further Guidance on World Heritage Sites (2014). These documents set out that substantial harm to or loss of designated heritage assets of the highest significance should be wholly exceptional. They also state that where a development proposal will lead to less than substantial harm, the harm should be weighed against the public benefits of the proposal.
- NPS for National Networks (2014) paragraphs 5.120-142
- The International Council on Monuments and Sites (ICOMOS) Guidance on Heritage Impact Assessments (HIA) for Cultural Properties (2011). This is designed to inform the assessment of possible development impacts in relation to OUV.

Although the main impacts are detailed in the following tables below, a principal issue has emerged regarding Archaeology relating to the process of evidence gathering. The concerns are related to the completeness of the data on which the council could base its assessment of impacts. For clarity, these main concerns are summarised in the following table.

¹⁷ <http://www.stonehengeandaveburywhs.org/management-of-whs/stonehenge-and-avebury-whs-management-plan-2015/>

¹⁸ Wiltshire Core Strategy, January 2011, page 291. <http://www.wiltshire.gov.uk/wiltshirecorestrategy.htm>

Procedural issues relating to Archaeology

WCAS understand that the DCO is presented as an indicative design scheme (7.2 Design and Access Statement 1.2.1) and that further design details will follow post consent. However, the lack of design details at this stage makes it difficult to fully assess the impact of the Scheme on cultural heritage, landscape setting and the need for mitigation.

The current version of the Environmental Statement (ES) is not as complete and robust as it could be as the archaeological field evaluation was only completed after the ES was submitted and the various reports have been finalised subsequently. It is our understanding that these will be submitted into Examination for Deadline 1. Consequently, some of this chapter and the associated figures and plans may need amending to reflect this new information. This situation is not adequately reflected in the relevant paragraph on assumptions and limitations.

The Outline Archaeological Mitigation Strategy-appendix 6.11 (OAMS) (which WCAS did not have sight of before it was submitted with the DCO) states it is a draft, which will be consulted on by the heritage stakeholders, from which a detailed strategy (DAMS) will be developed for agreement and approval during the Examination. WCAS see it as essential that this is agreed prior to consent being granted.

Summary of main impacts identified by Wiltshire Council

Archaeology and World Heritage Site

Positive impacts – Construction Phase

None identified

Positive Impacts – Operational

Removal of the existing A303 through the central part of the World Heritage Site (WHS) landscape, will benefit the setting of Stonehenge and many groups of monuments which contribute to its OUV.

Removal of the existing severance caused by the A303 at the centre of the WHS between the proposed portal locations will improve the setting of key groups of monuments and improve access and visual connectivity between them.

Removal of the A303 as it crosses the Avenue to the west of the proposed Eastern Portal will help to reconnect the two parts of this linear monument currently severed. The removal of the Longbarrow Roundabout and stopping up of the A360 at this point will be beneficial to the setting of the Winterbourne Stoke Barrow Cemetery Group and its visual relation with other barrow groups in the western part of the WHS.

A303 / A360 Longbarrow Junction – The departure from design standards to not provide permanent surface lighting within the WHS or at the proposed Longbarrow junction will minimise light pollution impacts.

South of A303 / Solstice Park – The proposed new route between Allington Track and Equinox Drive includes a divergence of the AMES 1 byway to avoid the group of Scheduled Barrows (Ratfin Barrows). This will remove traffic from the immediate vicinity of these Barrows.

Removal of the A303 through the WHS, inherent in the Scheme, will bring benefits for the centre of the WHS.

Neutral Impacts

River Till Viaduct – The inclusion of a screen to the bridge parapet is noted. This provides neither a positive nor negative impact in terms of archaeological considerations.

Western Portal - The fully grassed over canopy with external buildings will minimise visual impact on attributes of OUV and help minimise light pollution. With the careful design of the Portal, any potential impacts on the setting of the WHS will be neutral.

Eastern Section: Countess Junction to Just Beyond Solstice Park Junction

Eastern Portal - The Eastern tunnel portal is proposed to be located to the east of King Barrow Ridge and the Avenue. The archaeological evaluation has revealed little of high archaeological significance and with mitigation there will be a neutral impact. With the careful location and design of the Portal any potential impacts on the setting of the WHS and assets of heritage significance will be neutral.

Modification of Rolleston Crossroads - Archaeological evaluation (geophysical survey and trial trenching) has been undertaken in respect to the modified proposal and no significant archaeological remains have been identified in this location.

Countess Flyover - Internationally significant Mesolithic remains and deposits with paleoenvironmental potential have recently been discovered in and around the Blick Mead area relating to the River Avon (south west of Countess roundabout and west of Amesbury Abbey). With careful design and mitigation to protect these deposits the flyover infrastructure impact will be neutral.

Negative Impacts – Construction Phase

The proposed Compound and Spoil Storage Area at Countess East contains significant archaeological remains including a Roman building and Saxon settlement. It may be difficult to use some or all of this area as proposed.

A number of potential adverse impacts on heritage assets are outlined in the ES and the HIA and include the removal of a minimum of around a dozen buried archaeological features in the line of the new carriageways and portals. Although some mitigation measures can be built in to minimise impacts, the potential adverse impacts cannot be removed completely.

Negative Impacts – Operational

The imposition of restrictive covenants on land above the tunnel (referred to in the draft DCO, 4.3 the Book of Reference and the Land Plans, 2.2) may restrict the ability to undertake archaeological investigations in a core part of the WHS. HMAG are in discussions with HE to devise a detailed agreement to resolve this to ensure that research can continue to be undertaken unencumbered.

Western Section: Winterbourne Stoke Bypass to Longbarrow Junction - The proposed deposition of chalk from the tunnel in this location would negatively impact on a number of known archaeological features, including settlement and burial features from prehistoric and Roman times.

Green Bridge No 4- The length of cover given to the proposed road cutting within the western part of the WHS may not be sufficient, subject to further submissions, to mitigate potential adverse visual impacts caused by the cutting on key monument groups with attributes of OUV, most notably the Winterbourne Stoke, Diamond Group and Normanton Down Group. Further diagrams illustrating where the cutting will be seen from has been requested to help determine the impact.

The proposed western portal approach road's new infrastructure will impact on the setting of monuments and create new severance within the WHS. Although some mitigation measures can be built in to minimise impacts, the potential adverse impacts cannot be removed completely. It is considered that this negative impact will result in a permanent adverse impact as specified within the ES.

Central Section: Within the WHS

The Cutting in the WHS on Western Approach to Tunnel - The proposed new length of expressway within the WHS will be damaging to below ground archaeological features and to the visual setting of monuments and groups of monuments in the WHS.

South of A303 / Solstice Park – The proposed new route between Allington Track and Equinox Drive includes a divergence of the AMES 1 byway that cuts across an area which has known archaeological features and has not been subject to archaeological evaluation and assessment. This needs to be undertaken and mitigation measures proposed in order for this to be

acceptable.

Asset groups in the western part of the WHS - The adverse impact on Asset Group (AG) 13, the Diamond Group AG12 the Winterbourne Stoke Group and AG 19 Normanton Down causes concern. The cutting will be seen by these monuments and will be detrimental to the visual relationship between them. These groups have highly significant Neolithic long barrows all of which display attributes of OUV.

Ranking the Archaeology and WHS impacts in importance

All the local impacts identified are considered material to the ExA, but in accordance with the national guidance¹⁹ the council would indicate the following as the most significant in relation to this theme:

- The removal of the existing A303 through the central part of the WHS landscape, will benefit the setting of Stonehenge and many groups of monuments which contribute to its OUV.
- The proposed western portal approach road's new infrastructure will impact on the setting of monuments and create new severance within the WHS. Although some mitigation measures can be built in to minimise impacts, the potential adverse impacts cannot be removed completely.

Identifying extant opportunities

The council have identified the following opportunities presented by the project which have not been capitalised on:

Extant opportunity

Although the proposed removal of the A303 from the surface will bring many benefits to the centre of the WHS, the western portal and expressway in cutting will harm the setting of key monuments and their interrelationship in the western part of the WHS. With the current Scheme the opportunity has been missed to extend the tunnel within the WHS (either bored or cut and cover) thereby minimising the impact on the OUV. A longer tunnel would be better aligned with Policy 3c in the WHS Management Plan to 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.

The inclusion of the closure of Byways 11 and 12 to motorised traffic in the Scheme would have helped to deliver Policy 6b of the WHS Management Plan - Manage vehicular access to byways within the WHS to avoid damage to archaeology, improve safety and encourage exploration of the landscape.

Western bypass-Oatlands Hill – Consideration could be given to designing the layout of the new junction and dumbbell roundabout, to minimise impact on the Bronze Age and Iron Age settlement remains, preserving as much of them as possible.

¹⁹ Planning Inspectorate Advice Note 1, Local Impact Reports, Version 2, April 2012

Requirements recommended to the Examining Authority to mitigate impact

Should the ExA be minded to recommend approval of this proposal to the SoS then Wiltshire Council would request that the following requirements (conditions) be considered to mitigate the impacts identified above. For the sake of clarity, a full schedule of suggested requirements (conditions) and reasons are included in Appendix B.

Requirement

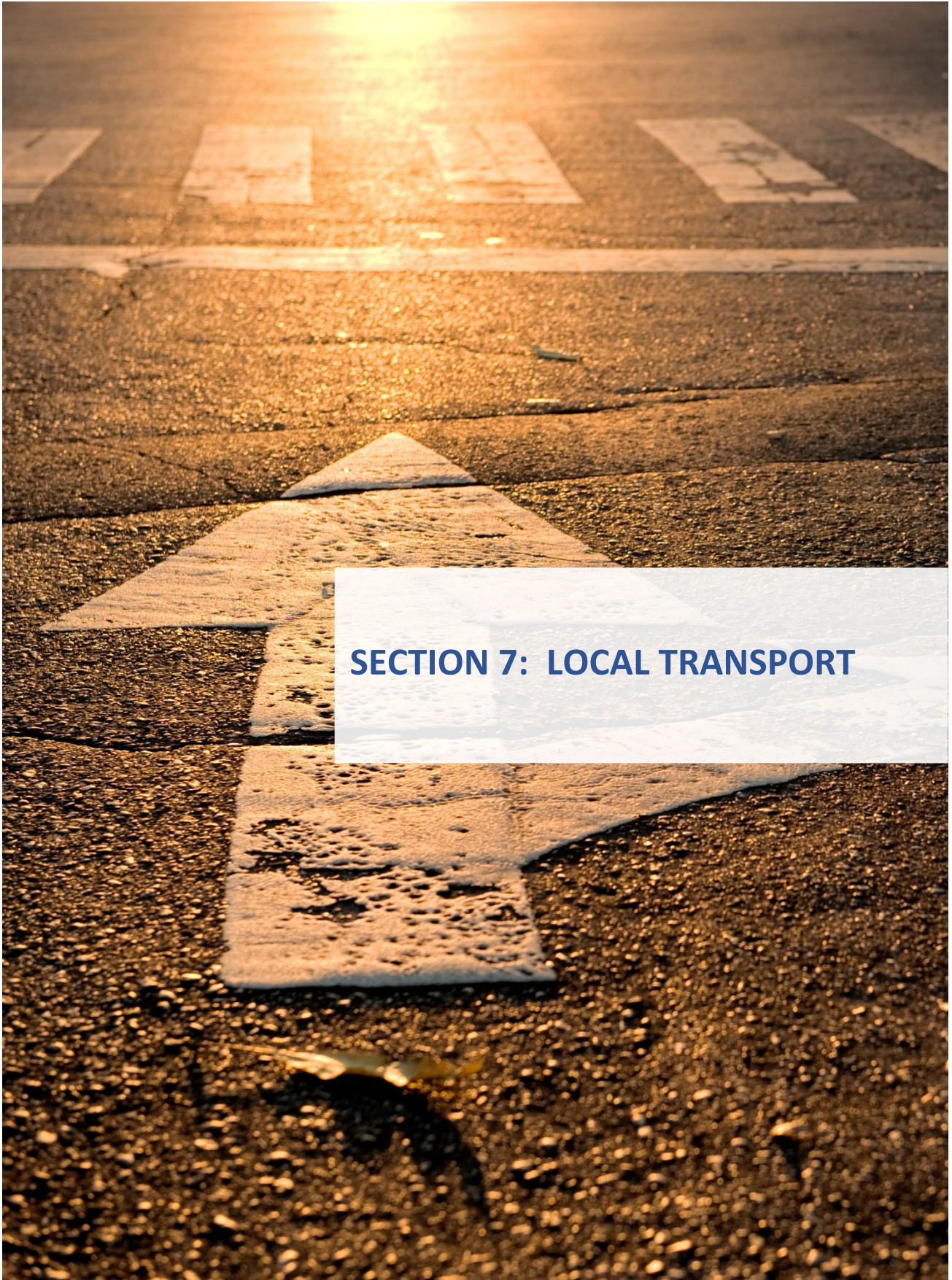
A DAMS will need to be agreed and its implementation secured by a condition / requirement attached to any grant of consent. The Strategy will need to include the need to preserve in situ key archaeological remains secured with management plans and a programme of archaeological excavation and recording (including reporting, publication and dissemination of the results) and a programme for heritage outreach and education.

The Scheme must be reviewed in relation to its fit with other major development in the area such as army rebasing, developments at Boscombe Down and additional housing development locally. This will ensure that cumulative and consequential impacts on the WHS and its OUV are avoided or at least minimised and mitigated.

Development Consent Obligations

The cost of the monitoring of the archaeology mitigation requirements, which are essential to the Scheme being acceptable, should be included in the agreement so the costs are covered by HE. We have estimated these at £60,000.

Legacy and benefits projects which relate to the WHS and have been agreed should be included in the agreement.



Overview and commentary

The Scheme's primary function is to improve conditions on the A303 trunk road. The replacement of a section of local single carriageway trunk road route between Amesbury and Berwick Down will free that section of the road from the regular traffic delays and the material queue lengths which arise as a consequence. The alterations proposed in conjunction with the provision of a dual carriageway route between Amesbury and Berwick Down, and the associated proposals in relation to local junction will have other impacts on the local road network administered by Wiltshire Council. These include the reduction in the level of traffic forecast to use the local routes which provide an alternative to the A303 in the vicinity of the Scheme, and will have other implications in relation to the amount of traffic attracted to or diverted away from many local roads as a result of the Scheme and its associated junctions.

The traffic modelling work undertaken by HE at the local level indicates that no local routes will be seriously prejudiced by additional traffic use.

Summary of main impacts identified by Wiltshire Council

Local Transport
Positive impacts – Construction Phase
None identified
Positive Impacts – Operational
As a result of quicker journey times being achievable using the A303, anticipated material reductions in traffic flows are forecast to occur on the Packway and London Road Shrewton.
The A360 south of Airmans will experience a significant reduction (compared with existing flows) of circa 2300 vehicles per day (vpd), which will reflect quicker journey times being achieved on the A303.
The proposed changes to Allington Track will remove its (very substandard) junction with the A303 and improve access from Allington / Boscombe / Newton Tony to facilities in and around Amesbury, especially links to employment opportunities to the east side of Amesbury. This closure of the very substandard existing A303 junction is considered to be a significant positive impact of the Scheme.
Forecasts indicate that the London Road peak hour summer flows of 520 vehicles per hour (vph) at 2017 will reach only 190 vph by 2041, a reduction of some 44%, compared with the Do Nothing scenario, even with general forecast growth over the intervening 24 years.
The Scheme alterations will likely result in an improved condition for the delivery of local bus services through Amesbury, Bulford, Durrington, Larkhill and Shrewton as a result of reduced traffic during the hours of congestion on the A303.
To the north of the A303 the A360 flows are forecast to be reduced as a result of the Scheme at 2031.
A360 to the north of the Longbarrow junction - Subject to appropriate signage on the A360 approaches to this junction, it is considered that there will be positive benefits, especially for those drivers unfamiliar with the area, to access the Stonehenge Visitor Centre site on the most appropriate route, and help avoid the missed visit times caused by delays in traffic queues.
A338 - south of its junction with the A346 it forms part of the Primary route network connecting Bournemouth with Swindon. Compared with the Do Minimum situation in 2031 the road is forecast to carry up to circa 200 additional traffic to the north of the A303, but the impacts to the south are marginally positive
Diversion routes for A303 traffic - The routes to the north of the A303 will all experience beneficial

impacts in 2031 as a result of the removal of diverting traffic.

Rollestone Crossroads – The associated scheme to amend priorities, with the arm serving Shrewton taking access as a simple priority junction, and the arm serving ‘The Bustard’ road (to the north) in turn taking access from the Shrewton arm, is regarded as having a positive impact insofar as it will discourage use of London Road as a through route, and will prioritise the busiest link, helping with local traffic flows, especially during periods when traffic is diverted off the A303.

The proposed junction at Countess - The separation of A303 traffic will have a positive impact at the junction insofar as the current delays will be minimised, the need to use the underpass to cross the junction (east side) will be removed, and improved provision for pedestrians and cyclists provided.

A3028 - With forecast increased movements at the A3028 junction with the A303, the merge visibility is proposed to be improved by removal of vegetation, so that A303 eastbound traffic has better visibility to entering traffic and vice versa, which should result in an improved collision record at the junction.

Winterbourne Stoke - The proposed improved environmental setting for Winterbourne Stoke is considered to be the principal environmental gain outside the WHS..

A345, Countess Road North - which experiences a material increase in traffic between 2017 and 2031 (Do minimum) will see a less significant fall of circa 700 vpd as a result of the Scheme.

Neutral Impacts

Traffic increases significantly on the A303 as a result of the proposed Scheme, which is as to be expected as a result of the removal of a significant local bottleneck and as a result of traffic using alternative routes returning to the A303 as well as induced traffic.

The proposed junction at Countess - The roundabout will remain lit as at present; this is seen as a neutral impact.

Longbarrow - The dumbbell roundabout proposal with a single bridge is considered to be an acceptable junction arrangement to facilitate movement to and from the A303 and along the A360.

Negative Impacts – Construction Phase

Modelling forecasts indicate that the worst of the impacts will occur during Phase 1 (Winterbourne Stoke / Longbarrow and Countess Junction) of the main works. The additional journeys times along the A303, arising from the necessary traffic management, will result in traffic seeking to use alternative routes, including roads both to the north and south of the A303.

The proposed works to deliver the flyover junction at Countess Roundabout, and the excavation and disposal of arisings associated with the Eastern Portal works will create local impacts on the local road network (including additional works lorry traffic to the A303), which will require some extensive local traffic management.

There is potential for disruption to local traffic resulting from advance works by statutory undertakers involved in the provision of e.g. power and water supplies to the site. These works, where they affect local roads, will be managed by the Council’s Streetworks team in accordance with normal procedures. It is therefore anticipated that the negative impacts will be limited, resulting mainly in peak flow period delays to traffic on affected routes.

Negative Impacts – Operational

Allington Track is forecast to have traffic volumes nearly double from existing levels as a result of the Scheme. It is considered that the proposed new route might attract lorries to and from Solstice from the A338, and this might represent a severe negative impact, both for the Track itself, but also for residential properties situated adjacent its A338 junction (where there is little space to improve the junction). Modelling work undertaken following submission of the DCO application indicates that there is no forecast capacity issue at the Allington Track / A338 junction as a result of the forecast increased traffic.

The flows at the London Road / High Street junction, Amesbury Town Centre, have been modelled following concerns raised by the Council; the modelling work forecast that there will be direct

impacts resulting from the Scheme adding further congestion to a junction where flows will exceed capacity at times. Options for mitigations are under consideration with a view to local junction alterations being made by HE to help mitigate the impacts. The closure of the A303 Stonehenge Road will result in an increase in traffic using the High Street, and this is a material factor in the capacity issues at the junction.

South of Longbarrow the A360 will see a forecast increase of circa 600 vpd.

The A345 north of the Durrington roundabout will see an increase of 500 vpd as a result of the Scheme.

A345 – The route to the south of Amesbury and to the north of Packway will experience increases in traffic, but not so as to cause significant concern, except at the High Street junction, where traffic flows currently experience occasional signal capacity problems, but where flows are forecast to increase fairly significantly.

A338 - The impact to the north of Parkhouse junction is not considered to be other than marginally negative.

Diversion routes for A303 traffic – The Salisbury Road, linking Solstice junction to Bulford, an adverse impact will involve an additional forecast (2031 flows, Do Minimum compared with Do Something scenarios) of 900 vpd. This is not considered to be an impact requiring specific mitigation.

The proposed junction at Countess - Raising the road in the vicinity of some local residential properties will represent a negative impact, because of the potential noise emanating from fast moving A303 traffic at height, needing to be addressed by sound barrier systems of appropriate efficacy.

An unwanted consequence of the removal of the bottleneck at Stonehenge will be that the first point at which the dual carriageway, west of the M3 becomes single carriageway will be displaced to the next dual to single merge at Wylde, just west of the Deptford interchange with the A36. This merge is likely to result in significant queue situations at similar seasons and times as those experienced currently at and around Stonehenge. These might be anticipated to be similar to currently experienced queues at lane reductions on the Ilminster Bypass and at the merge east of Podimore roundabout.

The creation of a cul-de-sac byway open to all traffic (BOAT) (AMES11) is not desirable and does not accord with Wiltshire Council's duties under s.130 Highways Act 1980. AMES11 retains its rural character within existing use but would be vulnerable to damage arising from the potential increase in traffic and the additional manoeuvres and conflicts between vehicular and non-vehicular traffic in wet weather.

Proposals do not show how traffic which uses AMES11, approaching from the south, would manage to turn around at the northern end of the cul-de-sac.

A360 (between Salisbury and the A303 at Longbarrow junction) - The Scheme will lead to a potential increase at 2031 in traffic levels compared with the Do Minimum scenario, which could have adverse consequences most likely to be evident in Devizes Road Salisbury. Forecast flows in are relatively modest at circa 13300 vpd, and it is not considered that the impact of additional traffic warrants local intervention.

Longbarrow Green Bridge - The effects of the changes from a narrower green bridge over the proposed A303 on the line of the existing A360 to a 150m wide green bridge sited between the A360 and the western tunnel portal will have the effect of increasing the route length of the north south route, owing to the diversion involved to reach the bridge. It is not considered that this is a material issue because the numbers of non-motorised traffic likely to use the route is relatively modest, and likely also to be leisure users who will not have journey time as their highest priority.

Ranking the Local Transport impacts in importance

All the local impacts identified are considered material to the ExA, but in accordance with the national guidance²⁰ the council would indicate the following as the most significant in relation to this theme:

- Quicker journey times being achieved on the A303.
- The proposed junction at Countess - The separation of A303 traffic will have a positive impact at the junction insofar as the current delays will be minimised, the need to use the underpass to cross the junction (east side) will be removed, and improved provision for pedestrians and cyclists provided.
- Allington Track – It is considered that the proposed new route might attract lorries to and from Solstice from the A338, and this might represent a severe negative impact, both for the Track itself, but also for residential properties situated adjacent its A338 junction (where there is little space to improve the junction). Interventions, by way of a Traffic Regulation Order might have to be addressed as a contingency.
- The flows at the London Road / High Street junction, Amesbury Town Centre, will experience an increase in traffic as a result of the Scheme and it will be necessary for HE to provide mitigation by way of a junction improvement.

Identifying extant opportunities

Extant opportunity

None identified

Requirements recommended to the Examining Authority to mitigate impact

Should the ExA be minded to recommend approval of this proposal to the SoS then Wiltshire Council would request that the following requirements (conditions) be considered to mitigate the impacts identified above. For the sake of clarity, a full schedule of suggested requirements (conditions) and reasons are included in Appendix B.

Requirement

Traffic Monitoring and Mitigation

(1) No part of the authorised development is to commence until written details of a traffic impact monitoring and mitigation scheme has been submitted to and approved in writing by the highway authority.

(2) The traffic impact monitoring and mitigation scheme must include—

- (i) a before and after survey to assess the changes in traffic;
- (ii) the locations to be monitored and the methodology to be used to collect the required data;
- (iii) the periods over which traffic is to be monitored;
- (iv) the method of assessment of traffic data;

²⁰ Planning Inspectorate Advice Note 1, Local Impact Reports, Version 2, April 2012

- (v) control sites to monitor background growth;
 - (vi) the implementation of monitoring no less than 3 months before the implementation of traffic management on the existing A303;
 - (vii) agreement of baseline traffic levels;
 - (viii) the submission of survey data and interpretative report to the highway authority; and
 - (ix) a mechanism for the future agreement of mitigation measures.
- (3) The scheme approved under sub-paragraph (1) must be implemented by the undertaker.

Highway lighting scheme

- (1) No part of the authorised development is to commence until a written scheme of the proposed highway lighting and traffic signals controls has been submitted to and approved in writing by the SoS.
- (2) The standard of the highway lighting to be provided by the scheme referred to in sub-paragraph (1) must either reflect the standard of the highway lighting included in the environmental statement or provide evidence with the written scheme that the standard of the highway lighting proposed would not give rise to any materially new or materially worse adverse environmental effects in comparison with those reported in the environmental statement.
- (3) The authorised development must be carried out in accordance with the scheme approved under sub-paragraph (1).
- (4) Nothing in this requirement restricts lighting of the authorised development during its construction or where temporarily required for maintenance.

Amendments to approved details

With respect to any requirement which requires the authorised development to be carried out in accordance with the details approved under this Schedule, the approved details are taken to include any amendments that may subsequently be approved in writing.

Traffic Management Submission of a Traffic Management Plan which makes clear provision for the traffic management proposals on a phased basis, with all TM stages within each phase of the works to have previously been agreed (acting reasonably) with the Wiltshire Network Manager. Wiltshire Council will expect to be consulted and involved in all aspects of traffic management and the impacts on the local network.

Traffic Management during Tunnel Closures

The main works contractor shall, prior to the handover of the works to HE, prepare a Tunnel Closure Management Plan (TCMP) in consultation with Wiltshire Council. The TCMP shall set out procedures to be followed for the planned and unplanned closure of a single or both tunnel bores.

Development Consent Obligations

Detrunked sections of A303 to be transferred to Wiltshire Council for future maintenance with planning obligations that:

- HE and Wiltshire Council will covenant to undertake a joint condition survey when Scheme works have been completed. All assets, including lighting, drainage, carriageway and footway construction and surface finish, structures, signs, lines and markings to be included in survey.
- All identified items requiring maintenance interventions will be remediated by HE, at their cost, or addressed by way of the payment by HE of an agreed commuted sum.
- Requirement for maintenance intervention will be deemed to be items where less than [5] years maintenance free life expectancy is identified by Wiltshire Council.

Any Traffic Regulation Orders required in relation to new works (cycle provision, traffic calming etc.) to the de-trunked road through Winterbourne Stoke, or any other locations (e.g. Stonehenge Road, Allington Track) subsequently identified as requiring intervention as an unforeseen consequence of the Scheme to be at the cost of HE.

HE to be responsible for maintenance of all diversion signage required on the local road network in relation to both the tunnel closure and the high vehicle diversion routes.

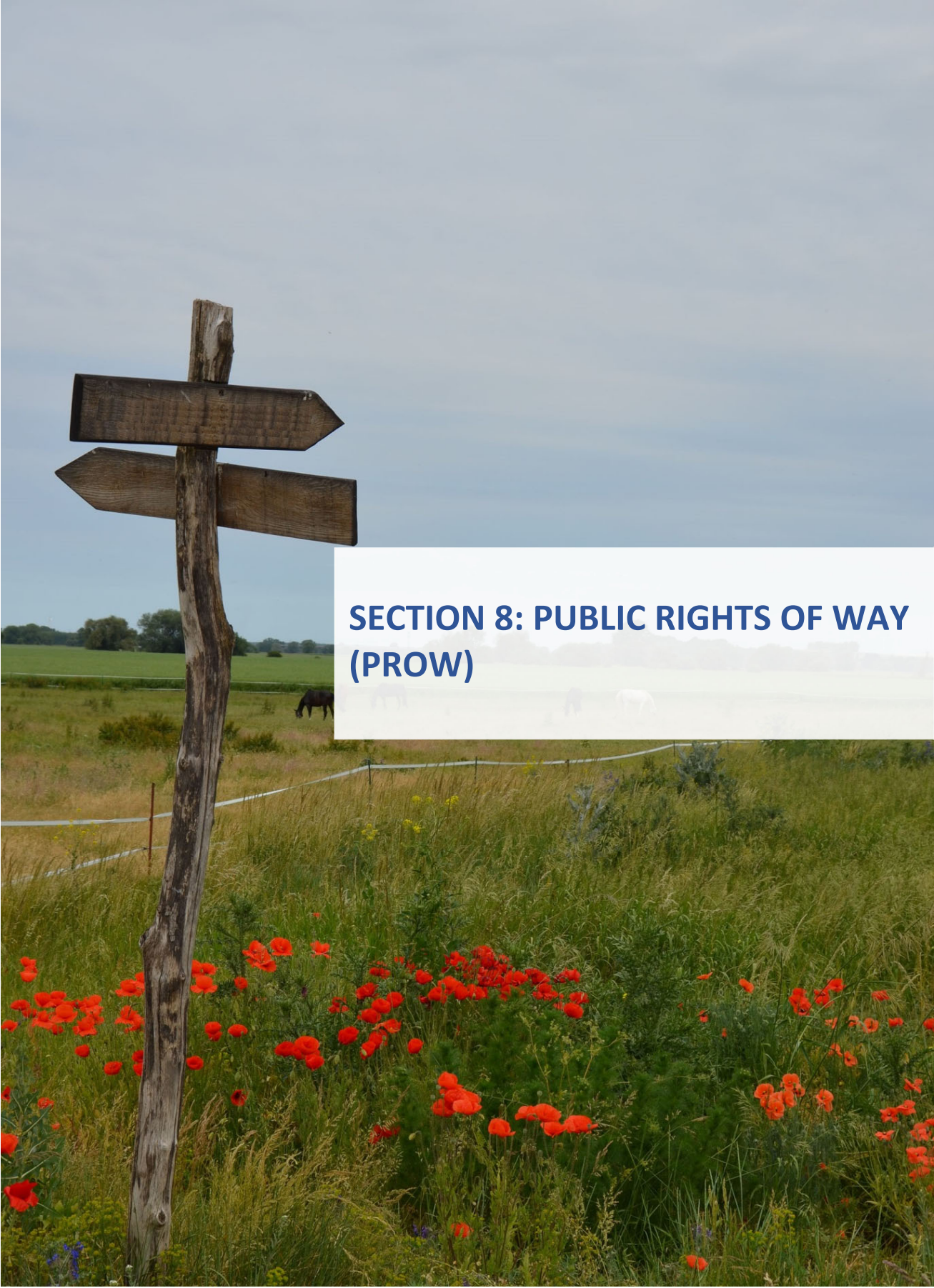
HE to be responsible for the operation and future maintenance and operational costs of the traffic signals controls at Countess and Longbarrow roundabout junctions.

New roads to be transferred between HE and Wiltshire Council (e.g. the A360 Longbarrow junction links), to have future maintenance boundaries agreed between the parties in the form of [a set of] coloured plans before vesting time, as set out in Cl 9(1-5) of the Draft DCO.

New street lighting and lighting to new signage to be maintained by the local highway authority to be subject to handover notes relating to specification, energy supply and controls [Atkins].

All those parts of the Scheme to be subject to Cl 9(1-5) of the Draft DCO shall provide for:

- provision of handover notes
- as constructed details (including topographical survey and details from specialist suppliers)
- health and safety files
- all certificates and warranties in respect of the works
- copies of statutory approvals, waivers, consents and conditions
- equipment test certificates.



**SECTION 8: PUBLIC RIGHTS OF WAY
(PROW)**

Overview and Commentary

The creation of the new restricted byways throughout the WHS will enable the least restrictive access for the widest range of non-motorised users. This accords with the requirements of the Equality Act 2010 and the council's overriding duty to assert and protect the use and enjoyment of the public rights of way by the public²¹.

Specific comments on the proposals contained within the DCO, Volume 2 – Plans, Drawings and Sections, 2.6 Rights of Way and Access Plans, are outlined below.

Detailed proposals for the rights of way and access changes are required including surfacing width, signage and waymarking, structures to provide access to non-motorised users and motorised vehicles, private means of access, boundary fencing / hedging, fencing of Green Bridges against drops, and verge treatment. Further information on junction layouts, proposed routes and stopping-up proposals is also required.

The lack of provision of a link for motorised users between Byways 11 and 12 will, in the Council's opinion, create new issues on Byway 11 with motorised users having to turn on reaching the new restricted byway, and retrace their route. This will place additional wear and tear on this predominantly grass sward byway, changing its character and appearance to the detriment of the WHS landscape, and potentially resulting in a new area that becomes a car park and / or campsite. These adverse effects upon the byway should be addressed within the DCO through a prohibition of driving order on motorised vehicles on these byways.

The Council must approve the design, construction details and specifications for all diverted and new sections of PROW maintainable by the Highway Authority prior to commencement of works (along with any commuted sums).

Where temporary diversions or closures of PROW become necessary, construction details of alternative routes must be agreed in advance with the Council.

²¹ Wiltshire Council's Rights of Way Improvement Plan 2, "Wiltshire Countryside Access Improvement Plan 2015 – 2105"
http://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&cad=rja&uact=8&ved=2ahUKEwi0UrnvljAhUHAsAKHRImDLYQFjAAegQlChAC&url=http%3A%2F%2Fwww.wiltshire.gov.uk%2Fdownloads%2F3649&usg=AOvVaw2CGXKcnGxgUoCYsLs-iv_o

Summary of main impacts identified by Wiltshire Council

Public Rights of Way	
Positive impacts – Construction Phase	
None identified	
Positive Impacts – Operational	
Sheets 1,2 & 3 (of 15) - The creation of new rights of way to the south and north of the A303 as restricted byways will assist and enhance recreational access in this area and will undoubtedly reduce the number of crossings of the A303 for users of SLAN3. The designation of restricted byway offers the least restrictive access to the widest range of users and accords with the requirements of the Equality Act 2010.	
Sheet 2 (of 15) - The creation of the byway open to all traffic link for BSJA3 to the new byway open to all traffic leading into Winterbourne Stoke should regularises existing usage.	
Sheets 5,6,7,8, 14 & 15 - The creation of a wider restricted byway network will offer greater opportunities for access to the WHS and wider area for all non-motorised users.	
Sheets 7 & 8 (of 15) - PROW No. AMES 10, where it meets old A303 – Proposal to retain private vehicle access to Custodian Cottages will make link to former A303 route.	
Sheet 11 (of 15) - The creation of a restricted byway link throughout the site linking to Amesbury will utilise maximum access opportunities.	
Sheet 11 (of 15) - Alterations to access in the Allington Track area for reasons of safety.	
Neutral Impacts	
None identified	
Negative Impacts – Construction Phase	
Temporary (and in some cases lengthy) disturbances and disruptions are anticipated during the construction phase to use of the public rights of way which are to be diverted or stopped-up, or connect into other roads that will be undergoing changes. Details are yet to be provided of any adverse effects upon their availability and usability during this time, and of the extent to which connectivity between public rights of way will be disrupted.	
Negative Impacts – Operational	
Sheets 1,2 & 3 (of 15) – The lack of a link between SLAN3 and BSJA3 as a byway open to all traffic will result in motorised vehicles still needing to cross the A303 at this point.	
Sheet 5 (of 15) - Proposal to Widen Green Bridge Near Longbarrow Roundabout - The chosen position of the green bridge requires a non-straight line route to be created. Wear and tear of the surface, including the pooling of surface water, is likely to occur at the corners. It may be possible to overcome these issues through appropriate surfacing and design.	
Sheet 7 (of 15) - The creation of a cul-de-sac byway open to all traffic (AMES11) is not desirable. AMES11 retains its rural character within existing use but would be vulnerable to damage arising from the doubling of use and the additional manoeuvres and conflicts between vehicular and non-vehicular traffic in wet weather.	
AMES11 and 12 - There is risk of an increase in motorised traffic, in particular due to the loss of the view of Stonehenge available to motorists using the A303.	
Sheet 11 (of 15) PROW AMES 2, where it meets A303 north of A303 – Proposal to be stopped up and connection to A303 closed. There is no alternative provision north and no connection south of A303.	

Ranking the Public Rights of Way impacts in importance

All the local impacts identified are considered material to the ExA, but in accordance with the national guidance²² the council would indicate the following as the most significant in relation to this theme

- The creation of new rights of way to the south and north of the A303 as restricted byways will assist and enhance recreational access in this area and will undoubtedly reduce the number of crossings of the A303 for users of SLAN3.
- The creation of a wider restricted byway network will offer greater opportunities for access to the WHS and wider area for all non-motorised users.
- The creation of a cul-de-sac byway open to all traffic (AMES11) is not desirable. AMES11 retains its rural character within existing use but would be vulnerable to damage arising from the doubling of use and the additional manoeuvres and conflicts between vehicular and non-vehicular traffic in wet weather.
- The lack of a link between SLAN3 and BSJA3 as a byway open to all traffic will result in motorised vehicles still needing to cross the A303 at this point.

Identifying extant opportunities

The council have identified the following opportunities presented by the project which are yet to be capitalised on.

Extant opportunity

Sheets 5 & 15 (of 15) - To improve connectivity for the maximum possible range of non-motorised users, it would be advantageous to make the proposed link from BSJA9 south to WFOR16 a restricted byway instead of a bridleway as this would give greater access opportunities. Without it, there would be a need to utilise the road network, which for slow, horse drawn vehicles, presents a significant risk. It is, however, recognised that there are physical constraints which may restrict the options otherwise available.

Sheet 9 (of 15) PROW AMES 44, where it crosses A303 over bridge is not mentioned. Bridge retained to maintain access.

²² Planning Inspectorate Advice Note 1, Local Impact Reports, Version 2, April 2012

Requirements recommended to the Examining Authority to mitigate impact

Should the ExA be minded to recommend approval of this proposal to the SoS then Wiltshire Council would request that the following requirements (conditions) be considered to mitigate the impacts identified above. For the sake of clarity, a full schedule of suggested requirements (conditions) and reasons are included in Appendix B.

Requirement
Where the diversion and creation of new sections of public rights of way will lead to the new routes becoming maintainable at public expense by the council as Highway Authority, design and construction details and specifications must be agreed by the authority prior to the commencement of works, and to be certified by the authority on completion as having been provided to the required standard before the authority accepts responsibility. Any requirements for the payment to the council of commuted sums to cover / assist with the costs of maintenance of the new routes must also be agreed before the council accepts responsibility.
Where there are expected to be adverse effects on the use of existing rights of way and increased requirements for maintenance, appropriate mitigation measures are to be agreed with the Council. These could be achieved through the provision of a commuted sum to meet costs incurred as a direct result of the Scheme.



**SECTION 9: ECOLOGY AND
LANDSCAPE**

Overview and commentary

Wiltshire Council has regulatory responsibility for managing Wiltshire's natural environment and landscape. These responsibilities include oversight of:

- International – Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar Sites
- National – Sites of Special Scientific Interest (SSSI) and National Nature Reserves
- Local – County Wildlife Sites, Protected Road Verges, Tree Preservation Orders (TPOs), Local Geological Sites and Special Landscape Areas
- Area of Outstanding Natural Beauty (AONBs)
- New Forest National Park (NFNP)
- Stonehenge and Avebury WHS23.

The NPS (para 5.144) identifies the need for the assessment of likely significant landscape and visual effects in accordance with current best practice. In decision making, great weight should be given to nationally designated landscapes and their settings (para 5.150-5.155).

The NPS (para 5.20-5.23) further identifies the requirement for projects to demonstrate how biodiversity gain is achieved. This includes the identification of all potential impacts on statutory and non-statutory designated sites for nature conservation and on protected species (para 5.26-5.35) and the provision of appropriate and sufficient mitigation measures (para 5.36-5.38).

Core Policies 50 and 51 of the WCS seeks to protect, conserve and enhance Wiltshire's distinctive ecology, habitats and landscape character.

The project has been assessed under the Habitats Regulations (which implement the Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora in the UK legislation). This process is known as Habitats Regulation Appropriate Assessment. The potential impacts on the conservation objectives for statutory sites within a calculated zone of influence, as a result of the proposed Scheme have been identified and mitigation designed to remove or significantly reduce adverse impacts. The conclusions of the Appropriate Assessment have been agreed with Natural England, the organisation with regulatory responsibility for statutory designated sites in England.

²³ https://pages.wiltshire.gov.uk/salisburydistrictlocalplan.htm#Saved_policies
<http://www.wiltshire.gov.uk/wiltshirecorestrategy.htm>
<http://www.wiltshire.gov.uk/planningpolicyevidencebase/southwiltshirecorestrategyevidencebase.htm> (Salisbury District Landscape Character Assessment & Salisbury District Settlement Setting Assessment)
Guidelines for Landscape and Visual Impact Assessment (3rd Edition, 2013, Landscape Institute & Institute of Environmental Management and Assessment
<https://www.gov.uk/government/publications/national-policy-statement-for-national-networks>

Summary of main impacts identified by Wiltshire Council

Ecology and Landscape	
Positive impacts – Construction Phase	
None identified	
Positive Impacts – Operational	
The creation of additional chalk grassland at Parsonage Down will support increased populations of a wide range of chalk flora, invertebrates and small mammals.	
Permanent beneficial landscape and visual effects due to improved tranquillity, habitat creation and a reduction in landscape severance within the WHS.	
Overall, the Scheme will result in increased connectivity of habitat across a wide area, through the inclusion of the green bridges, new chalk grassland creation and new hedgerow and tree planting.	
With suitable management prescriptions within the footprint of the Scheme and of adjacent HE soft estate, there is potential for a net gain for biodiversity.	
Neutral Impacts	
There will be no adverse impacts on the conservation objectives of any statutory designated sites within a calculated zone of influence as a result of the scheme (as demonstrated in the Appropriate Assessment).	
The most sensitive habitat areas and those that support or potentially support protected species have been identified and mitigated for through the development of the Scheme, such that there will be no change in ecological functionality of the landscape.	
There will be no additional adverse landscape and visual effects as a result of the proposed modifications to the Rollestone Crossroads layout.	
Negative Impacts – Construction Phase	
Visual and experiential effects associated with construction including temporary compounds, fencing, hoardings, lighting etc. for visitors to WHS, local residents and PROWs.	
The Nile Clumps - The trees are protected by a tree preservation order. It is estimated that a couple of these clumps of trees may be affected by the proposals and therefore an assessment of these trees is needed.	
Some disruption to habitats during the construction, which will need to be dealt with under CEMP specific to each location and to the habitats / species affected	
Negative Impacts – Operational	
Residual adverse visual effects will remain within the Till Valley due to the viaduct and for the users of the PROW network and the residents at Countess Farm.	

Ranking the Ecology and Landscape impacts in importance

All the local impacts identified are considered material to the ExA, but in accordance with the national guidance²⁴ the council would indicate the following as the most significant in relation to this theme:

- In operation, there are likely to be permanent beneficial landscape and visual effects due to improved tranquillity, habitat creation and a reduction in landscape severance within the WHS.

²⁴ Planning Inspectorate Advice Note 1, Local Impact Reports, Version 2, April 2012

- The creation of additional chalk grassland at Parsonage Down will benefit a wide range of local wildlife species by increasing the availability of suitable foraging and breeding areas.

Identifying extant opportunities

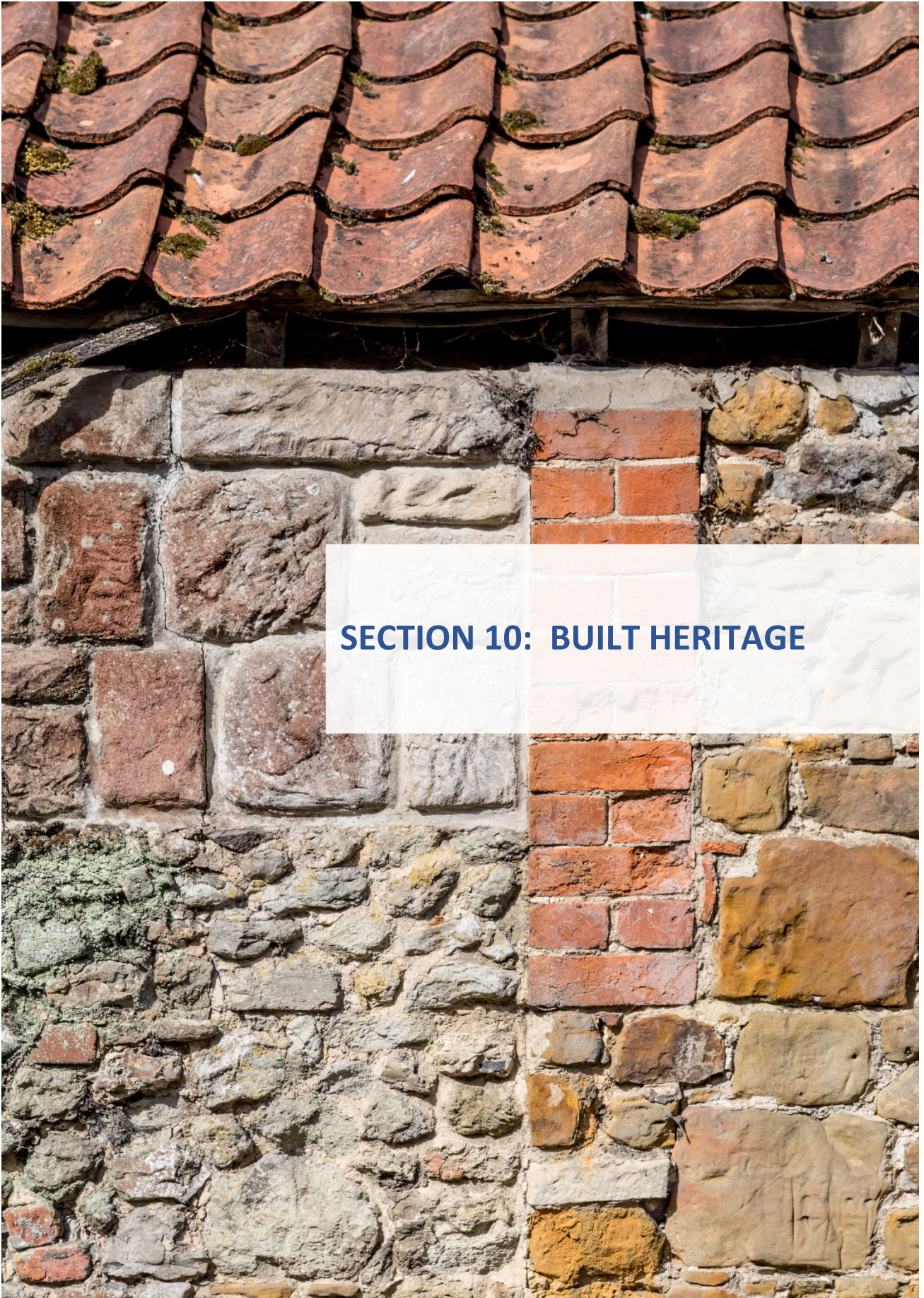
The council have identified the following opportunities presented by the project which are yet to be capitalised on.

Extant opportunity
Preliminary Works – ensure sufficient good working practices and forward mitigation are in place for all preliminary works e.g. tree protection for TPOs and veteran field trees, habitat works and site clearance to be carried out sensitively.
The Scheme could include a target to incorporate remedial management of the Protected Road Verge alongside Yarnbury Castle.
The isolated ‘internal’ grass verges could provide a green refuge for invertebrates and sedentary slow worms. Recommend seeding with a suitable wild flower mix and implementing appropriate monitoring and management.
Consideration could be given to any opportunity to underground the existing overhead electricity cables and removal of the pylons.
There is opportunity to create additional bat roosting features at key locations by the provision of structures or provision of access to existing structures.

Requirements recommended to the Examining Authority to mitigate impact

Should the ExA be minded to recommend approval of this proposal to the SoS then Wiltshire Council would request that the following requirements (conditions) be considered to mitigate the impacts identified above. For the sake of clarity, a full schedule of suggested requirements (conditions) and reasons are included in Appendix B.

Requirement
a) A holistic Landscape and Ecological Mitigation Strategy (LEMS) that combines the recommendations from the LVIA and ecological survey reports.
b) A Landscape and Ecological Management Plan (LEMP) which details the maintenance and management of HE ‘soft’ estate for the section of road in the short, medium and long term to ensure the success and viability of newly created habitats / landscape mitigation.
c) A CEMP that details the methods of protection for ecological systems during the construction process for each discrete phase or location within the Scheme.
d) A Soil Handling Strategy detailing the storage and placement of soils to be used for the land raise at Parsonage Down east and the restoration of chalk grassland habitat.
e) A programme of monitoring of all newly created and/or restored habitat and all protected species affected by the works, for a period of at least 5 years after completion of the Scheme.
f) Acoustic modelling as detailed above.
g) That the SoS considers appropriate conditions on any permission to secure the above-mentioned objectives to be discharged in liaison with Wiltshire Council at the appropriate point of the implementation process.



SECTION 10: BUILT HERITAGE

Overview and commentary

The Scheme affects several built heritage assets, both designated and undesignated. The Council has undertaken a joint visit of the Scheme's route with HE's heritage consultants and is in general agreement regarding the likely extent of the Scheme's impacts. There are no aspects that are considered likely to reach a level of 'substantial harm', in NPPF terms; where 'less than substantial harm' is identified, the NPPF provides for a balancing exercise with public benefits.

Summary of main impacts identified by Wiltshire Council

Built Heritage
Positive impacts – Construction Phase
None identified
Positive Impacts – Operational
Winterbourne Stoke Conservation Area (CA), Manor House (II*) - The removal of the busy road from the northern edge of the settlement (bar a very small number of roadside dwellings on the north side of the road) would be positive in that it would be a quieter and safer place.
Stonehenge Cottages (Undesignated, of Modest Heritage Interest) - The setting of the cottages would be significantly changed by the proposals; however, this seems to be entirely positive with the removal of the busy road from its surroundings, making it much quieter and safer.
Neutral Impacts
Milestone, 850m East of Longbarrow Roundabout (II) – The milestone itself would be unaffected however it would now be alongside a byway rather than a major route; the former relationship with the major road should be sufficiently apparent to viewers that the legibility and significance of the heritage asset would be maintained. The improved ability to stop and look at it safely is a modest benefit.
Milestone, Stonehenge Road, West Amesbury (II) - The milestone itself would be unaffected however it would be less visible to the public as the road would now be a dead-end for vehicles, although pedestrian access would continue. This asset has previously been affected, when the A303's construction reduced it to a slip road, and the impact is considered to be negligible.
There appears to be no negative impact on the setting of the Amesbury Abbey (Grade I) and the Park (II*).
Negative Impacts – Construction Phase
None identified
Negative Impacts – Operational
Winterbourne Stoke CA, Manor House (II*) - The new Till Valley crossing would have an increased impact on the setting and outlook of the cottages at Foredown House and the barn at Foredown Barn (960m NNE of the cottages), but these are both undesignated and only of local interest, with the level of harm to their heritage significance being at the lower end of 'less than substantial'.
Winterbourne Stoke CA, Manor House (II*) - View to the north of the CA, up the Till Valley, will be significantly altered with the introduction of the viaduct and the associated landscaping.
Winterbourne Stoke CA, Manor House (II*) - The disconnection of the village from the through-traffic is perhaps a minor negative impact, in that it becomes a quiet rural village with few reasons to visit.
The setting of the Amesbury Abbey Lodges (Kent and Diana's House, both II*) and Listed Bridge on Countess Road would be affected to a modest degree by the flyover, this impact, while greater than the existing roundabout layout, would still be at the lower end of the scale as that area of its landscape setting is already so altered.
Countess Farm (Farmhouse, Two Granaries, Two Barns and Stables, All Grade II) - This site is most

affected by the Scheme, lying immediately adjacent to the highways of both A303 and Countess Road. The flyover would be elevated along its southern boundary, thus introducing views of high level traffic and increased noise to the site.

Ratfyn Farm (Grade II) – Streetlighting of this area would have a degree of urbanising effect on the setting of the Listed Building.

Ranking the Built Heritage impacts in importance

All the local impacts identified are considered material to the ExA, but in accordance with the national guidance²⁵ the council would indicate the following as the most significant in relation to this theme:

- Winterbourne Stoke CA, Manor House (II*) - The removal of the busy road from the northern edge of the settlement (bar a very small number of roadside dwellings on the north side of the road) would be positive in that it would be a quieter and safer place.
- Stonehenge Cottages (Undesignated, of Modest Heritage Interest) - The setting of the cottages would be significantly changed by the proposals; however, this seems to be entirely positive with the removal of the busy road from its surroundings, making it much quieter and safer.
- Countess Farm (Farmhouse, Two Granaries, Two Barns and Stables, All Grade II) - This site is most affected by the Scheme, lying immediately adjacent to the highways of both A303 and Countess Road. The flyover would be elevated along its southern boundary, thus introducing views of high level traffic and increased noise to the site.

Identifying extant opportunities

The council have identified the following opportunities presented by the project which are yet to be capitalised on.

Extant opportunity

Planting of the eastern embankment would help hide the proposed viaduct and visual impact of associated landscaping on the view to the north of the Winterbourne Stoke Conservation Area, up the Till Valley.

Requirements recommended to the Examining Authority to mitigate impact

Should the ExA be minded to recommend approval of this proposal to the SoS then Wiltshire Council would request that the following requirements (conditions) be considered to mitigate the impacts identified above. For the sake of clarity, a full schedule of suggested requirements (conditions) and reasons are included in Appendix B.

Requirement

Ratfyn Farm (Grade II) Lies Around 200m to the North of the Existing Carriageway - Traffic separation for the flyover begins at about this point, but the prominence of the road would be little altered, it would remain set against the treed cliff of Lords Walk. Streetlighting of this area would have a degree of urbanising effect on the setting of the Listed Building; if it is essential, then it should be tightly focused on the relevant area and not spill any more than absolutely necessary.

²⁵ Planning Inspectorate Advice Note 1, Local Impact Reports, Version 2, April 2012



**SECTION 11: PUBLIC HEALTH AND
PUBLIC PROTECTION**

Overview and commentary

Wiltshire Council is the responsible authority for the implementation of a broad range of Government regulation related to public protection. Legislation such as the Environmental Protection Act 1990 and the Environment Act 1995 means Wiltshire Council must consider a number of factors in determining whether the location of a development is appropriate. We must have regard to a wide range of issues such as:

- Noise and vibration
- Air quality
- Contaminated land
- Lighting
- Odour
- Contamination of local private water supplies.

Summary of main impacts identified by Wiltshire Council

Public Health and Public Protection
Positive impacts – Construction Phase
None identified
Positive Impacts – Operational
Positive impact of reduced noise for existing road side properties in Winterbourne Stoke when existing A303 route is de-trunked.
Positive impact of reduced road noise at Stonehenge Cottages due to A303 being re-routed below ground.
Positive impact of reduced road surface noise affecting the local amenity along the new A303 route.
Improvements in air quality in existing road side properties in Winterbourne Stoke when existing A303 route is de-trunked.
Improvements in air quality at Stonehenge Cottages due to A303 being re-routed below ground.
Improvements in air quality at Countess Farm due to reduction in congestion and stop start traffic conditions at existing roundabout.
Improvements in air quality in adjacent routes as rat running should reduce with free flowing A303 design including wider potential impacts on existing Air Quality Management Areas (AQMAs) in Salisbury.
Neutral Impacts
None identified
Negative Impacts – Construction Phase
Noise and Vibration - Impact in Winterbourne Stoke from bypass and viaduct construction and associated haulage routes and work compounds (including hours of work, vibration (piling operations), positioning of work compounds and plant and vehicle storage).
Noise and Vibration - Impact of construction of flyover at Countess roundabout for Countess Farm and adjacent properties (including hours of work, vibration (piling operations), positioning of work

compounds and plant and vehicle storage).
Noise and Vibration - Impact of vibration from tunnelling work at Stonehenge Cottages (including hours of work, vibration (tunnelling operations), positioning of work compounds and plant and vehicle storage).
Air Quality - Impact of dust generation from highways construction, associated haulage routes, soil stripping, spoil disposal, creations of cuttings and bunds and from work compounds with the potential impact of vehicles carrying tunnel arising if these materials cannot be reused at the proposed development site both from vehicle exhaust emissions and potential impacts associated with the transportation of dusty materials.
Air Quality - Impact of dust generation during construction of flyover at Countess roundabout for Countess Farm and other properties adjacent to the roundabout.
Light Nuisance - Impact of artificial lighting (for working and security) during the construction phase.
Light Nuisance - Impact of lighting associated with the Countess Roundabout flyover
Private Water supplies - Impact of accidental contamination of ground water sources affecting local private water supplies.
Negative Impacts – Operational
Increased noise at Manor farm and Foredown House in Winterbourne Stoke.
Increased noise from elevated section at Countess roundabout adjacent to Countess Farm but planned barrier mitigation will assist.
The property Lindisfarne in Ratfyn Road is identified as potentially exceeding the noise insulation regulations assessment.
Noise and Vibration - Operational long-term impact from traffic noise particularly on elevated sections where any potential future development may introduce new dwellings adjacent to the new route.
Light Nuisance - Impact of lighting associated with the Countess Roundabout flyover and signage.
Private Water supplies – Potential impact of accidental contamination of ground water sources affecting local private water supplies from road traffic accidents.

Ranking the Public health and Public Protection impacts in importance

All the local impacts identified are considered material to the ExA, but in accordance with the national guidance²⁶ the council would indicate the following as the most significant in relation to this theme:

- Positive impact of reduced noise for existing road side properties in Winterbourne Stoke when existing A303 route is de-trunked.
- Improvements in air quality in adjacent routes as rat running should reduce with free flowing A303 design including wider potential impacts on existing AQMAs in Salisbury.
- Increased noise from elevated section at Countess roundabout adjacent to Countess Farm but planned barrier mitigation will assist.

²⁶ Planning Inspectorate Advice Note 1, Local Impact Reports, Version 2, April 2012

Identifying extant opportunities

Extant opportunity

None identified

Requirements recommended to the Examining Authority to mitigate impact

Should the ExA be minded to recommend approval of this proposal to the SoS then Wiltshire Council would request that the following requirements (conditions) be considered to mitigate the impacts identified above. For the sake of clarity, a full schedule of suggested requirements (conditions) and reasons are included in Appendix B.

Requirement

An OEMP then CEMP are to be submitted following consultation with the Local Authority in writing prior to the commencement of the construction phase.

Noise and vibration

Construction Phase:

- a) A quantitative assessment of noise and vibration impacts arising from construction works must be undertaken.
- b) A scheme of mitigation shall be submitted to and approved in writing by the SoS following consultation with the Local Authority to provide the maximum change in traffic noise level for sensitive receptors exposed to external road traffic noise shall not create a significant adverse impact in Amesbury as defined in 9.3.51 and 9.3.52 of Chapter 9 of the Environmental Statement. Any scheme of noise mitigation as approved shall be constructed in its entirety as soon as reasonably practical in pursuance of the Scheme and shall be retained thereafter in perpetuity.
- c) A requirement to meet prior consent process methodology with the Local Authority (as under Section 61 of the CoPA 1974) shall be followed in respect to the construction phase of the Scheme, but without the formal submission. This paperwork would then equate to a Best Practicable Means (BPM) assessment.
- d) No part of the authorised development, (including construction, land raising and demolition if required) shall commence until a CEMP has been prepared in consultation with the Local Authority.
- e) General provisions – Any exceptions to the Core working hours should only be made in consultation with Wiltshire Council.
- f) Notwithstanding the requirements of the any submitted CEMP, construction work involving impact or driven piling at Countess roundabout or the River Till shall normally be carried out on the site between the hours of 10.00hrs and 16.00 Mondays to Fridays and no construction work involving piling shall be carried out on Saturdays, Sundays or Bank Holidays, unless otherwise first agreed by the Local Authority.
- g) The rating level of the noise emitted from fixed plant located at the service buildings at the tunnel portals and the generators at the compound areas shall not exceed the background

level by more than 0 db(A) at any residential property when assessed in accordance with BS 4142: 2014.

h) Vibration levels in relation to piling and tunnelling works of 1.0mms-1 to be set as a level trigger alert for affected residents. Temporary re-housing to be offered to residents at Stonehenge Cottages if the monitoring of vibration levels at the Cottages on the approach of the TBM indicates that Peak Particle Velocity (PPV) levels exceeding 1mm/s are likely to occur continuously for a period of 48hrs or more during each tunnel bore.

Operational Phase:

a) Details of noise associated with the operation of plant serving the tunnel are to be agreed following consultation with the Local Authority in writing prior to its commissioning. The rating level of the noise emitted from fixed plant located at the service buildings at the tunnel portals shall not exceed the background by more than 0 dB(A) above background at any residential property when assessed in accordance with BS 4142: 2014.

b) Road noise exposure shall be minimised for receptors from the viaduct over the River Till north of Winterbourne Stoke, and from the flyover at the Countess roundabout to protect the local amenity.

c) Design, mitigation and enhancement measures, the proposed barriers and cladding to mitigate the noise of Operations are described in para 9.8.14 as follows:

9.8.14 d)

The use of a noise absorbent finish at the entrance/exit of the tunnel and Green Bridge Four, further details are provided in Appendix 9.3: (Table 2.1) has been specified and acoustic enhancement is included in the modelled data based on:

Table 2-1 details the absorption coefficient assumed for the entrance/exit of the tunnel and green bridge 4. This is based on typical tunnel sound absorbing treatment contained within the noise modelling software.

Table 2-1: Absorption coefficient assumed for the entrance/exit of the tunnel and green bridge 4.

<i>Frequency range (Hz) absorption coefficient</i>			
<160	160-400	500-1600	>1600
0.15	0.50	0.80	0.65

9.8.14 g)

Inclusion of 1.8m high absorptive noise barriers between the slip roads on both the north and south side of Countess flyover; and

9.8.14 h)

Inclusion of a 1.5m high solid parapet on the south side of the River Till viaduct.

Also for Enhancement:

9.8.15

The surface finish of the retaining wall at the approaches to the tunnel portals and at Countess flyover (above the earthworks) would be designed to reduce the reflection of noise (details to be agreed).

d) There is a requirement under CPR (Construction Products Regulation) to ensure that noise barriers are correctly specified to be CE Marked with a Declaration of Performance (DoP) that

conforms with the harmonised Specifications Standard (which is currently BSEN 14388:2005). Any detailed specification should comply with these requirements in order to validate predicted results in the Soundplan model.

e) The CEMP's and the Noise and Vibration Management Plan's (NVMP's) produced are anticipated to address the local conditions, and properly evaluate potential impacts once details of the construction are known. Any CEMP produced should by definition address the following:

- A list of tasks to be completed
- Task method statements including plant lists
- Durations of tasks
- Identify local receptors (based on potential impact of tasks)
- Assessment of impact using standards identified above
- Identification of mitigation measures
- Compliance monitoring

A complaint management system is included as part of the OEMP. Complaint management is a necessary part of contract management. The complaint management procedure anticipates that non-compliances with the CEMP's are addressed promptly. There should also be an escalation procedure to ensure that urgent action can be taken.

f) A scheme of mitigation shall be submitted to and approved in writing by the SoS following consultation with the Local Authority to provide that the maximum change in traffic noise level for sensitive receptors exposed to external road traffic noise shall not create a significant adverse impact as defined in 9.3.51 and 9.3.52 of Chapter 9 of the Environmental Statement. Any scheme of noise mitigation as approved shall be constructed in its entirety as soon as reasonably practicable in pursuance of the Scheme and shall be retained thereafter in perpetuity.

g) No development, (including construction, land raising and demolition if required) shall be carried out other than in accordance with a CEMP that is first submitted to, and approved by, the local authority.

Air Quality

Construction Phase

a) No materials shall be burnt on the development site during the construction phase of the Scheme.

b) Traffic diversions should not involve routing traffic through AQMAs.

c) Tunnel spoil to be disposed of in such a manner as to prevent a negative impact on Wiltshire AQMAs where transported by road and so as to ensure effective mitigation of dust during landscaping.

d) An assessment of the air quality implications of transportation of tunnel arisings should be carried out prior to any disposal outside of the development site. This should identify any potential impacts on residents in proximity to the proposed haulage routes, including locations within AQMAs, and identify appropriate measures to mitigate any potentially significant impacts.

e) To ensure that emission rates assumed for the construction vehicles are reasonably conservative, it is recommended that emission rates used should be compared with emissions from the actual construction vehicles proposed, as part of the ongoing assessment and management of construction phase impacts.

Operational Phase

a) An assessment of the legacy impact of the development shall be undertaken on the Air Quality of A36 and A350 AQMAs and mitigation measures shall be implemented where a negative impact on Air Quality is predicted / identified at relevant receptors.

Light Nuisance

a) All artificial lighting shall be so sited as not to cause light intrusion or nuisance to residential dwellings in the area adjacent to the Scheme.

b) Prior to the installation of the any floodlighting scheme for depot and compound areas, the full details shall be subject to consultation with the Local Authority. Details to be provided shall include:

Light into neighbouring residential windows generated from the floodlights shall not exceed 5 Exposure Value EV (lux) (vertical illuminance in lux) without the express consent of the local authority.

Each floodlight must be aligned to ensure that the upper limit of the main beam does not exceed 70 degrees from its downward vertical.

The floodlighting shall be designed and operated to have full horizontal cut-off and such that the Upward Waste Light Ratio does not exceed 2.5%.

The submitted scheme shall include an isolux diagram showing the predicted illuminance in the vertical plane (in lux) at critical locations on the boundary of the site and at adjacent properties.

The approved scheme shall be implemented prior to first use of the lighting and be permanently maintained in that state thereafter.

Private Water Supplies

a) The private water supplies, associated hydrology and land drainage must be protected from both the construction and operational phases of the Scheme, including any sewage disposal from construction compounds.

b) Mitigation measures must be in place to prevent potential contamination of ground water sources from the final scheme's operational infiltration road drainage system.

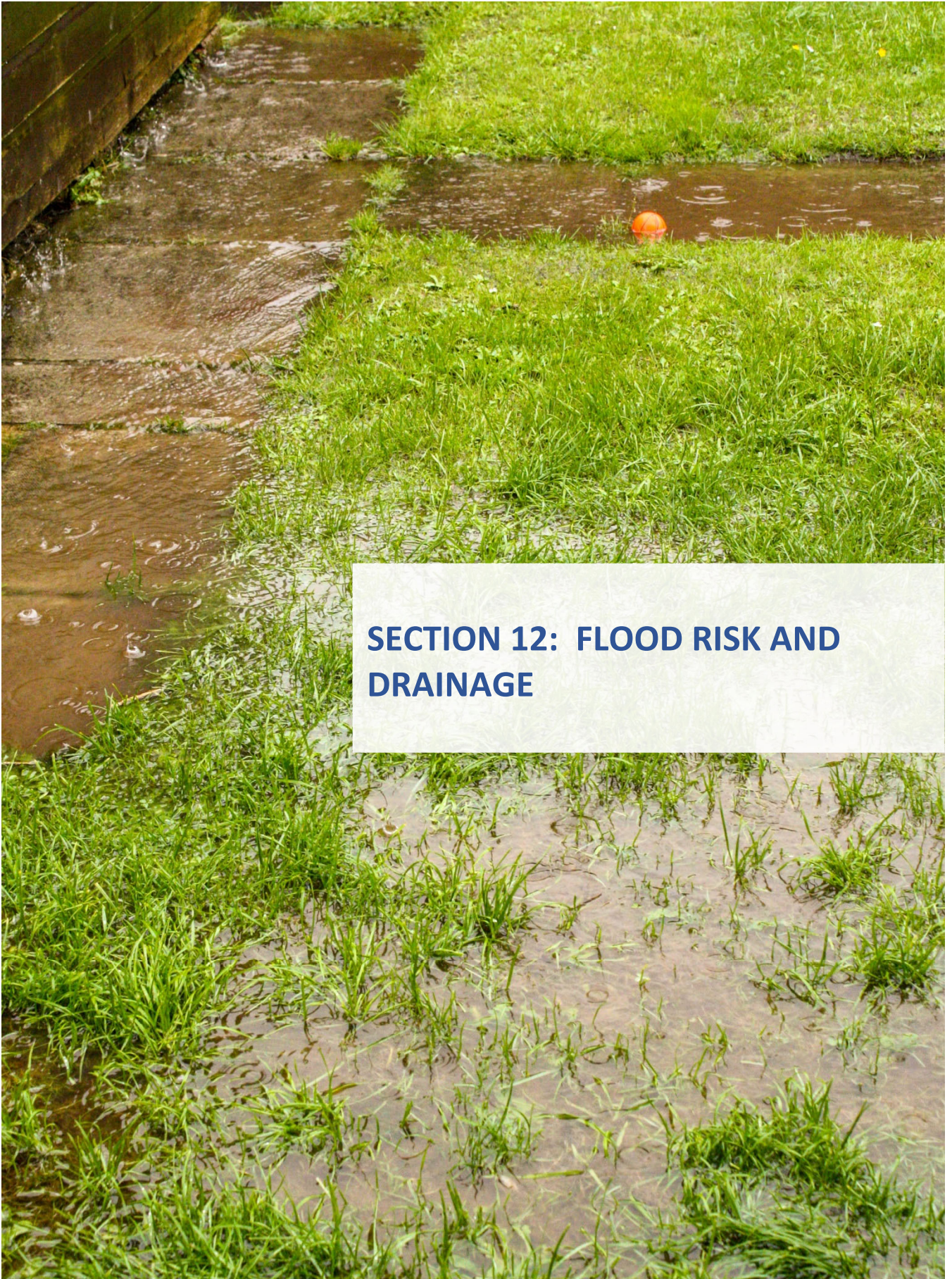
Land Contamination

In the event of any contaminated material, including impacted groundwater being found during the course of the construction of the authorised development that was not previously identified, the undertaker shall cease construction in the vicinity of the contamination and immediately report it in writing to the Secretary of State, the Environment Agency and the Local Planning Authority. Development on the part of the site affected shall be suspended and a risk assessment shall be carried out.

Where the undertaker determines that remediation is necessary, a written scheme and programme for the remedial measures to be taken to render the land fit for its intended purpose must be prepared, submitted to and approved in writing by the SoS following consultation with the Environment Agency (EA) and the local planning authority.

Remedial measures must be carried out in accordance with the approved scheme.

These approved schemes shall be carried out before the development [or relevant phase of development] is resumed or continued.



SECTION 12: FLOOD RISK AND DRAINAGE

Overview and commentary

As Lead Local Flood Authority (LLFA), Wiltshire Council has a number of duties and powers to manage flood risk under the NPPF 2019, The Town and Country Planning (Development Management Procedure) (England) Order 2015, the Flood and Water Management Act 2010, the Land Drainage Act 1991, the Wiltshire Council, and Land Drainage Byelaws 2014.²⁷ Both Wiltshire Council and HE also have a flood risk management function under the Highways Act 1980²⁸ for road drainage.

Our commentary has been informed by the Sustainable Drainage System (SuDS) Technical Standards²⁹ and the findings of a peer review of the applicant's approach to flood risk assessment for groundwater, surface water and road drainage.³⁰

This scheme has impacts on all aspects of ground water and surface water, ordinary watercourses, standard highway drainage and land drainage consenting.

Wiltshire Council considers that HE is both a flood risk management authority and a trusted partner. The Council would not expect to have the normal level of control so far as approval of the detailed design and potentially land drainage consenting, as would be the case with private developers, and understands HE will self-approve with final approval by the SoS.

Peer review findings

Wiltshire Council commissioned Atkins to review HE's approach to the three different aspects of flood risk; surface water (pluvial) including ordinary watercourses, groundwater and the road drainage strategy. The review focused on the impact of the permanent works. The general and study specific comments and recommendations are detailed within the following sections.

General

Whilst the various reports contain some cross referencing, these appear to have been undertaken as standalone studies. There is little explanation as to how similar approaches / data sets are utilised across the studies or highlighting where there may be inconsistencies. Greater consideration is required of the combined effects and shortfalls in each stage of the design to ensure risks are highlighted and designed out. Each of the reports would benefit from a section outlining the overall scheme and key constraints, or issues, with respect to other detailed studies being reported so that each specific study can be contextualised.

²⁷ [National Planning Policy Framework 2018](#)
[The Town and Country Planning \(Development Management Procedure\) \(England\) Order 2015](#)
[Flood and Water Management Act 2010](#)
[Land Drainage Act 1991](#)
[Wiltshire Council Land Drainage Byelaws 2014](#)

²⁸ [The Highways Act 1980 \(available on request\)](#)

²⁹ [Defra Non-statutory technical standards for SuDS 2015](#)

³⁰ [Atkins' peer review of the flood risk assessment for groundwater, surface water and road drainage \(available on request\)](#)

Furthermore, the pluvial modelling of general surface water runoff allows for some 40% increase in rainfall (as per EA guidance) because of climate change, however the groundwater study allows for increased recharge by 20%. Given the interdependency between the three constituents in terms of flood risk and design, the approaches are inconsistent and there is no mention in the reporting that one approach may under or overestimate inputs to one or more of the other studies. These inconsistencies are required to be addressed or as a minimum discussed further to provide evidence that under / over estimating in one study will not influence other parts of the study.

The road drainage strategy discusses typical maintenance of SuDS and drainage features, however there is no discussion in the pluvial study report as to how the 539m culvert would be maintained.

The current proposed design may lead to increased runoff from some catchments e.g. from the Parsonage Down culvert, to receiving watercourses. Additional information is required to address how this increased runoff will be managed / mitigated.

Surface water (pluvial) including ordinary watercourses

The modelling approach was found to be generally sound, however there are some items / queries that require further information or additional model runs.

The model includes a 539m long, 5m deep culvert as part of the design which is contrary to Council policy on culverting, both from a maintenance liability and biodiversity standpoint. There are several perceived issues with the design of the culvert. However, there is no supporting evidence as to how this design is the best / most appropriate option or why other options are not viable.

The current model results for the Scheme show that the modelled water levels are still rising at the end of the model run. The model results therefore may not capture flood risk accurately.

There is an increase in flood risk due to the Scheme.

In order to generate confidence in the approach and outputs, the following points should be addressed:

- a. Sensibility / verification check of Depth-Duration-Frequency (DDF) modelling from Flood Estimation Handbook (FEH) with local rainfall data 15-minute data should be available) which could affect design inputs to the model.
- b. Further discussion and sensitivity testing of the initial soil moisture content (Cini) value to be utilised in the project is required as the value is based on baseline catchment descriptors only.

Furthermore, there are several queries and items that are required to be answered or addressed from the hydraulics study:

- a. The Triangular Irregular Networks (TINS) utilised to define the option topography should be better integrated with the underlying Light Detection and Ranging (LIDAR). There appears to be a 1m difference / step at the interface of the baseline Digital Terrain Model (DTM) and the Scheme.

- b. There is conflicting information as to the design of the proposed culvert dimension which requires clarification / changes. There is no justification as to the dimension of the pipe required and no sensitivity testing of results of different sizes of culvert.
- c. The model should be run for a longer simulation time as water levels are still rising at the current end-time of 10 hours. It will be important to test other storm durations, culvert sizes, (and model simulation length) to optimise the Scheme.
- d. The study does not consider the risk of blockage of the proposed culvert. Culverting of watercourse is often opposed by councils and the EA as it is against many of the legal requirements set out in the Water Framework Directive (2003) that the quality of the watercourse should not be reduced. At 539m long and buried to up to 5m deep, the maintenance of such an asset would be extremely difficult and expensive should a repair be required.
- e. The proposals need to confirm who will own the culvert, who will be responsible for maintenance, and what the maintenance regime will be.
- f. The proposals need to evaluate the resulting depth of flooding and flood hazard adjacent / across / downstream of the B3083 post Scheme.

Discussions with HE are ongoing to address the issues raised by the peer review. HE have consulted Wiltshire Council on an alternative culvert design, which addresses the issues raised. This is currently being finalised.

Groundwater

Overall the groundwater study approach is sound and appropriate methods have been adopted where possible. However, a number of inconsistencies and omissions have been identified which require further detail / modelling to be reported / undertaken.

The groundwater modelling study has shown that the Scheme is unlikely to have any significant impacts on groundwater. However, there is no discussion of the combined effect of several minor or insignificant changes on the system.

There is little in the way of cross referencing to the surface water (pluvial) study or road drainage strategy within the documentation, the findings of the groundwater study will have a direct impact on the other two studies.

In order to focus the approach and outputs, the following points should be addressed:

- a. The model would preferably be run for the full 1965-2016 run time for each of the revised baseline runs (the baseline run with the revised calibration, the wet climate change run and the dry climate change run) and thorough comparisons made with the original Wessex basin model output and with observation / gauge data. The short period runs would be checked against these and output from the full runs used as starting heads for the short runs.
- b. Provide clarification of how the climate change approach is consistent with that used in other flood risk assessments (and ensure they are consistent).

- c. Use monitoring data comparisons to inform caveats to be applied to the use of absolute levels for flood levels or in scheme design. The model is likely to be more reliable to predicting changes in heads (and flows) rather than absolute levels. Modelling absolute levels in extreme events would particularly hold uncertainty. The predicted position of the water table in terms of depth below ground should be used with a degree of caution.

Discussions with HE are ongoing to address the issues raised by the peer review. The council is awaiting the final results and interpretation of the groundwater monitoring / pump tests.

Road drainage strategy

The strategy is still at a high-level concept stage, further explanation of the design in several areas is required. However, the study reach has been broken down into three main constituents (west / tunnel / east) which helps to differentiate the different concepts being proposed. It is also cross-referenced to the other two studies.

The predominant drainage discharge strategy for the tunnel is by edge collection, carrier drain leading to a sump, then to be pumped to the surface and outfall to the surface water drainage network. The tunnel drainage system is independent from the other drainage networks (on the highway approaches to the tunnel).

Drainage treatment areas are proposed to attenuate the flow and act as pollution control. The report provides little information on their design or maintenance regime in order to be able to comment on their suitability or effectiveness. Several of these are located at distance from the carriageway. However, there are no details of how the water will reach these isolated areas.

A number of crate storage systems are proposed as part of the design. However, such SuDS features are actively discouraged by Wiltshire Council due to maintenance liabilities, especially when used in chalk, with inherent difficulties in accessing them. Alternatives for these should be considered and discussed with Wiltshire Council.

The following points should be addressed to give confidence in the approach and outputs:

- a. There is no confirmation to flood risk posed to the proposed drainage treatment areas (DTAs). This should be checked for both impact on the Scheme and impact on surrounding land etc. It is likely that detailed design will impact on existing overland flow routes.
- b. It is unclear what happens when the pond base blinds with sediment and infiltration is restricted, or where the design event is exceeded. Confirmation of the exceedance routes is required.
- c. Provision of modelling outputs for the land drainage system (and culvert) demonstrating no detriment post development.
- d. Justification of the climate change allowances.

There has been significant progress in addressing the issues raised in relation to the road drainage strategy. Discussions with HE are ongoing to address the remaining concerns.

Land drainage consenting

The draft DCO includes provisions for the disapplication of the following sections of the Land Drainage Act 1991, and by implication, the Wiltshire Council Land Drainage Byelaws 2014:

- Section 23 (prohibition of obstructions etc. in watercourses)
- Section 32 (variation of awards)
- Section 66 (powers to make byelaws)

Section 150 of the Planning Act 2008 provides that such disapplication can only take place with Wiltshire Council's consent. We are currently considering our position in relation to the protective provisions included in the draft DCO. We will be liaising with HE on these issues to reach agreement on the form of protective provisions and associated fees.

The draft DCO also includes provisions for the disapplication of the requirement for an environmental permit in respect of a flood risk activity. HE has yet to agree the associated protective provisions with the Environment Agency. It should be noted that the EA issues environmental permits, however, as Wiltshire Council has the lead responsibility for surface water management, the proposed discharge rate must be agreed with us.

Construction and dewatering

The tunnel construction method, and associated dewatering requirements, is not confirmed at this stage. Chapter 2 of the ES states that a tunnel boring machine (TBM) is "likely to be used", however the choice of method would be left to the appointed contractor. Chapter 2 further states that it is normal practice to tunnel through water-bearing chalk using a closed-face slurry TBM. This method would minimise the need for dewatering/groundwater control, and hence minimise the accompanying risks to people and the environment.

The tunnel will be constructed almost entirely through chalk, which acts like a large underground reservoir in this location. In order to mitigate the flood risks that dewatering could introduce in an area with past flooding issues, we propose that the applicant specify a tunnel construction method that minimises the need for dewatering. Furthermore, any dewatering method must have the facility to be stopped during periods of high rainfall or flood risk and have a full risk assessment approved by EA and Wiltshire Council.

There will be a requirement to closely monitor the River Avon around Amesbury as it may react quickly to discharges related to construction activity. There is an existing gauge, however there may be a requirement to add additional telemetry upstream and downstream to assess the flows reaching the River Avon during and post construction.

Over the past decades, there have been numerous major chalk construction projects in Southern England, and more internationally, that can provide valuable lessons for the construction of the tunnels. We therefore suggest that lessons learned and best practice from past schemes be incorporated into the design, construction, operation and maintenance of this scheme.

The Scheme will take 6 years to complete (2020 – 2026), therefore the impact on flood risk could be significant. At this stage, the OEMP is light on detail and only high-level. The detailed CEMPs will be prepared by the preliminary and main works contractors once appointed. It is essential that we are consulted, and given sufficient time, for the preparation of the detailed CEMPs, to ensure that flood risk is managed adequately during the construction period. This would include all activities including vehicle movements, the location of construction roads, the placement of arisings and exceedance flow paths.

Maintenance

Powers to construct, operate and maintain the Scheme are being sought by HE through the DCO. Once completed, the new road would form part of the strategic road network managed by HE. However, certain elements of the Scheme would reside with Wiltshire Council, who would be the maintenance authority responsible for the long-term management.

Highways England have indicated that the extent and scope of scheme elements for which Wiltshire Council will be responsible as the maintenance authority, will be confirmed alongside the DCO process.

Once that is confirmed, we will be able assess the implications with regards to the detailed CEMPs and Handover Environmental Management Plans (HEMPs).

Ongoing groundwater monitoring

Although the overarching strategy is now in place, HE will still need to supply further details on ground investigations. Ongoing monitoring of boreholes is being undertaken by HE and their consultants to allow a greater understanding of the catchment issues within the Scheme’s catchment. Appendix 11.4 of the ES, Groundwater Risk Assessment, states that monitoring will be undertaken during a baseline period, construction and minimum of 5 years post construction. This information will be invaluable to confirm that the design is functioning as intended and any required mitigation works. We suggest that the EA administer all ground water monitoring to help with the validation of the ground water model for the area.

Summary of main impacts identified by Wiltshire Council

Flood Risk and Drainage	
Positive impacts – Construction Phase	None identified
Positive Impacts – Operational	The proposed highway drainage system will provide treatment for highway runoff in the form of filter drains and soakaways, thereby providing water quality benefits. Currently the highway drainage system discharges to unlined ditches.
Neutral Impacts	The draft DCO includes provisions for the disapplication of certain sections of the Land Drainage Act 1991, and by implication, the Wiltshire Council Land Drainage Byelaws 2014. We are currently considering our position in relation to the protective provisions included in the draft DCO.
Negative Impacts – Construction Phase	None identified from information available to date
Negative Impacts – Operational	

Surface water (pluvial) including ordinary watercourses – There is insufficient detail at this stage to accurately determine what the surface water impacts would be. Discussions are ongoing with HE to address the outstanding peer review actions and better understand the detailed plans for the Scheme.

Groundwater – There is insufficient detail at this stage to accurately determine what the groundwater impacts would be. Discussions are ongoing with HE to address the outstanding peer review actions and better understand the detailed plans for the Scheme.

Road drainage strategy – There is insufficient detail at this stage to accurately determine what the road drainage impacts would be. Discussions are ongoing with HE to address the outstanding peer review actions and better understand the detailed plans for the Scheme.

HE are specifying a lower climate change allowance for the road drainage than would normally be acceptable to the Council. This could result in flooding due to inadequate capacity within the infrastructure.

Ranking the Flood Risk and Drainage impacts in importance

All the local impacts identified are considered material to the ExA, but in accordance with the national guidance³¹ the council would indicate the following as the most significant in relation to this theme:

- The draft DCO includes provisions for the disapplication of land drainage legislation - We are currently considering our position in relation to the protective provisions included in the draft DCO.
- Groundwater – There is insufficient detail at this stage to accurately determine what the groundwater impacts would be. Discussions are ongoing with HE to address the outstanding peer review actions and better understand the detailed plans for the Scheme.
- Surface water (pluvial) including ordinary watercourses – There is insufficient detail at this stage to accurately determine what the surface water impacts would be. Discussions are ongoing with HE to address the outstanding peer review actions and better understand the detailed plans for the Scheme.
- Construction and dewatering – There is insufficient detail at this stage to accurately determine what the construction impacts would be. Discussions are ongoing with HE to better understand the detailed plans for the Scheme.
- HE are specifying a lower climate change allowance for the road drainage than would normally be acceptable to the Council. This could result in flooding due to inadequate capacity within the infrastructure.

Identifying extant opportunities

The council have identified the following opportunities presented by the project which are yet to be capitalised on.

Extant opportunity

HE could provide a consultant resource for data input of the historic information gained during the planning process onto an approved flood mapping system.

³¹ Planning Inspectorate Advice Note 1, Local Impact Reports, Version 2, April 2012

Requirements recommended to the Examining Authority to mitigate impact

Should the ExA be minded to recommend approval of this proposal to the SoS then Wiltshire Council would request that the following requirements (conditions) be considered to mitigate the impacts identified above. For the sake of clarity, a full schedule of suggested requirements (conditions) and reasons are included in Appendix B.

Requirement

Detailed design

(1) The authorised development must be designed in detail and carried out so that it is compatible with the works plans, the engineering section drawings (plan and profiles) and the engineering section drawings (cross sections) unless otherwise agreed in writing by the SoS following consultation with the planning authority, the local highway authority and LLFA on matters related to its functions and

provided that the SoS is satisfied that any amendments to the works plans, the engineering section drawings (plan and profiles) and the engineering section drawings (cross sections) would not give rise to any materially new or materially worse adverse environmental effects in comparison with those reported in the environmental statement.

(2) Where amended details are approved by the SoS under sub-paragraph (1), those details are deemed to be substituted for the corresponding works plans, engineering section drawings (plan and profiles) or engineering section drawings (cross sections) and the undertaker must make those amended details available in electronic form for inspection by members of the public.

Details of consultation

(1) With respect to any requirement which requires details to be submitted to the SoS for approval under this Schedule following consultation with another party, the details submitted must be accompanied by a summary report setting out the consultation undertaken by the undertaker to inform the details submitted and the undertaker's response to that consultation.

(2) At the time of submission to the SoS for approval, the undertaker must provide a copy of the summary report referred to under sub-paragraph (1) to the relevant consultees referred to in the requirement in relation to which approval is being sought from the SoS.

(3) The undertaker must ensure that any consultation responses are reflected in the details submitted to the SoS for approval under this Schedule, but only where it is appropriate, reasonable and feasible to do so, taking into account considerations including, but not limited to, cost and engineering practicality.

(4) Where the consultation responses are not reflected in the details submitted to the SoS for approval, the undertaker must state in the summary report referred to under sub-paragraph (1) the reasons why the consultation responses have not been reflected in the submitted details.

Construction Environmental Management Plan

(1) No part of the authorised development is to commence until a CEMP has been prepared in consultation with the relevant planning authority, the local highway authority and the LLFA and submitted to and approved in writing by the SoS.

(2) The CEMP must be substantially in accordance with the OEMP.

(3) The authorised development must be constructed in accordance with the approved CEMP.

(4) Upon completion of construction of the authorised development the CEMP must be converted into the HEMP and the authorised development must be operated and maintained in accordance with the HEMP.

Groundwater flood risk

(1) Subject to sub-paragraph (2), the authorised development must be carried out in accordance with the flood risk assessment, including the mitigation measures detailed in it, so that no part of the authorised development is predicted to result in any exceedance of the flood levels to properties and land shown in the flood risk assessment.

(2) Sub-paragraph (1) does not apply in any circumstance where the undertaker proposes to carry out a part of the authorised development otherwise than in accordance with the flood risk assessment and either demonstrates to the LLFA's satisfaction that the part of the authorised development concerned would not result in an exceedance of the flood levels shown in the flood risk assessment or demonstrates that all affected landowners accept the predicted exceedance of the flood levels shown in the flood risk assessment.

(3) The flood risk assessment shall include an allowance for climate change consistent with the river and surface water flood risk assessments.

(4) Groundwater monitoring to be undertaken during a baseline period, construction and for a minimum of 5 years post construction. This information will be invaluable to confirm that the design is functioning as intended and any required mitigation works.

Surface water / road drainage and flood risk

(1) Subject to sub-paragraph (2), the authorised development must be carried out in accordance with the flood risk assessment, including the mitigation measures detailed in it, so that no part of the authorised development is predicted to result in any exceedance of the flood levels to properties and land shown in the flood risk assessment.

(2) Sub-paragraph (1) does not apply in any circumstance where the undertaker proposes to carry out a part of the authorised development otherwise than in accordance with the flood risk assessment and either demonstrates to the LLFA's satisfaction that the part of the authorised development concerned would not result in an exceedance of the flood levels shown in the flood risk assessment or demonstrates that all affected landowners accept the predicted exceedance of the flood levels shown in the flood risk assessment.

(3) Road drainage will be designed to;

- (a) Control peak discharge rates and provide appropriate attenuation storage within the system for a 1 in 100 year return period;
- (b) Allow for climate change in accordance with the Design Manual for Roads and Bridges;
- (c) Ensure that flows resulting from rainfall in excess of a 1 in 100 year rainfall event are managed in exceedance routes that minimise the risks to people and property.

(4) Surface water drainage will be designed to;

- (a) Convey the 1 in 30 year rainfall event without causing flooding to any part of the site;
- (b) Manage the 1 in 100 year rainfall event within the site without causing flooding to any building (including a basement) or in any utility plant susceptible to water (e.g. pumping station or electricity substation);
- (c) Manage flows from rainfall in excess of the 1 in 100 year rainfall event in routes that

minimises the risks to people and property;
(d) Allow for climate change in accordance with EA guidance.

(5) The tunnel will be constructed almost entirely through chalk, which acts like a large underground reservoir in this location. In order to mitigate the flood risks that dewatering could introduce in an area with past flooding issues, we propose that the applicant specify a tunnel construction method that minimises the need for dewatering. Furthermore, any dewatering method must have the facility to be stopped during periods of high rainfall or flood risk.

(6) No part of the authorised development is to commence until written details of the drainage system to be constructed for that part, based on the mitigation measures included in the ES and including means of flood risk and pollution control, have been submitted to and approved in writing by the SoS, following consultation with the LPA, the local highway authority and the LLFA.

(7) The drainage system must be constructed in accordance with the approved details referred to in sub-paragraph (5) unless otherwise agreed in writing by the SoS following consultation with the LPA, the local highway authority and the LLFA.

(8) The drainage system must be designed and constructed in accordance with local and national planning legislation and technical guidance.

Telemetry

Installed telemetry must be left in situ to enable the EA and Wiltshire Council to better understand local flood risk and the impacts of the authorised development. This is to improve and inform the flood warning service for local communities.

Warn and inform

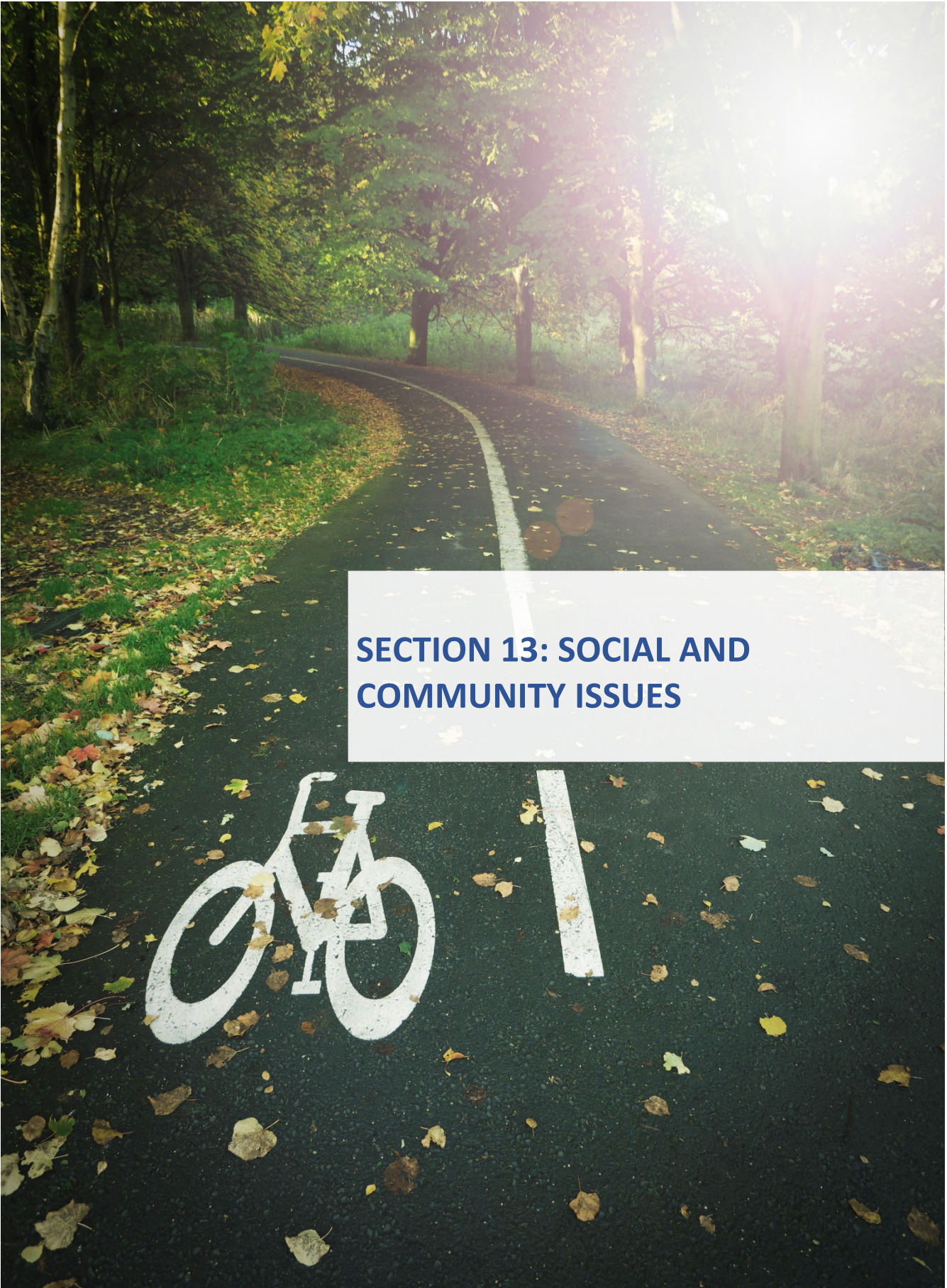
Prior to the commencement of the authorised development, HE shall investigate how the groundwater and fluvial modelling / monitoring can help to 'warn and inform' the parishes within the catchment, by setting thresholds and triggers for all sources of water within communities that may be affected by the implementation of the Scheme.

Drainage engineer

Upon commencement of the authorised development, HE shall provide funding to Wiltshire Council to appoint a suitably qualified drainage engineer to investigate and monitor flood risk up to the completion of the authorised development. This is to enable Wiltshire Council to perform their statutory duties as LLFA under the Flood and Water Management Act 2010.

Development Consent Obligations

HE to fund / enable community volunteers (flood wardens) during the lifetime of the Scheme from now to post-construction to monitor watercourses within their communities, so they would have ownership and a greater understanding of their flood risk.



**SECTION 13: SOCIAL AND
COMMUNITY ISSUES**

Overview and commentary

The main local impacts of the Scheme of social and community are shown in the table below.

Summary of main impacts identified by Wiltshire Council

Social and community	
Positive impacts – Construction Phase	
None identified	
Positive Impacts – Operational	
Reuniting WHS landscapes and reducing severance thereby improving connectivity for walkers, runners, cyclists and horse riders.	
Permanent improvement in access to local employment and training opportunities through improved journey time reliability leading to improved health and wellbeing.	
Permanent reduction of community severance in Winterbourne Stoke improving social cohesion.	
Improved access to and within the WHS to enhance learning and interpretation.	
Neutral Impacts	
None identified	
Negative Impacts – Construction Phase	
The principal potential impacts on agricultural land and farm-based enterprises are anticipated to occur during the construction of the Scheme. These potential impacts include the agricultural land required temporarily and permanently for the Scheme.	
Deposition of dust on sensitive crops, land uses and livestock.	
Potential for noise and vibration and air quality effects arising from construction activities to impact on the health of residents and local workers.	
Negative Impacts – Operational	
The potential impacts on farm holdings relate primarily to the loss, severance and fragmentation of agricultural holdings and the loss of agricultural infrastructure (such as field drainage, field water supplies, fencing, etc.) and the consequent impacts for the continued operation of the agricultural holdings and businesses.	
Permanent loss of driver views of the WHS, particularly the Stonehenge monument, and associated landscape along the tunnelled sections.	

Ranking the social and community impacts in importance

All the local impacts identified are considered material to the ExA, but in accordance with the national guidance³² the council would indicate the following as the most significant in relation to this theme:

- Permanent reduction of community severance in Winterbourne Stoke improving social cohesion.
- Reuniting WHS landscapes and reducing severance thereby improving connectivity for walkers, runners, cyclists and horse riders.
- The potential impacts on farm holdings relate primarily to the loss, severance and fragmentation of agricultural holdings and the loss of agricultural infrastructure (such as

³² Planning Inspectorate Advice Note 1, Local Impact Reports, Version 2, April 2012

field drainage, field water supplies, fencing, etc.) and the consequent impacts for the continued operation of the agricultural holdings and businesses.

Identifying extant opportunities

Extant opportunity
None identified

Requirements recommended to the Examining Authority to mitigate impact

Requirement	Reason
None identified	



SECTION 14: CONCLUSIONS

The council recognises the wider economic benefits the construction the project will bring to the region. The Scheme is important to support the ongoing economic growth and prosperity of Wiltshire, and necessary to facilitate planned major new developments such as Boscombe Down, Porton Down and Army Basing.

There are considered to be significant positive benefits anticipated in terms of the strategic transport network, societal, heritage and delivery of other ongoing major projects in the area

There will be environmental impacts with a scheme of this scale, and not all of these can be fully mitigated. However, the council considers that there is scope for more mitigation, especially in relation to the adverse impact on the setting of the WHS; flood management / drainage; noise from flyover; and improved connectivity of PROWs.

The council believe that the 'requirements' identified in this report (see consolidated list at Appendix B of the report), are essential to minimise the negative impacts of the Scheme and ensure that the overall positive outcome envisaged is achieved.

APPENDIX A – CONFORMITY WITH INDIVIDUAL POLICIES OF THE DEVELOPMENT PLAN

Key

	Fully complies with policy (subject to implementation of requirements identified in this paper)
	Mainly complies with policy on balance (subject to implementation of requirements identified in this paper)
	Conflicts with Policy

Plan	Relevant Policy	Comment	Compliance with relevant plan or policy
<p>Wiltshire Core Strategy, Adopted January 2015</p> <p>Strategic Objectives</p> <p>https://pages.wiltshire.gov.uk/adopted-local-plan-jan16-low-res.pdf</p>	<p>Strategic objective 1: delivering a thriving economy</p> <p>Key outcome: ‘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’</p>	<p>Effective, efficient road links are fundamental to enable businesses to prosper and help to unlock further economic growth. The upgrade of the A303 between Amesbury and Berwick Down will significantly reduce journey times which in turn will cut transport costs, and give businesses in Wiltshire better access to the market, suppliers and skills. Wiltshire’s inward investment attractiveness will also be strengthened and the upgrade will improve accessibility between businesses and their customers.</p>	
<p>Wiltshire Core Strategy, Adopted January 2015</p> <p>Strategic Objectives</p> <p>https://pages.wiltshire.gov.uk/adopted-local-plan-jan16-low-res.pdf</p>	<p>Strategic objective 5: protecting and enhancing the natural, historic and built Environment</p> <p>Key outcomes:</p> <ul style="list-style-type: none"> • Where possible, development will have been directed away from our most sensitive and valuable natural assets, habitats and species, towards less sensitive locations. • New development will have contributed to delivery 	<p>Reducing the negative impact of the A303 on Stonehenge is a clear objective of the Core Strategy, as well as protecting its setting. The proposal represents an opportunity not only to remove the existing harm that the current A303 has on the WHS, but also to ensure significant benefit to the WHS, as well the natural environment.</p>	

Plan	Relevant Policy	Comment	Compliance with relevant plan or policy
	<p>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.</p> <ul style="list-style-type: none"> • Local biodiversity and wildlife corridors will have been incorporated into new development, maintaining and enhancing this resource for the future. • Wiltshire’s network of multi-functional green infrastructure will have been maintained and enhanced to contribute towards achieving the vision set out in the Wiltshire Green Infrastructure Strategy. • 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. • The landscape character of Wiltshire will have been protected and enhanced, particularly the special qualities and scenic beauty of the Areas of Outstanding Natural Beauty and the New Forest National Park. • Features and areas of historical and cultural value will have been conserved and where possible enhanced, including the sensitive re-use of historical buildings will have taken place where appropriate. • Archaeological sites and features will have been adequately protected. • The Stonehenge and Avebury World Heritage Site 	<p>Clearly the full and detailed Environmental and Heritage Impact Assessments will need to form part of the decision-making process, but subject to these comments, the A303 proposal is supported in principle by the Core Strategy. Providing the mitigation of the ‘Requirements’ suggested in this paper are met, then on balance a positive outcome is envisioned.</p>	

Plan	Relevant Policy	Comment	Compliance with relevant plan or policy
	and its setting will have been protected from inappropriate development in order to sustain its outstanding universal value.		
<p>Wiltshire Core Strategy, Adopted January 2015</p> <p>Strategic Objectives</p> <p>https://pages.wiltshire.gov.uk/adopted-local-plan-jan16-low-res.pdf</p>	<p>Strategic objective 6: ensuring that adequate infrastructure is in place to support our communities</p> <p>Key outcomes:</p> <ul style="list-style-type: none"> • A range of viable, efficient sustainable transport alternatives will have been provided to reduce reliance on the private motor vehicle, including effective choices for those people without access to a car and for the distribution of freight. • A safer and more integrated transport system will have been provided that achieves a major shift to sustainable transport, including walking, cycling, and the use of bus and rail networks especially in the larger settlements of Trowbridge, Chippenham and Salisbury, and along the main commuting corridors. • Sustainable transport alternatives will have been implemented in a manner which has reduced the impact of traffic on people’s quality of life and Wiltshire’s built and natural environment including enhancement of the public realm and street scene. • Measures will have been implemented which reduce traffic delays and disruption, and improve journey time reliability on key routes. • The use of existing transport infrastructure will have been optimised through effective design, management and maintenance. • 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 	<p>There is already a significant cluster of excellence centred on scientific defence, research and development operating in this community area and using them as leverage to attract synergistic inward investment is a key objective of the WCS.</p> <p>The area strategy for the Amesbury community area lists specific issues that need to be addressed in planning for this area. It recognises that the A303 corridor runs through the area and is a main arterial route from London to the south west. It suffers from problems, with intermittent stretches of single lane carriageway causing large delays at peak times. This has a knock-on effect on the attractiveness of the area for business and tourism investment.</p> <p>Effective, efficient road links are fundamental to enable businesses to prosper and help to unlock further economic growth. The upgrade of the A303 between Amesbury and Berwick Down will significantly reduce journey times which in turn will cut transport costs, and give businesses in Wiltshire better access to the market, suppliers and skills. Wiltshire’s inward investment attractiveness will also be strengthened and the upgrade will improve accessibility between businesses and their customers. The upgrade will also help to link</p>	

Plan	Relevant Policy	Comment	Compliance with relevant plan or policy
	<p>mitigated.</p> <ul style="list-style-type: none"> • Barriers to transport and access for people with disabilities and mobility impairment will have been effectively removed. • 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. • The natural function of floodplains will have been maintained and enhanced and a sequential approach to flood risk will have been followed, with development being located first in areas of lowest risk. • The use of appropriate surface water management will have become a prerequisite for development to ensure that flood risk is not increased elsewhere. • Sustainable drainage systems (SuDS) will have been used in most cases. <p>Proposals for new development will have reduced the overall risk of flooding through the appropriate implementation of climate change adaptation measures</p>	<p>people with jobs and provide better access towards higher value, local jobs which in turn will contribute towards reducing out-commuting from Wiltshire.</p> <p>At a regional level, the South West region is home to one of the largest concentration of aerospace and defence activities in Europe and the largest cluster in the UK, with its local supply chain supporting 14 of the world's leading aerospace / defence companies. The centre of excellence developing at Boscombe Down and Porton Down is a significant part of this. The A303 upgrade will consolidate this position by improving connections between regional business communities, enabling more efficient access to their supply chains as well as providing employees better access to high skilled jobs.</p>	
<p>Wiltshire Core Strategy, Adopted January 2015</p> <p>Amesbury Area Strategy</p> <p>https://pages.wiltshire.gov.uk/adopted-local-plan-jan16-low-res.pdf</p>	<p><u>Amesbury Area Strategy</u></p> <p>Issues and considerations (para 5.19)</p> <ul style="list-style-type: none"> • The A303 corridor runs through the area and is a main arterial route from London to the south west. It suffers from problems, with intermittent stretches of single lane carriageway causing large delays at peak times. This has a knock-on effect on the attractiveness of the area for business and tourism investment. Studies have confirmed the need to overcome these problems by dualling the A303 along 	<p>The proposal for the improved road will play a pivotal role in contributing towards the implementation of various key policy and strategy priorities set out in the Core Strategy for the Amesbury Area</p> <p>This proposal aligns with the underpinning idea of the strategy, which is to strengthen communities, wherever possible, by maintaining and increasing the supply of jobs to ensure that Wiltshire remains strong and</p>	

Plan	Relevant Policy	Comment	Compliance with relevant plan or policy
	<p>its length. Wiltshire Council will work collaboratively with agencies, such as Highways England, the Department of Transport and English Heritage to try and achieve an acceptable solution to the dualling of the A303 that does not adversely affect the Stonehenge WHS and its setting.</p> <ul style="list-style-type: none"> • Delivery of improved visitor facilities at Stonehenge. The council will also continue to work with partners to ensure that any future improvements to the A303 do not compromise this important WHS • There is a challenge to improve public transport, pedestrian and cycle linkages to ensure that the residential growth areas have easy, convenient and safe access to town centre facilities and to improve the number of the surrounding villages which are well served by public transport choice to the main service centre at Amesbury • An acceptable solution to the need for dualling the A303 is needed, which must incorporate environmental measures to avoid adverse impacts upon the Stonehenge WHS. In 2007 the Government identified a bored tunnel as the only acceptable solution to this. • The WHS will be protected from inappropriate development both within the Site and in its setting so as to sustain its OUV in accordance with Core Policy 59. • Development in the vicinity of the River Avon (Hampshire) or Salisbury Plain Special Areas of Conservation must incorporate appropriate measures to ensure that it will not adversely affect the integrity of those Natura 2000 sites. 	<p>prosperous. The underlying principles of the strategy seek to manage future development to ensure that communities have an appropriate balance.</p>	

Plan	Relevant Policy	Comment	Compliance with relevant plan or policy
<p>Wiltshire Core Strategy, Adopted January 2015</p> <p>Amesbury Area Strategy</p> <p>https://pages.wiltshire.gov.uk/adopted-local-plan-jan16-low-res.pdf</p>	<p>Core Policy 4 Spatial Strategy: Amesbury Community Area</p> <p>Development proposals in the Amesbury Community Area will need to demonstrate how those issues and considerations listed in paragraph 5.19 will be addressed.</p>	<p>The proposal for the improved road will play a pivotal role in contributing towards the implementation of various key policy and strategy priorities set out in the Core Strategy for the Amesbury Area</p> <p>This proposal aligns with the underpinning idea of the strategy, which is to strengthen communities, wherever possible, by maintaining and increasing the supply of jobs to ensure that Wiltshire remains strong and prosperous. The underlying principles of the strategy seek to manage future development to ensure that communities have an appropriate balance.</p>	
<p>Wiltshire Core Strategy, Adopted January 2015</p> <p>Amesbury Area Strategy</p> <p>https://pages.wiltshire.gov.uk/adopted-local-plan-jan16-low-res.pdf</p>	<p>Core Policy 6 Stonehenge</p> <p>The WHS and its setting will be protected so as to sustain its OUV in accordance with Core Policy 59.</p>	<p>The Core Strategy is clear that sustaining the OUV of the WHS is paramount, and recognises that the A303 currently has a negative impact on the setting of the WHS. Currently, the A303 cuts through the middle of the WHS, and the roar of traffic and headlights are an intrusion on the peace and sanctity of Stonehenge, compromising its integrity and harming the setting of many monuments. The proposed tunnel would reconnect Stonehenge with the two-thirds of the WHS lying to the south of the A303 and currently cut off by it. The tunnel would make the setting of the ancient stone circle more tranquil, give the public greater access to the wider prehistoric landscape and improve the environment for wildlife.</p>	

Plan	Relevant Policy	Comment	Compliance with relevant plan or policy
		Concerns still remain regarding the western part of the WHS, which is going to be subject to adverse impact and a severance, so in terms of this policy the Scheme is not wholly compliant.	
<p>Wiltshire Core Strategy, Adopted January 2015</p> <p>Delivery the Spatial Objectives: Core Policies</p> <p>https://pages.wiltshire.gov.uk/adopted-local-plan-jan16-low-res.pdf</p>	<p>Core Policy 50 Biodiversity and Geodiversity</p> <p>Protection</p> <p>Development proposals must demonstrate how they protect features of nature conservation and geological value as part of the design rationale. There is an expectation that such features shall be retained, buffered, and managed favourably in order to maintain their ecological value, connectivity and functionality in the long-term. Where it has been demonstrated that such features cannot be retained, removal or damage shall only be acceptable in circumstances where the anticipated ecological impacts have been mitigated as far as possible and appropriate compensatory measures can be secured to ensure no net loss of the local biodiversity resource, and secure the integrity of local ecological networks and provision of ecosystem services.</p> <p>All development proposals shall incorporate appropriate measures to avoid and reduce disturbance of sensitive wildlife species and habitats throughout the lifetime of the development.</p> <p>Any development potentially affecting a Natura 2000 site must provide avoidance measures in accordance with the strategic plans or guidance set out in paragraph 6.70 above where possible, otherwise bespoke measures must be provided to demonstrate that the proposals</p>	<p>HE have recognised that the Scheme has potential to result in significant impact on features of nature conservation and geological value within the footprint of the Scheme and immediate surrounding landscape. Surveys have identified all ecologically sensitive features including protected habitats and species within a reasonably predicted zone of influence. Mitigation has been designed to remove or significantly reduce resulting impacts. Opportunities for habitat creation and enhancement have been identified which when implemented will result in benefit for biodiversity.</p> <p>Wiltshire Council considers that the level of survey and subsequent design of mitigation has been appropriate to the scale and nature of the Scheme and therefore accords with this policy.</p>	

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	<p>would have no adverse effect upon the Natura 2000 network. Any development that would have an adverse effect on the integrity of a European nature conservation site will not be in accordance with the Core Strategy.</p> <p>Biodiversity enhancement All development should seek opportunities to enhance biodiversity. Major development in particular must include measures to deliver biodiversity gains through opportunities to restore, enhance and create valuable habitats, ecological networks and ecosystem services. Such enhancement measures will contribute to the objectives and targets of the BAP or River Basin/Catchment Management Plan, particularly through landscape scale projects, and be relevant to the local landscape character.</p> <p>Local sites Sustainable development will avoid direct and indirect impacts upon local sites through sensitive site location and layout, and by maintaining sufficient buffers and ecological connectivity with the wider environment. Damage or disturbance to local sites will generally be unacceptable, other than in exceptional circumstances where it has been demonstrated that such impacts:</p> <ul style="list-style-type: none"> i. Cannot reasonably be avoided ii. Are reduced as far as possible iii. Are outweighed by other planning considerations in the public interest and iv. Where appropriate compensation measures can be secured through planning obligations or agreements. 		

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	Development proposals affecting local sites must make a reasonable contribution to their favourable management in the long-term.		
<p>Wiltshire Core Strategy, Adopted January 2015</p> <p>Delivery the Spatial Objectives: Core Policies</p> <p>https://pages.wiltshire.gov.uk/adopted-local-plan-jan16-low-res.pdf</p>	<p>Core Policy 51 Landscape</p> <p>Development should protect, conserve and where possible enhance landscape character and must not have a harmful impact upon landscape character, while any negative impacts must be mitigated as far as possible through sensitive design and landscape measures. Proposals should be informed by and sympathetic to the distinctive character areas identified in the relevant Landscape Character Assessment(s) and any other relevant assessments and studies. In particular, proposals will need to demonstrate that the following aspects of landscape character have been conserved and where possible enhanced through sensitive design, landscape mitigation and enhancement measures:</p> <ul style="list-style-type: none"> i. The locally distinctive pattern and species composition of natural features such as trees, hedgerows, woodland, field boundaries, watercourses and waterbodies ii. The locally distinctive character of settlements and their landscape settings iii. The separate identity of settlements and the transition between man-made and natural landscapes at the urban fringe iv. Visually sensitive skylines, soils, geological and topographical features v. Landscape features of cultural, historic and heritage value vi. Important views and visual amenity vii. Tranquillity and the need to protect against intrusion 	<p>The undergrounding of the A303 through the central part of the WHS will bring large landscape benefits; through the reconnection of physical landscapes and the improved setting and experience of the monuments and OUV. The landscape and visual impacts of the portals can be minimised by testing the different design options that best fit with buried heritage assets and OUV.</p>	

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	<p>from light pollution, noise, and motion</p> <p>viii. Landscape functions including places to live, work, relax and recreate, and</p> <p>ix. Special qualities of Areas of Outstanding Natural Beauty (AONBs) and the New Forest National Park (NFNP), where great weight will be afforded to conserving and enhancing landscapes and scenic beauty.</p> <p>Proposals for development within or affecting the AONBs, NFNP or Stonehenge and Avebury WHS shall demonstrate that they have taken account of the objectives, policies and actions set out in the relevant Management Plans for these areas. Proposals for development outside of an AONB that is sufficiently prominent (in terms of its siting or scale) to have an impact on the area's special qualities (as set out in the relevant management plan), must also demonstrate that it would not adversely affect its setting.</p>		
<p>Wiltshire Core Strategy, Adopted January 2015</p> <p>Delivery the Spatial Objectives: Core Policies</p> <p>https://pages.wiltshire.gov.uk/adopted-local-plan-jan16-low-res.pdf</p>	<p>Core Policy 52 Green infrastructure</p> <p>Development shall make provision for the retention and enhancement of Wiltshire's Green Infrastructure network, and shall ensure that suitable links to the network are provided and maintained. Where development is permitted developers will be required to:</p> <ul style="list-style-type: none"> i) Retain and enhance existing on site green infrastructure ii) Make provision for accessible open spaces in accordance with the requirements of the adopted Wiltshire Open Space Standards iii) Put measures in place to ensure appropriate long-term management of any green infrastructure 	<p>While dualling the A303 and the new bypass routes past local villages will have a negative impact, this is outweighed by the overall net gains in reuniting the WHS site, allowing wildlife and ecological networks to be re-established. There are many north-south public rights of way which cross or terminate at the A303. The A303 currently provides an east-west highway link between these rights of way, however, most rights of way users now would not use the route to link between them. The removal of road traffic can provide new opportunities for users of non-MPV to explore</p>	

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	<p>directly related to the development</p> <p>iv) Provide appropriate contributions towards the delivery of the Wiltshire Green Infrastructure Strategy and</p> <p>v) Identify and provide opportunities to enhance and improve linkages between the natural and historic landscapes of Wiltshire.</p> <p>If damage or loss of existing green infrastructure is unavoidable, the creation of new or replacement green infrastructure equal to or above its current value and quality, that maintains the integrity and functionality of the green infrastructure network, will be required.</p> <p>Proposals for major development should be accompanied by an audit of the existing green infrastructure within and around the site and a statement demonstrating how this will be retained and enhanced through the development process.</p> <p>Development will not adversely affect the integrity and value of the green infrastructure network, prejudice the delivery of the Wiltshire Green Infrastructure Strategy, or provide inadequate green infrastructure mitigation.</p> <p>Green infrastructure projects and initiatives that contribute to the delivery of a high quality and highly valued multi-functional green infrastructure network in accordance with the Wiltshire Green Infrastructure Strategy will be supported. Contributions (financial or other) to support such projects and initiatives will be required where appropriate from developers.</p>	<p>the Stonehenge landscape, in line with the aspirations of the management plan.</p>	

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<p>Wiltshire Core Strategy, Adopted January 2015</p> <p>Delivery the Spatial Objectives: Core Policies</p> <p>https://pages.wiltshire.gov.uk/adopted-local-plan-jan16-low-res.pdf</p>	<p>Core Policy 55 Air Quality</p> <p>Development proposals which by virtue of their scale, nature or location are likely to exacerbate existing areas of poor air quality, will need to demonstrate that measures can be taken to effectively mitigate emission levels in order to protect public health, environmental quality and amenity. Mitigation measures should demonstrate how they will make a positive contribution to the aims of the Air Quality Strategy for Wiltshire and where relevant, the Wiltshire Air Quality Action Plan. Mitigation may include:</p> <ul style="list-style-type: none"> i. Landscaping, bunding or separation to increase distance from highways and junctions ii. Possible traffic management or highway improvements to be agreed with the local authority iii. Abatement technology and incorporating site layout / separation and other conditions in site planning iv. Traffic routing, site management, site layout and phasing, and v. Where appropriate, contributions will be sought toward the mitigation of the impact a development may have on levels of air pollutants. 	<p>The practical mitigation built in to the Scheme accord with the requirements of the relevant policy.</p>	
<p>Wiltshire Core Strategy, Adopted January 2015</p> <p>Delivery the Spatial Objectives: Core Policies</p> <p>https://pages.wiltshire.gov.uk/adopted-local-plan-jan16-low-res.pdf</p>	<p>Core Policy 56 Contaminated land</p> <p>Development proposals which are likely to be on or adjacent to land which may have been subject to contamination will need to demonstrate that measures can be taken to effectively mitigate the impacts of land contamination on public health, environmental quality, the built environment and amenity.</p>	<p>The practical mitigation built in to the Scheme accord with the requirements of the relevant policy.</p>	

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	<p>Developers will be required to demonstrate that the development site is, or will be, made suitable for the proposed final use and will need to provide one or more of the following documents.</p> <ul style="list-style-type: none"> i. Detailed site history identifying possibly contaminative uses. ii. Site characterisation: The nature and extent of any contamination and the hazards and risks posed. iii. Detailed remediation scheme: Including methodology and quality assurance. iv. Methodology to report unexpected contamination. v. Methodology to ensure verification of remedial works. vi. Details of long term monitoring and maintenance proposals (where necessary). <p>The need for, type and complexity of reports will depend on the specific site.</p>		
<p>Wiltshire Core Strategy, Adopted January 2015</p> <p>Delivery the Spatial Objectives: Core Policies</p> <p>https://pages.wiltshire.gov.uk/adopted-local-plan-jan16-low-res.pdf</p>	<p>Core Policy 57 Ensuring high quality design and place shaping</p> <p>A high standard of design is required in all new developments, including extensions, alterations, and changes of use of existing buildings. Development is expected to create a strong sense of place through drawing on the local context and being complimentary to the locality. Applications for new development must be accompanied by appropriate information to demonstrate how the proposal will make a positive contribution to the character of Wiltshire through:</p> <ul style="list-style-type: none"> i. Enhancing local distinctiveness by responding to the 	<p>The 'Special Environmental Scheme' element of the wider A303 project, involving both the tunnel and Winterbourne Stoke Bypass will unequivocally improve the sense of place, permeability and ambience of both the Core Stonehenge bowl and the village. This directly accords with the policy. Providing the landscaping, signage, portals, lighting, vents and signage is sensitively implemented as suggested within the application then there will be clear net gains.</p>	

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	<p>value of the natural and historic environment, relating positively to its landscape setting and the existing pattern of development and responding to local topography by ensuring that important views into, within and out of the site are to be retained and enhanced</p> <p>ii. The retention and enhancement of existing important landscaping and natural features, (for example trees, hedges, banks and watercourses), in order to take opportunities to enhance biodiversity, create wildlife and recreational corridors, effectively integrate the development into its setting and to justify and mitigate against any losses that may occur through the development</p> <p>iii. Responding positively to the existing townscape and landscape features in terms of building layouts, built form, height, mass, scale, building line, plot size, elevational design, materials streetscape and rooflines to effectively integrate the building into its setting</p> <p>iv. Being sympathetic to and conserving historic buildings and historic landscapes</p> <p>v. The maximisation of opportunities for sustainable construction techniques, use of renewable energy sources and ensuring buildings and spaces are orientated to gain maximum benefit from sunlight and passive solar energy, in accordance with Core Policy 41</p> <p>vi. Making efficient use of land whilst taking account of the characteristics of the site and the local context to deliver an appropriate development which relates effectively to the immediate setting and to the wider character of the area</p> <p>vii. Having regard to the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants, and ensuring that appropriate levels</p>		

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	<p>of amenity are achievable within the development itself, including the consideration of privacy, overshadowing; vibration; and pollution (such as light intrusion, noise, smoke, fumes, effluent, waste or litter)</p> <p>viii. Incorporating measures to reduce any actual or perceived opportunities for crime or antisocial behaviour on the site and in the surrounding area through the creation of visually attractive frontages that have windows and doors located to assist in the informal surveillance of public and shared areas by occupants of the site</p> <p>ix. Ensuring that the public realm, including new roads and other rights of way, are designed to create places of character which are legible, safe and accessible; in accordance with Core Policy 66 – Strategic Transport Network</p> <p>x. The sensitive design of advertisements and signage, which are appropriate and sympathetic to their local setting by means of scale, design, lighting and materials</p> <p>xi. Taking account of the needs of potential occupants, through planning for diversity and adaptability, and considering how buildings and space will be used in the immediate and long term future</p> <p>xii. The use of high standards of building materials, finishes and landscaping, including the provision of street furniture and the integration of art and design in the public realm</p> <p>xiii. In the case of major developments, ensuring they are accompanied by a detailed design statement and master plan, which is based on an analysis of the local context and assessment of constraints and opportunities of the site and is informed by a development concept, including clearly stated design principles, which will underpin the</p>		

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	character of the new place. xiv. Meet the requirements of Core Policy 61 – Transport and New Development		
<p>Wiltshire Core Strategy, Adopted January 2015</p> <p>Delivery the Spatial Objectives: Core Policies</p> <p>https://pages.wiltshire.gov.uk/adopted-local-plan-jan16-low-res.pdf</p>	<p>Core Policy 58 Ensuring the conservation of the historic environment</p> <p>Development should protect, conserve and where possible enhance the historic environment.</p> <p>Designated heritage assets and their settings will be conserved, and where appropriate enhanced in a manner appropriate to their significance, including:</p> <ul style="list-style-type: none"> i. Nationally significant archaeological remains ii. World Heritage Sites within and adjacent to Wiltshire iii. Buildings and structures of special architectural or historic interest iv. The special character or appearance of conservation areas v. Historic parks and gardens vi. Important landscapes, including registered battlefields and townscapes. <p>Distinctive elements of Wiltshire’s historic environment, including non-designated heritage assets, which contribute to a sense of local character and identity will be conserved, and where possible enhanced. The potential contribution of these heritage assets towards wider social, cultural, economic and environmental benefits will also be utilised where this can be delivered in a sensitive and appropriate manner in accordance with Core Policy 57.</p>	<p>The benefits and opportunities offered by the proposed Scheme to permanently remove the existing A303 through the central part of the WHS landscape, benefit the setting of Stonehenge and many groups of monuments which contribute to its OUV.</p> <p>However, there are potential adverse impacts of the Scheme on the western part of the WHS.</p> <p>These concerns are expressed more fully in the council’s written statement of case to the Inquiry.</p> <p>If the concerns are addressed and requirements detailed in this report are implemented, then there is reason to conclude that policy will be on balance complied with.</p>	

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	<p>Heritage assets at risk will be monitored and development proposals that improve their condition will be encouraged. The advice of statutory and local consultees will be sought in consideration of such applications.</p>		
<p>Wiltshire Core Strategy, Adopted January 2015</p> <p>Delivery the Spatial Objectives: Core Policies</p> <p>https://pages.wiltshire.gov.uk/adopted-local-plan-jan16-low-res.pdf</p>	<p>Core Policy 59 The Stonehenge, Avebury and associated sites World Heritage Site</p> <p>The OUV of the WHS will be sustained by:</p> <ul style="list-style-type: none"> i. Giving precedence to the protection of the WHS and its setting ii. Development not adversely affecting the WHS and its attributes of OUV. This includes the physical fabric, character, appearance, setting or views into or out of the WHS iii. Seeking opportunities to support and maintain the positive management of the WHS through development that delivers improved conservation, presentation and interpretation and reduces the negative impacts of roads, traffic and visitor pressure iv. Requiring developments to demonstrate that full account has been taken of their impact upon the WHS and its setting. Proposals will need to demonstrate that the development will have no individual, cumulative or consequential adverse effect upon the Site and its OUV. Consideration of opportunities for enhancing the WHS and sustaining its OUV should also be demonstrated. This will include proposals for climate change mitigation and renewable energy schemes. 	<p>The Core Strategy is clear, that sustaining the OUV of the WHS is paramount, and recognises that the A303 currently has a negative impact on the setting of the WHS. Currently, the A303 cuts through the middle of the WHS, and the roar of traffic and headlights are an intrusion on the peace and sanctity of Stonehenge, compromising its integrity and harming the setting of many monuments. The proposed tunnel would reconnect Stonehenge with the two-thirds of the WHS lying to the south of the A303 and currently cut off by it. The tunnel would make the setting of the ancient stone circle more tranquil, give the public greater access to the wider prehistoric landscape and improve the environment for wildlife in the central part of the WHS. There still remain concerns regarding the western part of the WHS, which is going to be subject to adverse impact and a severance, so in terms of this policy the Scheme is not wholly compliant.</p>	

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<p>Wiltshire Core Strategy, Adopted January 2015</p> <p>Delivery the Spatial Objectives: Core Policies</p> <p>https://pages.wiltshire.gov.uk/adopted-local-plan-jan16-low-res.pdf</p>	<p>Core Policy 60 Sustainable Transport</p> <p>The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire. This will be achieved by:</p> <ul style="list-style-type: none"> i. Planning developments in accessible locations ii. Promoting sustainable transport alternatives to the use of the private car iii. Maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community iv. Promoting appropriate demand management measures v. Influencing the routing of freight within and through the county vi. Assessing and where necessary mitigating the impact of developments on transport users, local communities and the environment. 	<p>Wiltshire Council Highways and Transport has worked closely with HE in developing the proposals and is satisfied with the proposals in general. However, the Council anticipates a number of aspects will have to be resolved with HE prior to grant of permission, namely:</p> <ul style="list-style-type: none"> • Impact of the Scheme on the local road network, including any Traffic Regulation Orders (TROs) to regulate use of former A303, and agreement under s59 Highways Act 1980 in relation to non-A303 haul routes. • Design of local road elements of the Scheme, including appropriate alterations of junctions as appropriate • Surface water drainage • Rights of way and access, including segregated crossings • De-trunking and transfer of former HE assets to Wiltshire Council • Improvements to and signing for tunnel and route diversions • Requirements for local TROs <p>If these issues are agreed then proposal will accord with policy</p>	
<p>Wiltshire Core Strategy, Adopted January 2015</p> <p>Delivery the Spatial Objectives: Core Policies</p> <p>https://pages.wiltshire.gov.uk/adopted-</p>	<p>Core Policy 61 Transport and New Development</p> <p>New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.</p>	<p>As above</p>	

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local-plan-jan16-low-res.pdf	<p>As part of a required transport assessment, the following must be demonstrated:</p> <p>i. That consideration has been given to the needs of all transport users (where relevant) according to the following hierarchy.</p> <ul style="list-style-type: none"> a. Visually impaired and other disabled people b. Pedestrians c. Cyclists. d. Public transport. e. Goods vehicles. f. Powered two-wheelers. g. Private cars. <p>ii. That the proposal is capable of being served by safe access to the highway network</p> <p>iii. That fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.</p> <p>Where appropriate, contributions will be sought towards sustainable transport improvements and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements.</p>		
<p>Wiltshire Core Strategy, Adopted January 2015</p> <p>Delivery the Spatial Objectives: Core Policies</p> <p>https://pages.wiltshire.gov.uk/adopted-local-plan-jan16-low-res.pdf</p>	<p>Core Policy 62 Development Impacts on the Transport Network</p> <p>Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.</p> <p>Proposals for new development should not be accessed directly from the national primary route network outside</p>	As above	

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	built-up areas, unless an over-riding need can be demonstrated.		
<p>Wiltshire Core Strategy, Adopted January 2015</p> <p>Delivery the Spatial Objectives: Core Policies</p> <p>https://pages.wiltshire.gov.uk/adopted-local-plan-jan16-low-res.pdf</p>	<p>Core Policy 65 Movement of Goods</p> <p>The council and its partners will seek to achieve a sustainable freight distribution system which makes the most efficient use of road, rail and water networks. In particular:</p> <p>i. Developments which generate large volumes of freight traffic or involve the movement of bulk materials should make use of rail or water transport for freight movements wherever practical</p> <p>i. The provision of intermodal and other rail freight terminals in suitable areas will be supported and land required for realistically deliverable proposals will be protected from inappropriate development</p> <p>iii. Overnight lorry parking should be provided in the vicinity of the advisory freight network, either where demand can be demonstrated or to alleviate nuisance caused in local communities</p> <p>iv. Where carriage of freight by rail and water is not realistic, encouragement will be given for Heavy Goods Vehicles (HGVs) traffic to use those roads where a minimum of community and environmental impacts will occur, principally the advisory freight network. Where problems caused by HGVs making unnecessary and undesirable use of routes are identified (other than on advisory freight routes), freight management processes will be employed.</p>	<p>Unequivocal improvement of supply chain network to the benefit of the local and regional economy.</p>	
<p>Wiltshire Core Strategy, Adopted January 2015</p>	<p>Core Policy 66 Strategic Transport Network</p> <p>Work will be undertaken in conjunction with HE, Network</p>	<p>Unequivocal improvement of supply chain network to the benefit of the local and regional economy.</p>	

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<p>Delivery the Spatial Objectives: Core Policies</p> <p>https://pages.wiltshire.gov.uk/adopted-local-plan-jan16-low-res.pdf</p>	<p>Rail, transport operators, neighbouring authorities and other agencies, that will seek to develop and improve the strategic transport network to support the objectives and policies in the Core Strategy and Local Transport Plan.....</p>		
<p>Wiltshire Core Strategy, Adopted January 2015</p> <p>Delivery the Spatial Objectives: Core Policies</p> <p>https://pages.wiltshire.gov.uk/adopted-local-plan-jan16-low-res.pdf</p>	<p>Core Policy 67 Flood Risk</p> <p>Development proposed in Flood Zones 2 and 3 as identified within the Strategic Flood Risk Assessment will need to refer to the Strategic Housing Land Availability Assessment when providing evidence to the local planning authority in order to apply the Sequential Test in line with the requirements of national policy and established best practice.</p> <p>All new development will include measures to reduce the rate of rainwater run-off and improve rainwater infiltration to soil and ground (sustainable drainage systems) unless site or environmental conditions make these measures unsuitable.</p>	<p>Although the overarching strategy is now in place, HE will still need to address the issues raised by the peer review as detailed in the main report above.</p>	
<p>Wiltshire Core Strategy, Adopted January 2015</p> <p>Delivery the Spatial Objectives: Core Policies</p> <p>https://pages.wiltshire.gov.uk/adopted-local-plan-jan16-low-res.pdf</p>	<p>Core Policy 68 Water Resources</p> <p>Development must not prejudice the delivery of the actions and targets of the relevant River Basin or Catchment Management Plan, and should contribute towards their delivery where possible.</p> <p>Non-residential development will be required to incorporate water efficiency measures. Developers will be expected to submit details of how water efficiency has been taken into account during the design of proposals.</p> <p>Development proposals within a Source Protection Zone, Safeguard Zone or Water Protection Zone must assess</p>	<p>Although the overarching strategy is now in place, HE will still need to supply further details on ground investigations prior to final approval by the Council. Ongoing monitoring of boreholes is being undertaken by HE and their consultants to allow a greater understanding of the catchment issues within the Scheme's catchment. Long term monitoring for up to 5 years after construction is expected to be required and the monitoring equipment may also need to remain in place after construction in order to confirm that the design is functioning as intended and address any</p>	

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	any risk to groundwater resources, and groundwater quality and demonstrate that these would be protected throughout the construction and operational phases of development.	mitigation works. We suggest that the EA administer all ground water monitoring to help with the validation of the ground water model for the area.	
<p>Wiltshire Core Strategy, Adopted January 2015</p> <p>Delivery the Spatial Objectives: Core Policies</p> <p>https://pages.wiltshire.gov.uk/adopted-local-plan-jan16-low-res.pdf</p>	<p>Core Policy 69 Protection of the River Avon SAC</p> <p>In order to avoid and reduce potential environmental effects on the River Avon SAC, development will need to incorporate measures during construction and operation to avoid and prevent pollution and mitigate potential disturbance effects; appropriate measures may include consideration of suitable buffer zones along watercourses, habitat enhancements and river access management measures. All development within 20m of the river banks should submit a CEMP to the LPA to ensure measures proposed during construction are satisfactory.</p> <p>Where additional sewage discharges to a Sewage Treatment Works (STW) cannot be accommodated without measures to offset phosphate loading, development will be required to undertake proportionate measures (which may include contributions towards those measures identified in the Nutrient Management Plan) to demonstrate that the proposals would have no adverse effects upon the SAC.</p>	The DCO clearly states a CEMP will be provided and this should be a Requirement of any permission granted.	
<p>Salisbury District Local Plan Adopted June 2003</p> <p>Saved policies</p> <p>https://pages.wiltshire.gov.uk/salisburydistrictlocalplan.htm</p>	<p>C6 Special Landscape area</p> <p>Within the Special Landscape Area, proposals for development in the countryside will be considered having particular regard to the high quality of the landscape. Where proposals which would not have an adverse effect on the quality on the landscape are</p>	The reunification of the Stonehenge WHS landscape is considered a net benefit of the Scheme.	

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	<p>acceptable, they will be subject to the following criteria;</p> <p>(i) the siting and scale of development to be sympathetic with the landscape; and</p> <p>(ii) high standards of landscaping and design, using materials which are appropriate to the locality and reflect the character of the area.</p>		
<p>Salisbury District Local Plan Adopted June 2003</p> <p>Saved policies</p> <p>https://pages.wiltshire.gov.uk/salisburydistrictlocalplan.htm</p>	<p>C9 Loss of Woodland</p> <p>Using the limited powers available to it (such as imposing Tree Preservation Orders and planning conditions, and commenting on felling licence applications and forestry/woodland grant applications) the LPA will seek to prevent the loss of woodland of landscape, historical or nature conservation value and to encourage the planting of indigenous tree species appropriate to the area. Tree planting proposals which are detrimental to the landscape or nature conservation value of downland or river valley meadows will not be supported.</p>	<p>The DCO adequately addresses these issues.</p>	
<p>Salisbury District Local Plan Adopted June 2003</p> <p>Saved policies</p> <p>https://pages.wiltshire.gov.uk/salisburydistrictlocalplan.htm</p>	<p>C18 – development affecting rivers and valleys</p> <p>Planning permission will not be given for development which would adversely affect the water quality, amenity, visual quality or public enjoyment of a river or floodplain or its value as a wildlife habitat.</p> <p>Approval will not be granted for the culverting of watercourses unless there is a demonstrable need for granting an exception.</p> <p>Bank protection works, which will only be permitted where property or statutory rights of way are threatened, should involve the use of appropriate materials and should protect nature conservation interests.</p>	<p>The DCO adequately addresses these issues.</p>	
<p>Salisbury District Local Plan</p>	<p>The A303</p>	<p>Direct policy support.</p>	

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<p>Adopted June 2003</p> <p>Saved policies</p> <p>https://pages.wiltshire.gov.uk/salisburydistrictlocalplan.htm</p>	<p>Para 10.73</p> <p>On the A303 HE has proposed to construct a dual carriageway in a 2 miles long bored tunnel, with extended cut and cover sections alongside Stonehenge. The Scheme will include the proposed A303 Winterbourne Stoke Bypass and include improvements to the Countess Roundabout at Amesbury. Two other schemes on the A303 are to be the subject of further studies and consideration by the regional planning conference:</p> <ul style="list-style-type: none"> • A303 Wylde-Stockton Wood Improvements A303 • Chicklade Bottom-Mere Improvement 		
<p>Local Transport Plan 3 (LTP3)</p> <p>Strategy</p> <p>http://www.wiltshire.gov.uk/ltp3-strategy.pdf</p>	<p>Vision</p> <p>To develop a transport system which helps support economic growth across Wiltshire's communities, giving choice and opportunity for people to safely access essential services. Transport solutions will be sensitive to the built and natural environment, with a particular emphasis on the need to reduce carbon emissions.</p> <p>SO1 - To support and help improve the vitality, viability and resilience of Wiltshire's economy and market towns.</p> <p>SO2 - To provide, support and/or promote a choice of sustainable transport alternatives including; walking, cycling, buses and rail.</p> <p>SO3 - To reduce the impact of traffic on people's quality of life and Wiltshire's built and natural environment.</p> <p>SO4- To minimise traffic delays and disruption and improve journey time reliability on key routes.</p> <p>SO5 - To improve sustainable access to a full range of opportunities particularly for those people without</p>	<p>Direct policy support.</p>	

Plan	Relevant Policy	Comment	Compliance with relevant plan or policy
	<p>access to a car.</p> <p>SO6 - To make the best use of the existing infrastructure through effective design, management and maintenance.</p> <p>SO7 - To enhance Wiltshire's public realm and streetscene.</p> <p>SO8 - To improve safety for all road users and to reduce the number of casualties on Wiltshire's roads.</p> <p>SO9 - To reduce the impact of traffic speeds in towns and villages.</p> <p>SO10 - To encourage the efficient and sustainable distribution of freight in Wiltshire.</p> <p>SO11 - To reduce the level of air pollutant and climate change emissions from transport.</p> <p>SO12 - To support planned growth in Wiltshire and ensure that new developments adequately provide for their sustainable transport requirements and mitigate their traffic impacts.</p> <p>SO13 - To reduce the need to travel, particularly by private car.</p> <p>SO14 - To promote travel modes that are beneficial to health.</p> <p>SO15 - To reduce barriers to transport and access for people with disabilities and mobility impairment.</p> <p>SO16 - To improve the resilience of the transport system to impacts such as adverse weather, climate change and peak oil.</p> <p>SO17 - To improve sustainable access to Wiltshire's countryside and provide a more useable public rights of way network.</p> <p>SO18 - To enhance the journey experience of transport users.</p>		
Local Transport Plan 3 (LTP3)	<p>Strategic freight routes</p> <p>2.8 These routes propose to encourage the majority of</p>	Direct policy support.	

Plan	Relevant Policy	Comment	Compliance with relevant plan or policy
<p>Freight Strategy, March 2011</p> <p>http://www.wiltshire.gov.uk/ltp3-freight-strategy.pdf</p>	<p>transit and long distance traffic to use motorways, trunk and, where appropriate, the Primary Route Network (PRN) for access to the 'Local' and in some instances 'Access' freight routes. The 'Strategic' routes are primarily established for through movements and to be the principle link to the lower levels of the hierarchy. These routes are typically established high use/flow roads on the existing network; and link with strategic or similarly named routes within neighbouring authorities' networks. The routes that constitute the strategic freight network within Wiltshire are the:</p> <p>M4 A303 A350 A36 A419</p> <p>FP5: Lorry parking Develop a new standard for lorry parking facilities and to ensure that all recognised lorry parking areas obtain a minimum 'Basic' standard with this standard being maintained to benefit all road users.</p>		
<p>LTP3 Rights of Way Improvement Plan (ROWIP2) 2015 – 2025</p> <p>Countryside Access Improvement Plan</p> <p>http://www.wiltshire.gov.uk/recreation-rights-of-way</p>	<p>SO2: To provide, support and/or promote a choice of sustainable travel alternatives including walking, cycling, bus and rail</p> <p>SO5: To improve sustainable access to a full range of opportunities particularly for those people without access to a car</p> <p>SO6: To make the best use of the existing infrastructure through effective design, management and maintenance</p> <p>SO8: To improve safety for all road users and to reduce the number of casualties on Wiltshire's roads</p> <p>SO12: To support planned growth in Wiltshire and</p>	<p>The creation of new rights of way to the south and north of the A303 will assist and enhance recreational access in this area and will undoubtedly reduce the number of crossings of the A303. The proposed restricted byways throughout the WHS will enable the least restrictive access for the widest range of users.</p>	

Plan	Relevant Policy	Comment	Compliance with relevant plan or policy
	<p>ensure that new developments adequately provide for their sustainable transport requirements and mitigate their traffic impacts</p> <p>SO13: To reduce the need to travel, particularly by private car</p> <p>SO14: To promote travel modes that are beneficial to health</p> <p>SO15: To reduce barriers to transport and access for people with disabilities and mobility impairment</p> <p>SO17: To improve sustainable access to Wiltshire’s countryside and provide a more useable public rights of way network</p> <p>SO18: To enhance the journey experience of transport users</p> <p>Relevant opportunities to promote greater use, new access and management of the countryside access network (CAN) include:</p> <ul style="list-style-type: none"> • Promote and improve the CAN for leisure and tourism purposes • Promote the CAN for those with mobility impairments and parents with pushchairs • Create and promote new access where there is a strong demand or likely to be a future need • Create and promote circular route opportunities • Reduce the extent to which the continuity of the network is interrupted by busy roads • Recognise local materials, structures and character • Protect and enhance the natural environment when managing the CAN • Secure funds for improvements to the CAN from planning applications 		

Plan	Relevant Policy	Comment	Compliance with relevant plan or policy
	<ul style="list-style-type: none"> Consider new access opportunities on Wiltshire Council land and disused transport infrastructure 		
<p>LTP3 Cycling strategy</p> <p>http://www.wiltshire.gov.uk/ltp3-cycling-strategy.pdf</p>	<p>Cycle Network – Strategy Provide a sympathetically designed, high quality and well maintained network of cycle routes in the principal settlements and market towns, and where appropriate, between the market towns and to national cycle routes.</p> <p>Policy 1 The council will aim to provide a sympathetically designed, high quality and well maintained network of cycling routes in the principal settlements and market towns and where appropriate, provide links to national routes. As part of this approach, the council will:</p> <p>1a Where necessary, seek to secure land or access rights for the cycle network and cycle parking either through the planning process or through negotiation with private landowners</p> <p>1b Follow design guidance in Appendix 2 and prioritise improvements to links based on potential demand, safety and feasibility as shown in Appendix 3.</p> <p>1c Ensure appropriate directional signage is included in new schemes and look for opportunities to improve directions on existing routes by developing and implementing Signposting Implementation Plans for each Town Cycle Network following the principles of the Wayfinding Strategy.</p> <p>1d Consult with local cycle groups about development of Town Cycle Networks and scheme design where possible as set out in Appendix 2.</p> <p>Policy 2 The council will consider other non-motorised users</p>	<p>These requirements are designed into the Scheme. The removal of the surface A303 will secure land or access rights for the cycle network and cycle parking and will allow for support measures for cycling (such as maintenance, signposting and removal of stiles) on appropriate Rights of Way and green routes through the council's Green Infrastructure Strategy and the Countryside Access Improvement Plan.</p>	

Plan	Relevant Policy	Comment	Compliance with relevant plan or policy
	<p>when implementing cycle facilities, and look for opportunities to enhance amenity for these users. This approach will include providing permissive access for horses on cycle paths and shared use cycle paths that are owned by the council where such access is not significantly detrimental to access for cyclists, pedestrians or disabled people, and where such access would improve safety for horse-riders.</p> <p>Policy 3 The council, with relevant partners, will look for opportunities to support and enable improved cycle access in rural areas. This will include: 3a Support measures for cycling (such as maintenance, signposting and removal of stiles) on appropriate Rights of Way and green routes through the council's Green Infrastructure Strategy and the Countryside Access Improvement Plan. 3b Enable communities to improve cycle access in rural areas either on existing rights of way or on private land by providing advice on land negotiation and helping to identify funding opportunities for measures (both on road and off road) such as Community Area Transport grants (CATG) or external grants. 3c Trial the conversion of pedestrian footways (adjacent to roads) in rural areas that are below standard widths for a shared path (described in Appendix 2), where pedestrian flows are very limited and there is no alternative cycle route. 3d. Working with partners to signpost key national and regional cycle routes on highways such as the Wiltshire Cycleway.</p>		
LTP3 – Powered two wheeler strategy	Policy 1	These requirements are designed into the	

Plan	Relevant Policy	Comment	Compliance with relevant plan or policy
http://www.wiltshire.gov.uk/lt3-powered-two-wheeler-strategy.pdf	<p>The Council will continue to make improvements to road infrastructure including:</p> <ul style="list-style-type: none"> • Removing excessive street furniture and signs, which can be a hazard to riders, where the opportunity arises. When safety fences are replaced, consideration will be given to the use of motorcycle-safe designs. • Replacement of ironworks (manhole covers) with non-skid surfaces where they are identified as a hazard. • Minimising the use of surfaces such as lining that might cause powered two wheelers to skid. • Ensuring that the needs of powered two wheelers are considered in road safety audits. • Allowing motorcyclists to use bus lanes where there would be no detriment to safety. 	Scheme.	
<p>Waste Core Strategy, adopted July 2009</p> http://www.wiltshire.gov.uk/waste-core-strategy-2009-july.pdf	<p><i>The Waste Hierarchy</i></p> <p>4.9 The objective encourages waste to be driven up the waste hierarchy in line with Planning Policy Statement (PPS) 10. The overall aim is to reduce the amount of waste being disposed of at landfill / land raise sites and to increase recycling and the re-use of material. The objective also encourages new and innovative technologies to come forward that may offer the most sustainable approach to waste management. Strategic Objectives for Wiltshire and Swindon</p> <p>1. Involving the Community</p> <p>Provide clear guidance to the community of Wiltshire and Swindon on waste planning policy issues and proposals through the pursuit of a collaborative public awareness-raising approach to help work towards waste elimination, waste reduction and re-use, in accordance</p>	Improvement of the Strategic Road Network will benefit waste management.	

Plan	Relevant Policy	Comment	Compliance with relevant plan or policy
	<p>with the requirements of the respective adopted Statement of Community Involvement's (SCI's) for Wiltshire and Swindon.</p> <p>2. The Need for Waste Management Facilities Ensure that there is a sufficient and flexible network of safeguarded waste management facilities that make adequate provision for waste requiring management in Wiltshire and Swindon in accordance with the apportionments set out in the South West Regional Spatial Strategy. The primary focus for locating sites should be as close as practicable (within 16 km) to the Strategically Significant Cities and Towns (SSCTs) of Swindon, Chippenham, Trowbridge and Salisbury which form the key growth areas. Waste will be managed at the nearest appropriate facility and opportunities for co-locating waste management uses will be encouraged where appropriate. Sustainable waste facilities that contribute to the economic growth of the Plan area will be encouraged.</p> <p>3. The Environment Protect and enhance the diverse and highly valued natural and historical environment of Wiltshire and Swindon, incorporating the landscape character, biodiversity and geological interests and cultural heritage. Ensure the protection of the water environment whilst minimising and mitigating flood risk. Contribute to reducing and adapting to the impacts of climate change. Minimise the cross boundary impacts of waste management upon features of the natural and cultural environment. Options for sustainable transportation should be encouraged in order to reduce the impacts of transporting waste through Wiltshire and Swindon. Protect human health from adverse impacts.</p>		

Plan	Relevant Policy	Comment	Compliance with relevant plan or policy
	<p>Maintaining the separate identities of neighbouring communities. The sustainable construction of waste management facilities will be encouraged wherever possible.</p> <p>4. The Waste Hierarchy</p> <p>To ensure the best use will be made of the waste produced in Wiltshire and Swindon by driving waste up the management hierarchy. This is to be delivered by aiming to achieve waste elimination and reduction, maximising re-use, recycling and composting, and energy recovery, strictly in that order of priority, so as to actively promote a reduction in the amount of waste going to landfill. New innovative waste management techniques will be encouraged wherever possible.</p>		

APPENDIX B – CONSOLIDATED LIST OF SUGGESTED REQUIREMENTS WITH REASONS

Archaeology and World Heritage Site Considerations		Requirement discharged by:	
Requirement	Reason	Secretary of State	Wiltshire Council
<p>No development shall commence (including preliminary works) within scheme area until:</p> <p>a) A detailed archaeological mitigation strategy, which should include on-site work and off-site work such as the analysis, publishing and archiving of the results and land use management plans, has been submitted to and approved by the Local Planning Authority; and</p> <p>b) The approved programme of archaeological work has been carried out in accordance with the approved details.</p>	<p>To enable the mitigation of areas of archaeological significance.</p>		x
<p>No development shall commence within scheme area until:</p> <p>a) A detailed programme for archaeology and heritage outreach (education and community), which should include educational / school's activities, talks and site visits, interpretation materials, community engagement, has been submitted to and approved by the Local Planning Authority; and</p> <p>b) The approved programme of archaeology and heritage education and community outreach work has commenced in accordance with the approved details.</p>	<p>To enable the local communities to be kept up to date which archaeological discoveries and to maximise the public benefit from the Scheme</p>		x
<p>The Scheme must be reviewed in relation to its fit with other major development in the area such as army rebasing, developments at Boscombe Down and additional housing development locally. This will ensure that cumulative and consequential impacts on the WHS and its OUV are avoided or at least minimised and mitigated.</p>	<p>To avoid, minimise and mitigate cumulative impacts on the WHS and its OUV.</p>		X

Local Transport		Requirement discharged by:	
Requirement	Reason	Secretary of State	Wiltshire Council
<p>Traffic Monitoring and Mitigation</p> <p>(1) No part of the authorised development is to commence until written details of a traffic impact monitoring and mitigation scheme has been submitted to and approved in writing by the highway authority.</p> <p>(2) The traffic impact monitoring and mitigation scheme must include—</p> <p>(i) a before and after survey to assess the changes in traffic;</p> <p>(ii) the locations to be monitored and the methodology to be used to collect the required data;</p> <p>(iii) the periods over which traffic is to be monitored;</p> <p>(iv) the method of assessment of traffic data;</p> <p>(v) control sites to monitor background growth;</p> <p>(vi) the implementation of monitoring no less than 3 months before the implementation of traffic management on the existing A14;</p> <p>(vii) agreement of baseline traffic levels;</p> <p>(viii) the submission of survey data and interpretative report to the highway authority; and</p> <p>(ix) a mechanism for the future agreement of mitigation measures.</p> <p>(3) The scheme approved under subparagraph (1) must be implemented by the undertaker.</p>			
<p>Highway lighting scheme</p> <p>(1) No part of the authorised development is to commence until a written scheme of the proposed highway lighting and traffic signals controls to be provided for that part of the authorised development has been submitted to and approved in writing by the Secretary of State, following consultation with the relevant planning authority and, (in the case of proposed lighting or traffic signals for any highway for which the undertaker is not the highway authority), the local highway authority.</p> <p>(2) The standard of the highway lighting to be provided by the Scheme referred to in</p>			

<p>sub-paragraph (1) must either reflect the standard of the highway lighting included in the environmental statement or, where the standard of the highway lighting proposed materially differs from the standard of the highway lighting identified in the environmental statement, the undertaker must provide evidence with the written scheme submitted for approval that the standard of the highway lighting proposed would not give rise to any materially new or materially worse adverse environmental effects in comparison with those reported in the environmental statement taking into account the lighting identified in it. The standard of the highway lighting must encompass the specification, level of provision, light spillage, intensity, brightness and uniformity of the highway lighting.</p> <p>(3) The authorised development must be carried out in accordance with the scheme approved under sub-paragraph (1).</p> <p>(4) Nothing in this requirement restricts lighting of the authorised development during its construction or where temporarily required for maintenance.</p>			
<p>Amendments to approved details</p> <p>With respect to any requirement which requires the authorised development to be carried out in accordance with the details approved under this Schedule, the approved details are taken to include any amendments that may subsequently be approved in writing.</p>			
<p>Traffic Management</p> <p>Submission of a Traffic Management Plan which makes clear provision for the traffic management proposals on a phased basis, with all TM stages within each phase of the works to have previously been agreed (acting reasonably) with the Wiltshire Network Manager.</p> <p>Wiltshire Council will expect to be consulted and involved in all aspects of traffic management and the impacts on the local network.</p> <p>Traffic Management during Tunnel Closures</p> <p>The main works contractor shall, prior to the handover of the works to Highways England, prepare, in consultation with Wiltshire</p>	<p>To manage the effect of the works on local traffic movements</p>		

<p>Council, a Tunnel Closure Management Plan (TCMP) setting out, inter alia, the following;</p> <p>(1) Procedures to be followed for the planned closure of a single bore, including use of temporary signing, and advance information proposals.</p> <p>(2) Procedures to be followed for unplanned closures of a single or both tunnel bores, either during or outside a planned closure, with particular reference to:</p> <ul style="list-style-type: none"> • method of control of access to the eastbound or westbound or both merge slips at Longbarrow or Countess junctions respectively. • Signage to be employed on the approved diversion route. • Measures to be taken at a regional/sub national level to alert drivers of A303 delays • Requirements to liaise with Wiltshire Council's Streetworks Team and the police 			
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Public Rights of Way (PROW)		Requirement discharged by:	
Requirement	Reason	Secretary of State	Wiltshire Council
<p>1. The legislative process by which the creation, diversion and extinguishment (stopping-up) of the affected public rights of way needs to be clarified with particular regard to whether the confirmation of the legal orders enables of itself the council to amend the Definitive Map and Statement, or whether further orders will need to be made by the council to enable those amendments.</p> <p>2. Where the diversion and creation of new sections of public rights of way will lead to the new routes becoming maintainable at public expense by the council as Highway Authority, design and construction details and specifications must be agreed by the authority prior to the commencement of works, and to be certified by the authority on completion as having been provided to the required standard before the authority accepts</p>		X	X

<p>responsibility. Any requirements for the payment to the council of commuted sums to cover / assist with the costs of maintenance of the new routes must also be agreed before the council accepts responsibility.</p> <p>3. Where temporary diversions or closures of public rights of way are necessary during the construction phase, the construction details of alternative routes to be provided must be agreed in advance with the council as Highway Authority.</p> <p>4. Where there are expected to be adverse effects on the use of existing rights of way and increased requirements for maintenance, appropriate mitigation measures are to be agreed with the Council. These could be achieved through the provision of a commuted sum to meet costs incurred as a direct result of the Scheme.</p>		<p style="text-align: center;">X</p>	<p style="text-align: center;">X</p>
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Ecology and Landscape		Requirement discharged by:	
Requirement	Reason	Secretary of State	Wiltshire Council
<p>APPROVAL OF LANDSCAPING BEFORE COMMENCEMENT</p> <p>No development shall commence on site until a scheme of hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include:-</p> <ul style="list-style-type: none"> • location and current canopy spread of all existing trees and hedgerows on the land; • full details of any to be retained, together with measures for their protection in the course of development; • a detailed planting specification showing all plant species, supply and planting sizes and planting densities; • finished levels and contours; 	<p>The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.</p>		<p style="text-align: center;">X</p>

<ul style="list-style-type: none"> • means of enclosure; • other vehicle and pedestrian access and circulation areas; • all hard and soft surfacing materials; • minor artefacts and structures (e.g. furniture, play equipment, refuse and other storage units, signs, lighting etc.); • proposed and existing functional services above and below ground (e.g. drainage, power, communications, cables, pipelines etc. indicating lines, manholes, supports etc.); • retained and created habitat features provided as mitigation or enhancement for named species. • retained historic landscape features and proposed restoration, where relevant. 			
Prior to the commencement of any preliminary or enabling works, a programme of precautionary protective measures for sensitive ecological receptors will be submitted for agreement. This will take the form of a series of CEMPs for each phase and /or location within the project.		X	
No part of the authorised development is to commence until a Landscape and Ecological Management Plan for the Scheme has been submitted to and approved in writing by the Secretary of State, following consultation with the planning authority.		X	

Built Heritage		Requirement discharged by:	
Requirement	Reason	Secretary of State	Wiltshire Council
No external lighting shall be installed on site until a scheme of streetlighting, including the measures to be taken to minimise sky glow, glare and light trespass, has been submitted to and approved in writing by the Local Planning Authority. The external lighting scheme shall be designed so as to meet the criteria for Environmental Zone E1 as defined by the Institute of Lighting Professionals 'Guidance Notes for the Reduction of Obtrusive Light' 2012. The approved scheme shall be implemented in	To minimise the impact of the external lighting and in the interests of the setting of designated heritage assets.		X

full before the development is first brought into use and shall be maintained in effective working order at all times thereafter.			
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Public Health and Public Protection		Requirement discharged by:	
Requirement	Reason	Secretary of State	Wiltshire Council
<p>a) An OEMP then CEMP are to be submitted following consultation with the Local Authority in writing prior to the commencement of the construction phase.</p> <p>Noise and vibration Construction Phase:</p> <p>b) A quantitative assessment of noise and vibration impacts arising from construction works must be undertaken and included in the Environmental Statement that will be submitted with the DCO application.</p> <p>c) A scheme of mitigation shall be submitted to and approved in writing by the Secretary of State following consultation with the Local Authority to provide that the maximum change in traffic noise level for sensitive receptors exposed to external road traffic noise shall not create a significant adverse impact in Amesbury as defined in 9.3.51 and 9.3.52 of Chapter 9 of the Environmental Statement. Any scheme of noise mitigation as approved shall be constructed in its entirety as soon as reasonably practicable in pursuance of the scheme and shall be retained thereafter in perpetuity.</p> <p>d) A Requirement to meet prior consent process methodology scheme with the local authority (as under Section 61 of the Control of Pollution Act 1974) shall be followed in respect to the construction phase of the scheme, but without the formal submission. This paperwork would then equate to a BPM assessment.</p> <p>e) General provisions – Any exceptions to Core working hours should only be made following consultation with Wiltshire</p>	<p>To ensure sufficient nuisance mitigation measures are taken to safeguard residents and protect the local environment and residential amenity.</p>	<p>X</p> <p>X</p>	<p>X</p> <p>X</p>

<p>Council.</p> <p>f) Notwithstanding the requirements of the any submitted CEMP, construction work involving impact or driven piling at Countess roundabout or the River Till shall normally be carried out on the site between the hours of 10.00hrs and 16.00 Mondays to Fridays and no construction work involving piling shall be carried out on Saturdays, Sundays or Bank Holidays, unless otherwise first agreed by the Local Authority.</p> <p>g) The rating level of the noise emitted from fixed plant located at the service buildings at the tunnel portals and the generators at the compound areas shall not exceed the background level by more than 0 db(A) at any residential property when assessed in accordance with BS 4142: 2014</p> <p>h) Vibration levels in relation to piling and tunnelling works or 1.0 mms-1 to be set as a level trigger alert for affected residents. Temporary re-housing to be offered to residents at Stonehenge Cottages if the monitoring of vibration levels at the Cottages on the approach of the TBM indicates that PPV levels exceeding 1mm/s are likely to occur continuously for a period of 48hrs or more during each tunnel bore.</p> <p>Operational Phase:</p> <p>a) Details of noise associated with the operation of plant serving the tunnel are to be agreed by the Secretary of State following consultation with the Local Authority in writing prior to its commissioning. The rating level of the noise above background emitted from fixed plant located at the service buildings at the tunnel portals shall not exceed 0 dB (A) at any residential property when measured and corrected in accordance with BS 4142: 2014.</p> <p>b) Road noise exposure shall be minimised for receptors from the viaduct over the River Till north of Winterbourne Stoke, and from the flyover at the Countess roundabout to protect the local amenity.</p>		<p>X</p> <p>X</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p> <p>X</p> <p>X</p>
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<p>c) Design, mitigation and enhancement measures, the proposed barriers and cladding to mitigate the noise of Operations are described in para 9.8.14 as follows:</p> <p>9.8.14 d) The use of a noise absorbent finish at the entrance/exit of the tunnel and Green Bridge Four, further details are provided in Appendix 9.3: (Table 2.1) has been specified and acoustic enhancement is included in the modelled data based on: Table 2-1 details the absorption coefficient assumed for the entrance / exit of the tunnel and green bridge 4. This is based on typical tunnel sound absorbing treatment contained within the noise modelling software.</p> <p>9.8.14 g) Inclusion of 1.8m high absorptive noise barriers between the slip roads on both the north and south side of Countess flyover; and</p> <p>9.8.14 h) Inclusion of a 1.5m high solid parapet on the south side of the River Till viaduct. Also for Enhancement: 9.8.15 The surface finish of the retaining wall at the approaches to the tunnel portals and at Countess flyover (above the earthworks) would be designed to reduce the reflection of noise (details to be agreed).</p> <p>d) There is a requirement under CPR (Construction Products Regulation) to ensure that noise barriers are correctly specified to be CE Marked with a Declaration of Performance (DoP) that confirms with the harmonised Specifications Standard (which is currently BSEN 14388:2005). Any detailed specification should comply with these requirements in order to validate predicted results in the Soundplan model.</p> <p>e) The CEMP's and the NVMP's produced must address the local conditions, and properly evaluate potential impacts once</p>		<p>X</p> <p>X</p> <p>X</p>	
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<p>details of the construction are known. Any CEMP produced should by definition address the following:</p> <ul style="list-style-type: none"> • A list of tasks to be completed • Task method statements including plant lists • Durations of tasks • Identify local receptors (based on potential impact of tasks) • Assessment of impact using standards identified above • Identification of mitigation measures • Compliance monitoring <p>A complaint management system is included as part of the OEMP. Complaint management is a necessary part of contract management. The complaint management procedure anticipates that non-compliances with the CEMP's are addressed promptly. There should also be an escalation procedure to ensure that urgent action can be taken.</p> <p>f) A scheme of mitigation shall be submitted to the Secretary of State following consultation with the Local Authority to provide that the maximum change in traffic noise level for sensitive receptors exposed to external road traffic noise shall not create a significant adverse impact as defined in 9.3.51 and 9.3.52 of Chapter 9 of the Environmental Statement.</p> <p>Any scheme of noise mitigation as approved shall be constructed in its entirety as soon as reasonably practicable in pursuance of the scheme and shall be retained thereafter in perpetuity.</p> <p>g) No development, (including construction, land raising and demolition if required) shall be carried out other than in accordance with a Construction Environment Management Plan (CEMP) that has been approved by the Secretary of State following consultation with the local authority.</p>		X	
<p>Air Quality</p> <p>Construction Phase</p>	<p>To ensure sufficient nuisance mitigation measures are taken to safeguard residents and</p>	X	

<p>a) No materials shall be burnt on the development site during the construction phase of the scheme.</p> <p>b) Traffic diversions should not involve routing traffic through AQMAs.</p> <p>c) Tunnel spoil to be disposed of in such a manner as to prevent a negative impact on Wiltshire AQMAs where transported by road and so as to ensure effective mitigation of dust during landscaping.</p> <p>d) An assessment of the air quality implications of transportation of tunnel arisings shall be carried out prior to any disposal outside of the development site. This should identify any potential impacts on residents in proximity to the proposed haulage routes, including locations within AQMAs, and identify appropriate measures to mitigate any potentially significant impacts.</p> <p>e) To ensure that emission rates assumed for the construction vehicles are reasonable conservative, it is recommended that emission rates used should be compared with emissions from the actual construction vehicles proposed, as part of the ongoing assessment and management of construction phase impacts.</p> <p>Operational Phase</p> <p>a) An assessment of the legacy impact of the development shall be undertaken on the Air Quality on A36 and A350 AQMAs and mitigation measures shall be implemented where a negative impact on Air Quality is predicted / identified at relevant receptors.</p>	<p>protect the local environment and residential amenity . To minimise additional traffic air pollution in other AQMAs.</p> <p>To minimise additional traffic air pollution in other AQMAs.</p> <p>To monitor the impact of the project on existing local AQMAs</p>	<p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p>	
<p>Light Nuisance</p> <p>a) All artificial lighting shall be so sited as not to cause light intrusion or nuisance to residential dwellings in the area adjacent to the scheme.</p> <p>b) Prior to the installation of the any floodlighting scheme for depot areas, full details shall be submitted to and approved</p>	<p>To ensure sufficient nuisance mitigation measures are taken during the construction phase to safeguard residents and the local environment.</p>	<p>X</p>	

<p>in writing by the Local Authority, details to be provided shall be:</p> <p>Light into neighbouring residential windows generated from the floodlights shall not exceed 5 Ev (lux) (vertical illuminance in lux) without the express consent of the local authority.</p> <p>Each floodlight must be aligned to ensure that the upper limit of the main beam does not exceed 70 degrees from its downward vertical.</p> <p>The floodlighting shall be designed and operated to have full horizontal cut-off and such that the Upward Waste Light Ratio does not exceed 2.5%.</p> <p>The submitted scheme shall include an isolux diagram showing the predicted illuminance in the vertical plane (in lux) at critical locations on the boundary of the site and at adjacent properties.</p> <p>The approved scheme shall be implemented prior to first use of the lighting and be permanently maintained in that state thereafter.</p>			
<p>Private Water Supplies</p> <p>a) The private water supplies and associated hydrology and land drainage must be protected from any impacts from both the construction and operational phases of the Scheme, including any sewage disposal from construction compounds.</p> <p>b) Mitigation measures must be in place to prevent potential contamination of ground water sources from the final scheme's operational infiltration road drainage system.</p>	<p>To protect existing local private water supplies to ensure they remain unpolluted and continue to provide potable water.</p>	<p>X</p> <p>X</p>	
<p>Land Contamination</p> <p>In the event of any contaminated material, including impacted groundwater being found during the course of the construction of the authorised development that was not previously identified, the undertaker shall cease construction in the vicinity of the contamination and immediately report it in writing to the Secretary of State, the Environment Agency and the Local Planning Authority. Development on the part of the</p>		<p>X</p>	

<p>site affected shall be suspended and a risk assessment shall be carried out.</p> <p>Where the undertaker determines that remediation is necessary, a written scheme and programme for the remedial measures to be taken to render the land fit for its intended purpose must be prepared, submitted to and approved in writing by the Secretary of State following consultation with the Environment Agency and the local planning authority.</p> <p>Remedial measures must be carried out in accordance with the approved scheme.</p> <p>These approved schemes shall be carried out before the development [or relevant phase of development] is resumed or continued.</p>			
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Flood Risk and Drainage		Requirement discharged by:	
Requirement	Reason	Secretary of State	Wiltshire Council
<p>Detailed design (1) The authorised development must be designed in detail and carried out so that it is compatible with the works plans, the engineering section drawings (plan and profiles) and the engineering section drawings (cross sections) unless otherwise agreed in writing by the Secretary of State following consultation with the planning authority, the local highway authority and LLFA on matters related to its functions and provided that the Secretary of State is satisfied that any amendments to the works plans, the engineering section drawings (plan and profiles) and the engineering section drawings (cross sections) would not give rise to any materially new or materially worse adverse environmental effects in comparison with those reported in the</p>	<p>To ensure that the development can be adequately drained without increasing flood risk to others.</p>	<p>X</p>	

<p>environmental statement.</p> <p>(2) Where amended details are approved by the Secretary of State under sub-paragraph (1), those details are deemed to be substituted for the corresponding works plans, engineering section drawings (plan and profiles) or engineering section drawings (cross sections) and the undertaker must make those amended details available in electronic form for inspection by members of the public.</p>			
<p>Details of consultation</p> <p>(1) With respect to any requirement which requires details to be submitted to the Secretary of State for approval under this Schedule following consultation with another party, the details submitted must be accompanied by a summary report setting out the consultation undertaken by the undertaker to inform the details submitted and the undertaker's response to that consultation.</p> <p>(2) At the time of submission to the Secretary of State for approval, the undertaker must provide a copy of the summary report referred to under sub-paragraph (1) to the relevant consultees referred to in the requirement in relation to which approval is being sought from the Secretary of State.</p> <p>(3) The undertaker must ensure that any consultation responses are reflected in the details submitted to the Secretary of State for approval under this Schedule, but only where it is appropriate, reasonable and feasible to do so, taking into account considerations including, but not limited to, cost and engineering practicality.</p> <p>(4) Where the consultation responses are not reflected in the details submitted to the Secretary of State for approval, the undertaker must state in the summary report referred to under sub-paragraph (1) the reasons why the consultation responses have not been reflected in the submitted details.</p>	<p>To ensure that the development can be adequately drained without increasing flood risk to others.</p>	<p>X</p>	
<p>Construction Environmental Management Plan</p> <p>(1) No part of the authorised development is to commence until a CEMP has been</p>	<p>To ensure that the development can be adequately drained without increasing flood</p>	<p>X</p>	

<p>prepared in consultation with the relevant planning authority, the local highway authority and the LLFA and submitted to and approved in writing by the Secretary of State.</p> <p>(2) The CEMP must be substantially in accordance with the Outline Environmental Management Plan.</p> <p>(3) The authorised development must be constructed in accordance with the approved CEMP.</p> <p>(4) Upon completion of construction of the authorised development the CEMP must be converted into the HEMP and the authorised development must be operated and maintained in accordance with the HEMP.</p>	<p>risk to others.</p>		
<p>Groundwater</p> <p>(1) Subject to sub-paragraph (2), the authorised development must be carried out in accordance with the flood risk assessment, including the mitigation measures detailed in it, so that no part of the authorised development is predicted to result in any exceedance of the flood levels to properties and land shown in the flood risk assessment.</p> <p>(2) Sub-paragraph (1) does not apply in any circumstance where the undertaker proposes to carry out a part of the authorised development otherwise than in accordance with the flood risk assessment and either demonstrates to the LLFA's satisfaction that the part of the authorised development concerned would not result in an exceedance of the flood levels shown in the flood risk assessment or demonstrates that all affected landowners accept the predicted exceedance of the flood levels shown in the flood risk assessment.</p> <p>(3) The flood risk assessment shall include an allowance for climate change consistent with the river and surface water flood risk assessments.</p> <p>(4) Groundwater monitoring to be undertaken during a baseline period, construction and for a minimum of 5 years post construction.</p>	<p>To ensure that the development can be adequately drained without increasing flood risk to others.</p> <p>This information will be invaluable to confirm that the design is functioning as intended and any required mitigation works.</p>	<p>x</p>	

<p>Surface water / road drainage and flood risk</p> <p>(1) Subject to sub-paragraph (2), the authorised development must be carried out in accordance with the flood risk assessment, including the mitigation measures detailed in it, so that no part of the authorised development is predicted to result in any exceedance of the flood levels to properties and land shown in the flood risk assessment.</p> <p>(2) Sub-paragraph (1) does not apply in any circumstance where the undertaker proposes to carry out a part of the authorised development otherwise than in accordance with the flood risk assessment and either demonstrates to the LLFA's satisfaction that the part of the authorised development concerned would not result in an exceedance of the flood levels shown in the flood risk assessment or demonstrates that all affected landowners accept the predicted exceedance of the flood levels shown in the flood risk assessment.</p> <p>(3) Road drainage will be designed to;</p> <ul style="list-style-type: none"> (a) Control peak discharge rates and provide appropriate attenuation storage within the system for a 1 in 100 year return period; (b) Allow for climate change in accordance with Environment Agency guidance and the Design Manual for Roads and Bridges; (c) Ensure that flows resulting from rainfall in excess of a 1 in 100 year rainfall event are managed in exceedance routes that minimise the risks to people and property. (d) Enable automated control of the tunnel drainage. <p>(4) Surface water drainage will be designed to;</p> <ul style="list-style-type: none"> (a) Convey the 1 in 30 year rainfall event without causing flooding to any part of the site; (b) Manage the 1 in 100 year rainfall event within the site without causing flooding to any building (including a basement) or in any utility plant susceptible to water (e.g. pumping station or electricity 	<p>To ensure that the development can be adequately drained without increasing flood risk to others.</p>	<p>x</p>	
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<p>substation);</p> <p>(c) Manage flows from rainfall in excess of the 1 in 100 year rainfall event in routes that minimises the risks to people and property;</p> <p>(d) Allow for climate change in accordance with Environment Agency guidance.</p> <p>(5)The tunnel will be constructed almost entirely through chalk, which acts like a large underground reservoir in this location. In order to mitigate the flood risks that dewatering could introduce in an area with past flooding issues, we propose that the applicant specify a tunnel construction method that minimises the need for dewatering. Furthermore, any dewatering method must have the facility to be stopped during periods of high rainfall or flood risk and have a full risk assessment approved by the Environment Agency and Wiltshire Council.</p> <p>(6) No part of the authorised development is to commence until written details of the drainage system to be constructed for that part, based on the mitigation measures included in the Environmental Statement, and including means of flood risk and pollution control, have been submitted to and approved in writing by the Secretary of State, following consultation with the Local Planning Authority, the local highway authority and the LLFA.</p> <p>(7) The drainage system must be constructed in accordance with the approved details referred to in subparagraph (5) unless otherwise agreed in writing by the Secretary of State following consultation with the Local Planning Authority, the local highway authority and the LLFA.</p> <p>(8) The drainage system must be designed and constructed in accordance with local and national planning legislation and technical guidance.</p>			
<p>Telemetry Installed telemetry to be left in situ to enable the Environment Agency and Wiltshire Council to better understand local flood risk and the impacts of the authorised</p>	<p>To enable the Environment Agency and Wiltshire council to better understand the flood risk and inform the flood</p>	<p>X</p>	

<p>development. The telemetry would need to be installed and calibrated to match the Environment Agency's standards. The Installed telemetry to be funded by a maintenance agreement or alternatively Highways England to permit the Installed telemetry to be adopted by the Environment Agency subject to the Environment Agency's agreement.</p>	<p>warning service.</p>		
<p>Warn and inform Prior to commencement of the authorised development, in consultation with Wiltshire Council / Environment Agency, Highways England shall investigate how the groundwater and fluvial modelling / monitoring will help to 'warn and inform' parishes within the catchment, by setting appropriate thresholds and triggers for all sources of water within communities that may be affected by the implementation of the Scheme. The findings shall be made available to Wiltshire Council annually, and the final report made available within 3 months of the post construction monitoring period (minimum of 5 years) ending.</p>	<p>To improve Wiltshire Council's understanding of flood risk and warning systems.</p>	<p>X</p>	
<p>Drainage engineer Upon commencement of the authorised development, Highways England shall provide funding to Wiltshire Council to appoint a suitably qualified drainage engineer up to the completion of the authorised development to investigate and monitor flood risk within the catchment of the Scheme. This is to enable Wiltshire Council to perform their statutory duties as LLFA under the Flood and Water Management Act 2010.</p>	<p>To ensure adequate resources to fulfil our duties in respect of the DCO.</p>	<p>X</p>	

APPENDIX C – CONSOLIDATED LIST OF SUGGESTED DEVELOPMENT CONSENT OBLIGATIONS

Archaeology and World Heritage Site Considerations
<ol style="list-style-type: none"> 1. The cost of the monitoring of the archaeology mitigation requirements, which are essential to the Scheme being acceptable, should be included in the agreement so the costs are covered by Highways England. We have estimated these at £60,000. 2. Legacy and benefits projects which relate to the WHS and have been agreed should be included in the agreement.
Impact of the A303 Amesbury to Berwick Down dualling scheme on Local Transport
<ol style="list-style-type: none"> 1. Detrunked sections of A303 to be transferred to WC for future maintenance with undertakings that: <ul style="list-style-type: none"> • HE and WC will undertake a joint condition survey when Scheme works have been completed. All assets, including lighting, drainage, carriageway and footway construction and surface finish, structures, signs, lines and markings to be included in survey. • All identified items requiring maintenance interventions will be remediated by HE, at their cost, or addressed by way of the payment by HE of an agreed commuted sum. • Requirement for maintenance intervention will be deemed to be items where less than [5] years maintenance free life expectancy is identified by WC. 2. Any Traffic Regulation Orders required in relation to new works (cycle provision, traffic calming etc.) to the de-trunked road through Winterbourne Stoke, or any other locations subsequently identified as requiring intervention as an unforeseen consequence of the Scheme to be at the cost of HE. 3. HE to be responsible for maintenance of all diversion signage required on the local road network in relation to both the tunnel closure and the high vehicle diversion routes. 4. HE to be responsible for the operation and future maintenance and operational costs of the traffic signals controls at Countess and Longbarrow roundabout junctions. 5. New roads to be transferred between HE and WC (e.g. the A360 Longbarrow junction links), to be have future maintenance boundaries agreed between the parties in the form of [a set of] coloured plans before vesting time, as set out in Cl 9(1-5) of the Draft DCO. 6. New street lighting and lighting to new signage to be maintained by the local highway authority to be subject to handover notes relating to specification, energy supply and controls [Atkins]. 7. All those parts of the Scheme to be subject to Cl 9(1-5) of the Draft DCO shall provide for: <ul style="list-style-type: none"> • provision of handover notes • as constructed details (including topographical survey and details from specialist suppliers) • H&S files • all certificates and warranties in respect of the works • Copies of statutory approvals, waivers, consents and conditions • Equipment test certificates

Flood Risk and Drainage

1. Highways England to fund / enable community volunteers (flood wardens) during the lifetime of the Scheme from now to post-construction to monitor watercourses within their communities, so they would have ownership and a greater understanding of their flood risk.