

A303 Amesbury to Berwick Down

TR010025

Deadline 2
8.10.12 Health and Wellbeing (HW.1)

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A303 Amesbury to Berwick Down

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Question HW.1.1

Methodology

The assessment methodology excludes impacts where there are less than five properties affected (Para 13.4.2 of Chapter 13 of the ES) [APP-051].

On what guidance is this based?

Response

1. The People and Communities Chapter of the ES [APP-051] states in paragraph 13.3.1 and 13.3.2 the following regarding the assessment methodology:
2. “The assessment follows that set out in DMRB guidance, specifically Volume 11, Section 3, Part 8 Pedestrians, Cyclists, Equestrians and Community and associated Interim Advice Notes (IANs) (Ref 13.1), and good practice from other assessments undertaken on comparable transport schemes...For some aspects of the assessment there is no specific guidance for the determination of impacts and effect significance and in these cases, potential effects arising from the Scheme have been assessed using professional judgement. Where possible, the assessment is based upon DMRB guidance.”
3. Scheme impacts resulting from land take and demolition on residential properties are assessed as private assets and follow guidance set out in DMRB Volume 11, Section 3, Part 6 (as stated in Paragraph 13.3.38 of the People and Communities Chapter). Scheme impacts (such as noise, vibration, air quality, traffic, landscape and visual) which impact on the amenity of residents follow good practice from other similar assessments such as High Speed 2.
4. DMRB guidance does not define specific criteria for assessing impacts and the significance of effects on residential properties. Therefore, good practice from other assessments on comparable transport schemes and professional judgement has been applied. Previous schemes and professional judgement determine that effects on less than five properties do not constitute a sizable proportion of the local community. For example, the High Speed 2 assessment of local communities applied this approach in a similarly rural area. If applicable, impacts on individual properties in terms of land take or demolition would be stated within the assessment but would not be assessed for significance for the reason given above.
5. As was the case for the High Speed 2 assessment there is an exception to the “less than five properties” rule where the number of properties affected is a high proportion of the size of a local community. However, it was considered that there were no impacts on groups of properties where this exception would apply.

Question HW.1.2

Methodology

Can you confirm whether you have considered impacts on individual properties? The study area for 'private assets' would appear to only include "*land parcels required to accommodate the Scheme during construction and/or operation*" (para 13.5.5 Chapter 13 of the ES) [APP-051].

Response

1. The People and Communities assessment [APP-051], Chapter 13 of the ES, considers the direct impacts on individual properties required to accommodate the Scheme in terms of demolition of property and/or land-take, as set out in DMRB Volume 11, Section 3, Part 6 guidance. However, our assessment methodology determines that effects on less than five properties do not constitute a sizable proportion of the local community. If applicable, impacts on individual properties in terms of land take or demolition would be stated within the assessment but would not be assessed for significance of effects for the reason given above.
2. The People and Communities assessment also considers Scheme impacts (such as noise, vibration, air quality, traffic, landscape and visual) which affect the amenity of residents. As per Paragraph 13.3.40, the amenity assessment considers the impact of the Scheme on the amenity of private assets, taking into account the combined residual significant effects from other assessment topics (noise, vibration, air quality, traffic, landscape and visual) which could affect people's enjoyment of a public right of way, community facility or residential property.
3. Therefore, effects on residential properties outside of the land parcels required to accommodate the Scheme have been considered in the People and Communities Chapter as part of the amenity assessment, as informed by the residual significant effect findings arising from other assessment topics.

Question HW.1.3

Methodology

In light of the proximity of the proposed construction compound to the rear of residential properties on the east side of Countess Road:

- i. Can you explain whether the noise reading taken at C6 was on the road frontage or to the rear of 22 Countess Road or to the east facing façade of this property?
- ii. If the readings were taken on the road frontage what are the implications for noise to the rear of the properties during construction and operation?

Response

1. For the construction noise and vibration assessment, the façade used for C6 was the rear façade of 22 Countess Road (facing north-east), not the façade facing the road (A345). This rear façade was chosen as it faces the Countess construction compound, and therefore the assessment at C6 includes the impact of the construction and operation of the compound.

Question HW.1.4

Methodology

In chapter 9 para 9.3.4 it is stated that you agreed the location of the recording positions to assess noise.

Can you provide notes from the respective meetings held on 2 July and 7 August 2018?

Response

1. The scope, locations, methodology and purpose of the baseline noise monitoring were discussed with Wiltshire Council on 9 November 2017. A plan confirming the proposed locations was sent to Wiltshire Council on 10 November 2017. As detailed and confirmed in the SoCG, the baseline methodology and results are agreed with Wiltshire Council.
2. We do not have specific notes from the meetings mentioned in the question. But we can advise and further inform the ExA on the process and steps to confirmation. The meeting of 2 July 2018 was a routine telephone call to catch up on progress with the assessment. Following this, on 26 July 2018, the draft Noise and Vibration Methodology and Baseline Monitoring sections of the ES chapter and associated Baseline Monitoring Appendix were sent to Wiltshire Council for review. A face to face meeting was held with Wiltshire Council on 7 August 2018, during which the baseline noise monitoring results, noise and vibration methodology, draft operational impacts, construction impacts, and proposed mitigation were discussed. No specific minutes were recorded; however, follow-on queries were received by e-mail from Wiltshire council on 8 August 2018, which were discussed further by telephone on 6 September 2018 (appended) and a follow up confirmation e-mail of the outcome of the meeting and subsequent discussions was sent to Wiltshire on 14 September 2018. It is noted that the document contains a plan of the chainages within which the shorter construction working hours apply. The western extent of the section north of Winterbourne Stoke is incorrectly marked as 3250 – 4180 instead of 3520 – 4180. This typo has subsequently been discussed with Wiltshire Council and the correct chainages agreed.

Question HW.1.10

Public Sector Equality Duty

Equality Impact Assessment of ES 7.3

What groups do you regard as having protected characteristics and how does the approach to the scheme design comply with the Equalities Act?

Response

1. The list of 'protected characteristic groups' (PCGs) is defined by section 4 of the Equality Act 2010, which identifies age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation. In addition to these PCGs, the Equality Impact Assessment (EqIA) [APP-296] carried out for the Scheme also included an assessment of motorised users, as well as vulnerable and non-motorised users (NMUs) of the highway network, including pedestrians, cyclists, motorcyclists and equestrians.
2. An EqIA is a predictive assessment tool which is designed to ensure that projects do not discriminate against or disadvantage people, and also considers how equality can be advanced. The EqIA is a process and output through which Highways England is able to demonstrate compliance with the Equality Act 2010 and its obligations under Public Sector Equality Duty (PSED), which requires that public bodies eliminate discrimination, advance equality of opportunity and foster good relations between different people when carrying out their activities; in this instance, the operation, maintenance and improvement of England's strategic road network.
3. Through the preliminary design stage, the EqIA process worked alongside the design development, environmental impact assessment (EIA), and stakeholder engagement processes to ensure their development in full compliance with the Equality Act 2010 and PSED. As set out in more detail in the EqIA [APP-296], particularly at paragraph 1.3, compliance with the PSED is assured through:
 - a. Equality, Diversity and Inclusion (EDI) training for all project employees;
 - b. Equality, Diversity and Inclusion assessment of the stakeholder engagement process, including the selection of venues for statutory and supplementary consultation events, to ensure that all stakeholders, including those belonging to PCGs and hard-to-reach groups, were able to access consultation materials and make comment on the developing Scheme design;
 - c. Targeted assessment of consultation responses from stakeholders representing PCGs and/or where responses related to the potential impact of the Scheme on PCGs to ensure that their opinions and concerns were fully understood; and
 - d. Full EqIA of the proposed Scheme and the construction and operational effects assessed through EIA, which identified the potential for individuals

belonging to PCGs to experience disproportionate or differential effects. Identification of these potential disproportionate or differential effects at the preliminary design stage of the project presents an opportunity to inform further mitigation, including, where appropriate, through the detailed design process and the development of the detailed construction environmental management plans (CEMPs).

Question HW.1.11

Disability Discrimination

[RR-1532] expresses concern that access to the site could have adverse effects on health due to restrictions to access to the site.

How have you considered this aspect of the proposal?

Response

1. Since the issue of the first set of Written Questions on 11th April 2019, the ExA has confirmed that Question HW.1.11 is in relation to RR-1485, not RR-1532.
2. The development of the Scheme has been supported by an Equalities Impact Assessment (EqIA) [APP-296], which is intended to ensure compliance with the Equalities Act 2010 and ensure that the project does not discriminate against or disadvantage any particular group of people. A key objective of the Scheme is to provide a positive legacy for communities and improve access both within and to the WHS. The new public rights of way (PRoW) proposed along the Scheme will not only maintain, but will also considerably enhance the existing PRoW network, significantly improving connectivity for users. The EqIA [APP-296], carried out as part of the development of the preliminary design and in support of stakeholder engagement and the environmental impact assessment, indicates that disabled users are provided with the opportunity to benefit from the new PRoW network and safer crossings proposed as part of the Scheme (Section 8: Assessment (Stage 2)).
3. The utmost care and consideration have been given to the impact of the Scheme on the WHS. Through the Applicant's public consultations and engagement, we have gained a wide range of diverse views. We have taken these on board in developing a solution which is both sensitive to and will deliver extensive benefits to the area.
4. Furthermore, the Outline Environmental Management Plan (OEMP) [APP-187] sets out that construction of the Scheme must be suspended (save for tunnelling related activities) during the winter and summer solstices [MWG16], compliance with which is secured by paragraph 4 of Schedule 2 to the draft DCO [APP-020].

Question HW.1.12

Disability Discrimination/Equalities Duty

In light of the comments from different interest groups regarding access to the area through the PRoW network can you provide an explanation as to how you have sought to address the competing interests of the different user groups in coming to the conclusions you have?

Response

1. The response is drafted on the basis that by 'conclusions', the ExA is referring to the Scheme's Public Rights of Way (PRoW) proposals. If that is not the case, then the Applicant would be happy to provide a further response.
2. Under the Equality Act 2010 (s149), the Equality Duty is a duty on public bodies to have due regard to the need to eliminate discrimination of those belonging to protected characteristics groups (PCGs) when carrying out public functions, in this instance the operation, maintenance and improvement of England's strategic road network. The Equality Duty covers the following protected characteristics (Equality Act 2010 s4): age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation.
3. Other interest group classifications that have been considered and assessed within the Scheme documentation include motorised users and Non-Motorised Users (NMUs) such as cyclists, walkers and horse-riders. This response sets out how all of these different groups, including PCGs, have been considered in the Scheme documentation, and how the varying interests have been addressed. The Applicant considers that the different interests have been carefully and appropriately balanced, and ensures that the Scheme does not discriminate against or disadvantage any particular group of people.
4. In the context of PRoW, an objective of the Scheme is to provide a positive legacy for communities and improve access both within and to the WHS. The new PRoW measures proposed along the Scheme would not only maintain but would also considerably enhance the existing PRoW network; significantly improving connectivity for NMUs. This is illustrated by the Rights of Way and Access Plans [APP-009], notably the proposed restricted byway along the route of the downgraded A303 within the WHS, shown on sheets 5-8.
5. Regarding Byways Open to All Traffic (BOATs), none are being removed and an additional route is included in the Scheme to provide a connection between Winterbourne Stoke and the existing bridleway BSJA3. All of the new PRoW proposed along the length of the Scheme would be constructed in a way that will make them fit for all the uses permitted by their designated status. In the context of disability discrimination and disabled users, where existing topographical constraints allow, there will be disabled access to all new PRoW proposed along the Scheme. The Equalities Impact Assessment (EqIA) [APP-296] carried out as part of the development of the preliminary design and in

support of stakeholder engagement and the environmental impact assessment, indicates that disabled users are provided with the opportunity to benefit from the new PRoW network and safer crossings proposed as part of the Scheme (Section 8: Assessment (Stage 2)).

6. More generally, and as reported in Chapters 2 and 3 of the Consultation Report [APP-026], statutory consultation and subsequent supplementary consultation provided all stakeholders with an opportunity to comment on the Scheme proposals, including those for PRoW. Through the design development process, all concerns and design alteration proposals were considered on their own merit against the core objectives of the Scheme, the practicability of design solutions, and the potential for environmental impacts, including the potential for disproportionate or differential effects on PCGs.
7. Beyond the formal consultation process, Highways England engaged directly with representatives from the walking, cycling, and horse rider communities through a dedicated workshop, as reported in the Equalities Impact Assessment (EqIA) [APP-296] in Section C: The rationale behind the rating, sub-section *Consultation responses relating to equalities issues*. The purpose of the workshop was to inform communities of the Walking, Cycling, and Horse rider Assessment and Review (WCHAR) and engage with them in particular through discussion on accessible bound-surfacing in relation to the existing A303, safety issues for equestrians and provision of alternative routes for NMUs who are unable to use the tunnel.
8. The needs of motorised user groups have also been considered in the formulation of the Scheme's proposals. As previously stated, no BOATs are being removed and a new BOAT on the line of the old A303 to the west of Winterbourne Stoke is included in the Scheme to provide a connection between Winterbourne Stoke and the existing bridleway BSJA3, which is proposed to be converted into a BOAT, to link up with the existing BOATs BSJA3 and BSJA3A (as shown on Sheets 2 and 3 of the Rights of Way and Access Plans) [APP-009]. The only proposed change is in the WHS where Byway 11 will no longer provide a through-route via the A303 because the old A303 will become a restricted byway (available to NMUs only) in support of the Scheme objective to remove the sight and sound of traffic from the WHS landscape.

Question HW.1.13

Disability Discrimination/Equalities Duty

In order to fully understand how the public would be able to use the various PRoWs during construction and once the road is operational please provide details of the proposed finishes of the different routes across the site and where this is stipulated to be carried out and when within the dDCO or OEMP.

English Heritage in [RR-1725] request details to include the surfaces and extent of proposed Non-Motorised User (NMU)/PRoW routes, fencing, signage, lighting, street furniture, the portals, articulation and form of the cutting and walls and the green bridge (within the WHS) design and any other significant changes/introductions.

Response

1. All the new public rights of way (PRoW) proposed along the length of the Scheme would be constructed in a way that will make them fit for all the uses permitted by their designated status. Exact cross-sectional details and construction materials would be determined as part of the Scheme's detailed design process and would be sensitive to the landscapes through which the rights of way would pass. It is envisaged that the new public rights of way along the de-trunked A303 and other stopped-up highways will be completed after the new and improved A303 is open to traffic. Further clarification is provided within the PRoW report submitted at Deadline 2.
2. Highways England considers that the application has provided sufficient information to allow the English Heritage Trust to understand and comment on the Scheme. The current proposals for each of the design elements referred to by English Heritage are set out below:
 - a. The redundant parts of the road surface of the existing A303 and A360 within the WHS would be removed in accordance with references D-CH2 and D-CH3 of the OEMP [APP-187]. Compliance with the OEMP is secured by paragraph 4 of Schedule 2 to the draft DCO [APP-020]. The new restricted byway within the WHS would provide a durable surface for non-motorised users including those needing mobility aids, and those vehicles permitted to use the route such as agricultural and maintenance vehicles. Details, including width and surface treatment, are under discussion with heritage stakeholders and Wiltshire Council. The surplus areas of redundant road surface would be replaced by chalk grassland and existing roadside furniture and infrastructure (signage, lighting columns etc.) would be removed (this approach is described in section 2.3.56 (d) of the Environmental Statement (ES) [APP-040].
 - b. Fencing in the WHS is to be developed in consultation with the National Trust, Historic England, English Heritage and Wiltshire Council, as secured in the Outline Environmental Management Plan (OEMP) [APP-187] (D-CH14). The main works contractor is required to consult with the relevant bodies to determine the type of construction boundary fencing to

be used within the WHS or within the setting of the WHS. The type of fencing would be sympathetic to the setting of the WHS. The OEMP is secured under paragraph 4 of Schedule 2 within the draft DCO [APP-020].

- c. The majority of the Scheme would not be lit. There would be no lighting within the WHS beyond that necessary within the tunnel and beneath the c. 150 metre wide Green Bridge No. 4 (operating during day time only). There would be no lighting within the open cutting, and tunnel lighting would be designed to minimise light spill outside of the tunnel portals. There would be no roadside lighting at the new Longbarrow Junction, and the improved Countess junction would utilise new directional roadside lighting to minimise light spill. These are significant improvements over the current situation, where both Countess and Longbarrow junctions are brightly lit. These lighting measures are provided for in the Outline Environmental Management Plan (OEMP) [APP-187] (D-CH9 to D-CH12), and paragraph 4 of Schedule 2 of the DCO [APP-020] requires the Scheme to be carried out in accordance with the OEMP;
 - d. In the context of the WHS, the Scheme has committed to no signage above the top of the cutting and no lighting of signs at the western end of the Scheme in order to protect the WHS's OUV (see OEMP, D-CH8). Appropriate signage and infrastructure will also be provided outside the WHS to manage traffic through the corridor;
 - e. In respect of cuttings, the OEMP secured by requirement 4, reference D-CH5 secures that the new A303 within the WHS western approach would be in cutting to a minimum 7m depth with vertical retaining walls. Approximately 2.5m of the top of each side of the cutting shall be formed of grassed slopes at approximately 1 in 2.
3. With particular regard to Equalities and access, the Equalities Impact Assessment [APP-296] has fully considered Public Rights of Way and access (page 10). Also of particular note in this regard is the independently-chaired Community Forum which has been set up for the project. This is formed of local community organisations and is open to organisations representing protected characteristics groups. Highways England will continue to engage with relevant stakeholders including the Community Forum and will consider how the input of the forum could best be utilised to inform the refinement of the scheme design secured by the DCO. This includes issues of particular relevance to protected characteristic groups including diversions, safety, access and space for NMUs on PRow network (page 35).

Question HW.1.14

Equalities Duty

A significant number of RR express concern in respect of the loss of the view of the Stones from the A303 and the impact this would have on their enjoyment of the area. They go on to suggest that this would prevent a view of the stones without having to pay.

- i. Is this correct?

In light the duty to consider Human Rights and to comply with the Equalities Act:

- ii. How has the loss of the view of the Stones been taken into account?
- iii. How have the impacts the people perceive this would have on their wellbeing been taken into account?
- iv. How have the impacts on the Outstanding Universal Value accredited to the site been taken into account?

Response

i. Is this correct?

1. We confirm this is not correct. A principal aim of the Scheme, supporting the aims of the World Heritage Site Management Plan 2015, is to remove the A303 and the sight and sound of traffic from much of the WHS landscape, thereby re-uniting Stonehenge with its surrounding monuments in their natural chalk downland setting. Whilst the Stonehenge monument will not be visible from the A303 once the tunnel is built, there will be a significant opportunity for the public to view the Stonehenge monument from the enhanced public rights of way network, notably the restricted byway being created on the line of the existing road. Visitors will continue to have free access by using the public rights of way that cross the WHS landscape and via the National Trust's right to roam policy.

ii. How has the loss of the view of the Stones been taken into account?

2. The loss of the view of the Stones is predominantly from the removal of the existing A303 from the surface and therefore drivers along the existing route. In considering the potential effects of this change in the context of Equalities and Human Rights due consideration has been given in the assessment and development of the application proposals. Therefore, the loss of the view of the Stones from the existing A303 is considered to comply with the Equality Act and human rights requirements. Under the Equality Act 2010 (s149), the Equality Duty is a duty on public bodies to have due regard to the need to eliminate discrimination of those belonging to protected characteristics groups (PCGs) when carrying out public functions, in this instance the operation, maintenance and improvement of England's strategic road network. The Equality Duty covers the following protected characteristics: age; disability;

gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation (Equality Act 2010 s4). It is assumed, given the context of the Scheme and the question, that, in referring to the consideration of 'Human Rights', it is intending to explore whether the provisions of Article 9 of the Human Rights Act (1998), that of the freedom of thought, belief, and association, have been adequately considered in the assessment of the potential for the Scheme to impact on people and group of people.

3. Highways England has carried out a full Equalities Impact Assessment (EqIA) [APP-296] to assess the potential of the construction and operation of the Scheme to discriminate against persons with protected characteristics through disproportionate or differential impacts on them. The EqIA process identified stakeholders for whom the Stonehenge monument and the wider historic landscape holds religious significance, including, for example, the druids and pagans, as belonging to the 'religion or belief' PCG. In the context of human rights and Stonehenge, this group are afforded protection under Article 9 of the Human Rights Act (1998). The Applicant held targeted consultation with them to ensure their views and concerns were fully understood.
 4. In drawing its conclusions, the EqIA assessed the findings of the full Environmental Statement, recognising the potential for equality effects of potential impacts identified in the air quality, cultural heritage, landscape and visual, noise, people and communities, and cumulative effects assessments. The EqIA concluded that the proposed Scheme is likely to provide a range of benefits that can be shared by groups with protected characteristics. In relation to heritage and the WHS specifically, the EqIA concluded that the Scheme will have beneficial impacts in terms of the setting of specific spiritually significant heritage assets, particularly in relation to the removal of the existing A303, which the EqIA concluded will add to the experience of people visiting the area. The EqIA goes on to conclude that these benefits can be shared by residents and visitors with protected characteristics, including those visiting the area for its spiritual significance.
- iii. **How have the impacts the people perceive this would have on their wellbeing been taken into account?**
5. The potential for the Scheme to impact on people's perception of and actual health and wellbeing is considered in the People and Communities assessment, ES Chapter 13 [APP-051]. A principal aim of the Scheme, supporting the aims of the World Heritage Site Management Plan 2015, is to remove the A303 and the sight and sound of traffic from much of the WHS landscape, thereby re-uniting Stonehenge with its surrounding monuments in their natural chalk downland setting. Whilst the Stonehenge monument will not be visible from the A303 once the tunnel is built, there will be a significant opportunity for the public to explore the WHS landscape and view the Stonehenge monument from the enhanced public rights of way network, notably the restricted byway being created on the line of the existing road.

Visitors will continue to have free access by using the public rights of way that cross the WHS landscape and via the National Trust's right to roam policy. As set out above, in (ii), the EqIA concludes that these positive changes would add to the experience of people visiting the area. In the context of the health and wellbeing of people using the area, both locals and visitors, the Health Impact assessment, concludes that the increased connectivity and additional NMU routes would have a positive impact on access to open and natural space as a determinant of human health, paragraph 13.9.96. During construction, a dedicated Community Relations Manager will keep local residents informed of activities planned and progress being made and will ensure ready lines of communication are available at all times for queries or concerns to be raised, reducing the potential for perception of impacts on their health and wellbeing.

iv. **How have the impacts on the Outstanding Universal Value accredited to the site been taken into account?**

6. The removal of the existing surface road from much of the WHS, once the Scheme has been constructed, will result in significant reductions in traffic noise and visual intrusion. Reductions will also result from the A303 being placed in deep cutting in the western part of the WHS, largely hidden within the wider landscape, and from the Longbarrow junction being moved 600 metres to the west. The reductions in traffic noise are set out in ES Chapter 9 [APP-047], section 9.9, and illustrated in Figure 9.4 [APP-167], and visual intrusion in ES Chapter 7 [APP-045], section 7.9. The constructed Scheme will improve the visitor experience by increasing landscape tranquillity and improving the visual connectivity of the many heritage features within the WHS. Overall, the Scheme is assessed to have a Slight Beneficial effect on the OUV of the WHS as a whole and the OUV of the WHS would be sustained. Further information can be found in the ES Chapter 6, Cultural Heritage [APP-044] and ES Appendix 6.1, Heritage Impact Assessment [APP-195]. In the context of the Equality duty and human rights, as set out above, the EqIA concludes that these positive changes would add to the experience of people visiting the area, and the Scheme is not anticipated to impact on human rights in this respect.

Question HW.1.15

Impact on Health and Wellbeing

There is a recognition that access to recreation and the outdoors is beneficial to human health. The Trail Riders Fellowship have expressed concern that the implications of the current proposals would result in a negative impact upon the Rights of Way Network; which implicitly could adversely affect human health.

How do you respond to these concerns?

Response

1. Chapter 13 People and Communities of the ES [APP-051] as a component of its assessment of human health has assessed the effects of the Scheme proposals in respect of 'access to open space and nature', and 'accessibility and active travel' which includes access to recreation and outdoor activities and the use of the Rights of Way Network. During construction, neutral effects are assessed for access to open space and nature and accessibility and active travel taking into consideration the changes in journey times and local travel patterns arising from temporary road and public rights of way closures and diversions discussed in paragraphs 13.9.75 to 13.9.79 and 13.9.84 to 13.9.86. During operation of the Scheme, the assessment concludes at paragraph 13.9.93 to 13.9.96 and 13.9.101 to 13.9.105 positive health and wellbeing effect on access to open space and nature and accessibility and active travel arising from Scheme impacts overall, particularly due to enhanced access between communities and the WHS and the provision of new green bridges.
2. During operation, the assessment of vehicular user severance at paragraph 13.9.62 of Chapter 13 concluded a minor adverse (not significant) effect of removal of the connection between Byways 11 and 12 as a result of the downgrading of the A303 to a restricted byway. The removal of this connection was estimated to increase journey time length for those using the route, however the extent of the increase (ranging from 1.9km-2.5km depending on journey destinations) was not considered to be large enough to adversely affect human health and wellbeing.

Question HW.1.16

Impact on the Stonehenge Community

[RR-1703] expresses concerns that the grassing of the A303, the planned reduction of byways open to all traffic (BOAT) to restricted byways/footpaths, render impossible the 'since time immemorial' gatherings meaning equitable access to the WHS would be lost.

How do you consider the proposal responds to these concerns?

Response

1. The Applicant considers that RR-1703 does not express this concern but that the concern is from representations RR-1610, RR-1731, RR-1834, RR-2121, RR-1782, RR-2214, RR-1976 and RR-0059. It is assumed that 'gatherings' is a reference to the seasonal ceremonies, such as the solstice and equinox events.
2. The Applicant considers that the Scheme will not render the gatherings as 'impossible' or result in a loss of access to the WHS. The proposals adequately address these concerns, for the reasons set out in the response. The existing Byways Open to All Traffic (BOATs), footpath AMES11 and footpath AMES12 in the WHS are not being downgraded as part of this Scheme, see sheets 6 and 7 of the Rights of Way and Access Plans [APP-009]. Changing the status of the existing BOATs is beyond the scope of the Scheme and is a matter for Wiltshire Council to consider as the local highway authority. The Applicant notes however that the conversion of the existing A303 into a restricted byway will prevent vehicles from using the route of the old A303 between Byways 11 and 12, which is in close proximity to Stonehenge to the detriment of the monument's setting.
3. The current procedure during Solstice events is that local traffic management plans are implemented to restrict stopping in the roads adjacent to the A303 and land owners make private arrangements for parking on their land. The Scheme would not materially change these access and event management requirements.
4. During construction, the contractor would be required to consult appropriately and ensure that the Solstice event traffic management requirements are accommodated, as secured through the Outline Environmental Management Plan (OEMP) [APP-187] (MW-TRA2). The OEMP is secured through paragraph 4 of Schedule 2 of the draft Development Consent Order [APP-020]. Requirement 9 (Traffic Management) of the draft DCO [APP-020] requires that no part of the authorised development is to commence until a traffic management plan applicable to the construction of that part has been submitted to and approved in writing by the Secretary of State, following consultation with the local highway authority. The authorised development must then be constructed in accordance with that approved plan.
5. Further, an objective of the Scheme is to provide a positive legacy for communities and improve access both within and to the WHS. The new public

rights of way (PRoW) measures proposed along the Scheme would not only maintain but would also considerably enhance the existing PRoW network, significantly improving connectivity for non-motorised users. The Equalities Impact Assessment (EqIA) [APP-296] carried out as part of the development of the preliminary design and in support of stakeholder engagement and the environmental impact assessment concludes that the Scheme is likely to provide a range of benefits that can be shared with groups with protected characteristics including direct benefits such as walking and cycling provision, as set out in Section D: Assessment (Stage 2). It is considered that the concerns of the Stonehenge Community are robustly addressed through the Scheme's proposals, as described above, and that the Scheme maintains equitable access.

6. The potential for the Scheme to impact on Solstice events has been assessed in the Heritage Impact Assessment [APP-195] (the HIA), Section 9. The HIA found that the removal of the existing surface A303 into a long-bored tunnel at this location, particularly where it currently crosses the winter solstice sunset alignment southwest of Stonehenge, would benefit this attribute of the Outstanding Universal Value of the WHS through the removal of traffic and modern road infrastructure from views towards the winter solstice sunset, as set out in detail in paragraphs 9.4.24 to 9.4.2.

Question HW.1.17

Impact on the Stonehenge Community

Concerns have been expressed (eg [RR-1731]) about the potential adverse effects of the proposal on the community of general public, pilgrims, travellers, Druid Orders etc. who celebrate regularly the Solstices, Equinoxes, solar, lunar and seasonal ceremonies on the WHS.

How has the proposal taken into consideration the views of these groups and how do you consider the proposals address these concerns?

Response

1. It is considered that the concerns of the 'Stonehenge Community' are robustly addressed through the Scheme's proposals, for the reasons set out in this response. Highways England has actively engaged with this Community throughout the preparation of the Scheme application and will continue to do so through Examination and beyond, as appropriate.
2. Under the Equality Act 2010 (s149), the Equality Duty is a duty on public bodies to have due regard to the need to eliminate discrimination of those belonging to protected characteristics groups (PCGs) when carrying out public functions, in this instance the operation, maintenance and improvement of England's strategic road network. The Equality Duty covers the following protected characteristics (Equality Act 2010 s4): age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation.
3. Those stakeholders for whom the Stonehenge monument and the wider historic landscape hold religious meaning, including, for example, the Druids, are considered to belong to the 'religion or belief' PCG. Accordingly, the potential for this group to experience disproportionate or differential effects as a result of the Scheme has been assessed through the Equality Impact Assessment (EqIA) [APP-296] carried out in parallel to the development of the preliminary design and in support of stakeholder engagement and the environmental impact assessment (See Section C: The rationale behind the rating, sub-sections *Equalities Baseline*, *Consultation*, and *Screening evidence conclusions*).
4. Additionally, Highways England engaged in specific consultation with both the Druid Order and the Amesbury Druids, joining them on the 18th April 2018 and 11th April 2018 respectively, on walks through the Stonehenge landscape. Feedback from this engagement fed into and informed the development of the preliminary design. For example, feedback received contributed to the development of an alternative location for the western portal of the tunnel, which was identified to avoid a direct impact on the winter solstice sunset alignment (viewed from Stonehenge), therefore removing the potential for negative impact on people and groups using the site for religious and spiritual

purposes, as set out in Environmental Statement Chapter 3: Assessment of Alternatives [APP-040], *Table 3.1: Development of the preferred route*.

- 5.
6. The potential for the Scheme to impact on ceremonies within the WHS, specifically the Solstice events, has been considered in the Heritage Impact Assessment [APP-195], Section 9, paragraphs 9.4.24 to 9.4.28. It concludes that the removal of the existing surface A303 into a 2-mile long bored tunnel, particularly where it currently crosses the winter solstice sunset alignment southwest of Stonehenge, and the proposed Scheme alignment, would benefit this attribute of the Outstanding Universal Value of the WHS through the removal of traffic and modern road infrastructure from views towards the winter solstice sunset.
7. Outwith the tunnel, the Scheme has been designed so as to avoid any risk that the road would be visible in views of the setting sun during winter solstice ceremonies. In addition, there would be no visibility of any of the Scheme structures on the horizon in views of the winter solstice sunset alignment, as discussed and concluded in HIA [APP-195], Section 9, paragraphs 9.4.24 to 9.4.28.
8. During construction, the Outline Environmental Management Plan (OEMP [APP-187] sets out a requirement for the contractor to consult with event organisers, which includes Solstice events (MW-TRA2). Highways England continues to work with Wiltshire Council to limit any potential adverse impacts or illegal activity during solstice events during the operation of the Scheme. The OEMP is secured through paragraph 4 of Schedule 2 of the draft Development Consent Order [APP-020].

Question HW.1.18

Disability Discrimination

Concern has been expressed [RR-1731] in respect of ongoing disabled access to the WHS considering it continues to be threatened if the tunnel is approved. In light of the failed balancing exercises by Wiltshire Council which resulted in excluding disabled via an experimental traffic regulation order (ETRO) quashed by Justice Swift on 21st December 2018, there is a fear that WHS Stakeholder Management WHSSM would now apply again for a Permanent WHS TRO despite Judge Behrens' ruling in 2009 and reinforced by the 2011 Public Inquiry Decision by Alan Boyland BEng (Hons).

How do you respond to these concerns?

Response

1. The development of the Scheme has been supported by an Equalities Impact Assessment (EqIA) [APP-296], which is intended to ensure compliance with the Equalities Act 2010 and ensure that the project does not discriminate against or disadvantage any particular group of people. A key objective of the Scheme is to provide a positive legacy for communities and improve access both within and to the WHS. The new public rights of way (PRoW) proposed along the Scheme will not only maintain, but will also considerably enhance the existing PRoW network, significantly improving connectivity for users. The EqIA indicates that disabled users will benefit from the new PRoW network and safer crossings proposed as part of the Scheme.
2. However, with respect specifically to concerns about the experimental Traffic Regulation Order, the Scheme's proposals for changes to existing, or creation of new, public rights of way, as shown on the Rights of Way and Access Plans [APP-009] and secured by the draft Development Consent Order [APP-020], are entirely independent of Wiltshire Council's previously placed experimental Traffic Regulation Order (TRO). The permanent downgrading of Byways 11 and 12, should this outcome be achieved by Wiltshire Council, would have no foreseeable impact on the Scheme's PRoW proposals

Question HW.1.19

Impact on Health and Wellbeing

The scheme claims to be “*Creating public rights of way*”, but from a recreational motorised user or a horse and carriage drivers perspective it seeks to extinguish long held public access rights.

How do you respond to these concerns?

Response

1. Highways England wish to ensure that the Scheme is integrated within the existing byway network and, where the opportunity exists, create legacy benefits for non-motorised users in accordance with its Strategic Business Plan and Road Investment Strategy, which are aligned with Government policy to encourage walking, cycling & horse-riding through national and local policies and plans.
2. The proposed restricted byways form the majority of new public rights of way in the Scheme. Restricted byways are open to a wide range of non-motorised users including pedestrians, those using mobility scooters, cyclists, equestrians and carriage riders/drivers. However, the use of mechanically propelled vehicles, such as motorcycles and cars, is prohibited on restricted byways. By providing a carefully arranged series of improvements to the existing public rights of way network in response to the Scheme's removal of the existing A303, the Applicant considers that the Scheme would improve the existing network for horse and carriage drivers.
3. With the removal of the existing A303 and its replacement with a restricted byway, Byway 12 is retained as existing, with the added benefit to lawful users of restricted byways, of being able to cross the former A303 unimpeded by trunk road traffic. Byway 11 remains open to all users and is linked to Byway 12 along the former A303 for most classes of user, except those using mechanically propelled vehicles.
4. All existing routes between Byways 11 and 12 using the existing A303, with one exception, require right turns and are not currently permissible. The one exception is the route that approaches the WHS from the south along Byway 11, turns left on to A303 and then left again to head back south on Byway 12. If the Scheme is constructed, then access from the Byways to the A303 would be lost, regardless of provision of the link. With the Scheme, the one currently permissible route would not be possible; instead a turning facility would be provided at the north end of Byway 11 to enable motorised users to return south along Byway 11. The impact upon the needs of motorised users was considered to be small compared to the benefits that would be achieved from removing traffic in the vicinity of this part of the WHS in accordance with the Policies contained within the WHS Management Plan 2015.

Question HW.1.20

Sustainability

In light of the concerns expressed by a substantial number of RRs about adverse impacts, can you identify where you have set out compliance with the terms of the NPPF in ensuring you have considered reasonable opportunities to deliver environmental and social benefits?

Response

1. The Scheme will not only benefit users of the A303, it will also provide significant benefits to local people. It will: provide a much-needed bypass for Winterbourne Stoke; reduce rat running and congestion on local roads, allowing local people to travel more easily; and allow people to gain greater enjoyment from the countryside, including the World Heritage Site, via the extensive improvements to the public rights of way network.
2. In this context, the application documentation has considered how the Scheme meets the NPPF objective of promoting sustainable development, including environmental and social benefits, in paragraphs 7.3.6 to 13 in the Case for the Scheme and NPS Accordance [APP-294].

Question HW.1.22

Health and Wellbeing/Noise

The scheme proposes a construction compound to the east of several residential properties on Countess Road.

- i. What mitigation would be in place to ensure that the residential amenity of these properties would be safeguarded throughout the project?
- ii. How is this delivered through the dDCO?

Response

- i. **What mitigation would be in place to ensure that the residential amenity of these properties would be safeguarded throughout the project?**
 1. Paragraph 9.8.1 of the Noise and Vibration Chapter of the Environmental Statement (ES) [APP-047] outlines the proposed construction noise/vibration mitigation measures. With particular relevance to construction compounds, (including the proposed compound east of Countess Road) and static plant, such as generators, mitigation measures to minimise noise include:
 - optimal location of equipment on site to minimise noise disturbance;
 - the provision of acoustic enclosures around static plant, where necessary;
 - use of less intrusive alarms, such as broadband vehicle reversing warnings.
 2. In addition, localised solid site hoarding will be utilised by the contractor, including at the construction compounds to the east of residential properties on Countess Road, to minimise noise.
- i. **How is this delivered through the dDCO?**
 3. Construction noise mitigation is secured through the Outline Environmental Management Plan (OEMP) [APP-187], including the requirement for the contractor to adopt Best Practicable Means (BPM) (MW-NOI) which includes the above measures, and the use of site hoarding at compounds, including at the compound to the east of Countess Road (MW-G28). The OEMP also requires the contractor to prepare a Noise and Vibration Management Plan (MW-NOI3) detailing the management and monitoring processes to be introduced across all construction sites and compounds, in consultation with Wiltshire Council (MW-G5). The OEMP is secured by Paragraph 4 of Schedule 2 of the dDCO [APP-020].

Question HW.1.23

Health and Wellbeing

The Lords Walk is a pedestrian connection from the north side of Amesbury but to the south of the A303 going through what is called Amesbury Country Park. This creates a pleasant connection alongside the River Avon and crosses the A303.

How has the effect on this area been addressed and what regard has there been for the benefits currently enjoyed by walkers and other users?

Response

1. The People and Communities assessment [APP-051], Chapter 13 in the ES, assesses the Scheme's effect on non-motorised users, including walkers, equestrians and cyclists, as well as any potential health and wellbeing effects that may arise. The assessment (Paragraphs 13.9.19 to 13.9.35) concludes no significant adverse effects during either construction or operation for non-motorised users in terms of amenity, severance, increased journey times, changes to non-motorised user routes and access to community facilities. This assessment accounts for the Lords Walk as a route, but as the route is not considered to be affected by the Scheme from a People and Communities perspective, it is not directly quoted in the chapter.
2. In terms of health and wellbeing, a neutral effect is concluded in terms of how the Scheme impacts on access to open space and nature during construction (Paragraphs 13.9.75 to 13.9.79). Although changes to some non-motorised users' routes are acknowledged, there are mitigation measures such as diversions to reduce these effects. As mentioned above, the Lords Walk does not experience any changes to journey times and its route is maintained.
3. The Cumulative Effects chapter 15 of the ES [APP-053] identifies in Table 15.3 a potential combined construction stage effect on recreational users of Lords Walk due to the combination of visual and noise effects on this receptor. The effect would be temporary and local and no mitigation measures in addition to those set out in the OEMP [APP-1878] are considered practical.
4. During operation, a positive health and well-being effect is concluded in terms of how the Scheme impacts on the access to open space and nature (Paragraphs 13.9.93 to 13.9.96) due to the provision of new green bridges and additional NMU routes.
5. The Air Quality assessment [APP-043] and Noise and Vibration assessment [APP-047] within the ES did not undertake an assessment on this resource, Lords Walk, as they did not consider there to be any significant effects based on their respective methodologies. The Landscape and Visual assessment [APP-045], Chapter 7 of the ES, concludes that there will be a large adverse significant effect on the views north west from Lord's Walk footpath alongside the River

Avon during construction, as set out in Table 7.8. The assessment also states a moderate adverse significant effect from the first year of operation, as set out in Table 7.9.

6. Requirement 8 of Schedule 2 to the draft DCO [APP-020] requires Highways England to prepare a landscape scheme based on the mitigation measures included in the Environmental Statement, for the approval of the Secretary of State following consultation with the planning authority, before the commencement of any part of the Scheme. The Landscape and Visual assessment [APP-045] concluded that the operational significant adverse effect will be removed by the 15th year of operation after these measures are implemented.

Question HW.1.24

Health and Wellbeing/Equalities

Concern has been expressed about the potential impact upon the observation of the winter solstice.

Could you provide evidence of what impact there would be during construction and post construction on the ability to continue to observe these rituals?

Response

1. The proposed Scheme will not adversely impact on the ability to observe the winter solstice or other recognised ceremonies. Moreover, once built it is expected that the Scheme will bring significant benefits to the WHS and the associated ceremonies, as is set out in more detail below.
2. Under the Equality Act 2010 (s149), the Equality Duty is a duty on public bodies to have due regard to the need to eliminate discrimination of those belonging to protected characteristics groups (PCGs) when carrying out public functions; in this instance the operation, maintenance and improvement of England's strategic road network. The Equality Duty covers the following protected characteristics (Equality Act 2010 s4): age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation.
3. Those stakeholders for whom Stonehenge, the wider historic landscape, and associated ceremonies, including the winter solstice, hold religious significance, are considered to belong to the 'religion or belief' PCG. Accordingly, the potential for this group to experience disproportionate or differential effects as a result of the Scheme has been assessed through the Equality Impact Assessment (EqIA) [APP-296], as set out in Sections C and D. The EqIA was carried out in parallel to the development of the preliminary design and in support of stakeholder engagement and the environmental impact assessment.

During Construction

4. In consideration of potential construction impacts, the Outline Environmental Management Plan (OEMP) [APP-187, MW-G16] sets out a requirement for surface works within the western section of the WHS to be suspended during the summer solstice (for a period of up to 48 hours) and at the winter solstice (for a period of up to 48 hours). The exact timing of the suspension will be determined based upon the precise timing of the solstices in that year and will be defined within the Construction Environmental Management Plan (CEMP) to be prepared by the main works contractor, in consultation with the relevant heritage bodies [MW-G16]. This suspension would not include the tunnelling operation, tunnel-related activities or transport of tunnel arisings from the tunnel boring machine to the arisings management area near Longbarrow junction. This is because the Tunnel Boring Machine (TBM) needs to be continually operated, and therefore spoil from the tunnelling operation will also need to be transported away from the advancing tunnel. Also, these works will be situated either deep underground or

in the deep retained cut and therefore the intervening landform will mean that the works will not be visible from those undertaking ceremonies on the Normanton Down Barrows (on Byway AMES12) or at Stonehenge. Further, to limit the potential for construction activities and traffic management to cause disruption for event attendees, the OEMP includes a requirement for the contractor to consult with event organisers, which will include Solstice events [MW-TRA2]. The OEMP is secured through paragraph 4 of Schedule 2 of the draft Development Consent Order [APP-020].

Ongoing operation of the Scheme

5. Highways England engaged in specific consultation with both the Druid Order and the Amesbury Druids, joining them on the 18th April 2018 and 11th April 2018, respectively, on walks through the Stonehenge landscape. Feedback from this engagement, who along with other groups are interested in the religious and ceremonial aspects of the Stonehenge landscape as well as information from heritage bodies involved with the organisation of the Solstice celebrations (such as English Heritage Trust), fed into and informed the development of the preliminary design. For example, an alternative location for the western portal of the tunnel was identified at Stage 2 to avoid a direct impact on the winter solstice sunset alignment (as viewed from Stonehenge), therefore removing any negative impact on individuals and groups using the site for religious and spiritual purposes. This is detailed in Chapter 5 of the A303 Stonehenge: Amesbury to Berwick Down - Report on Public Consultation Volume 1, dated September 2017(<https://highwaysengland.citizenspace.com/cip/a303-stonehenge/results/report-on-consultation---volume-1.pdf>). Chapter 6 (Section 6.2, Table 6-1) of this report also summarises the key considerations arising from the consultation which informed the modification of Option 1N (presented at the 2017 consultation, which was on the winter solstice sunset alignment) into Option 1Nd (which avoids the winter solstice sunset alignment) and its choice as the preferred route.
6. The potential for the operational Scheme to impact on ceremonies within the WHS, including the winter solstice, and so too the experience of all those who attend them including those belonging to PCGs, has been assessed in the Heritage Impact Assessment [APP-195, paragraphs 9.3.68-9.3.73]. The removal of the existing surface A303 into a 2-mile long bored tunnel, particularly where it currently crosses the winter solstice sunset alignment southwest of Stonehenge, would benefit Attribute 1 (The design of Neolithic and Bronze Age funerary and ceremonial sites and monuments in relation to the skies and astronomy) and Attribute 4 (The design of Neolithic and Bronze Age funerary and ceremonial sites and monuments in relation to the skies and astronomy) of the Outstanding Universal Value of the WHS through the removal of traffic and modern road infrastructure from views towards the winter solstice sunset. Outside the tunnel, the Scheme alignment avoids any risk of the road intruding on the view of the setting sun from Stonehenge during the winter solstice. There would also be no visibility of any Scheme structures in the backdrop of the horizon containing the winter solstice sunset alignment. Views of the summer solstice sunrise alignment

would be unchanged as they look from Stonehenge to the northeast towards the summer solstice sunrise along the line of the Avenue.

Appendices HW.1

Appendices HW.1

Question HW.1.4

A303 Stonehenge Noise RECORD OF ENGAGEMENT 06 September 2018

Record of Engagement

Author	Suzanne Scott/Lisa Watt
Type of Engagement	Phone Call
Phone call /email/ meeting	
Purpose	Update on Noise assessment
Location	-
Date and Time	06/09/18 14:00
Meeting title / Topic of discussion	Update on noise assessment
Present / contact (name / organisation)	John Carter (Wiltshire Council Environmental Health) Gary Tomsett (Wiltshire Council Environmental Health), Lisa Watt(AmW Noise), Suzanne Scott (AmW Noise)
Apologies	-
Distribution	-
Attachments / documents distributed	-

Item	Key matters and position of parties
1	<p>OEMP v CEMP</p> <p>Discussed current approach in the ES/DCO is to submit an OEMP (Outline Environmental Management Plan) as Appendix 2.1, which Wiltshire can therefore comment on as part of the DCO. This contains (in table format) all mitigation measures proposed as part of the scheme both construction and operation. The construction section of the OEMP therefore replaces the originally proposed draft CEMP.</p> <p>The final CEMP will be produced by the contractor once on board. Wiltshire will have an opportunity to comment on the CEMP before final sign off. Item G8 in the OEMP contains a requirement for the contractor to consult with Wiltshire Council when preparing the final CEMP. The final CEMP will need to be approved by Highways England.</p>

Review of GT e-mail 6/8/18 reproduced below with notes added in red

Dear Suzanne,

It was good to meet you and your colleague yesterday and run through your noise data and supporting documentation. It was very informative and allayed some of my concerns with regard to the baseline data collection and the approach to noise control both during construction phase and in operation. I would be interested to receive copies of those we don't already have. For example I note Appendix 9.3 details the activities and plant throughout the construction process. **Remainder of chapter and outstanding appendices will be provided as part of DCO submission in late September**

With regard to the operational phase:

- We welcome the provision of noise barriers which, you have secured at Countess flyover.
- We welcome the provision of the raised parapet on the south side of the river Till road crossing.
- It is understood that tunnel plant noise is not predicted to be an issue, being 20dB(A) or less at the nearest receptor to the east. **Clarified, tunnel plant noise operating 24/7 i.e. service building at each portal containing number of fan inlet/outlets and external condensers – predicted noise levels at closest receptors <15 dB LAeq. Compared to lowest measured LA90 at night across all measurement locations of around 20dB, agreed no risk of significant adverse effects. Other potential occasional source is fans in each tunnel bore, main purpose to remove smoke in the event of a fire but will operate if severe congestion in the tunnel. This situation is not anticipated to occur on a regular basis as the aim of the proposed scheme is to alleviate congestion on the A303, and is very unlikely to occur at night. Worst case assessment (in terms of number/location of fans operating) indicates levels at closest receptors of <25 dB LAeq. Compared to lowest measured LA90 during the day across all measurement locations of around 28dB, and infrequent operation, agreed no risk of significant adverse effects.**

2

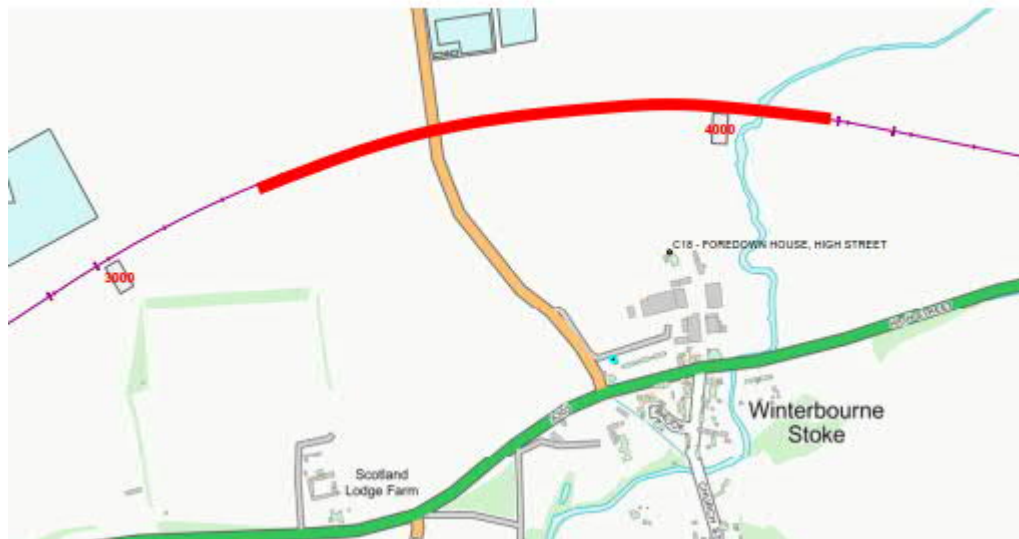
We discussed the noise environment in Amesbury town centre. The high street has a number of pubs, a Hotel and other premises that contribute to the night time economy including the provision of music entertainment, some of which is in outside seating areas attached to these premises.

The daytime noise environment will also be influenced to some extent by MoD activity on the Plain and test flights operating at sometimes low levels from RAF Boscombe Down. The site itself is subject to future plans.

With regard to the construction phase:

- I understand construction will take place during the working hours set out in Wiltshire Council's standard hours, although mention was made of a need for an hour extract at certain time. It would be useful if this could be clarified. **Clarified that core working hours are 07:00-19:00 Mon-Fri and 07:00-13:00 Sat. In order to maximise productivity during these hours, activities such as deliveries, unloading, maintenance and general preparations works maybe undertaken up to one hour before and one hour after these core hours. These activities will not include operation of plant or machinery likely to cause a disturbance to local residents or businesses. It is envisaged that these activities will be limited to activities at the main site compound north of Longbarrow junction.**

The core hours are slightly longer than Wiltshire's standard hours of 07:30-18:00 Mon-Fri and 07:30-13:00 Sat. However, the contractor will be limited to Wiltshire hours for works close to residential properties i.e. Winterbourne Stoke and Amesbury. Specified in OEMP at chainages 3250 – 4180 (North of Winterbourne Stoke) and 11300 – 12400 (North of Amesbury), see image below (redline indicates area of restricted working hours):



- Tunnel boring will take place on a 24 hour basis. Some support activities may be required to operate 24/7, namely the Slurry Treatment Plant (STP) and Segment Lining Production Plant (SLPP) at Longbarrow Compound, and the delivery of segments on the haul route between Longbarrow Compound and the western portal, have the potential to be undertaken on a 24 hour basis. Transfer of material to the STP is via a pipe. No HGVs on local roads will be required at night. Excavated and treated material will be stockpiled within the site boundary and removed (e.g. to Parsonage Down for reprofiling) during normal working hours. As a worst case approach an assessment of night time impacts at the closest receptor (Hill Farm Cottages) has been completed, predicted night time levels are equal to the existing night time ambient (i.e. the LOAEL) therefore no significant effect has been identified.
- There will be no overnight living accommodation within the works compounds.
Confirmed

The methodology adopted for the assessing the impact of noise levels on residents during construction work and the eventual use of the new road network is a variation of that presented in BS5228-1 & 2 (2009). I would be interested to see the data you presented in more detail. Appendix 9.3 presented at previous meeting, includes table of construction activities/plant and also predicted construction noise levels at the selected 19 receptors on a quarterly basis over the duration of the works. Will be included in ES/DCO submission in late Sep. The criteria for triggering a SOAEL is arbitrary and as discussed at the time I have some concerns about this in relation to boring activity below Stonehenge cottages. Although the time period indicated is below the SOAEL I would like to better understand the implications for any residents of these properties for the two seven day periods the properties would be impacted by vibration/ noise. Discussed worst case PPV of 1.6mm/s from TBM at Stonehenge Cottages reported at previous meeting. This is based on the depth of the tunnel

	<p>in the current design. Since the meeting the engineers have advised they are proposing a 'limits of deviation' on the tunnel depth which means it could be slightly deeper or shallower. Therefore, to ensure an absolute worst case approach the shallowest depth of 32m has been used in the assessment which gives a worst case PPV of 2.0 mm/s. Concern regarding the impact on residents of the Cottages, and potential to offer temporary re-housing for the two 1 week periods of tunnelling fed back to HE. HE are not proposing to commit to this as part of the ES, however, monitoring of the vibration levels, starting in advance of the approach of the TBM, will be carried out and discussions held between the contractor/HE/Wiltshire/residents on any further actions. Confirmed TBM will start at west end and monitoring at heritage assets will be carried out before the TBM approaches Stonehenge Cottages which should give an early indication of the likely magnitude of the impact. The BS5228 prediction method is conservative therefore potential for rather lower levels to occur in practice.</p> <p>Having read through the technical chapter on noise and vibration I would also like to understand what reaction the exceedance of a LOAEL or an SOAEL would trigger?</p> <p>In terms of the DCO, the purpose of the SOAEL is to aid in identifying significant effects which the examiner should take into consideration when making their decision. In terms of mitigation measures, all standard BPM measures will be applied everywhere i.e. between LOAEL and SOAEL and above SOAEL, such measures as detailed in the ES include</p> <ul style="list-style-type: none"> a) contractors to appoint a Community Relations Manager (CRM) responsible for leading engagement with affected communities; b) selection of quiet and low vibration equipment and methodologies; c) review of construction programme and methodology to consider low noise/low vibration methods (including non-vibratory compaction plant where required); d) optimal location of equipment on site to minimise noise disturbance; e) the provision of acoustic enclosures around static plant, where necessary; f) use of less intrusive alarms, such as broadband vehicle reversing warnings; h) no start-up or shut down of vibratory plant e.g. rollers or compactors, within 50m of receptors. <p>Measures such as the review of the programme/methodology to minimise noise/vibration would focus in particular on locations identified as above the SOAEL.</p> <p>The OEMP (i.e. draft CEMP) also requires the contractor to prepare a Noise management plan detailing the management and monitoring processes in place for the works. This would include measures such as any locations for solid hoarding/barriers which would be considered at locations above the SOAEL if reasonable and practical. As a conservative approach the assessment does not include any mitigation from hoarding/barriers as details on exact locations/extents, which would affect the mitigation provided, are not yet known.</p>
<p>3</p>	<p>Review of Scoping Opinion response</p> <p>See table over the page with comments added in red</p>

Subject	Scoping Opinion	A303 Stonehenge Response	Location in Environmental Statement	Details of Discussion with Wiltshire Council
Prior Consent	6.5.4 Please note that prior consent under the Control of Pollution Act has been discussed for use on this project	<p>Agreed. The Outline Environmental Management Plan (OEMP) makes reference to the requirement for prior consent under the Control of Pollution Act.</p> <p>HE have advised they do not want to commit to the prior consent approach as part of the ES, to give maximum flexibility to the contractor. However the OEMP (i.e. draft CEMP) does require the contractor to consider making a Sec 61 application. Wiltshire reiterated preferred approach is to use the prior consent process.</p>	ES Appendix 2.1	This will be presented in the ES, which will be made public after 21 st September.
Construction compounds	6.5.6 – The noise from the construction compound should be covered by any assessments carried out and subsequent control measures	<p>The environmental impact assessment, for all topics, assesses the potential for effects as a result of the set-up, operation and decommissioning of construction compounds. In relation to noise and vibration, this is discussed in sections 9.8 and 9.9 of the ES.</p> <p>Agreed</p>	ES Section 9.8 and 9.9	A workshop to discuss likely significant effects of the scheme was held on 7 th August. Further information will be presented in the ES, which will be made public after 21 st September.
Planning guidance	<p>6.5.9 – The following planning guidance and legislation have been taken into account as part of identifying the assessment methodology, receptor selection / sensitivity, potential significant environmental effects; and mitigation:</p> <ul style="list-style-type: none"> a) National Policy Statement for National Networks (Ref 3); b) National Planning Policy Framework (Ref 8); c) Noise Policy Statement for England (Ref 135); and d) Web-based resource “Planning Practice Guidance on Noise” (PPG-N) (Ref 136) e) Wiltshire Core Strategy, Core Policy 57 (see criterion vii) 	<p>Yes. Section 9.2 of the ES explains the planning guidance and legislative context of the noise and vibration assessment, and includes all of those listed.</p> <p>Agreed</p>	ES Section 9.2	This matter was addressed in the PEIR, which was made public ahead of Statutory Consultation. This will also be included in the ES, which will be made public after 21 st September.
Noise Important Areas	6.5.17 – Details of the three Noise Important Areas in Amesbury have been requested	<p>Yes. To inform the noise assessment, details of Noise Important Areas were requested from Wiltshire Council. These are shown in ES Figure 9.1.</p> <p>Agreed, Wiltshire confirmed no plans for the 3 NIAs on the A345 in Amesbury. Scheme results in</p>	ES Figure 9.1	This will be presented in the ES, which will be made public after 21 st September.

Subject	Scoping Opinion	A303 Stonehenge Response	Location in Environmental Statement	Details of Discussion with Wiltshire Council
		negligible increase in traffic noise along the A345 as the scheme attracts traffic off the side roads onto the A303		
Haul roads	6.5.19 – Any additional haul roads should be included in the assessment of construction effects	Agreed. The assessment of construction effects does include haul roads, as described in Section 9.8 of the ES. Agreed	ES Section 9.8	This will be presented in the ES, which will be made public after 21 st September.
Monitoring	6.5.49 – Details of all noise and vibration monitoring points have been requested	Proposed monitoring locations are shown in ES Figure 9.1. Monitoring locations and methodology were discussed and agreed with Wiltshire Council. Agreed	ES Figure 9.1	Monitoring and methodologies were discussed initially with Wiltshire Council on 9 th November 2017. Monitoring locations were shared with Wiltshire 11 th November 2017. Full details will be presented in the ES, which will be made public after 21 st September.
Noise Insulation	6.5.60 – Any properties requiring noise insulation works should be identified	Agreed, provisional identification of properties qualifying are included in section 9.9 of the ES. Full assessment will be completed as part of the detailed design. Agreed, 1 property on Ratfyn Road at closest approach to the A303 at very eastern end of the scheme identified as just meeting the criteria based on current traffic and design.	ES Section 9.9	A single property has been identified. This will be detailed in the ES, which will be made public after 21 st September.
Seasonal Variation in traffic	6.5.64 – The wide seasonal variation in traffic flows should be identified in any average figures which may be produced	The main assessment is based on data for a 'neutral' month, however, the operational traffic noise assessment includes consideration of the impact of peak summer flows, as described in sections 9.3 and 9.9 of the ES. ES includes a section on impacts in the 'busy periods' To summarise: in the DM scenario during 'busy' periods, in general more traffic uses the minor roads to the north through Larkhill, Shrewton and Chitterne as traffic avoids the A303 past Stonehenge. With the proposed scheme in operation this traffic remains on the A303. Therefore, the benefit of the proposed scheme on the minor roads to the north currently used as an alternative to the A303 is generally slightly greater in busy periods.	ES Sections 9.3 and 9.9	This will be detailed in the ES, which will be made public after 21 st September.

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		<p>On the A303, in particular at Countess and past Stonehenge, in the DM 'busy' scenario traffic noise levels are generally lower compared to the annual average weekday situation due to a number of factors including, lower speeds due to congestion, lower flows as the capacity is reduced by the congestion, and lower percentages of HDVs at the weekend. The magnitude of the adverse impact of the proposed scheme in the vicinity of Countess is therefore slightly larger in busy periods, as DM noise levels are reduced. Conversely, the magnitude of the adverse impact on Church Street/High Street is slightly reduced as DM traffic flows on these roads are higher in busy periods.</p>		
Significance method	6.5.70 – Details of the methodology are yet to be specified, and should be subject to further discussions prior to approval	<p>The methodology for identifying significance is presented in section 9.3 of the ES.</p> <p>Methodology and baseline section provided for Wiltshire to review prior to previous meeting. Wiltshire confirmed no issues with the proposed methodology</p>	ES Sections 9.3	This will be detailed in the ES, which will be made public after 21 st September.

Item	Key matters and position of parties
4	<p>Additional matters to agree</p> <p>Planning Inspectorate (PINS) has requested HE aim to agree with Wiltshire:</p> <ul style="list-style-type: none"> a) Methodology for identifying receptors and the study area – discussed operational receptors/study area in accordance with DMRB, therefore Wiltshire have no concerns with this approach. Construction receptors based on selection of 19 closest representative receptors to the various works as discussed at previous meeting, including map of the locations. Wiltshire content that locations are sufficient for the purposes of the assessment. Agreed. b) Approach to establishing the baseline noise environment including locations of monitoring points, time periods covered and other factors like weather – locations, methods, time periods and weather all discussed at previous meeting. Wiltshire content with the locations selected, approach taken and monitoring durations. Some adverse weather during the monitoring but sufficient data obtained over the approx. 2 weeks at each long term location. Agreed <p>HE has also requested that AmW aim to agree with Wiltshire 2 matters raised by PINS in the scoping opinion which regarded the study area/scope of the assessment. PINS requested the noise/vibration impacts of the scheme in terms of the usage of the high-load diversion route and the tunnel closure diversion route be assessed. PINS have accepted that these can be scoped out based on the infrequency of their use, however HE have requested this be discussed with Wiltshire as well.</p> <p>The traffic team have advised the existing high load route in the area is used on average once per year, on this basis, or even if it were used more frequently it is reasonable to scope out a specific assessment of the noise impact of vehicles using the high load route. Wiltshire confirmed agreement to this approach. Plan attached details the route. The existing route is to avoid a low structure west of the Solstice Park junction, heading eastbound the route uses the A345 north of Countess up to Durrington then the A3028 to Bulford and back onto the A303 via A3028 Double Hedges. The new route avoids this same structure and the new tunnel, therefore heading eastbound it uses the A360 north at Longbarrow, along the Packway and onto the A3028 south of Durrington/Bulford and back onto the A303 at Solstice Park.</p> <p>The tunnel closure diversion route via the A345 north of Countess/The Packway and south to Longbarrow would be used very infrequently. An incident in a single tunnel bore would result in the remaining bore being used for traffic in both directions. An incident requiring the closure of both bores is considered to be very infrequent and can be scoped out of the noise assessment. Wiltshire confirmed agreement to this approach.</p>

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