

# A303 Amesbury to Berwick Down

TR010025

**Deadline 8**  
**8.51 – Proposed Changes Consultation Report**  
**(Non-Statutory)**

APFP Regulation 5(2)(q)

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

September 2019



## Infrastructure Planning

Planning Act 2008

### The Infrastructure Planning (Examination Procedure) Rules 2010

## A303 Amesbury to Berwick Down

Development Consent Order 20[\*\*]

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### Proposed Changes Consultation Report (Non-Statutory)

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<b>Regulation Number:</b>	Regulation 5(2)(g)
<b>Planning Inspectorate Scheme Reference</b>	TR010025
<b>Application Document Reference</b>	8.51
<b>Author:</b>	A303 Amesbury to Berwick Down Project Team, Highways England

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
Rev 0	06.09.2019	Deadline 8 Issue

## Foreword

This Consultation Report relates to a request for eight minor, non-material changes to the application (“the Application”) submitted by Highways England to the Secretary of State (through the Planning Inspectorate) for a development consent order (“DCO”) under the Planning Act 2008.

If made by the Secretary of State for Transport, the DCO would grant development consent for Highways England to construct, operate and maintain a high quality dual two-lane carriageway between Amesbury and Berwick Down, and which is referred to in the Application as the A303 Amesbury to Berwick Down scheme (or “the Scheme”).

# Table of Contents

Foreword.....	i
Table of Contents .....	iii
Table of Figures.....	v
Table of Tables .....	v
Executive Summary .....	vi
<b>1 Introduction.....</b>	<b>1-1</b>
1.1 The proposed changes .....	1-1
1.2 Purpose of this report.....	1-1
<b>2 Non-statutory consultation on the proposed changes .....</b>	<b>1-4</b>
2.1 Non-statutory consultation .....	1-4
2.2 Engagement with relevant parties on the proposed changes .....	1-7
2.3 Considerations in relation to the ‘additional land’ required for NMC-06 .....	1-10
2.4 Request for consent to inclusion of ‘additional land’ in the Development Consent Order for NMC-06.....	1-11
<b>3 Overview of consultation responses .....</b>	<b>1-13</b>
3.1 Consultation responses received .....	1-13
3.2 Return to Senders.....	1-14
3.3 Responses to request for consent to inclusion of ‘additional land’ in the Development Consent Order for NMC-06.....	1-14
<b>4 Highways England’s responses to matters raised in consultation.....</b>	<b>1-18</b>
NMC-01: Existing lay-by west of Winterbourne Stoke to be de-trunked .....	1-22
NMC-02: Countess Roundabout to be de-trunked .....	1-23
NMC-03: Change to the proposed road classification of the former A303 west of Winterbourne Stoke.....	1-24
NMC-04: Turning head on the old Stonehenge Road .....	1-25
NMC-05: Revised proposal for access to land next to the existing A360 north of Longbarrow .....	1-28
NMC-06: Public right of way to Stonehenge Visitor Centre .....	1-29
NMC-07: Additional private means of access .....	1-40
NMC-08: Revised private means of access off the new restricted byway south of Green Bridge No.4 .....	1-43
<b>5 Highways England’s post-consultation position in relation to each of the NMCs .....</b>	<b>1-45</b>
5.2 Proposed Change NMC-01: Existing lay-by west of Winterbourne Stoke to be de-trunked .....	1-45
5.3 Proposed Change NMC-02: Countess Roundabout to be de-trunked .....	1-45

5.4	Proposed Change NMC-03: Change to the proposed road classification of the former A303 west of Winterbourne Stoke .....	1-47
5.5	Proposed Change NMC-04: Turning head on the old Stonehenge Road .....	1-47
5.6	Proposed Change NMC-05: Revised proposal for access to land next to the existing A360 north of Longbarrow .....	1-47
5.7	Proposed Change NMC-06: Public right of way to Stonehenge Visitor Centre ...	1-48
5.8	Proposed Change NMC-07: Additional private means of access .....	1-50
5.9	Proposed Change NMC-08: Revised private means of access off the new restricted byway south of Green Bridge No.4 .....	1-51
<b>6</b>	<b>Conclusion.....</b>	<b>1-52</b>
	<b>Appendices .....</b>	<b>1-54</b>
	<b>Appendix A1 - Proposed Changes Consultation Booklet .....</b>	<b>1-55</b>
	<b>Appendix A2 - Proposed Changes Consultation Booklet – Correction Statement ...</b>	<b>1-56</b>
	<b>Appendix B - Lists of persons consulted (and not consulted) on the proposed changes.....</b>	<b>1-57</b>
	<b>Appendix C - Press Notices .....</b>	<b>1-58</b>
	<b>Appendix D - Copy of Notice and covering letter sent to consultees .....</b>	<b>1-59</b>
	<b>Appendix E - Copy of site notice; site notice location map; and photographic evidence of notices affixed on site.....</b>	<b>1-60</b>
	<b>Appendix F1 - Highways England website promotion of the Proposed Changes.....</b>	<b>1-61</b>
	<b>Appendix F2 - Social Media Promotion of the Proposed Changes.....</b>	<b>1-62</b>
	<b>Appendix G - Copies of Consultee Responses.....</b>	<b>1-63</b>
	<b>Appendix H1 - Local Community Forum, promotion of the Proposed Changes .....</b>	<b>1-64</b>
	<b>Appendix H2 - Email to the Local Community Forum promoting the Proposed Changes .....</b>	<b>1-65</b>
	<b>Appendix I - Letters - Request for consent to inclusion of additional land in the development consent order (NMC-06) .....</b>	<b>1-66</b>
	<b>Appendix J - Letters received for consent to inclusion of additional land in the development consent order (NMC-06) .....</b>	<b>1-67</b>

## Table of Figures

Figure 5-1: Revised ‘after’ excerpts from De-Trunking Plans showing NMC-02 proposal as revised post-consultation .....	1-46
Figure 5-2: Revised ‘after’ excerpt from Rights of Way and Access Plans, Sheet 14, showing directional label for ‘Insets 1A & 1B’ .....	1-47
Figure 5-3: Revised excerpt from General Arrangement Drawings, Sheet 14 showing the substitute to Option B within Order limits.....	1-49
Figure 5-4: Revised excerpt from Rights of Way and Access Plans showing PMA41 only, with PMA42 removed .....	1-51

## Table of Tables

Table 2-1: NMC Notice References and Locations.....	1-5
Table 3-1: Consultation responses received .....	1-13
Table 3-2: List of return to sender letters and actions arising.....	1-14
Table 3-3: Responses to Highways England’s requests for consent to inclusion of additional land .	1-15

## Executive Summary

This report describes the non-statutory consultation undertaken and consultation responses received by Highways England in relation to eight proposed non-material changes ('the proposed changes consultation') to Highways England's application for development consent ('the Application') for the A303 Amesbury to Berwick Down scheme ('the Scheme'), as outlined in Highways England's Proposed Changes Application [AS-067].

Highways England wrote to the Examining Authority ('ExA') on 21 June 2019 informing the ExA of Highways England's intention to request a number of proposed changes to the Application ('the NMC letter') [REP4-038].

Highways England undertook publicity relating to the proposed non-material changes ('NMCs') in accordance with the ExA's request dated 27 June 2019, as set out in the ExA's response to Highways England's NMC letter ('the ExA's NMC letter') [PD-013].

This report includes:

- an overview of the proposed changes consultation carried out by Highways England;
- details of the persons consulted on the NMCs;
- a summary of the proposed changes consultation responses received by Highways England;
- Highways England's responses to the proposed changes consultation responses received;
- copies of the proposed changes consultation responses received by Highways England;
- copies of the press notices, site notices and posted notices publicising the proposed changes consultation; and
- copies of Highways England's website pages and Twitter feeds publicising the proposed changes consultation.

The proposed changes consultation ran from Friday 26 July 2019 to 11:59pm on Monday 26 August 2019, allowing consultees a period (exceeding 28 days) within which to consider the proposed non-material changes. Highways England received 15 responses to the proposed changes consultation.

# 1 Introduction

## 1.1 The proposed changes

- 1.1.1 The A303 Amesbury to Berwick Down scheme ('the Scheme') is the subject of an application for development consent ('the Application') that was submitted by Highways England to the Secretary of State via the Planning Inspectorate ('the Inspectorate') on 19 October 2018.
- 1.1.2 The Application was accepted by the Inspectorate on 16 November 2018 and the examination of the Application is currently underway – having started on 2 April 2019, the examination will close on 2 October 2019.
- 1.1.3 Since the Application was submitted Highways England has continued to engage and negotiate with those with an interest in land affected by the Scheme (including those with an interest in land which is proposed to be subject to powers of compulsory acquisition ('Affected Persons')) and with other Interested Parties, such as Wiltshire Council in its capacity as the local highway authority and as the local planning authority, and the National Trust and English Heritage Trust.
- 1.1.4 Highways England is proposing eight minor, non-material changes to the Scheme and these are each identified by a unique reference number with the prefix 'NMC' (for 'non-material change') followed by the identification number; i.e. NMC-01 to NMC-08.
- 1.1.5 Full details of the eight changes, and the reasons why they are being proposed, were provided in the Proposed Changes Consultation Booklet (Appendices A1 and A2) and the Proposed Changes Application [AS-067]. This report should therefore be read in conjunction with these documents.
- 1.1.6 However, following the proposed changes consultation, Highways England has carefully considered each of the proposed NMCs in light of the consultation comments received. Highways England's current, and, in some cases, updated position on each of the proposed NMCs is set out in Chapter 5 of this report (below).

## 1.2 Purpose of this report

- 1.2.1 The proposed changes consultation was carried out by Highways England in accordance with the requirements set out in the ExA's NMC letter, which stated that:

*"Whether or not the proposed changes are material the ExA considers that, in order to ensure fairness, appropriate and proportionate non-statutory consultation should be carried out..."*

*"The ExA has decided that the consultation must engage all persons identified in the Planning Act 2008 under section 42(1)(a) to (d) who would*



*be affected by the proposed changes (giving a minimum of 28 days), including any section 42 persons not originally consulted on the application but who may now be affected by the proposed changes. The Applicant should also consider whether or not persons not already participating in the Examination (and not falling within section 42) might need an opportunity to comment (such as persons living, or commercial entities operating, outside the Order limits). The ExA agrees with the Applicant that newspaper and site notices should be posted.*

- 1.2.2 This report is submitted (at Deadline 8) in response to the ExA's recommendation (as set out in the ExA's NMC letter [PD-013]) that, in support of its Proposed Changes Application [AS-067], Highways England should submit a 'non-statutory consultation report'. The form and content of this report ('the Proposed Changes Consultation Report') are therefore informed by the requirements set out in the ExA's NMC letter, as follows:

*"When submitting the change request, it is recommended that the Applicant submits a statement (the 'non-statutory consultation report') which:*

- *lists the persons (affected by the changes) under section 42(1)(a) to (d) who have been consulted (identifying any new persons ie those who were consulted in relation to the proposed changes but not in relation to the original application);*
- *identifies (within the above list) those section 42(1)(d) persons who are 'Affected Persons', meaning those persons over whose land Compulsory Acquisition powers would be exercised. It is noted that if the CA Regulations are engaged the Applicant will also need to submit a request for additional land and identify the additional Affected Persons;*
- *provides justification as to why any person under section 42(1)(a) to (d) is not affected by the proposed changes and has not therefore been consulted;*
- *provides copies of newspaper notices and site notices or justification as to why such general publicity is not required to ensure fairness, using case law as necessary to support the Applicant's position; and*
- *appends as an annex any consultation responses received."*

- 1.2.3 The ExA's requests set out in the set of bullet points above were previously addressed in Highways England's Proposed Changes Application [AS-067], in order to assure the ExA that the proposed changes consultation was being carried out as required, and, given the constraints related to the remaining examination time, to relieve the ExA of any need to request that further non-statutory consultation be carried out in relation to the proposed NMCs.

- 1.2.4 This Proposed Changes Consultation Report, with its appendices, also responds to and meets the ExA's above-listed requests. It describes the proposed changes consultation undertaken (see Chapter 2 below), including evidence of publicity relating to the NMCs in the form of newspaper and site notices, and notices served on consultees (see Appendices C, D and E),

along with website and social media notices (see Appendices F1 and F2) and details of engagement with the Community Forum (see Appendices H1 and H2).

- 1.2.5 The report also summarises the consultation responses received (see Chapter 3 below) and provides copies of each individual response received (see Appendix G to this report).
- 1.2.6 In addition, this report sets out Highways England's responses to the consultation comments received (see Chapter 4 below).
- 1.2.7 Finally, as noted above, this report identifies Highways England's current (including in some cases updated) position in relation to each of the NMCs, following comprehensive consideration of all of the comments received in response to the proposed changes consultation (see Chapter 5 below). On the basis of that updated position, this report clarifies the scope of Highways England's request for changes to be made to the Application.

## 2 Non-statutory consultation on the proposed changes

### 2.1 Non-statutory consultation

- 2.1.1 Government guidance, set out in the Department for Communities and Local Government's (now the Department for Housing, Communities and Local Government) *Planning Act 2008: Guidance for the examination of applications for development consent* (March 2015) ('the Examination Guidance') advises that when considering a request for a change to a submitted application, an Examining Authority will need to ensure that it is able to act reasonably and fairly, in accordance with the principles of natural justice.
- 2.1.2 On that point, the Inspectorate's *Advice Note 16 – How to request a change which may be material* (Version 2, March 2018) ('AN16') (at paragraph 2.5) advises that an Examining Authority will want to ensure, in the interests of fairness, that no persons would be deprived of the opportunity to make any representation on the changed application.
- 2.1.3 Highways England carried out non-statutory consultation (as recommended in the ExA's NMC letter) on the proportionate basis described in the following paragraphs.
- 2.1.4 **Consultation period:** running from Friday 26 July 2019 to 11.59pm on Monday 26 August, allowing consultees a period (exceeding 28 days to allow for the summer bank holiday period) within which to consider the non-material changes described in the Proposed Changes Consultation Booklet (included at Appendix A1 to this report).
- 2.1.5 **Deadline for receipt of responses:** responses were required to be submitted to Highways England by 11:59pm on Monday 26 August 2019.
- 2.1.6 **Publicity:** notices of the proposed changes consultation – in the form attached at Appendix C (press notices), Appendix D (notices posted to consultees with covering letter) and Appendix E (notices affixed on site) to this report – were:
- **published in local newspapers** as previously used by Highways England for the publication of notices in connection with the Scheme. These comprised the Salisbury Journal, the Wiltshire Gazette & Herald and the Wiltshire Times. Notices were published on Thursday 25 and Friday 26 July 2019; copies of the published notices are included in Appendix C and links to the online versions of the published notices are available at the links below:
    - In the **Salisbury Journal** – here:  
[https://www.salisburyjournal.co.uk/announcements/public\\_notices/notice/105472.PLANNING\\_ACT\\_2008\\_HIGHWAYS\\_ENGLAND\\_A303\\_AMESBURY\\_TO\\_BERWICK\\_DOWN\\_-](https://www.salisburyjournal.co.uk/announcements/public_notices/notice/105472.PLANNING_ACT_2008_HIGHWAYS_ENGLAND_A303_AMESBURY_TO_BERWICK_DOWN_-)

[APPLICATION FOR DEVELOPMENT CONSENT PLANNING INSPECTORATE REFERENCE TR010025 NOTICE PUBLICISING CONSULTATION ON PROPOSED CHANGES TO THE APPLICATION FOR A DEVELOPMENT CONSENT ORDER/](#)

- In the **Wiltshire Times** – here:  
[https://www.wiltshiretimes.co.uk/announcements/public\\_notices/notice/105531.PLANNING\\_ACT\\_2008\\_HIGHWAYS\\_ENGLAND/](https://www.wiltshiretimes.co.uk/announcements/public_notices/notice/105531.PLANNING_ACT_2008_HIGHWAYS_ENGLAND/)
- In the **Wiltshire Gazette and Herald** – here:  
[https://www.gazetteandherald.co.uk/announcements/public\\_notices/notice/105472.PLANNING\\_ACT\\_2008\\_HIGHWAYS\\_ENGLAND\\_A303\\_AMESBURY\\_TO\\_BERWICK\\_DOWN\\_-\\_APPLICATION\\_FOR\\_DEVELOPMENT\\_CONSENT\\_PLANNING\\_INSPECTORATE\\_REFERENCE\\_TR010025\\_NOTICE\\_PUBLICISING\\_CONSULTATION\\_ON\\_PROPOSED\\_CHANGES\\_TO\\_THE\\_APPLICATION\\_FOR\\_A\\_DEVELOPMENT\\_CONSENT\\_ORDER/](https://www.gazetteandherald.co.uk/announcements/public_notices/notice/105472.PLANNING_ACT_2008_HIGHWAYS_ENGLAND_A303_AMESBURY_TO_BERWICK_DOWN_-_APPLICATION_FOR_DEVELOPMENT_CONSENT_PLANNING_INSPECTORATE_REFERENCE_TR010025_NOTICE_PUBLICISING_CONSULTATION_ON_PROPOSED_CHANGES_TO_THE_APPLICATION_FOR_A_DEVELOPMENT_CONSENT_ORDER/)
- **affixed on site** along the route of the Scheme (as shown on the map enclosed at Appendix E) and close to the areas affected by the proposed changes (as shown in the photographic evidence included in Appendix E and as noted in Table 2-1 below) with notices kept in place from 26 July 2019 until 28 August 2019. The notices were checked on 6 August, 12 August and 19 August 2019. Site notices referenced N-02 and N-15 were replaced twice, on 12 and 19 August 2019, while N-17 was replaced once on 6 August 2019; other notices were readable but weathered and were therefore replaced with new copies.

**Table 2-1: NMC Notice References and Locations**

NMC	Notice Reference and Location
NMC-01	N-02 Layby West of Winterbourne Stoke
NMC-02	N-12 Countess Road North N-13 Countess Road South
NMC-03	N-03 Winterbourne Stoke Western end N-04 Winterbourne Stoke Centre
NMC-04	N-10 Stonehenge Road N-11 Stonehenge Road North of Wilsford Junction
NMC-05	N-05 Stonehenge Visitors Centre N-07 A303 Layby
NMC-06	N-05 Stonehenge Visitors Centre N-06 Stonehenge Visitors Centre Right of Way
NMC-07	N-15 Amesbury Road

	N-17 Allington Track N-18 Existing link between Allington Track and Equinox Drive
NMC-08	N-07 A303 Layby N-08 Right of way off A360 N-09 Byway 12

- **notices served by post** to those who would or might be interested in one or more of the proposed changes, by virtue of their potentially being directly affected by it, within the following categories:
    - a. prescribed persons (section 42(1)(a) of the Planning Act 2008 (PA 2008)) – see Table 1 in Appendix B;
    - b. local authorities (section 42(1)(b)) – see Table 2 in Appendix B;
    - c. affected persons (section 42(1)(d)) – see Table 3 in Appendix B; and
    - d. interested parties (as defined in section 102 of PA 2008) – see Table 4 in Appendix B).
- 2.1.7 **Documents placed on deposit:** copies of the Proposed Changes Consultation Booklet were placed on deposit at locations previously used in connection with the Scheme (Amesbury Library and Salisbury Library) for the duration of the non-statutory consultation period.
- 2.1.8 **Consultation Booklet made available online and published on social media:** The Proposed Changes Consultation Booklet was also made available on Highways England’s website at <https://highwaysengland.co.uk/a303-stonehenge-home/>. Highways England also drew attention to the Proposed Changes Consultation on social media, via Twitter (@A303Stonehenge).
- 2.1.9 **Amendment to Consultation Booklet:** As explained in the Proposed Changes Application [AS-067], shortly after the publication of the Proposed Changes Consultation Booklet Highways England issued a correction statement confirming that additional land (i.e. land outside the Order limits) would be required to deliver both Options A and B for NMC-06 (not just Option A). A copy of that statement is included at Appendix A2 to this report. The statement was made available online on Highways England’s website (address as above) and hard copies were made available alongside copies of the Proposed Changes Consultation Booklet at the document deposit locations.
- 2.1.10 **Sample pages from Highways England’s website and Twitter account** are provided in Appendices F1 and F2 to this report. Highways England’s project team tweeted both at the start of consultation and again midway through the Proposed Changes Consultation period.

## 2.2 Engagement with relevant parties on the proposed changes

- 2.2.1 The need for the proposed changes has arisen from Highways England's ongoing engagement and negotiations with parties affected by, or having an interest in, the Scheme.
- 2.2.2 The concept of each of the proposed changes presented for consultation has been proposed and progressed by Highways England through discussion with relevant affected persons and / or interested parties, with the aim of meeting their needs and addressing their stated concerns. However, in the interests of fairness and transparency, Highways England welcomes the opportunity for other statutory bodies, host local authorities, and local people with a potential interest in the proposed changes, to be given opportunities to engage with and comment on the proposed changes, for example by participating in the proposed changes consultation or by making written submissions at forthcoming examination deadlines.
- 2.2.3 The ExA's NMC letter recommends, reflecting the requirements of paragraph (g) in Figure 3 of AN16, that Highways England submits a statement confirming who has been consulted in relation to the proposed changes. In satisfaction of the request made in the ExA's NMC letter, Highways England confirms that the proposed changes consultation sought to engage all persons identified in the Planning Act 2008 under section 42(1)(a) to (d) who would be affected by the proposed changes, including any section 42 persons not originally consulted on the Application but who may now be affected by the proposed changes. In addition, Highways England has also had regard to whether or not there may be any persons who may be affected by the proposed changes but who are not yet participating in the examination of the Application.
- 2.2.4 Accordingly, this Proposed Changes Consultation Report includes, at Appendix B, lists of the persons (including those affected by the proposed changes) who fall within sections 42(1)(a) to (d) of the Planning Act 2008 in relation to the Scheme.
- 2.2.5 In terms of section 42(1)(d) (persons within one or more of the categories set out in section 44 of the Planning Act 2008), in accordance with the recommendation in the ExA's NMC letter:
- a. Appendix B to this report includes and identifies the details of any new section 42(1)(d) persons not previously consulted during the statutory pre-application consultation which preceded the submission of the Application – in Table 3 of Appendix B to this report, such persons are those who have come to light during Highways England's refresh of its land referencing data and receipt of commentary from Wiltshire Council, and are included in the updated Book of Reference, submitted to the Examining Authority at Deadline 6 of the examination (26 July 2019 [REP6-010]) (and all but one of those persons are either 'Category 1' persons by virtue only of an interest in subsoil beneath the half width of

the highway, or are 'Category 2' or 'Category 3' persons); these persons are identified in Table 3 by means of an asterisk and an explanatory note.

- b. Table 3 in Appendix B also makes it clear which of the section 42(1)(d) persons identified are 'affected persons' (defined in section 59 of the Planning Act 2008 as persons "interested in the land to which the compulsory acquisition request relates or any part of that land") - namely persons with an interest in land which is proposed, in the draft DCO [AS-095], to be subject either to the power of compulsory acquisition (pink plots on the Land Plans [APP-005]) or to the power to create and acquire new rights (blue plots on the Land Plans).
- 2.2.6 Highways England also confirms that no new persons or parties not previously consulted have been identified as a consequence of all or any of the proposed changes themselves.
  - 2.2.7 In terms of section 42(1)(a) – prescribed consultees (as listed in Schedule 1 to the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) ('the APFP Regulations')) – Highways England has considered all of the prescribed consultees in relation to each of the proposed changes and, as a result of that exercise, has consulted prescribed consultees where one or more of the proposed changes might potentially be of interest to them, on the basis of one or more of the following factors: because the prescribed consultee has shown a particular interest in the Scheme to date; or because one or more of the proposed changes may be relevant to their statutory functions or responsibilities; or because one or more of the proposed changes may be geographically proximate to their jurisdictional or operational area. Highways England does not consider that any of the prescribed consultees would actually be 'affected' by any of the proposed changes, given their minor, non-material nature.
  - 2.2.8 Table 1 in Appendix B to this report sets out which prescribed consultees have been consulted in relation to the proposed changes; where prescribed consultees have not been consulted on the proposed changes, justification for this is also included in Table 1 in Appendix B.
  - 2.2.9 In terms of section 42(1)(b) - local authorities (as defined in section 43 of the Planning Act 2008) Highways England has consulted those who would or might have an interest in one or more of the proposed changes, or who, in response to pre-application consultation, have previously shown an interest in the Scheme. A full list of the local authorities previously included in Highways England's statutory pre-application consultation is included in Table 2 in Appendix B to this report. Where local authorities were consulted on the original Application proposals but have not been consulted on the proposed changes, justification for Highways England's approach is set out in Table 2 in Appendix B.

- 2.2.10 In summary, the reasons set out in Table 2 in Appendix B turn on proportionality: the minor, localised nature of the changes is such that they are considered highly unlikely to be of any interest to local authorities responsible for administrative areas in which the Scheme is not located.
- 2.2.11 Section 42(1)(aa) requires an applicant to consult the Marine Management Organisation in any case where the proposed development would affect, or be likely to affect, areas within that organisation's jurisdiction. As the Scheme does not affect any such areas, this requirement is not relevant.
- 2.2.12 Section 42(1)(c) requires an applicant to consult the Greater London Authority if the land in question is in Greater London. As the Scheme is located in Wiltshire, this requirement is not relevant.
- 2.2.13 In addition, the ExA's NMC letter recommended that Highways England should consider whether or not any persons not already participating in the examination (and not falling within section 42), such as persons living, or commercial entities operating, outside the Order limits, might need an opportunity to comment on the proposed changes. Highways England has considered whether or not there might be any such persons, and has taken the view that the Road Haulage Association ('RHA') may potentially be interested in NMC-01, NMC-02, NMC-03 and NMC-04. Accordingly, the RHA has been consulted, as noted in Table 4 in Appendix B.
- 2.2.14 Highways England undertook non-statutory consultation on the proposed changes and included the publication of newspaper notices, the affixing of notices on-site, and the use of the internet and social media platforms, to increase the scope of the proposed changes consultation.
- 2.2.15 Highways England was supported in its endeavours to publicise the proposed changes consultation by positive engagement with and cooperation from parties such as Amesbury Town Council, which confirmed that the Notice of the Proposed Changes Consultation would be placed on the Town Council's notice boards and on its website, and sent directly to its Councillors to ensure their awareness.
- 2.2.16 Highways England also publicised the proposed changes consultation through the A303 Stonehenge Community Forum, which it established in February 2018 to provide an independently chaired forum through which people representing local towns and villages, communities and groups – including Amesbury, Shrewton, Winterbourne Stoke, Berwick St James, Chitterne, Durrington and many other local areas – are able to come together with Highways England regularly, to share information, discuss local concerns and look at delivering wider community benefits in connection with the Scheme.
- 2.2.17 At the Community Forum meeting held on Wednesday 24 July 2019, members were updated on the progress of the Scheme (Appendix H1), including on the forthcoming Proposed Changes Consultation (launched on 26 July 2019). Following that meeting, Highways England emailed all Forum



members (whether they attended the meeting or not) and directed them to the area of its website publicising the Proposed Changes Consultation (Appendix H2).

## 2.3 Considerations in relation to the 'additional land' required for NMC-06

- 2.3.1 Only one of the proposed changes (NMC-06) would require an additional area of land which is currently outside the Order limits proposed in the Application (as shown on the Land Plans [APP-005]). Details of the additional land needed for NMC-06 are provided in the Proposed Changes Consultation Booklet (Appendices A1 and A2). In short, the additional land currently comprises highway verge on the eastern side of the A360 (NMC-6, Option A) and along the former A344 (C506) near the Stonehenge Visitor Centre, where the proposed route of NMC-06 (Options A and B) would pass outside the Order limits, as shown in Figure 9-1 on page 38 of the Proposed Changes Consultation Booklet (Appendix A1). The majority of the route of NMC-06 (Option A) would still be incorporated within plots 14-06, 14-07, 14-09 and 14-10, with only a small area of additional land currently outside the Order limits being required to the west of the dew pond on the east side of the A360. In both NMC-06 Options A and B, the new route is proposed to continue eastwards within the highway verge along the former A344 from plot 14-09, where a **further** small amount of additional land (outside the Order limits but within the existing highway boundary) would also be required.
- 2.3.2 Highways England is aware that where additional land outside the Order limits is required in connection with a proposed change, as it is in relation to NMC-06, this would engage the procedures set out in the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 ('the CA Regulations'), unless all of the persons with an interest in the additional land agreed to the land being acquired and used in connection with the Scheme.
- 2.3.3 The CA Regulations would also apply where a power of temporary possession is proposed to be 'upgraded' to compulsory acquisition. None of the proposed changes requires this type of 'upgrade' to the temporary possession powers currently sought in the Application. However, an 'upgrade' in the land use powers sought in the Application would be required in respect of plot 14-09, where, for the purposes of NMC-06 (Options A or B) a power to acquire rights over land is proposed to be 'upgraded' to outright acquisition of land. Plot 14-09 is currently a 'blue plot' over which rights are proposed to be acquired for the benefit of statutory undertakers. For the purposes of NMC-06, it would need to be upgraded to a 'pink plot', to also provide additional land to deliver the proposed shared-use facility for pedestrians and cyclists.
- 2.3.4 The land required for the other proposed changes can all be contained within the existing land within the Order limits and within the proposed acquisition

powers associated with each plot, which are as set out in the Land Plans [APP-005 – APP-007] and the Book of Reference [REP6-009 and REP6-010].

- 2.3.5 Therefore, with the exception of NMC-06, none of the proposed changes would have any impact on, or require any changes to, the way in which powers of compulsory acquisition and temporary possession are currently sought in the Application.
- 2.3.6 The Proposed Changes Consultation Booklet indicated that Highways England could deliver NMC Option B without additional land; this is not the case and a correction statement was published in connection with, and placed alongside, the Booklet – a copy of the Correction Statement is included at Appendix A2 to this report.

## **2.4 Request for consent to inclusion of ‘additional land’ in the Development Consent Order for NMC-06**

- 2.4.1 In Chapter 9 of the Proposed Changes Consultation Booklet (Appendix A1), Highways England stated that it would not wish to engage the CA Regulations in connection with the Scheme. This is still Highways England’s position, notwithstanding the fact that at this stage, insufficient examination time remains to accommodate the procedures prescribed by the CA Regulations.
- 2.4.2 As explained above, NMC-06 Options A and B both require a small amount of ‘additional land’ (as defined by the CA Regulations). Given that Highways England is not minded, and nor is there sufficient examination time remaining, to engage the procedure in the CA Regulations, Highways England needs the consent of all those with an interest in any necessary ‘additional land’ in order to deliver either Options A or B (in NMC-06).
- 2.4.3 In this context, Highways England has sought the written consent of all relevant affected persons to the inclusion of the additional land in the Order limits for the Application. Highways England identified the five persons with an interest in the additional land needed for NMC-06 and then wrote to them requesting their consent.
- 2.4.4 Highways England’s ‘request for consent’ letters are contained in Appendix I to this report. The five relevant affected persons are listed, and the responses received to date from each of them (relating specifically to Highways England’s request for additional land consent) are summarised in Table 3-3 in Chapter 3 below.
- 2.4.5 Highways England also stated previously (in the Proposed Changes Application [AS-067] at paragraph 3.1.6) that if the additional land required to deliver either NMC-06 Option A or Option B could not be secured by agreement (and supported by written evidence of such consent/agreement) prior to the close of the Proposed Changes Consultation, then Highways England would withdraw either NMC-06 Option A or NMC-06 Option B or

both. Highways England's current position on NMC-06 and on the matter of consent for additional land, following the receipt of responses to the proposed changes consultation, is set out in Chapter 5 below.

## 3 Overview of consultation responses

### 3.1 Consultation responses received

- 3.1.1 This chapter outlines the responses received in relation to the proposed changes consultation.
- 3.1.2 A total of 15 responses were received to the proposed changes consultation. Appendix G to this report provides copies of these responses.

**Table 3-1: Consultation responses received**

Consultee	Consultee Strand	Date response received
Dorset and Wiltshire Fire Service	Prescribed Person s.42(1)(a)	1 August 2019
Mr and Mrs Pritchard	Interested party	2 August 2019
Natural England	Prescribed Person s.42(1)(a)	5 August 2019
Winterbourne Stoke Parish Council	Prescribed Person s.42(1)(a)	8 August 2019
Gasson Associates on behalf of the Trustees of the Lake Settlement	Interested Party	16 August 2019
BT Openreach	Affected Person s.42(1)(d)	20 August 2019
Simon Mole of Carter Jonas on behalf of the Guinness family	Affected Person s.42(1)(d)	21 August 2019
PFA Consulting on behalf of ClassMaxi and Amesbury Property Limited	Affected Person s.42(1)(d), Interested Party	23 August 2019
Wiltshire Council	Prescribed Person s.42(1)(a), Affected Person s.42(1)(d), Local Authority s.42(1)(b)	23 August 2019
Alistair Falconer on behalf of Lincoln College	Affected Person s.42(1)(d)	23 August 2019
Howard Smith on behalf of Mrs PM Sandell	Affected Person s.42(1)(d), Interested Party	23 August 2019
Howard Smith on behalf of Mr PJ Sawkill, West Amesbury Farms	Interested Party, Affected Person s.42(1)(d)	23 August 2019
HBMCE (Historic England)	Prescribed Person s.42(1)(a), Affected Person S.42(1)(d)	23 August 2019
English Heritage	Prescribed Person s.42(1)(a), Affected Person S.42(1)(d)	26 August 2019
Howard Smith on behalf of Mr CA Rowland	Affected Person S.42(1)(d)	30 August 2019 (accepted as a late submission following the close of the consultation period)

## 3.2 Return to Senders

- 3.2.1 Two of the consultation letters sent out with regard to the proposed changes consultation were returned to Highways England, having been marked as 'undeliverable'. These were investigated to see if further contact details could be identified; email addresses were identified and the original consultation information was provided to the relevant persons by email.

**Table 3-2: List of return to sender letters and actions arising**

Consultee	Relevant NMC	BoR Plots	Nature of Interest	Date letter returned	Reason for undeliverable	Action
Mr and Mrs Dennis Westaway	NMC- 07	N/A – Interested Party	Interested Party	29.07.2019	No longer at this address	Consultation Letter emailed
Hector A. Orengo	NMC- 02	N/A – Interested Party	Interested Party	02.08.2019	No longer at this address	Consultation Letter emailed

- 3.2.2 It was found that two of the above-mentioned consultees, having relocated to a different part of the UK, were no longer interested in the Scheme. None of the consultees to whom documents were re-sent by email have responded to the consultation. If any late responses are received by Highways England, they will be forwarded to the Examining Authority.

## 3.3 Responses to request for consent to inclusion of 'additional land' in the Development Consent Order for NMC-06

- 3.3.1 The five affected persons with an interest in the additional land required for NMC-06 are listed in the 'consultee' column in Table 3-3 below. At the time of writing this report, Highways England has received consent from two of the five affected persons – namely Wiltshire Council and BT Openreach – as detailed in Table 3-3 below.
- 3.3.2 The position in relation to the consents requested from the remaining three parties – English Heritage, Historic England and the Guinness Family – is set out in the 'Response' column in Table 3-3 below.
- 3.3.3 In summary, Highways England has received written confirmation of consent from Wiltshire Council (who expressed a preference for NMC-06 Option B) and BT Openreach plc (whose consent applies to both Options A and B). The consents required from the other three parties currently remain outstanding.
- 3.3.4 Highways England's assessment of the prospect of those outstanding consents being secured within the timeframe necessary to inform the Examining Authority's Procedural Decision (due on 27 September 2019) is as follows:

- **Guinness family** – there is potential for consent to be issued either in a form expressed as being subject to agreement with Highways England on heads of terms for the acquisition of the additional land, or following the issuing and agreement of such heads of terms. Highways England believes that with effort from and the cooperation of all of the parties involved, this could be achieved within the necessary timescale. Consent from the Guinness family could potentially be given in a form which would help to facilitate either NMC-06 Option A and B, or Option B only; from discussions, Highways England understands that the latter (Option B only) is the more likely.
- **English Heritage** – it is unlikely that consent will be issued within the timeframe necessary to inform the Examining Authority’s Procedural Decision.
- **Historic England** – as Historic England has indicated (see Chapter 4 – the section on NMC-06) that it will follow English Heritage on the matter of additional land consent, it is unlikely that such consent will be issued within the timeframe necessary to inform the Examining Authority’s Procedural Decision.

**Table 3-3: Responses to Highways England’s requests for consent to inclusion of additional land**

Consultee	Consultee Response	Consent granted / not granted
Wiltshire Council	29 August 2019 – consent has been given and a copy of the consent provided in Appendix J to this report.	Consent granted
English Heritage	At the time of writing this report, English Heritage is minded <b>not</b> to provide its consent to Highways England for the use and acquisition of ‘additional land’ outside the Order limits by agreement for the purposes of achieving NMC-06 (Options A or B). Nevertheless, discussions between English Heritage and Highways England are ongoing with regard to this matter.	Consent not granted
HBMCE (Historic England)	In response to the NMC consultation, HBMCE advised as follows: “We are aware that you have also	Consent not granted

	<p>formally requested HBMCE's consent for inclusion in the DCO application of additional land within HBMCE's ownership required to facilitate both Option A and Option B for NMC-06.</p> <p>"HBMCE has indicated previously in our submissions to the Examining Authority that these matters will be dealt with principally by the English Heritage Trust (EHT). Consequently, once HBMCE is satisfied that EHT has a clear understanding of the proposals and has provided their response, we will look to update our representations on Options A and B accordingly and consider the formal request for our consent."</p> <p>No response to Highways England's consent request letter has been received.</p>	
Guinness Family	<p>The Guinness Family have already verbally confirmed they do not have any particular objection to the revised land acquisition proposals. However in order to fully understand HE's position we will want to see (and subsequently agree) terms for the transfer of the land from the family to HE.</p>	Consent not granted
BT Openreach	<p>20 August 2019 - consent has been given and a copy of the consent is provided in Appendix J to this report.</p>	Consent granted

- 3.3.5 In conclusion, unless the outstanding consents are secured prior to the issuing of the Examining Authority's Procedural Decision, Highways England will not be in a position to deliver either NMC-06 Option A or Option B as presented in the Consultation Booklet and the Proposed Changes Application [AS-067].
- 3.3.6 However, a potential substitute solution for delivering a proposed shared-use pedestrian and cyclist facility – which would equate, in effect, to NMC-06 Option B – may be available through a combination of works provided pursuant to the DCO and works carried out by Wiltshire Council pursuant to

its powers as the local highway authority. This potential substitute solution is considered in more detail in Chapter 5 below.

- 3.3.7 Accordingly, in the event that Highways England does not receive all of the additional land consents required to enable the Examining Authority's acceptance of NMC-06 Option B, such that the entirety of Option B (as described in the Proposed Changes Application [AS-067]) cannot be delivered through the DCO, then Highways England's request to the Examining Authority for proposed NMC-06 would instead comprise only the part of Option B which runs north/west alongside the A360 as this, if accepted by the Examining Authority, could be delivered through the DCO, thereby forming part of the substitute solution.



## 4 Highways England's responses to matters raised in consultation

4.1.1 This chapter sets out Highways England's responses to the matters raised in consultation responses for each of the non-material changes in the table below.

	Consultee	Matter Raised	Highways England's Response
<b>4.2</b>	<b>General comments</b>		
4.2.1	Dorset & Wiltshire Fire and Rescue Service, Natural England	No objections to/comments about the NMCs in general.	Thank you, your comment is noted.
4.2.2	Natural England	We have published Standing Advice which you can use to assess impacts on protected species, ancient woodland and on veteran trees or you may wish to consult your own services for advice.	Thank you, your comments are noted. We have assessed impacts in accordance with best practice.
4.2.3	PFA Consulting (ClassMaxi)	<p>HE's NMC consultation exercise was both insufficient and misleading, and the NMC application was submitted prematurely.</p> <p>ClassMaxi Limited (CML) / Amesbury Property Company (APC) consider that HE's NMC notices were defective in their description of NMC-07, referring only to an additional private means of access off the new link to the Allington Track (i.e. PMA 41), with no reference to a new private means of vehicular access from the proposed AMES1 between Equinox Drive and Amesbury Road (i.e. PMA 42).</p>	<p>Highways England wrote to the Examining Authority ('ExA') on 21 June 2019 (Examination Deadline 4) informing it of the intention to request a number of proposed changes to the Application ('the NMC letter') [REP4-038]. Highways England undertook publicity and consultation relating to the proposed non-material changes ('NMCs') in accordance with the Examining Authority's request dated 27 June 2019, as set out in the ExA's response to Highways England's NMC letter ('the ExA's NMC letter') [PD-013].</p> <p>The consultation on the NMCs ran from Friday 26 July 2019 to 11:59pm on Monday 26 August 2019, allowing consultees a</p>

	Consultee	Matter Raised	Highways England's Response
			<p>period (exceeding 28 days) within which to consider the proposed non-material changes ('the NMC consultation).</p> <p>Although non-statutory in nature, the NMC consultation was conducted having regard to the principles of statutory consultation set out in the Planning Act 2008. Highways England identified those persons who, in relation to a statutory consultation, would have been entitled to be consulted, and those parties potentially directly affected or likely to be interested in the proposed changes, and invited them to provide feedback on the proposed changes.</p> <p>The consultation carried out has enabled all interested parties to be involved in the process of the Examining Authority's consideration of the proposed changes. As such, there has been no breach of the Gunning principles and no prejudice to interested parties.</p> <p>Highways England's Proposed Changes Application [AS-067] was submitted shortly after the start of the consultation period to enable the Examining Authority to have as much time as possible to familiarise itself with the proposed changes and the scope and nature of the NMC consultation before then considering the consultation responses, as provided to it in this NMC Consultation Report. The timing of the submission of the Proposed Changes Application [AS-067] has also enabled, for example, issues relating to the proposed changes to be discussed at the recent Issue Specific Hearing (ISH9 held on 22 August 2019). If the submission of the Proposed Changes Application had accompanied the NMC Consultation Report (at Examination Deadline 8), there would have been very limited</p>

	Consultee	Matter Raised	Highways England's Response
			<p>time within an already busy Examination timetable for such a hearing to take place.</p> <p>The NMC Consultation Booklet to which persons were referred, by the site notice and press notice and the letter to consultees, refers to NMC-07 as follows: "New private means of access are proposed into Earl's Down Field from the proposed link between Allington Track and Equinox Drive, and from the proposed link between Equinox Drive and Amesbury Road". In addition:</p> <ul style="list-style-type: none"> <li>• as set out at Appendices F and G to the Proposed Changes Application [AS-067], the site notice and the information sent to consultees with the aforementioned letter included a table summarising the changes which included the above description of NMC-07; and</li> <li>• as indicated in Table 3 – Affected Persons (in respect of Amesbury Property Company (APC)) and Table 4 – Interested Parties (in respect of ClassMaxi Limited (CML)) to Appendix D of the Proposed Changes Application [AS-067], both APC and CML were consulted specifically in relation to NMC-07.</li> </ul> <p>The press notice (a copy of which is included at Appendix E to the Proposed Changes Application [AS-067]), the text of which was also included in the site notice and the information sent to consultees, does only refer to 'Additional access off the new link to the Allington Track'. However, in the context of the second access being made clear in all the other information available to other parties, it is considered that no prejudice has been caused to interested parties.</p>
4.2.4	Wiltshire Council	Where archaeological mitigation and monitoring is required, this should be captured within the Detailed	Highways England agrees with Wiltshire Council's comment.

	Consultee	Matter Raised	Highways England's Response
		Archaeological Mitigation Strategy (DAMS) and conducted in accordance with the principles and processes contained therein, once agreed by the key stakeholders.	
4.2.5	HBMCE (Historic England)	There is a need for consistency. This relates to consistency both within each of the documents and between the documents, so that they work effectively as a suite and manage the potential for any conflict arising from different approaches to mitigation based on the various environmental factors arising from the scheme. This is an on-going issue which Highways England will be aware we have raised in relation to the OEMP and DAMS in particular.	A review of the OEMP and DAMS has been undertaken to ensure consistency between the two documents. Please refer to the OEMP submitted at Deadline 8 which has been updated as a result of this review.
4.2.6	HBMCE (Historic England)	Discussions with landowners in relation to design detailing (e.g. in relation to fencing) as mentioned in Issue Specific Hearing 9 on Traffic and Transport (22 August) should not be divorced from the implications of design detailing for the historic environment. The OEMP and other documentation must seek to capture and integrate all such discussion to ensure that a consistently appropriate solution is identified across the Scheme in this regard.	<p>Highways England does not consider that the discussions regarding landowner fencing will be divorced from the heritage led design which has influenced the Scheme to date. OEMP item D-CH24 ([AS-085] an updated version of which has been submitted at Examination Deadline 8) requires that:</p> <p><i>“Boundary fencing and gates in the WHS shall be visually recessive and have a low reflectivity finish.</i></p> <p><i>Within the WHS, all fencing above the top of the cuttings shall be post and wire with stock-proof netting, and be consistent with other fencing within the WHS.</i></p> <p><i>Within the WHS, gates shall be provided at appropriate points to facilitate access and all gates shall be timber, unless otherwise agreed with the SDCG and the Authority.”</i></p> <p>OEMP item P-PRoW2 states the design principle for the fencing of Public Rights of Way (PRoWs) across the Scheme:</p>

	Consultee	Matter Raised	Highways England's Response
			<p><i>“Timber posts and strained wire fences to be used to separate PRowS from adjacent private land in accordance with Highway Construction Details in the Manual of Contract Documents for Highway Works (MCHW) and Design Manual for Road and Bridges (DMRB).</i></p> <p><i>Where necessary for adjacent land use, appropriate stock-proof netting to be added to strained wire fences.”</i></p> <p>These items have been developed in consultation with the Stakeholder Design Consultation Group (SDCG) with consideration of the impacts on heritage and shall ensure a consistent solution is identified across the Scheme.</p>
<b>4.3</b>	<b>NMC-01: Existing lay-by west of Winterbourne Stoke to be de-trunked</b>		
	Consultee	Matter Raised	Highways England's Response
4.3.1	Winterbourne Stoke Parish Council	If the lay-by is turned into a sloping grass verge, it could un-necessarily increase the costs of the proposed legacy interests, in particular, the construction of a cycling facility, that could make use of the lay-by and parts of the existing A303, in its current form.	The proposed closure of the lay-by does not preclude the Winterbourne Stoke Parish Council from working with Highways England legacy team to develop proposals for this area and to seek the necessary approvals and funding. The de-trunking as proposed would not prevent proposals put forward by Winterbourne Stoke Parish Council from being implemented, in the event that such proposals were developed, agreed and subsequently taken forward in relation to this area.

	Consultee	Matter Raised	Highways England's Response
4.3.2	HBMCE (Historic England)	HBMCE has no objection on heritage grounds to the proposed amendment NMC-01.	Thank you, your comment is noted.
4.3.3	HBMCE (Historic England)	The OLEMP (and if necessary, the OEMP) should be updated with the proposed landscaping works. It would be helpful if Highways England could provide confirmation that this assumption is correct.	The OLEMP will not be updated at this stage as there are no updates on the landscaping works to enable this. The appointed contractor will produce a LEMP and landscaping scheme during the detailed design phase in accordance with the biodiversity, landscape and heritage requirements of the OEMP and Requirement 8 of the dDCO.
4.3.4	Wiltshire Council	There are no objections to this change, which is in line with Wiltshire Council's suggestions, and which the Council believes is part of an essential change to the Scheme proposals if the risk of abuse of the area now included in the hatching, by inappropriate activities, is to be minimised. The Council is satisfied that the area can remain as highway verge, and effectively non-operational highway.	Thank you, your supporting comment is noted.
<b>4.4</b>	<b>NMC-02: Countess Roundabout to be de-trunked</b>		
	Consultee	Matter Raised	Highways England's Response
4.4.1	Wiltshire Council	We have a concern about the detail of the area shown hatched black, which excludes verge areas to the north and south sides of the junction, which are currently understood to be trunk road (maintained by HE, not Wiltshire Council), and which should be de-trunked to become verges to the A345 north-south route. We would wish to see the de-trunking hatch markings extend into the	Thank you, your comment is noted. We accept the principle of including the relevant highway verges within the area which is proposed to be de-trunked and are holding further discussions with Wiltshire Council to resolve conflicting historical records regarding highway boundaries and agree the limits of de-trunking markings at Countess. A revised drawing excerpt featuring the extent of de-trunking agreed with Wiltshire

	Consultee	Matter Raised	Highways England's Response
		<p>verge to the north side of the eastbound diverge and merge slips, and to the south of the westbound diverge and merge slip roads.</p> <p>It is noted that the De-Trunking Plans Key Plan will need to be amended to accommodate a Sheet 03 and that the proposed change to the legend, as shown in the consultation document should be changed, for Sheet 03 only, to read 'Existing A303 to be de-trunked (Area C)' rather than the proposed 'Existing A303 to be de-trunked (Area A to B and C)'.</p>	<p>Council is included in this report (see Figure 5-1 in Chapter 5 below).</p> <p>We thank Wiltshire Council for its detailed suggestions on amendments likely to be required to be made to the De-Trunking Plans; those suggestions are noted.</p>
4.4.2	HBMCE (Historic England)	HBMCE has no objection on heritage grounds to the proposed amendment NMC-02.	Thank you, your comment is noted.
<b>4.5</b>	<b>NMC-03: Change to the proposed road classification of the former A303 west of Winterbourne Stoke</b>		
	Consultee	Matter Raised	Highways England's Response
4.5.1	Winterbourne Stoke Parish Council	The existing A303 to the west of Scotland Lodge should, after provision for access to the proposed legacy activities noted above, be downgraded to a gated, restricted byway.	<p>Thank you for your comment. Highways England's position on this remains as stated previously. Please refer to Comments on Written Representations submitted at Deadline 3 [REP3-013], paragraph 6.7.25.</p> <p>"The section of downgraded A303 west of Winterbourne Stoke to its junction with the existing bridleway BSJA3A will become a BOAT that MPVs including farm vehicles will be able to use without restriction. This proposal, alongside the proposed upgrade of bridleway BSJA3, is required to preserve a</p>

	Consultee	Matter Raised	Highways England's Response
			continuous Byway Open to All Traffic (BOAT) link between Berwick St James and Winterbourne Stoke. It is thus inappropriate to seek to block access to existing byway BSJA3 and the eastward extension to it proposed as part of the scheme."
4.5.2	HBMCE (Historic England)	HBMCE has no objection on heritage grounds to the proposed amendment NMC-03.	Thank you, your comment is noted.
4.5.3	Wiltshire Council	This proposed change is in line with representations from the Council, and fully supported.	Thank you, your supporting comment is noted.
<b>4.6</b>	<b>NMC-04: Turning head on the old Stonehenge Road</b>		
	Consultee	Matter Raised	Highways England's Response
4.6.1	Gasson Associates on behalf of the Trustees of the Lake Settlement	It is imperative that access on to the Stonehenge Road from Barns End track is maintained. The future closure of the Stonehenge Road to vehicles must be to the West of the Barns End track.	Access onto Stonehenge Road from the Barns End access track will be maintained. The turning head will be west of this track, immediately south-east of the proposed restricted byway J (as shown on Sheet 8 of the Rights of Way and Access Plans [APP-009].
4.6.2	Mrs P. M. Sandell, Mr P. J. Sawkill	To enable the farm traffic movements, double yellow lines should be used on the area to be used for the turning head and on Stonehenge Road from the junction of the Woodford Valley Road up to and including turning area	This section of Stonehenge Road is beyond the Scheme's Order limits (red line boundary), and management and enforcement of possible misuse and anti-social behaviour is a matter for Wiltshire Council (as the local highway authority). Discussions are continuing with Wiltshire Council over parking



	Consultee	Matter Raised	Highways England's Response
		being made to ensure that possible misuse and anti-social behaviour of Stonehenge Road is limited.	monitoring following completion of the scheme which will inform any implementation of appropriate parking restrictions.
4.6.3	Mr P. J. Sawkill	Existing access to private fields should not be affected post completion of the works which has been accepted but have not been shown on any plan accompanying the proposed changes consultation booklet as it only shows the turning head to the north east of the road on the verge but not on the south western side of Stonehenge Road so as shown it appears to be a lopsided turning head.	Existing access to fields near West Amesbury Farm will not be affected by the proposed turning head. This proposed change would only require the use of land which is already within the Order limits and the existing highway boundary.  The area to the south western side of Stonehenge Road is the existing verge crossing providing access to West Amesbury Farm and the adjacent farm track used by public footpath AMES13. This area will be retained to facilitate the existing farm access turning movements.
4.6.4	Wiltshire Council	This proposed change is in line with representations from the Council, and fully supported.	Thank you, your comment and your support are noted.
4.6.5	HBMCE (Historic England)	It is not clear, nor was it clear from Highways England's response at Issue Specific Hearing 9 on Traffic and Transport (22 August), how the fencing proposals will operate in the amended proposal. It is not clear whether the widened fenceline illustrated in the 'after' image is proposed along the length of the Private Means of Access (PMA)/restricted byway to the north, or whether it will constrict down to the width shown on the 'before' image once beyond the area for which the widening is required in order to facilitate the inclusion of a turning head. If the proposal is for the fenceline to remain at the greater width across the whole of the PMA/restricted byway, we would request that Highways England submit clear justification for this element of the proposal.	The fencing proposals shown on the General Arrangement drawings [APP-012] are illustrative. The exact detail of the fencing and gating strategy for the Public Rights of Way (PRoWs) will follow at the detailed design stage in accordance with the principles set out in the OEMP.  As the proposed restricted byway would be used by both Non-Motorised Users (NMUs) and landowners' agricultural vehicles (where the DCO grants vehicular rights of access in connection with specified land), consideration needs to be given to the proposed fencing design to allow for safe passing of users. The current proposals are to retain the existing highway boundary fence for Stonehenge Road and the

	Consultee	Matter Raised	Highways England's Response
			stopped up A303. Any variation in the fencing strategy and design will be subject to the controls set out in the OEMP.
4.6.6	HBMCE (Historic England)	The turning head is described as a southwards extension by 10m. We would note that this might more helpfully refer to a northwards extension off Stonehenge Road since we understand that it is vehicles travelling in this direction that will not have access to the PMA/restricted byway and that create the necessity for the turning head.	This description uses the restricted byway as the base point, whilst providing the length of turning head when measured along Stonehenge Road. It is not correct to refer to this as a northwards extension off Stonehenge Road as the turning head is accommodated within the length of Stonehenge Road to be retained as highway as set out on the Rights of Way and Access Plans [APP-009]. In addition, there are no clear points of reference (e.g. for use as locational reference points) from the south.
4.6.7	HBMCE (Historic England)	We note the assessment of a requirement for archaeological monitoring and recording in the DAMS (7.5.2). It would be helpful if Highways England could explain whether this will involve an extension to an existing Site in Table 11.3/Appendix D or inclusion of a new, separate site.	Provision of archaeological mitigation in respect of the turning head at Old Stonehenge Road (NMC-04) would be dealt with through either the extension of site 56 or the addition of a new, separate site in the DAMS. The DAMS would be revised following the acceptance of the NMC by the Examining Authority (pursuant to its procedural decision due to be issued on 27 September 2019) and would be submitted by the close of the examination.
4.6.8	HBMCE (Historic England)	We have assumed that in the event the amendment is accepted any surfacing, signage, gating and fencing necessary will be covered by the commitments in D-CH26, D-CH27, & D-CH14 in the OEMP but it would be helpful if Highways England could confirm whether this assumption is correct.	Your assumption is correct - as these works are within the WHS they are covered by the design commitments within items D-CH14, D-CH26 and D-CH27 of the OEMP (as updated at Examination Deadline 8).
4.6.9	English Heritage	What mitigation measures will be put in place to ensure private access to the Stonehenge Cottages will be safeguarded in the event this area is used for parking. EH	Vehicular access to the restricted byway and private means of access to Stonehenge Cottages is proposed to be controlled by a Kent carriage gap and a lockable gate. Access would only

	Consultee	Matter Raised	Highways England's Response
		acts as owners and landlord of one of the Stonehenge Cottages and asks that HE engages with EH to address how detailed design will resolve any future issues and that this is covered in the requirements under the DCO.	be available to the residents / owners of Stonehenge Cottages, local landowners who require access and other authorised users such as utility providers. Highways England will engage with English Heritage on the detailed design of this access in accordance with the commitments set out in items PW-COM1, MW-CH1 and D-CH24 of the OEMP (as updated at Examination Deadline 8).
<b>4.7</b>	<b>NMC-05: Revised proposal for access to land next to the existing A360 north of Longbarrow</b>		
	Consultee	Matter Raised	Highways England's Response
4.7.1	HBMCE (Historic England)	HBMCE has no objection on heritage grounds to the proposed amendment NMC-05 and considers that it represents an improvement on the previously submitted proposal in relation to the historic environment.	Thank you, your supporting comment is noted.
4.7.2	HBMCE (Historic England)	We have noted the proposed additional works this amendment would require (and have assumed that in the event this change is accepted) the DAMS will be updated accordingly. It would be helpful if Highways England could provide confirmation that this assumption is correct and explain whether this will involve an extension to an existing Site in Table 11.3/Appendix D or inclusion of a new, separate site, and whether the proposal is for preservation of archaeological remains or archaeological excavation.	The DAMS will be updated to reflect the revised location of the new PMA as set out in NMC-05. This will be dealt with as part of site 19 (archaeological excavation and recording). The DAMS would be revised following the acceptance of the NMC by the Examining Authority (pursuant to its procedural decision to be issued on 27 September 2019) and would be submitted by the close of examination.
4.7.3	Wiltshire Council	The Local Highway Authority (LHA) has no objection to this change and supports the opportunity for farm vehicles to cross the A360 directly, rather than having to negotiate a short-staggered turn trip on the A360, where conflict and	Thank you, your supporting comment is noted.

	Consultee	Matter Raised	Highways England's Response
		therefore safety risks (including overtaking), would likely be greater.	
<b>4.8</b>	<b>NMC-06: Public right of way to Stonehenge Visitor Centre</b>		
	Consultee	Matter Raised	Highways England's Response
4.8.1	John and Sally Pritchard	Proposing that the link beside the A360 is a "shared use cycle route" and not open to either ridden horses or horse drawn vehicles will either deny access to horse riders or will force them onto the busy A360 which is not deemed safe enough. It should be a restricted byway.	<p>Highways England has endeavoured to provide a continuous circuit for all non-motorised users via Airman's Corner. It has not been possible to achieve a continuous off-road circuit for equestrians due to the interaction of all users in the busy and constrained area between Airman's Corner and the Visitor Centre.</p> <p>In response to comments received in respect of the restricted byway proposal past the Visitor Centre in the original DCO application, a number of different options have been assessed and rejected. Option B has been identified for the link past the Stonehenge Visitor Centre. Wiltshire Council, as the authority with future responsibility, accepts that this 275 metre long part of the route should be a shared facility for pedestrians and cyclists only in the absence of an alternative route.</p> <p>The route between Longbarrow and the southern boundary of the Visitor Centre will be restricted byway, providing an off-road route for equestrians. Off-road access to the C506 (the former A344) would be available from Longbarrow via the restricted byway along the former A303 and then via existing Byway 12. There are no existing public rights of way available to equestrians immediately north or west of Airman's Corner</p>

	Consultee	Matter Raised	Highways England's Response
			Equestrians and carriage drivers will be able to use most of the new public rights of way being created. In the busy and constrained area between Airman's Corner and the C506 eastwards to the gate preventing public vehicle access, the presence of horses would increase the risk to equestrians, pedestrians and cyclists. This potential for conflict is a particular issue at the crossing of the car park access road and the crossing of the pedestrian route between the Visitor Centre and the coach park.
4.8.2	John and Sally Pritchard	This change will deny the equestrian community the chance to have a connected network and we won't get the chance again.	<p>Thank you, your comment is noted.</p> <p>Equestrians and carriage drivers will be able to use most of the new public rights of way being created. There is a desire for safe off-road access to areas north and west of the World Heritage Site that is beyond the ability of this Scheme to deliver. However, the Scheme provides part of that route, with the remainder and / or alternatives which could be delivered separately in the future.</p> <p>As set out in 4.8.19 below, Highways England continues to actively explore an alternative solution. If identified and deliverable, this would be progressed outside the DCO.</p>
4.8.3	John and Sally Pritchard	A reason for this change should not be because there might be conflict between horse riders and vehicle drivers - in a slow-moving car park situation, a car driver should be able to see a horse and equally a horse-rider should be able to see a vehicle.	NMC-06 arises from Highways England's endeavours to accommodate concerns expressed by other parties (in particular English Heritage) regarding the route and extent of the restricted byway proposed at this location in the original DCO application. The main area of concern for equestrians would arise from the interface between the available options for new PROW routes and the C506 at Airman's Corner, the crossing of the car park access and of the pedestrian route between the Visitor Centre and the coach park.

	Consultee	Matter Raised	Highways England's Response
4.8.4	BT	We confirm our consent to the acquisition and use of the additional land for the purposes of NMC-06 (whether Option A or Option B is taken forward).	Thank you for your comments and for your support for NMC-06. Option B has been selected as the preferred option.
4.8.5	Guinness Family	No particular objection to the revised land acquisition proposals. However, in order to fully understand HE's position we will want to see (and subsequently agree) terms for the transfer of the land from the family to HE and therefore suggest heads of terms are drafted and circulated to the landowners' agents as soon as possible. The heads of terms will need to provide suitable fee undertakings for our client's professional advisors.	<p>Thank you for your comments and for your support for NMC-06.</p> <p>Highways England is willing to provide draft Heads of Terms as soon as possible. The reason for seeking the 'additional land consent' in the form provided in correspondence dated 13 August 2019 (the 'additional land consent form', a copy of which is included in Appendix I to this report) is to provide evidence to the Examining Authority that the land needed to deliver NMC-06 can be secured by agreement and without invoking the procedures provided for in the Infrastructure Planning (Compulsory Acquisition) Regulations 2010. In other words, the additional land consent form, if signed by an authorised signatory, would provide confirmation that if required, the land could be acquired by agreement rather than through the exercise of compulsory acquisition powers.</p> <p>A key reason for including the additional land within the Order limits is to ensure that the works which are proposed to be carried out on the additional land would form part of the development authorised by the DCO. This arrangement would not preclude the additional land being acquired by agreement.</p> <p>As you are aware, Highways England would be willing to accept annotation of the above-mentioned additional land consent form by or on behalf of the Guinness family, should they (or their agent) wish to annotate the form (prior to signing and returning it) to make it clear that any acquisition of the</p>

	Consultee	Matter Raised	Highways England's Response
			additional land would be subject to suitable terms being agreed between the relevant parties in due course.
4.8.6	Wiltshire Council	We confirm our consent to the acquisition and use of the additional land for the purposes of NMC-06. (whether Option A or Option B is taken forward). However, please note that Wiltshire Council's preference is for NMC-06 Option B to be taken forward as part of the Scheme.	Thank you for your comments and for your support for NMC-06. We note your preference for Option B, which has been selected as the preferred option.
4.8.7	Wiltshire Council	We do not oppose the downgrade from a restricted byway to a cycle track in principle. We would like to ensure that a route (even a route with lesser user rights than the DCO submission proposal) is provided as part of the Scheme.	Thank you for your comment.
4.8.8	Wiltshire Council	Option A: The restricted width of the cycle track in the vicinity of the dew pond is a cause of concern to the LHA in road safety terms. The proposed route is intended to accommodate both pedestrians and cyclists. It is likely that cyclists will be reluctant to dismount to allow any opposing pedestrian movement a right of way in this area, which could result in either being displaced onto potentially wet verge and possibly the live carriageway of the A360. On this basis alone, Option A is not supported.	Thank you for your comments on options A and B. We appreciate your concerns about Option A and note your preference for Option B, which has been selected as the preferred option.
4.8.9	Wiltshire Council	Option B: Of the two Options presented, Option B is favoured by the LHA for the reason that it is considered to be the safer option regarding potential conflict with A360 carriageway traffic; this preference is notwithstanding the acknowledged potential disbenefit to both pedestrians and cyclists of the likely material gradients to the north and south sides of the dew pond.	Thank you for your comments on options A and B. We appreciate your concerns about Option A and note your preference and support for Option B which has been selected as the preferred option.

	Consultee	Matter Raised	Highways England's Response
		The Council is very keen to ensure that a route (even a route with lesser user rights than the DCO submission proposal) is provided as part of the Scheme and regards Option B as the option to support.	
4.8.10	Wiltshire Council	<p>Both Options A and B require pedestrians and cyclists to come into conflict with Visitor Centre traffic, (i) at the Visitor Centre site's vehicular access with the C506, where both pedestrians and cyclists would have to cross the junction bellmouth, and (ii) at the point where the (coach arrivals / departures) pedestrian route between the coach park and the Visitor Centre reception area would need to be crossed by cyclists.</p> <p>To accommodate both cyclist and pedestrian movements as safely as possible, the LHA considers that some local alterations to the east side of the coach park access would be required to help contain cycle routing across the road at this point. The one-way arrangement for coaches helps facilitate a reconfiguration of this area, which could provide for both west and eastbound cyclists, through the inclusion of a defined area to aid movement for cyclists past the gates' area. It would also be necessary for the footway route (Options A and B) to be appropriately bollarded in line with both sets of gates to avoid abuse by motorised vehicles otherwise choosing to ignore the TRO restrictions in place to the east of the gates. Alterations to existing signs, street lighting etc. might also be required to achieve an acceptable outcome. It will also be necessary for the detailed design to make provision for the gates being in an</p>	Thank you, your helpful comments/proposals are noted. Highways England considers that the interface between pedestrians, cyclists and Visitor Centre traffic can be safely managed. These suggestions will be considered, and the Council will be consulted during the development of the detailed design in this area.



	Consultee	Matter Raised	Highways England's Response
		open position, as well as the (normal) closed and locked position.	
4.8.11	Wiltshire Council	We envisage that the route north of the restricted byway, to which this proposed route would connect, will effectively be taken into the A360 as part of the widened general highway, with appropriate blacktop surfacing to encourage users to stay on the paved area, rather than the A360 carriageway.	Thank you, your comment is noted. The cycle track will be provided with a surface appropriate to its use and its location in the World Heritage Site in accordance with the requirements of the OEMP [AS-085 and being updated for Deadline 8] at reference D-CH26.
4.8.12	Wiltshire Council	In relation to the Key Plan, the Council objects to the use of the term 'cycleway'. The words 'cycle track' should replace all references to 'cycleway' or 'cyclepath'.	Thank you, your comments are noted; we are considering the application of these terms in connection with the non-motorised user provision comprised in the scheme. Appropriate, clear and consistent terminology will be incorporated into the draft DCO in the event that proposed change NMC-06 is accepted by the Examining Authority in due course.
4.8.13	Wiltshire Council	HE is requested to explain the rationale for not replacing Reference UA in the dDCO, to reflect the change in PRow status.	<p>If the proposed change NMC-06 is accepted by the Examining Authority, Reference UA in the dDCO will be amended to replace the current reference to a new restricted byway with reference to a shared facility for pedestrians and cyclists. This amendment would relate to the part of the route that would run past the dew pond (where it would be remote from the highway and outside the existing (amended) A360 highway boundary).</p> <p>The remainder of the route of the new shared facility for pedestrians and cyclists would run alongside the A360 (north of the restricted byway Reference U) and would effectively be taken into the A360 as part of the widened general highway (as noted in paragraph 39 of Wiltshire Council's NMC consultation response). The new non-motorised user provision would therefore be located within the revised highway</p>

	Consultee	Matter Raised	Highways England's Response
			boundary (rather than being a separate highway running in parallel with the A360).
4.8.14	Wiltshire Council	HE has indicated that there might be difficulties delivering the cycle track along the A360 / C506 without the consent of relevant landowners, highway authority and statutory undertakers having an interest in the land. Whilst the Council is supportive of the Option B proposal; further information is required on the exact nature of what Wiltshire Council would be "consenting" to prior to being able to confirm its position.	<p>Option B has been selected as the preferred option. Highways England is asking Wiltshire Council to consent to the positioning of the new non-motorised user facility within existing highway verge along the A360 / C506.</p> <p>Highways England thanks Wiltshire Council for its letter dated 29 August 2019 (a copy of which is included at Appendix J to this report) confirming the Council's consent to Highways England's proposed acquisition and use of additional land (outside the Order limits) required for the purposes of NMC-06.</p>
4.8.15	Wiltshire Council	Wiltshire Council would be willing to address the issue of the provision of the east-west route on the southern verge of the C506 through provisions of the Side Agreement.	Highways England welcomes Wiltshire Council's expression of willingness to include provision of an east-west route on the southern verge of the C506 in the side agreement which is currently being negotiated with Wiltshire Council to cover other matters related to the scheme.
4.8.16	HBMCE (Historic England)	Option B would appear to have more of a heritage impact than Option A as it introduces a new piece of infrastructure in the SAAS WHS and also potentially severs to a greater degree the non-designated heritage asset of the dew pond from its surrounding landscape by having it fenced off in its entirety (i.e. on both sides).	<p>Highways England notes this comment, but considers the issue turns on whether the new infrastructure would sustain the OUV of the WHS or not and what impact it would have on the attributes (such as integrity and authenticity) that convey the OUV of the WHS. In this context, Highways England notes that the dew pond is a 19<sup>th</sup> century feature and does not contribute to the OUV of the WHS. That said, it is an historic landscape feature within the WHS and accordingly, Highways England seeks to design the scheme around the dew pond, whilst also seeking to provide a route that can be safely used by pedestrians and cyclists.</p> <p>Option B, which skirts the eastern side of the dew pond, has therefore been selected as the preferred option on the basis</p>

	Consultee	Matter Raised	Highways England's Response
			that, in comparison with Option A, it is considered to be the safer option in terms of its potential for conflict between non-motorised users (on the new shared use pedestrian and cycle facility) and A360 carriageway traffic.
4.8.17	HBMCE (Historic England)	We also remain concerned in relation to the process of approval for surfacing of public rights of way and private means of access across the Scheme as set out in D-CH26 of the OEMP. The Reporting Criteria section indicates approval of surfacing within the WHS will lie with the Authority following consultation with HMAG and Wiltshire Council, but tracked changes in the actions/commitments indicate that Highways England will look to agree this with the adopting authority.	Highways England notes this comment. Item D-CH26 within the OEMP submitted at Deadline 8 has been updated to include 'following consultation with the SDCG' (i.e. with the Stakeholder Design Consultation Group) within the Actions/commitments column:  "The surface of PRoW shall be agreed with the adopting authority <b>following consultation with the SDCG</b> , where relevant."
4.8.18	English Heritage	HE's new Options A and B are welcome in preference to the original DCO route, as it is acknowledged that they reduce some of the negative impacts of concern to EH. EH also welcomes a reduction in the width of the PROW from 4 m to 2.5m.	Thank you for your comment; in particular we note English Heritage's preference for NMC-06 over the original DCO route.
4.8.19	English Heritage	There needs to be continued joint effort to ensure a solution is delivered that minimises the impact of the PROW on EH and the Visitor Centre.	Option B has been selected as the preferred option to be delivered through the DCO (either wholly or partially, as explained in Chapter 5 below). However, Highways England continues to actively explore an alternative solution that minimises the impact of the PROW on EH and the Visitor Centre. If identified and deliverable, this would be progressed outside the DCO.
4.8.20	English Heritage	Option A is the preferred route of the options submitted by HE because it has the least impact on the Stonehenge Visitor Centre operation and World Heritage Site (WHS).	Thank you for your comments on options A and B. Option B has been selected as the preferred option as this is the safer

	Consultee	Matter Raised	Highways England's Response
		Option A would provide a reduced width of 1.5m for a short distance where it passes to the west of the dew pond the likely usage of the PROW, and based on Highways England assessment included in Appendix 4 of document TR010025, Deadline 7, 8.46–Highways England Response to English Heritage, it is not considered to present any considerable disbenefits. The reduced area of EH land take associated with Option A is also welcomed in comparison to that required under Option B.	option for pedestrians and cyclists and has the support of the Wiltshire Council who will become responsible for the route.
4.8.21	English Heritage	Option A still results in a risk of conflict between vehicles and non-motorised users at the Visitor Centre car park access, C506 and potentially the coach park access area and the land take also results in considerable impact on the overflow parking operation for the Visitor Centre.	<p>Highways England considers that the risk of conflict between vehicles and non-motorised users at the Visitor Centre car park access and along the C506 can be safely managed. The coach park access is on the opposite side of the C506 from the proposed new PRoW and there will be no new conflict. Highways England also notes Wiltshire Council's supporting comments to this effect (see paragraphs 33-35 of the Council's NMC consultation response, a copy of which is included in Appendix J to this report).</p> <p>The impact of Options A and B on the overflow parking operation for the Visitor Centre would be significantly less than the impact of the original DCO proposal (as is noted and acknowledged above). The strip of land required in this area for the DCO proposal is approximately 11 metres and for both Options A and B is approximately 1 metre. There is potential to mitigate any impact by improved temporary marking of spaces. Any residual adverse impact would be addressed through appropriate compensation to be assessed by the District Valuer.</p>
4.8.22	English Heritage	We do not support Option B because: - of the negative impact it has on the dew pond which in	Your comments are noted. In response:

	Consultee	Matter Raised	Highways England's Response
		<p>effect becomes severed from the Visitor Centre Site. This would make it difficult to maintain and has a significant impact on the Visitor Centre complex in this area.</p> <ul style="list-style-type: none"> <li>- the PROW would need to be fenced on both sides for security and to prevent slips, trips and falls on the slop into the dew pond. This means the fencing is far more intrusive than Option A and we are concerned of the cumulative impact of this additional infrastructure within the WHS.</li> <li>- the proposed route of Option B detracts from the design ethos of the site.</li> <li>- the PROW route is too close to Visitor Centre car park access road not least as the camber of the road already necessitates careful driving so the likelihood of conflict between PROW users and car park users remains to some extent.</li> </ul>	<ul style="list-style-type: none"> <li>- Option B will include maintenance access to the area of the dew pond.</li> <li>- Any fence considered necessary to protect the dew pond could be designed to be less obtrusive than the existing post and wire/netting fence which runs along the boundary of the Visitor Centre, to the east of the dew pond.</li> <li>- English Heritage's comment with regards to Option B detracting from the Visitor Centre's design ethos is noted. The proposed new PRoW is designed to mirror the sinuous line of the Visitor Centre access road, except at its northern end where it flanks the A360 and the former A344 (C506). Highways England therefore disagrees that the proposed PROW would detract from the Visitor Centre's design ethos.</li> <li>- Highways England considers that the risk of conflict between vehicles and non-motorised users along the Visitor Centre car park access road can be safely managed.</li> </ul>
4.8.23	English Heritage	<p>EH asks that it is fully consulted during the PROW detailed design stage to ensure the most appropriate solutions for surfacing, fencing, signposting and pedestrian crossing design and infrastructure. We have reviewed the pedestrian crossing options and C506 path options in document TR010025, Deadline 7, 8.46–Response to English Heritage objection to PROW to Visitor Centre and feel that more discussion is needed before final options and detailed design is agreed. EH requests that this is secured as a requirement under the DCO.</p>	<p>As part of the Stakeholder Design Consultation Group (SDCG), English Heritage will be consulted on Public Rights of Way within the WHS, including pedestrian, equestrian, cycling and non-motorised user provision, surfacing, materials, benches, gating, signage and fencing. This is outlined within Section 4.5 of the OEMP (refer to the OEMP submitted at Deadline 8). The OEMP is secured via Schedule 2, paragraph 4 of the Draft DCO, therefore it is not necessary to amend the DCO to include an additional Requirement.</p>

	Consultee	Matter Raised	Highways England's Response
4.8.24	English Heritage	English Heritage is still considering if it can give consent to Highways England to acquire 'additional land' outside the Order limits by agreement for the purposes of achieving Option A. Our consent is subject to on-going discussions with HE.	<p>Highways England continues to discuss with English Heritage the acquisition of 'additional land' outside the Order limits by agreement.</p> <p>Highways England notes that English Heritage's interest in the additional land required to support NMC-06 (Options A and B) arises from its being a leaseholder of land adjoining unregistered highway in respect of which the ad medium filum presumption applies. As such, English Heritage's interest in the additional land arises by default and relates only to the subsoil beneath the existing highway.</p> <p>Highways England also notes that at the time of writing, English Heritage is minded not to provide its consent to the use of the additional land for the purposes of NMC-06 (Options A or B).</p>
4.8.25	HBMCE (Historic England)	<p>We are aware that you have also formally requested HBMCE's consent for inclusion in the DCO application of additional land within HBMCE's ownership required to facilitate both Option A and Option B for NMC-06.</p> <p>HBMCE has indicated previously in our submissions to the Examining Authority that these matters will be dealt with principally by the English Heritage Trust (EHT). Consequently, once HBMCE is satisfied that EHT has a clear understanding of the proposals and has provided their response, we will look to update our representations on Options A and B accordingly and consider the formal request for our consent.</p>	Your comment is noted.

	Consultee	Matter Raised	Highways England's Response
<b>4.9</b>	<b>NMC-07: Additional private means of access</b>		
	Consultee	Matter Raised	Highways England's Response
4.9.1	PFA Consulting (ClassMaxi)	We cannot see the necessity for a second PMA (PMA42) into the land to the east of Amesbury Road. While the PMA 42 limb of NMC-07 may have the support of the owner and occupier of the Earl's Down Field, it does not and never has had the support of CML/APC over whose land PMA 42 would cross.	This new access (PMA 42) was requested by the tenant farmer to provide a supplemental replacement (in combination with PMA 41) for an existing access which will become inaccessible when this section of the Amesbury Road byway (AMES1) is stopped up. However, in the absence of sufficiently persuasive supporting evidence provided by the landowner or long-term tenant, the proposal for new PMA 42 is now withdrawn; it is Highways England's intention that proposed change NMC-07 will be taken forward in a form comprising PMA 41 only.
4.9.2	PFA Consulting (ClassMaxi)	PMA42 should be located south of the currently proposed position, onto Amesbury Rd (AMES1).	PMA 42 is to be removed from the NMC-07 proposal. Due to the existing ground levels, relocating the proposed PMA 42 to the south of its currently proposed location would require a ramped access extending into the field. The area of land required to deliver such an access ramp would cause a consequential reduction in the area of available agricultural land.
4.9.3	Lincoln College	NMC-07 proposes new accesses from Equinox Drive to a block of land owned by the College known as Earl's Farm Down. The new access is necessary due to Highways England (HE)'s proposal to re-align Byway AMES 1. AMES 1 currently provides the tenant farmer's key access to that part of the land and is the only suitable access point for larger equipment such as combine harvesters and	Thank you for your comment. In the absence of sufficiently persuasive supporting evidence provided by the landowner or long-term tenant, PMA 42 is to be removed from the NMC-07 proposal. A similar, suitable access is to be provided at PMA41, which will accommodate combine harvesters and articulated lorries.

	Consultee	Matter Raised	Highways England's Response
		<p>articulated lorries. The proposal to re-align AMES 1 will remove this access.</p> <p>The College is fully supportive of the proposed new access and wishes to support the tenant farmer in minimising the negative effects of the A303 scheme as much as possible. I consider providing a new access to be essential.</p>	
4.9.4	Wiltshire Council	No objection to a private means of access to the Earl's Down Field from the south side of the proposed Allington Track Diversion (New PMA 41).	Thank you for your comment.
4.9.5	Wiltshire Council	The new PMA 42 to the south of Equinox Drive, into the same field, appears to be at odds with the agreed heads of terms of a tripartite agreement (Wiltshire Council / HE / Classmaxi Ltd. The access into the field, if the new byway link were to be restricted to 4 to 4.5m, would cross Classmaxi Ltd. (CML) land, which has not, at this time, been agreed by CML.	<p>Highways England has been in discussions with both Wiltshire Council and Class Maxi Limited in relation to the proposed new PMA 42 and its impact on the agreed terms in the tripartite agreement.</p> <p>In addition, Highways England has also requested (but not received) from the relevant landowner and/or tenant farmer further evidence to justify the need for proposed PMA 42.</p> <p>Highways England has also explored Classmaxi's suggestion that the proposed PMA 42 could be located further south of the position shown in the Proposed Changes Application [AS-067] and the Proposed Changes Consultation Booklet, but considers that due to the variation in ground levels at that location, which would require a ramped access arrangement involving greater land take, the benefits of the proposed access would be outweighed by its impacts on the land it was intended to serve.</p> <p>In consequence, and having carefully considered the positions of all relevant parties, including the submissions made in response to the proposed changes consultation, Highways</p>



	Consultee	Matter Raised	Highways England's Response
			<p>England is persuaded that, on balance, adequate replacement access to the land in question could be provided by new PMA 41 alone and that the impacts of PMA 42 on all relevant landowners (including ClassMaxi Limited) would not be outweighed by the benefits arising from a secondary/supplemental replacement PMA in the form of PMA 42 either as proposed in the description of NMC-07 in the Consultation Booklet, or at the alternative location suggested by ClassMaxi Limited.</p> <p>As such, the proposal for new PMA 42 is now withdrawn; it is Highways England's intention that proposed change NMC-07 will be taken forward in a form comprising PMA 41 only.</p>
4.9.6	HBMCE (Historic England)	A cultural heritage assessment for each of the new PMAs, 41 and 42, is not provided in the consultation report. PMA41 is covered by 10.5.2 but PMA42 is not.	The proposal for new PMA 42 is now withdrawn; it is Highways England's intention that proposed change NMC-07 will be taken forward in a form comprising PMA 41 only.
4.9.7	HBMCE (Historic England)	At PMA42 there is potential for groundworks to affect archaeological remains associated with the line of AMES1 which may follow that of a Roman road. This is also likely to follow the line of a probable Prehistoric trackway which survives in places along its length, and it is clear that remains of this trackway will contribute positively to the significance of the scheduled prehistoric monuments and other non-designated prehistoric remains derive from their settings. Consequently, an appropriate archaeological response should also be included in the DAMS in relation to this proposed amendment.	The proposal for new PMA 42 is now withdrawn; it is Highways England's intention that proposed change NMC-07 will be taken forward in a form comprising PMA 41 only.
4.9.8	HBMCE (Historic England)	Highways England helpfully provided confirmation in Issue Specific Hearing 9 on Traffic and Transport (22 August) that the stopped-up section of AMES1 is to be grubbed up	Thank you, your comment is noted.

	Consultee	Matter Raised	Highways England's Response
		and a wildflower meadow established. This should form part of the refinement of the OEMP, OLEMP and DAMS to ensure that these works appropriately protect important archaeological remains and that the route of the trackway remains able to be appreciated despite the stopping up of this section of AMES1.	The DAMS will be updated to ensure archaeological remains are protected during works to the AMES1 byway.
4.9.9	Mr C A Rowland	Mr Rowland is in support of NMC-07 as it provides a new means of access to land of which that he is the tenant of however, there is a requirement (not shown on sheet 11 of 15 Inset 5) for the landowner, Mr Rowland, to be provided with an access which is already in existence to the existing Allington Track. That access needs to be maintained and/or be provided and the landowner is unsure as to whether the plan that has been provided to him which shows this access has been made available to the Examining Authority.	The existing access from Allington Track at the north-eastern corner of Earl's Farm Down will remain. The accommodation works necessary are being agreed with the landowner and tenant, Mr Rowlands. This does not comprise a proposed change to the DCO application.
<b>4.10</b>	<b>NMC-08: Revised private means of access off the new restricted byway south of Green Bridge No.4</b>		
	Consultee	Matter Raised	Highways England's Response

	Consultee	Matter Raised	Highways England's Response
4.10.1	HBMCE (Historic England)	HBMCE has no objection on heritage grounds to the proposed amendment NMC-08.	Thank you, your comment is noted.
4.10.2	HBMCE (Historic England)	Section 11.5 (Conclusions of the environmental appraisal) of the consultation report does not include a section on archaeological remains as is included elsewhere in the consultation document where a non-material change to cultural heritage has been assessed by the Applicant, as assessed here in Table 11-1.	Regarding NMC-08, Highways England acknowledges this omission. From a cultural heritage perspective, from the proposed changed PMA off the new restricted byway south of Green Bridge No.4, no impacts are expected as protective membrane would be laid above the existing topsoil to protect any potential archaeological remains, prior to any construction.
4.10.3	HBMCE (Historic England)	We have noted that this change would require additional works although the scope of those is not clear and have assumed that in the event this change is accepted, the DAMS will be updated accordingly. It would be helpful if Highways England could provide confirmation that this assumption is correct and explain whether this will involve an extension to an existing Site in Table 11.3/Appendix D or inclusion of a new, separate site, and whether the proposal is for preservation of archaeological remains or archaeological excavation.	The DAMS will be updated to reflect the revised location of the new PMA as set out in NMC-08. This will be dealt with as part of site 39 (preservation of archaeological remains). The DAMS would be revised following the acceptance of the NMC by the Examining Authority (pursuant to the Procedural Decision which is due to be issued on 27 September 2019) and would be submitted by the close of examination.
4.10.4	Wiltshire Council	The Council has no comments on this very minor proposed change.	Thank you, your comment is noted.

## 5 Highways England's post-consultation position in relation to each of the NMCs

5.1.1 This chapter confirms Highways England's position in relation to what is requested in respect of each proposed non-material change. As detailed in Chapter 4 above, Highways England has given careful consideration to the comments received during the proposed changes consultation (see Appendix G). Where a proposed change now sought by Highways England, having had regard to the consultation comments, differs in any way from the NMC proposal originally set out in the Proposed Changes Application [AS-067] and the Proposed Changes Consultation Booklet (at Appendices A1 & A2 to this report), this chapter explains how and why that difference arises.

### 5.2 Proposed Change NMC-01: Existing lay-by west of Winterbourne Stoke to be de-trunked

5.2.1 NMC-01 remains as originally proposed. Please refer to the description of NMC-01 which is set out in the Proposed Changes Application [AS-067] and the Proposed Changes Consultation Booklet (at Appendix A1 to this report).

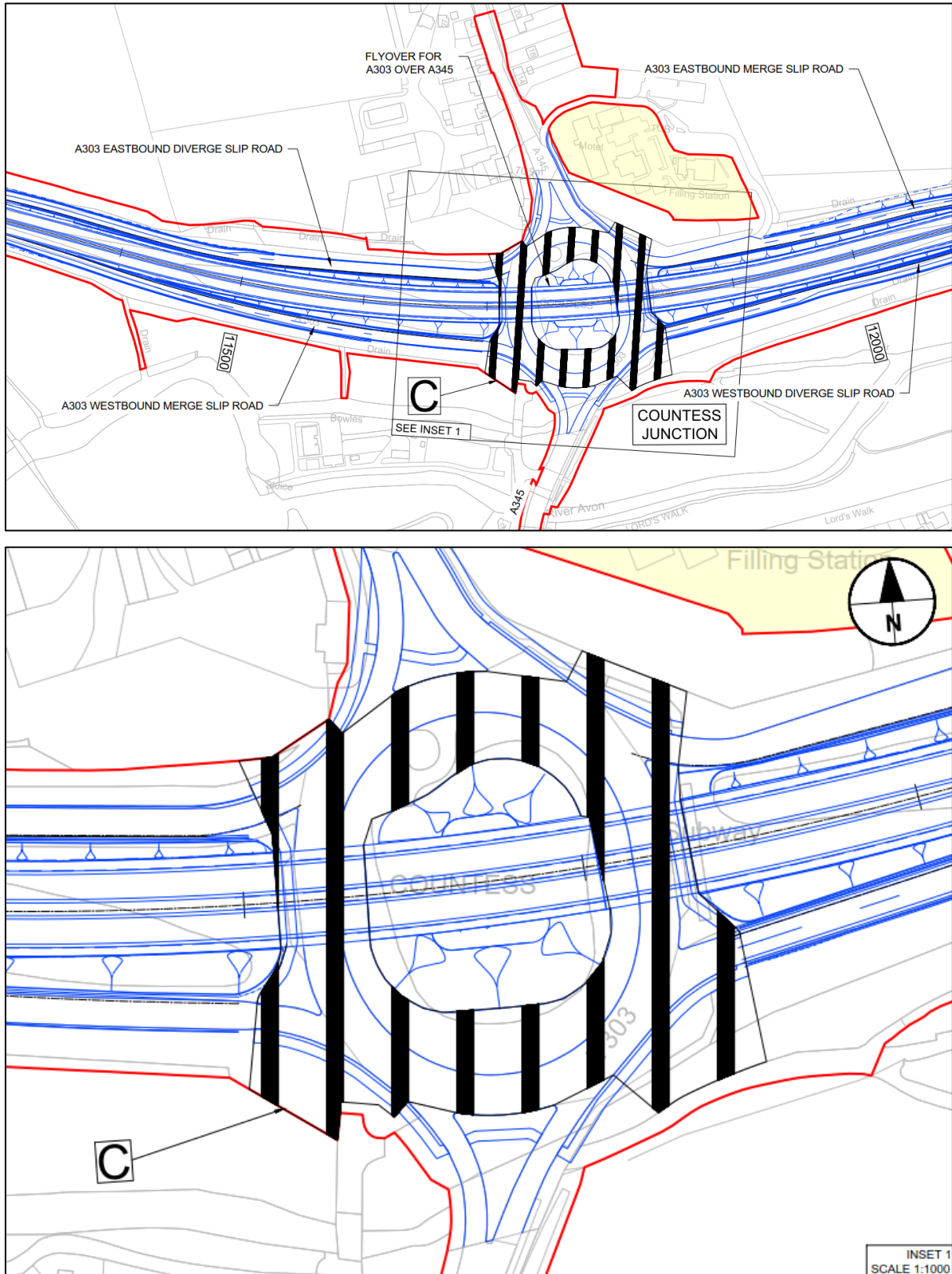
### 5.3 Proposed Change NMC-02: Countess Roundabout to be de-trunked

5.3.1 Highways England wishes to amend NMC-02 to reflect comments received from Wiltshire Council regarding the extent of the de-trunking at Countess Roundabout, as detailed in Chapter 4 above and set out in full at Appendix G to this report.

5.3.2 Highways England accepts the principle of including the relevant highway verges within the area which is proposed to be de-trunked and has held further discussions with Wiltshire Council to resolve conflicting historical records regarding highway boundaries, and to finalise and agree the limits of de-trunking markings at the Countess Roundabout.

5.3.3 Wiltshire Council's detailed suggestions on amendments likely to be required to be made to the De-Trunking Plans are also noted.

5.3.4 Revised 'after' sketches, showing NMC-02 as now proposed, are provided at Figure 5-1 below. The 'after' sketch for NMC-02 in the Consultation Booklet and the Proposed Changes Application [AS-067] will be replaced in the DCO De-Trunking Plans by the images below, if the Examining Authority accepts this change.



**Figure 5-1: Revised ‘after’ excerpts from De-Trunking Plans showing NMC-02 proposal as revised post-consultation**

## 5.4 Proposed Change NMC-03: Change to the proposed road classification of the former A303 west of Winterbourne Stoke

5.4.1 NMC-03 remains as originally proposed. Please refer to the description of NMC-03 which is set out in the Proposed Changes Application [AS-067] and the Proposed Changes Consultation Booklet (at Appendix A1 to this report).

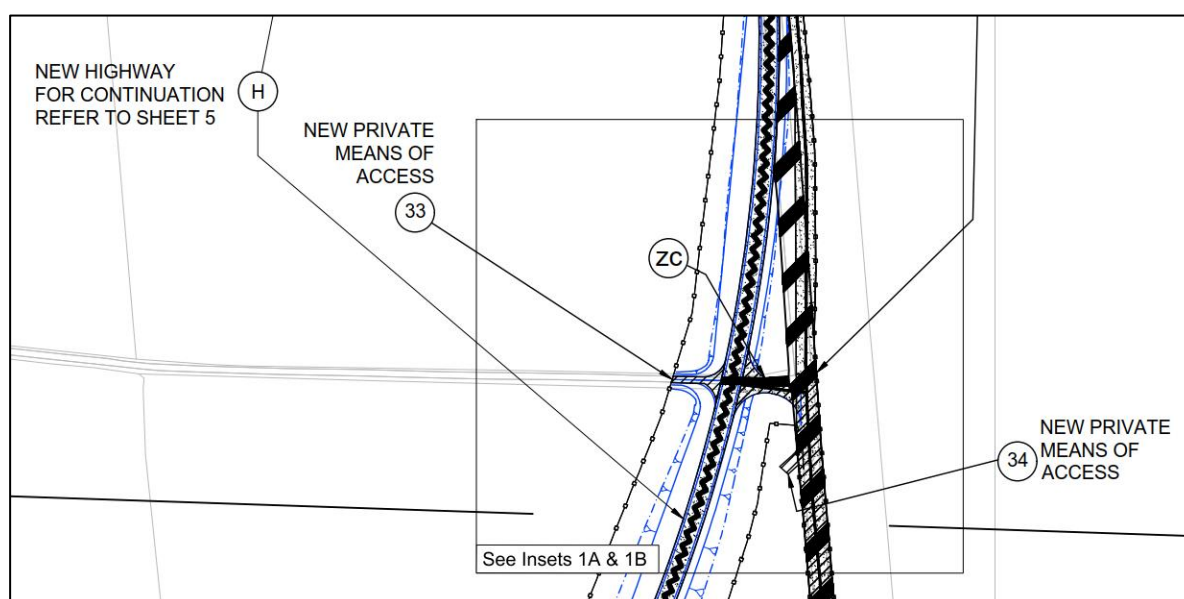
## 5.5 Proposed Change NMC-04: Turning head on the old Stonehenge Road

5.5.1 NMC-04 remains as originally proposed. Please refer to the description of NMC-04 which is set out in the Proposed Changes Application [AS-067] and the Proposed Changes Consultation Booklet (at Appendix A1 to this report).

## 5.6 Proposed Change NMC-05: Revised proposal for access to land next to the existing A360 north of Longbarrow

5.6.1 NMC-05 remains as originally proposed. Please refer to the description of NMC-05 which is set out in the Proposed Changes Application [AS-067] and the Proposed Changes Consultation Booklet (at Appendix A1 to this report).

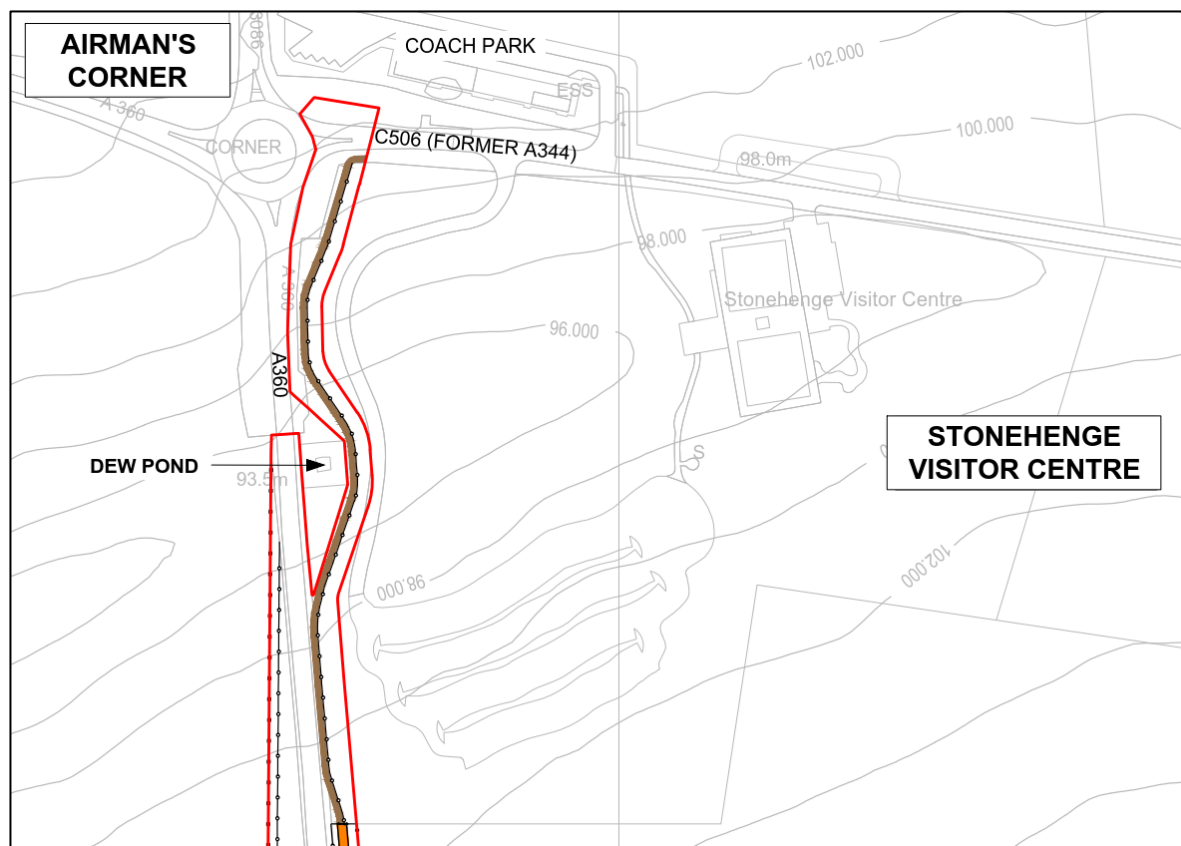
5.6.2 However, a replacement 'after' sketch for NMC-05 (Sheet 14 of the Rights of Way and Access Plans [AS-009]) is provided below, in which the omission, in the version of the sketch in the Consultation Booklet, of a directional label for 'Insets 1A & 1B', has been rectified. The label, which reads 'See Insets 1A & 1B', is shown in the sketch below. The 'after' sketch for NMC-05 in the Consultation Booklet and the Proposed Changes Application [AS-067] will be replaced in the DCO Rights of Way and Access Plans by the image below, if the Examining Authority accepts this change.



**Figure 5-2: Revised 'after' excerpt from Rights of Way and Access Plans, Sheet 14, showing directional label for 'Insets 1A & 1B'**

## 5.7 Proposed Change NMC-06: Public right of way to Stonehenge Visitor Centre

- 5.7.1 The proposed changes consultation included two options (NMC-06, Options A and B) to replace the non-motorised user route alongside the A360 past the Stonehenge Visitor Centre as originally proposed in the DCO application. Following extensive consideration of the consultation feedback received, Highways England confirms that the preferred option – which is to be taken forward as NMC-06 – is Option B. Option B is therefore recommended for acceptance into the Application.
- 5.7.2 However, as foreshadowed in Chapter 3 above (see paragraphs 3.3.5 to 3.3.7), it may be the case that not all of the consents necessary to secure the delivery of NMC-06 Option B in the context of the DCO and the terms of reference of the CA Regulations will be available.
- 5.7.3 In the absence of a full suite of consents confirming relevant affected persons' agreement to the use and acquisition of the 'additional land' outside the Order limits, a substitute solution, which delivers a non-motorised user facility equivalent to that proposed in NMC-06 Option B, is anticipated to be available.
- 5.7.4 This 'substitute solution' would obviate the need for the outstanding additional land consents (as referenced in Chapter 3 above, at Table 3-3).
- 5.7.5 The substitute solution would include the north-south length of Option B which runs from the south of the Visitor Centre site to the Airman's Corner roundabout (where the A360 meets the C506) which is deliverable within the Order limits of the original draft DCO, as shown below in Figure 5-3. It would also include the west-east length of Option B which runs from the east of the Airman's Corner roundabout westwards along the C506 towards the entrance to the Visitor Centre. The west-east element of the substitute solution would need to be delivered outside of the DCO (as explained further below).



**Figure 5-3: Revised excerpt from General Arrangement Drawings, Sheet 14 showing the substitute to Option B within Order limits**

- 5.7.6 Options A and B would both have a reduced impact on the area occupied by the Stonehenge Visitor Centre compared with the proposals for a restricted byway set out in the draft DCO. The impact on the overflow parking operation for the Visitor Centre would be significantly less - the strip of land required in this area for the original DCO proposal is approximately 11 metres wide, whilst for both Options A and B it is approximately 1 metre wide.
- 5.7.7 However, English Heritage states that Option B has a greater impact on the Visitor Centre than Option A for the reasons set out in their response to the proposed changes consultation (see Chapter 4 above and Appendix G to this report). These reasons include the negative impact on the setting of the dew pond, the possible increase of intrusive fencing, the adverse impact on the design ethos of the Visitor Centre site and the proximity of Option B to the Visitor Centre car park access road. However, English Heritage also states in its consultation response that the proposals in NMC-06, whilst not accepted, are preferable to the restricted byway proposal in the original Application.
- 5.7.8 As regards the remaining west-east element of NMC-06, which requires use of the highway verge outside the DCO boundary along the south side of the C506 (former A344), the substitute solution which Highways England would wish to pursue in the absence of written agreement from English Heritage,



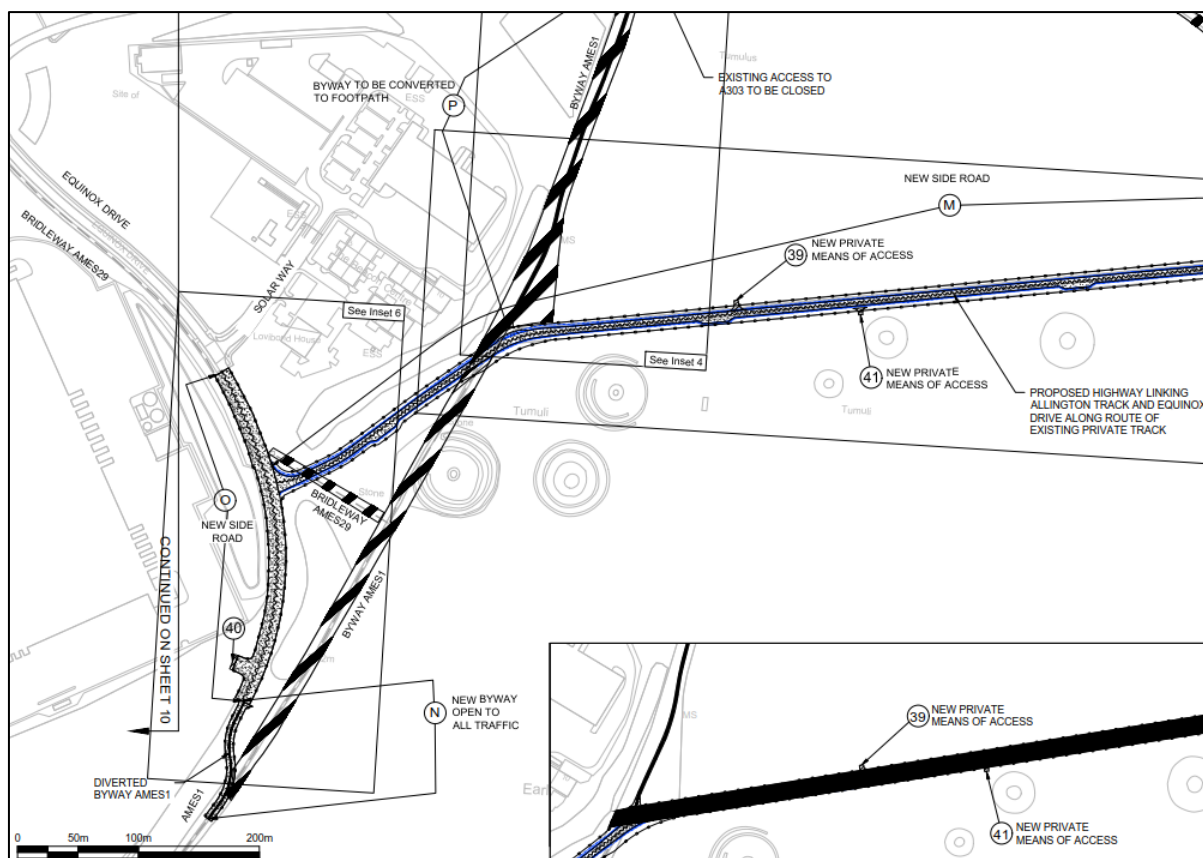
Historic England and the Guinness family, would need to be taken forward outside the DCO. Wiltshire Council is willing to address the issue of the provision of the west-east element of the proposed shared-use facility for pedestrians and cyclists (as proposed in NMC-06 Options A and B) through the provisions of a Side Agreement with Highways England.

- 5.7.9 Please refer to paragraphs 20 to 38 and paragraphs 47 to 49 of Wiltshire Council's response to the proposed changes consultation (see Chapter 4 above and Appendix G to this report) for evidence of Wiltshire Council's support for this collaborative approach to the delivery of the substitute solution which would mirror the proposal in NMC-06 Option B.
- 5.7.10 In this scenario, there is potential for the west-east element of NMC-06 to be delivered in collaboration with Wiltshire Council through the exercise of the Council's local highway authority powers. This, in combination with the delivery pursuant to the DCO, of the north-south element of NMC-06 Option B – if that part of NMC-06 was accepted by the Examining Authority in its Procedural Decision on the Proposed Changes Application – could deliver a shared-use facility for pedestrians and cyclists equivalent to the proposal in NMC-06 Option B.
- 5.7.11 In conclusion, in the likely event that English Heritage's additional land consent is not forthcoming in advance of the Examining Authority's Procedural Decision, then if the Examining Authority accepts this change, the 'after' sketches for NMC-06 (Options A and B) as shown in the Proposed Changes Consultation Booklet (at Appendix A1 to this report) and the Proposed Changes Application [AS-067] will be replaced in the DCO drawings by the north-south length of shared-use facility for pedestrians and cyclists which is shown in Figure 5-3 above.

## **5.8 Proposed Change NMC-07: Additional private means of access**

- 5.8.1 The owner of the land on which the proposed PMA 42 would be constructed has objected to this element of NMC-07 but has no objection to the proposed PMA 41. The adjacent landowner benefitting from PMA 42 supports the entire NMC-07 proposal, as does the long-term tenant who farms the land. However, Highways England does not consider that either this landowner or the tenant has provided sufficient justification to over-ride the objection from the affected landowner. PMA 42 will therefore be removed from the proposal for NMC-07. PMA 41 would replace the existing access which would be lost as a consequence of the stopping up of byway open to all traffic AMES1.
- 5.8.2 All other accesses to Earls Farm Down will be retained, including the existing unrecorded access at the north-east corner of the field onto the existing Allington Track.
- 5.8.3 A detailed response to each of the points raised by the parties affected by this change is provided in Chapter 4.

5.8.4 A revised 'after' sketch, showing NMC-07 as now proposed (i.e. featuring new PMA 41 only), is provided at Figure 5-4 below. This replaces the 'after' sketch for NMC-07 in the Proposed Changes Consultation Booklet (at Appendix A1 to this report) and the Proposed Changes Application [AS-067].



**Figure 5-4: Revised excerpt from Rights of Way and Access Plans showing PMA41 only, with PMA42 removed**

## 5.9 Proposed Change NMC-08: Revised private means of access off the new restricted byway south of Green Bridge No.4

5.9.1 NMC-08 remains as originally proposed. Please refer to the description of NMC-08 which is set out in the Proposed Changes Application [AS-067] and the Proposed Changes Consultation Booklet (at Appendix A1 to this report).

## 6 Conclusion

- 6.1.1 In response to the Examining Authority's request, Highways England undertook non-statutory consultation on the eight proposed NMCs. As detailed in Chapter 2, this involved: the publication of notices in the local press; the erection and maintenance of site notices; the deposit of documents for public inspection at two libraries; and promotion through the project website and social media. In addition, Highways England mailed 194 letters to: prescribed parties; those with an interest in the relevant land; and other interested parties.
- 6.1.2 The non-statutory consultation ran from Friday 26 July 2019 to Monday 26 August 2019. In total, 15 responses to the consultation were received by Highways England. This report includes copies of all comments received (Appendix G) and sets out Highways England's responses to those comments (Chapter 4).
- 6.1.3 Highways England has given careful consideration to the feedback received through the consultation. Where modifications to the proposed changes have been sought by consultees – in relation to NMC-02, NMC-06 and NMC-07 – Highways England has responded by engaging further with the relevant parties in relation to their requests, and then amending the proposed changes. In doing so, Highways England has endeavoured to balance any competing or conflicting concerns (e.g. in relation to NMC-06 and NMC-07) with fairness and transparency.
- 6.1.4 The amended NMC proposals are presented and explained in Chapter 5 above. Where NMC proposals remain unchanged following the consultation, this is also confirmed in Chapter 5. Highways England respectfully requests the Examining Authority's acceptance of all of the proposed changes as described in Chapter 5.
- 6.1.5 Highways England appreciates that the position in relation to NMC-06 is complex. Notwithstanding English Heritage's position, there is a degree of support for the amended DCO proposal in the form of NMC-06 Option B – and for most (though not all) consultees, Option B was considered preferable to the original DCO proposal. For this reason, Highways England seeks acceptance of NMC-06 Option B in the first instance; and, if such acceptance is not possible because the consent of one or more relevant affected persons remains outstanding, then Highways England seeks acceptance of the north-south element of the substitute solution as described in Chapter 5 above.
- 6.1.6 The substitute solution would enable the delivery of a shared-use facility for pedestrians and cyclists equivalent to NMC-06 Option B, albeit that the delivery method would differ, in that whilst the north-south element could be delivered through the DCO (if accepted by the Examining Authority), the west-east element would be delivered outside the DCO, in collaboration with Wiltshire Council.

- 6.1.7 Having considered the consultation responses in detail, Highways England notes that none of the consultees expressed a view that the proposed changes were material, as opposed to non-material. This reflects and corroborates the impression gained by Highways England in the Issue Specific Hearing No. 9 held on 22 August 2019, in which the proposed changes were discussed. As such, Highways England concludes that its findings on the matter of materiality or non-materiality, as set out in the Proposed Changes Consultation Booklet (in the environmental appraisal sections), are accepted.
- 6.1.8 Highways England also notes that a significant majority of the persons consulted on the proposed changes did not respond to the consultation, notwithstanding either the targeted nature of the consultation or the breadth of its range. Highways England therefore concludes that those persons do not consider the proposed changes to be material in nature (either individually or cumulatively) and nor do they oppose the proposed changes.
- 6.1.9 As such, Highways England believes this report supports its request to the Examining Authority [AS-067] to accept all of the proposed changes as part of the Application to be examined. Highways England draws this conclusion from the evidence that each of the NMCs would, on balance, bring a small but significant benefit to a particular aspect of the Scheme, which, in combination would help Highways England to deliver an optimal Scheme.

## Appendices

- Appendix A1 Proposed Changes Consultation Booklet
- Appendix A2 Proposed Changes Consultation Booklet - Correction Statement
- Appendix B Lists of persons consulted (and not consulted) on the proposed changes
- Table 1 – section 42(1)(a) prescribed consultees
- Table 2 – section 42(1)(b) local authorities
- Table 3 – section 42(1)(d) consultees (including affected persons)
- Table 4 – interested parties
- Appendix C Press Notices
- Appendix D Copy of Notice and covering letter sent to consultees
- Appendix E Copy of site notice; site notice location map; and photographic evidence of notices affixed on site
- Appendix F1 Highways England website promotion of the Proposed Changes
- Appendix F2 Social Media Promotion of the Proposed Changes
- Appendix G Copies of Consultee Responses
- Appendix H1 Local Community Forum, promotion of the Proposed Changes
- Appendix H2 Email to the Local Community Forum promoting the Proposed Changes
- Appendix I Letters - Request for consent to inclusion of additional land in the development consent order (NMC-06)
- Appendix J Letters received for consent to inclusion of additional land in the development consent order (NMC-06)

# Appendix A1 - Proposed Changes Consultation Booklet



# A303 Amesbury to Berwick Down

Proposed Changes Consultation Booklet

July 2019



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# Contents

<b>1</b>	<b>Introduction.....</b>	<b>1</b>
1.1	We are consulting on eight minor changes to the proposals for the A303 Amesbury to Berwick Down Scheme.....	1
1.2	Responding to this non-statutory consultation.....	2
1.3	Next Steps .....	2
<b>2</b>	<b>The proposed changes .....</b>	<b>4</b>
2.1	Eight minor non-material changes.....	4
<b>3</b>	<b>Guide to the information in the following chapters.....</b>	<b>7</b>
3.1	Structure of the chapters.....	7
3.2	Environmental appraisal of the proposed changes.....	7
3.3	Impacts on land .....	9
<b>4</b>	<b>Proposed Change NMC-01: Existing lay-by west of Winterbourne Stoke to be de-trunked.....</b>	<b>10</b>
4.1	Background to the change .....	10
4.2	Description of the change .....	10
4.3	Before and after plans/drawings.....	11
4.4	Summary of environmental appraisal.....	11
4.5	Conclusions of the environmental appraisal.....	12
<b>5</b>	<b>Proposed Change NMC-02: Countess Roundabout to be de-trunked .....</b>	<b>14</b>
5.1	Background to the change .....	14
5.2	Description of the change .....	14
5.3	Before and after plans/drawings.....	15
5.4	Summary of environmental appraisal.....	17
5.5	Conclusions of the environmental appraisal.....	17
<b>6</b>	<b>Proposed Change NMC-03: Change to the proposed road classification of the former A303 west of Winterbourne Stoke .....</b>	<b>19</b>
6.1	Background to the change .....	19
6.2	Description of the change .....	19
6.3	Before and after plans/drawings.....	20
6.4	Summary of environmental appraisal.....	21
6.5	Conclusions of the environmental appraisal.....	21
<b>7</b>	<b>Proposed Change NMC-04: Turning head on the old Stonehenge Road ...</b>	<b>23</b>
7.1	Background to the change .....	23
7.2	Description of the change .....	23

7.3	Before and after plans/drawings.....	24
7.4	Summary of environmental appraisal.....	24
7.5	Conclusions of the environmental appraisal.....	25
<b>8</b>	<b>Proposed Change NMC-05: Revised proposal for access to land next to the existing A360 north of Longbarrow .....</b>	<b>27</b>
8.1	Background to the change .....	27
8.2	Description of the change .....	27
8.3	Before and after plans/drawings.....	29
8.4	Summary of environmental appraisal.....	33
8.5	Conclusions of the environmental appraisal.....	33
<b>9</b>	<b>Proposed Change NMC-06: Public right of way to Stonehenge Visitor Centre .....</b>	<b>35</b>
9.1	Background to the change .....	35
9.2	Description of the change .....	35
9.3	Before and after plans/drawings.....	37
9.4	Summary of environmental appraisal.....	40
9.5	Conclusions of the environmental appraisal.....	40
<b>10</b>	<b>Proposed Change NMC-07: Additional private means of access.....</b>	<b>43</b>
10.1	Background to the change .....	43
10.2	Description of the change .....	43
10.3	Before and after plans/drawings.....	44
10.4	Summary of environmental appraisal.....	46
10.5	Conclusions of the environmental appraisal.....	46
<b>11</b>	<b>Proposed Change NMC-08: Revised private means of access off the new restricted byway south of Green Bridge No.4.....</b>	<b>48</b>
11.1	Background to the change .....	48
11.2	Description of the change .....	48
11.3	Before and after plans/drawings.....	48
11.4	Summary of environmental appraisal.....	49
11.5	Conclusions of the environmental appraisal.....	49

# Figures

Figure 3-1 Extract from De-Trunking Plans [APP-015] .....	11
Figure 5-1 Extract from De-Trunking Plans [APP-015] .....	16
Figure 6-1 Extract from the Classification of Roads Plan [APP-016] .....	20
Figure 7-1 Extract from General Arrangement Drawings [ APP-012] .....	24
Figure 8-1 Extract from Rights of Way and Access Plans [APP-009] .....	32
Figure 9-1 Extract from General Arrangement plans legend [APP-012] with proposed additions .....	39
Figure 10-1 Extract from Rights of Way and Access Plans [APP-009] .....	45
Figure 11-1 Extract from Rights of Way and Access Plans [APP-009] .....	48

# Tables

Table 4-1 Environmental Appraisal Table for NMC-01 .....	13
Table 5-1 Environmental Appraisal Table for NMC-02 .....	18
Table 6-1 Environmental Appraisal Table for NMC-03 .....	22
Table 7-1 Environmental Appraisal Table for NMC-04 .....	26
Table 8-1 Environmental Appraisal Table for NMC-05 .....	34
Table 9-1 Environmental Appraisal Table for NMC-06 (Options A and B) .....	42
Table 10-1 Environmental Appraisal Table for NMC-07.....	47
Table 11-1 Environmental Appraisal Table for NMC-08 .....	50

# 1 Introduction

## 1.1 We are consulting on eight minor changes to the proposals for the A303 Amesbury to Berwick Down Scheme

- 1.1.1 Highways England's A303 Amesbury to Berwick Down Scheme would provide a high quality two-lane dual carriageway on the A303 trunk road between Amesbury and Berwick Down in Wiltshire ('the Scheme'). The application for development consent for the Scheme was accepted for examination by the Planning Inspectorate on 16 November 2018.
- 1.1.2 We are currently in the examination phase of the procedure established under the Planning Act 2008. Large road projects such as A303 Amesbury to Berwick Down are classed as nationally significant infrastructure projects, which means that we need to apply for a Development Consent Order (DCO) to gain permission to build the Scheme. Five independent Inspectors ('the Examining Authority') – appointed by the Planning Inspectorate – are examining our DCO application, looking at evidence presented by the A303 project team and issues raised by others during a six-month examination period which began on 2 April 2019 and which will end on 2 October 2019. After the examination closes, the Examining Authority will report to the Secretary of State for Transport, who will decide whether or not to grant development consent for the Scheme.
- 1.1.3 We wrote a [letter](#) to the Examining Authority on 21 June 2019, which was published on the Planning Inspectorate's website on 25 June 2019 and provided notice of our intention to propose some minor changes to the Scheme. In our view, these proposed changes are non-material.
- 1.1.4 There is no specific legal or technical definition of the term "non-material" and it will be a matter for the Examining Authority to decide whether our proposed changes are non-material, and whether to accept them into the examination of the DCO application.
- 1.1.5 In our view, the proposed changes are non-material because they are all relatively localised in their effect and therefore do not change the substance of the Scheme for which development consent is sought. None of the proposed changes are materially different from the corresponding elements of the Scheme which were originally proposed and consulted on prior to the submission of the DCO application.
- 1.1.6 We are proposing the non-material changes because we believe they will benefit the final Scheme and because they are a direct response to feedback we have received during the examination process and from our engagement with stakeholders and persons affected by the Scheme.
- 1.1.7 In environmental terms, each of the proposed changes has been reviewed and tested in the context of the original environmental impact assessment carried out in respect of the Scheme. None of the proposed changes have

been found to result in any new or materially different likely significant environmental effects in comparison to those assessed and reported in the Environmental Statement.

- 1.1.8 Alongside this non-statutory consultation we will be submitting a request to the Examining Authority to consider and accept the proposed changes as part of our Application. If accepted, there would be opportunities for the detail of each proposed change to be considered and examined, and for all Interested Parties and Affected Persons to make representations on the proposed changes, as part of the on-going examination of the Application.

## 1.2 Responding to this non-statutory consultation

- 1.2.1 We are proposing to make eight minor non-material changes to the Development Consent Order (DCO) application.
- 1.2.2 Each of the eight proposed changes is identified by a unique reference number with the prefix 'NMC' (for 'non-material change') followed by the identification number. A map showing the locations of the non-material changes as well as a description of each is in Chapter 2 below.
- 1.2.3 This consultation will provide stakeholders and those directly affected by the proposed changes to the Scheme with an opportunity to give their feedback.
- 1.2.4 If you would like to take part in the Proposed Changes Consultation and comment on any of the proposed non-material changes, please provide your comments to Highways England by **11:59pm on Monday 26 August 2019** via:
- Email: [A303Stonehenge@highwaysengland.co.uk](mailto:A303Stonehenge@highwaysengland.co.uk)
  - Post: A303 Amesbury to Berwick Down, Highways England, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6HA
- 1.2.5 As well as being published online, copies of this Proposed Changes Consultation booklet are also available for inspection at Amesbury Library and Salisbury Library, or you can contact us for a copy on USB.

## 1.3 Next Steps

- 1.3.1 After this consultation has closed, we will prepare and submit to the Examining Authority a Non-Statutory Consultation Report. This will explain how the consultation on the proposed non-material changes was carried out and will include copies of the responses received during the consultation, along with our responses to the comments made.
- 1.3.2 Please note that any replies received in response to the Proposed Changes Consultation will be published in the Non-Statutory Consultation Report and submitted to the Examining Authority for consideration and the content will be made publicly available on the Planning Inspectorate's website.

- 1.3.3 The DCO examination process will include further opportunity to make written submissions to the Examining Authority about the proposed changes and about the Non-Statutory Consultation Report in due course.

## **2 The proposed changes**

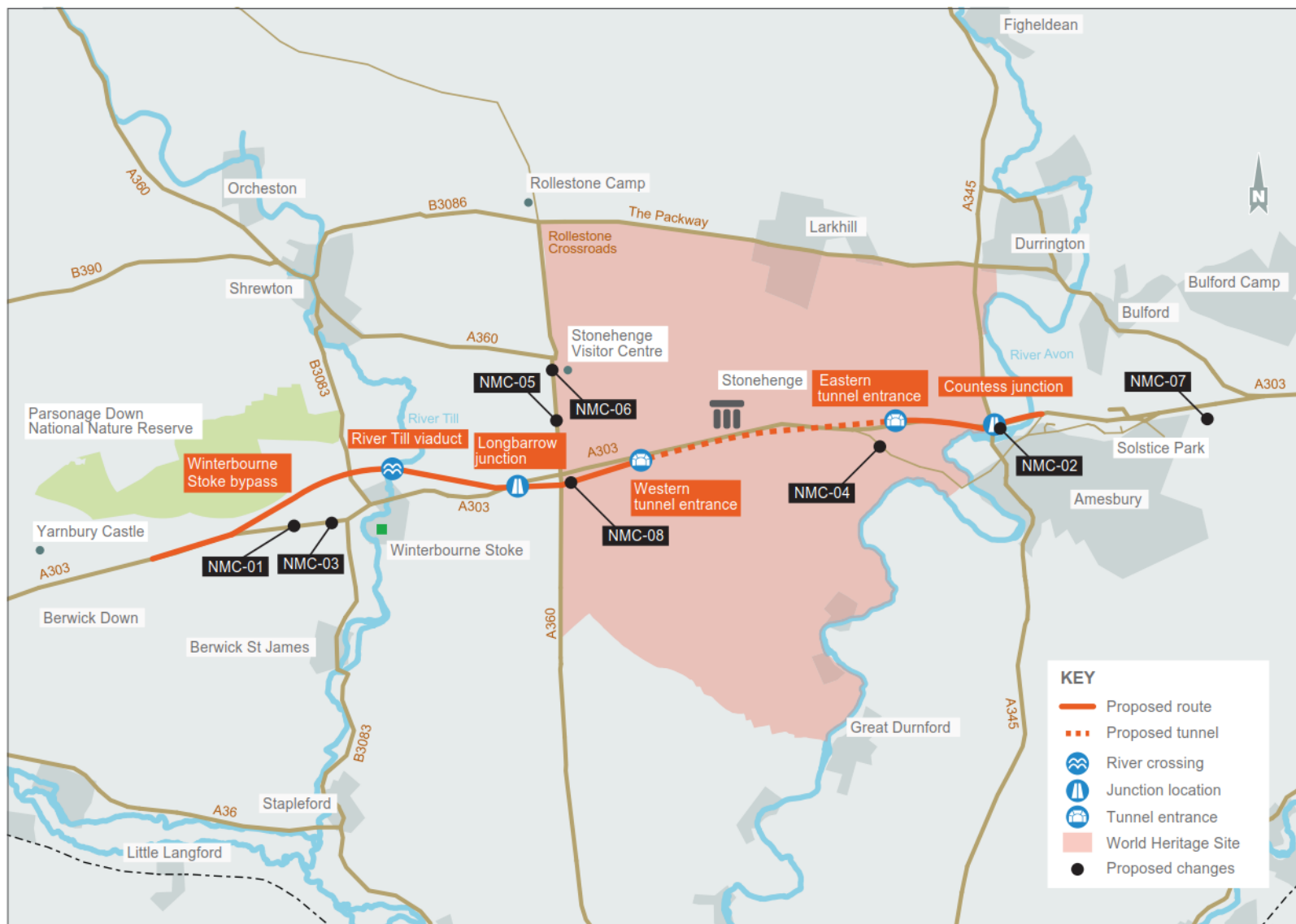
### **2.1 Eight minor non-material changes**

Highways England is proposing to make some minor non-material changes to the Development Consent Order (DCO) application.

These changes are in response to our ongoing engagement with our stakeholders, and those directly affected by the scheme.

The map shows the changes, which are minor in scale and do not change the scheme as a whole.

Further information on each change is shown overleaf.



Route of the proposed development and proposed non-material changes to the Development Consent Order Application  
 Diagrammatic plan not to scale © Crown copyright and database rights 2019 OS 100030649



Non-Material Change (NMC)	Proposed changes
<b>NMC-01</b> <b>Existing A303 lay-by west of Winterbourne Stoke to be de-trunked.</b>	This lay-by is proposed to be re-categorised as a local (non-trunk) road and responsibility for it would be transferred from Highways England to Wiltshire Council. It would be transformed into a sloping grassed verge and will no longer be accessible to vehicles.
<b>NMC-02</b> <b>Countess Roundabout to be de-trunked.</b>	The circular carriageway at Countess Roundabout is proposed to be re-categorised as a local (non-trunk) road and responsibility for it will be transferred from Highways England to Wiltshire Council. The roundabout would be classed as the A345 (rather than the A303) for consistency with the main roads running to the north and south of the roundabout. This is an administrative change only and there would be no change to the road surface or to the way the carriageway is used.
<b>NMC-03</b> <b>Change to the proposed road classification of the former A303 west of Winterbourne Stoke.</b>	The existing A303 between Winterbourne Stoke and Berwick Down is proposed to be declassified, changing from its current trunk road status to an unclassified road, rather than to a classified unnumbered road as previously proposed.
<b>NMC-04</b> <b>Turning head on old Stonehenge Road.</b>	A space to allow vehicles to turn would be created immediately south east of the point where it is proposed that the existing Stonehenge Road is converted to a new restricted byway.
<b>NMC-05</b> <b>Revised proposal for access to land next to the existing A360 north of Longbarrow.</b>	The proposed link between the realigned A360 north of Longbarrow roundabout and the new restricted byway would be moved northwards by approximately 45 metres.
<b>NMC-06</b> <b>Public right of way to Stonehenge visitor centre.</b>	The section of proposed restricted byway next to the A360 would be amended to a shared-use cycle route.
<b>NMC-07</b> <b>Additional private means of access.</b>	New private means of access are proposed into Earl's Down Field from the proposed link between Allington Track and Equinox Drive, and from the proposed link between Equinox Drive and Amesbury Road.
<b>NMC-08</b> <b>Revised private means of access off the new restricted byway south of Green Bridge No.4.</b>	A revised private means of access is proposed to be extended from the south side of the new restricted byway south of Green Bridge No.4.

The full descriptions of these proposed changes are available on our website [www.highwaysengland.co.uk/a303-stonehenge-home](http://www.highwaysengland.co.uk/a303-stonehenge-home) or please contact us for more details:

 **0300 123 5000**

 A303 Amesbury to Berwick Down, Highways England, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6HA.

 [A303Stonehenge@highwaysengland.co.uk](mailto:A303Stonehenge@highwaysengland.co.uk)

## 3 Guide to the information in the following chapters

### 3.1 Structure of the chapters

- 3.1.1 We have included in this Proposed Changes Consultation booklet a dedicated chapter for each of the eight proposed minor, non-material changes. We welcome your views on any or all of the proposed changes outlined in each chapter.
- 3.1.2 In addition to explaining the nature of the changes (see 'Description of the change') and the reasons why they are being proposed (see 'Background to the change'), we have also included 'before' and 'after' sketches, based on selected plans and drawings already submitted as part of our Development Consent Order (DCO) application. These sketches show how the Scheme would differ as a result of each change. For each change, excerpts have been taken from the set(s) of DCO application plans/drawings which illustrate most clearly the nature and effect of the proposed change.
- 3.1.3 Where relevant, the 'before' sketches include extracts from the current versions of the selected DCO application plans / drawings (which are fully cross-referenced for clear identification). The 'after' sketches indicate how the current versions of those plans / drawings would be amended to give effect to the proposed changes, should the Examining Authority accept the proposed change as part of the DCO application and therefore for inclusion in the examination of the DCO application.
- 3.1.4 Where we have provided reference numbers for the DCO application plans / drawings, these reference numbers relate to the 'examination library' maintained by the Planning Inspectorate on the part of its website dedicated to the Scheme. Here is a link to the [examination library](#).
- 3.1.5 Each chapter also presents the environmental appraisal carried out for each proposed change, including a table summarising the appraisal and its findings. More details of the overall approach taken for the appraisal are described below.

### 3.2 Environmental appraisal of the proposed changes

- 3.2.1 Each proposed change has been reviewed and appraised to identify any likely significant effects that would be new or materially different from those reported in the A303 Amesbury to Berwick Down Environmental Statement ('ES') [documents [APP-038 - APP-054] in the [examination library](#) for this Scheme on the Planning Inspectorate's website]. We have then considered whether, collectively, the proposed changes would result in any new or materially different likely significant effects from those reported in the ES.
- 3.2.2 In appraising the proposed changes, we have considered whether, or to what extent, the change might alter the description of the relevant element of

the development within the ES, provided in compliance with paragraph 1 of Schedule 4 to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the 2017 EIA Regulations'). This sets out how an ES should describe a proposed development for the purposes of environmental impact assessment:

“A description of the development, including in particular—

- a. a description of the location of the development;
- b. a description of the physical characteristics of the whole development, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases;
- c. a description of the main characteristics of the operational phase of the development (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used;
- d. an estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste) produced during the construction and operation phases.”

3.2.3 In addition, we have considered:

- the degree of change in the context of the Scheme as a whole (i.e. whether it is significant or minor);
- the effect of the change in environmental terms (i.e. whether it would result in a change to the findings of the assessment carried out in respect of the Scheme prior to submission of the Application);
- the effect of the change on the local community (i.e. what effect, if any, it would have on the local community); and
- the likely level of public interest in the change (i.e. whether there would be interest or concern about the change, taking account of engagement carried out to date).

3.2.4 Having considered the proposed changes in light of paragraph 1 of Schedule 4 to the 2017 EIA Regulations, we have identified whether each of the proposed changes would result in a 'material change', a 'non-material change' or 'no change' to the assessment for each relevant topic within the A303 Amesbury to Berwick Down Environmental Statement.

3.2.5 Where we have found that there is 'no change' this means there is no potential environmental impact associated with that change (e.g. a road re-classification). A change is considered to be 'non-material' where it has a potential impact but that impact does not change the magnitude or the scope of the effect as presented in the original assessment. A change would be considered to be 'material' where it resulted in a significant change in the scope or the findings of the original assessment. Therefore, in the context of

the environmental appraisal of the proposed changes, where we have found that there is 'no change' or we have found that the change is 'non-material', this means that our findings do not result in any likely significant effects that would be new or materially different from those already reported in the Environmental Statement.

- 3.2.6 The environmental appraisal work carried out for each of the proposed changes is summarised in the relevant chapter of this report under the heading 'Summary of the environmental appraisal'; the conclusions of the appraisal work are also summarised in a series of tables, with each summary table being presented in the relevant chapter of this report.
- 3.2.7 The environmental appraisal for each of the changes proposed in this consultation booklet concludes that none of the proposed changes are material in nature, whether considered individually or collectively. They do not result in changes to the underlying Scheme, are localised, and therefore do not result in any likely significant effects that would be new or materially different from those reported in the Environmental Statement. Therefore, we have concluded that no further environmental information is required for consultation purposes as a result of the proposed changes.

### 3.3 Impacts on land

- 3.3.1 Only one of the proposed changes (NMC-06) would require an additional area of land which is currently outside the 'Order limits' proposed in our DCO application. The Order limits are shown as a red line boundary on the Land Plans [APP-005]. Details of the additional land needed for NMC-06 are provided in Chapter 9 (relating to NMC-06) below.
- 3.3.2 Where additional land outside the Order limits is required, as it is in relation to NMC-06, this would engage the procedures set out in the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 ('the CA Regulations'), unless all of the persons with an interest in the additional land agree to the land being acquired and used in connection with the Scheme.
- 3.3.3 The CA Regulations would also apply where a power of temporary possession is proposed to be 'upgraded' to compulsory acquisition, or a power to acquire rights over land is proposed to be 'upgraded' to outright acquisition of land. However, none of the proposed changes requires this type of 'upgrade' to the land acquisition powers currently sought in the DCO application.
- 3.3.4 Therefore, with the exception of NMC-06, none of the proposed changes would have any impact on, or require any changes to, the way in which powers of compulsory acquisition and temporary possession are currently sought in the development consent order (DCO) application. Our approach to the CA Regulations, in relation to NMC-06, is explained in detail in Chapter 9 below.

## **4 Proposed Change NMC-01: Existing lay-by west of Winterbourne Stoke to be de-trunked**

### **4.1 Background to the change**

- 4.1.1 Highways England has received several representations requesting the closure of the lay-by on the north side of the existing A303 west of Winterbourne Stoke. Following confirmation by Wiltshire Council that the lay-by would not be required by the Council for operational reasons, as noted in Highways England's Comments on Written Representations [REP3-013] at paragraph 22.7.19, Highways England proposes to close the lay-by to prevent any risk of misuse in connection with potential anti-social behaviour.
- 4.1.2 Accordingly, Highways England wishes to extend the area of proposed de-trunking on this length of the existing A303 to include the lay-by. This proposed change would require amendment of the De-Trunking Plans [APP-015] and amendment of the corresponding drafting in Part 9 of Schedule 9 to the draft Development Consent Order [REP4-018], to include the lay-by.
- 4.1.3 This proposed change would only require the use of land which is already within the Order limits and proposed to be acquired compulsorily; it would not require any 'additional land' as defined in the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 ('CA Regulations') and would therefore not engage the CA Regulations.

### **4.2 Description of the change**

- 4.2.1 The proposed change involves the existing lay-by being de-trunked. As a consequence of this, responsibility for the lay-by would be transferred from Highways England to Wiltshire Council. The lay-by would be transformed into a sloping grassed verge and would no longer be accessible to vehicles.
- 4.2.2 The proposed change involves amendments to the De-Trunking Plans (Sheet 1 of 3) [APP-015], extending the area of proposed de-trunking on this length of the existing A303 to include the lay-by. This would require zebra hatching to be added in the plan to the lay-by to show the proposed de-trunking, as shown in Figure 3-1 below.

### 4.3 Before and after plans/drawings

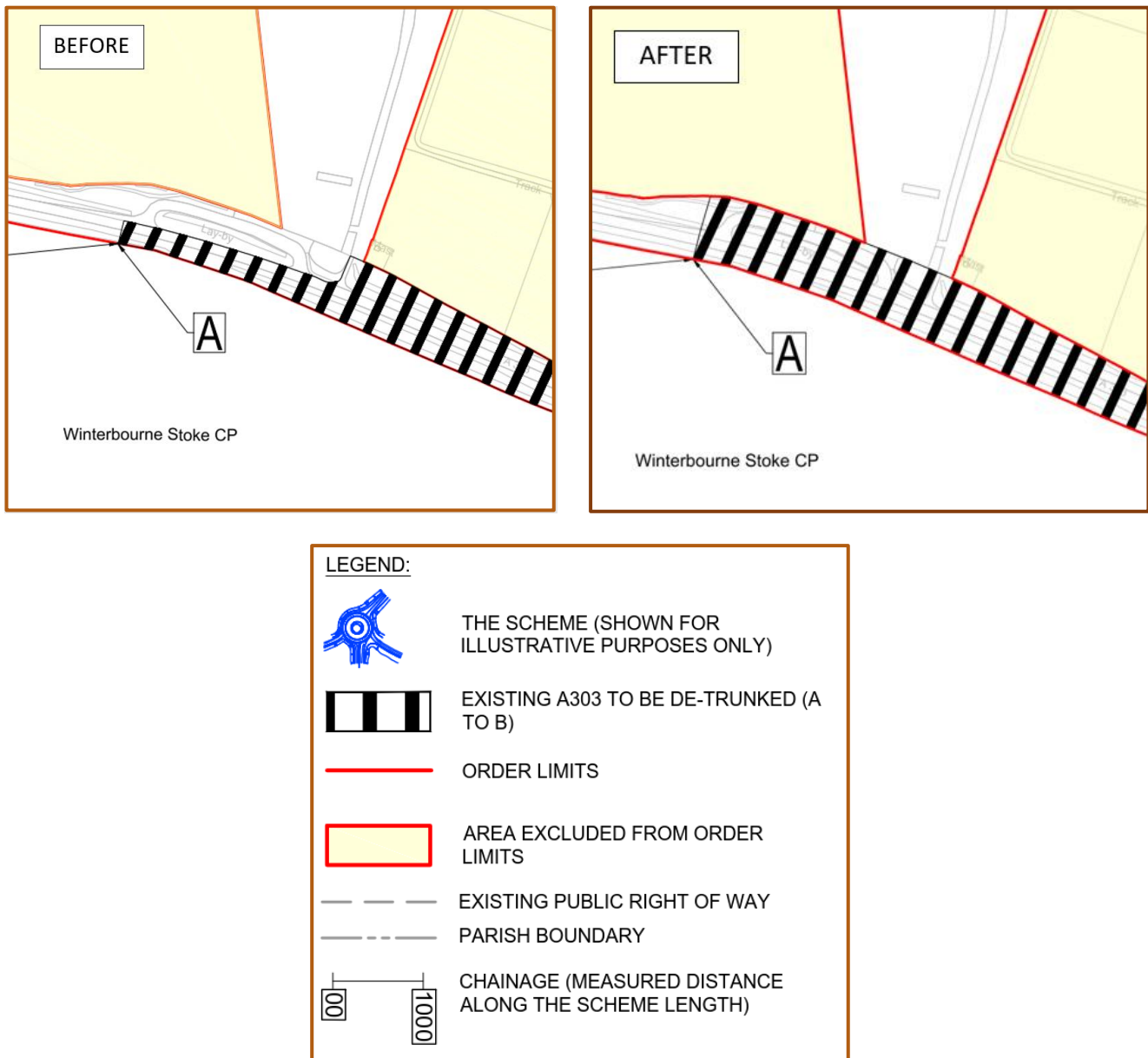


Figure 3-1 Extract from De-Trunking Plans [APP-015]

### 4.4 Summary of environmental appraisal

- 4.4.1 The proposed change has been reviewed and appraised, as summarised in Table 4-1 below, to identify any likely significant effects that would be new or materially different from those presented in the A303 Amesbury to Berwick Down Environmental Statement (ES) [APP-038 – APP-054].
- 4.4.2 The environmental appraisal for the proposed change is presented for each of the topic chapters in the order they are presented in the A303 Amesbury to Berwick Down ES. For each topic, the appraisal then confirms whether the proposed change would result in a material change, a non-material change or no change to the assessment for that topic within the A303 Amesbury to

Berwick Down ES. A proposed change to the Scheme is allocated a finding of 'no change' where there would be no potential environmental impact associated with that change. A change is considered to be 'non-material' where it has a potential impact but that impact would not change the magnitude or the scope of the findings of the assessment presented in the ES; and a change is considered to be material where it would result in a significant change in magnitude, the scope or the findings of the assessment (i.e. would result in a new or materially different significant environmental effect). Having carried out the appraisal, Highways England has concluded that the change would not result in any significant environmental effects that would be new or materially different from those assessed and reported in the ES.

- 4.4.3 In considering the environmental appraisal carried out for this proposed change in combination with the appraisals carried out for the other proposed changes presented in this report, Highways England has concluded that none of the changes, either individually or collectively, would result in a finding other than one of 'no change' or of a change being minor or 'non-material' in nature. Therefore, it is considered that collectively, or cumulatively, the proposed changes presented in this report would not result in any likely significant effects that would be new or materially different from those reported in the ES.

## 4.5 Conclusions of the environmental appraisal

- 4.5.1 The proposed change is located within the existing Order limits and study area as assessed within each chapter of the ES [APP-038 – APP-054]. The proposed change would not result in any new infrastructure, material traffic movements or additional temporary or permanent land use.
- 4.5.2 In terms of road drainage, by converting the existing lay-by from hard standing to calcareous grassland verge this has the potential to improve the permeability of the area affected. However, as the area of the lay-by is relatively small in the context of the Scheme, it is considered that the results of the assessment would not be materially different to those reported in Chapter 11 of the ES [App-049].
- 4.5.3 The conversion of the area from hardstanding to calcareous grassland would result in a very small increase in the creation of grassland, however it is considered that this would not change the findings reported in Chapter 8 of the ES [APP-046].
- 4.5.4 The proposed change has the potential to result in a minor change to the manner in which the existing highway would be used by vehicular traffic in terms of removing a local parking facility. However, as there are other lay-bys on the A303 in the vicinity of the Scheme, this proposed change is considered to be very minor. As such, it is unlikely to have any materially different implications for people and communities as reported in Chapter 13 of the ES [APP-051].

- 4.5.5 The proposed changes would not materially change the effects of the Scheme on the local community as the lay-by is largely used by trunk road users travelling through the area. Winterbourne Stoke Parish Council has requested its closure.
- 4.5.6 On this basis, it can be concluded that the proposed change would not result in any additional or different likely significant effects to those reported in the ES. A summary of the Environmental Appraisal is presented in Table 4-1 below.
- 4.5.7 As the proposed change would not result in any change to the conclusions of the individual ES chapters, it is considered that the proposed change would not result in any additional in-combination or cumulative impacts to those presented in Chapter 15 of the ES [APP-053].
- 4.5.8 On this basis, the findings of Chapter 15 of the ES remain as reported.

**Table 4-1 Environmental Appraisal Table for NMC-01**

ES Chapter number	ES Chapter heading	Material change/ non-material change/ no change	Cumulative effect in combination with other NMCs
5	Air Quality	No change	No change
6	Cultural Heritage	No change	No change
7	Landscape and Visual	No change	No change
8	Biodiversity	Non-material change	No change
9	Noise and Vibration	No change	No change
10	Geology and Soils	No change	No change
11	Road Drainage and the Water Environment	Non-material change	No change
12	Materials and Waste	No change	No change
13	People and Communities	Non-material change	No change
14	Climate Change	No change	No change



## 5 Proposed Change NMC-02: Countess Roundabout to be de-trunked

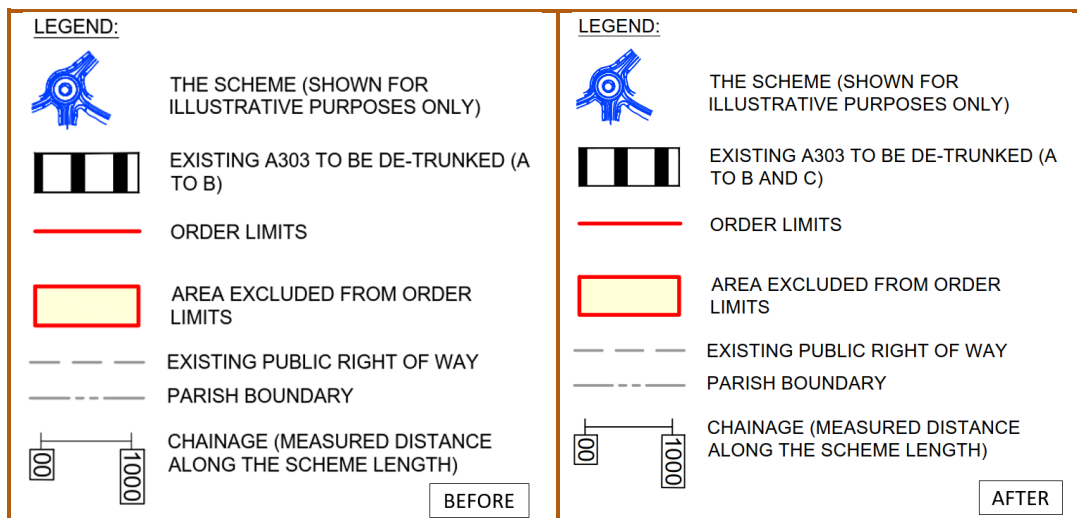
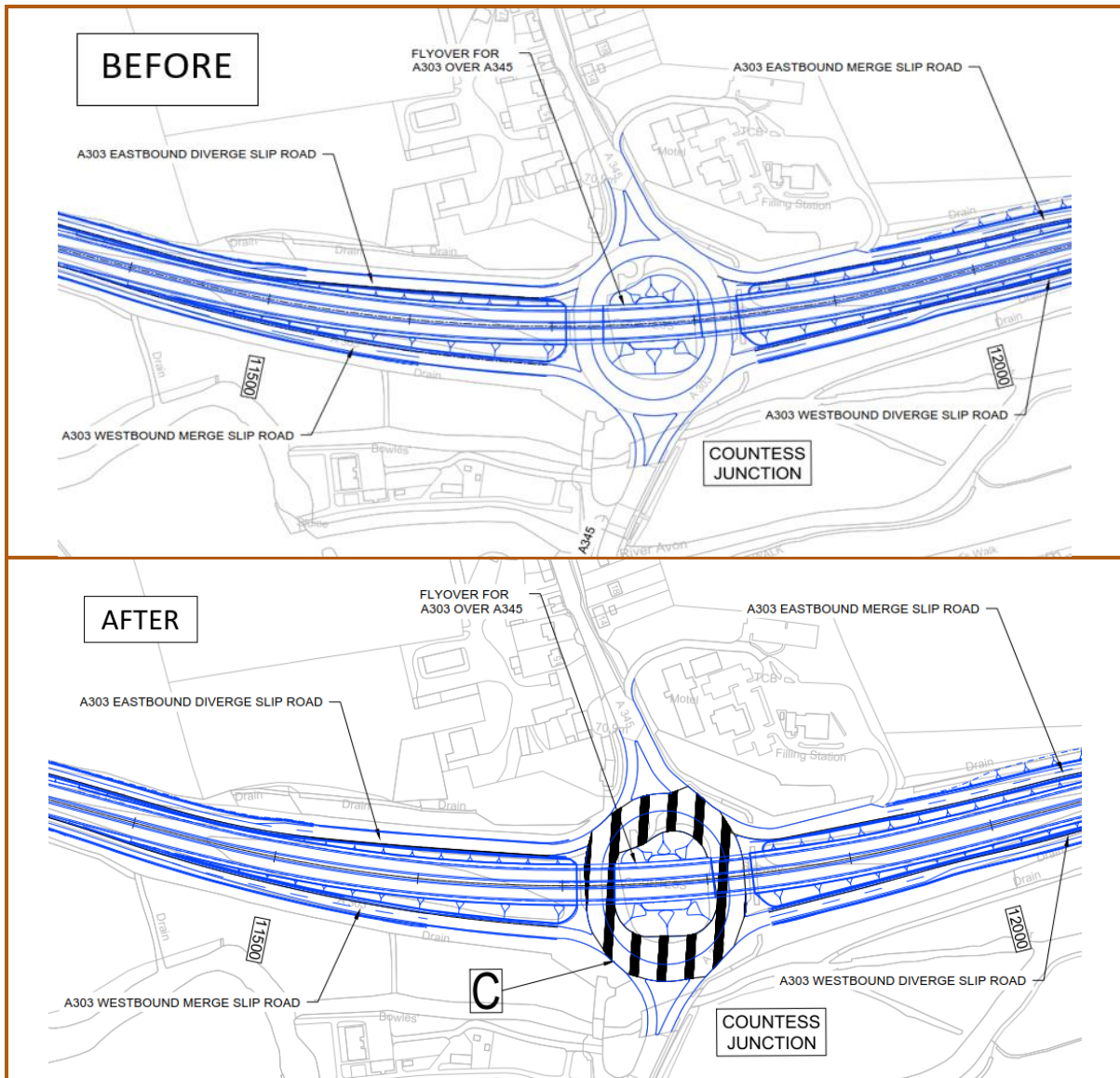
### 5.1 Background to the change

- 5.1.1 As noted in Highways England's Comments on Written Representations [REP3-013] at paragraph 22.7.32, the submitted application does not include proposals to de-trunk the circulatory carriageway at Countess Roundabout.
- 5.1.2 However, following further discussion with Wiltshire Council, Highways England proposes to amend the De-Trunking Plans and Part 9 of Schedule 9 to the draft Development Consent Order [REP3-003] to de-trunk the circulatory carriageway at Countess Roundabout.
- 5.1.3 This proposed change has the support of Wiltshire Council as local highway authority.

### 5.2 Description of the change

- 5.2.1 The proposed change involves the circulatory carriageway at Countess Roundabout being re-categorised as a local (non-trunk) road and responsibility for it being transferred from Highways England to Wiltshire Council. The roundabout would be classified as the A345 (rather than the A303) for consistency with the main roads running to the north and south of the roundabout. This is an administrative change only and there would be no change to the road surface or to the way the carriageway is used.
- 5.2.2 To give effect to the proposed change, Highways England would need to amend the De-Trunking Plans [APP-015] which would see zebra hatching added to the circulatory carriageway of Countess Roundabout, as shown in Figure 5-1 below. In addition, minor amendments to Part 9 of Schedule 9 to the draft Development Consent Order, to designate the de-trunked circulatory carriageway at Countess Roundabout, would be required.
- 5.2.3 An additional sheet to the set of De-Trunking Plans is required to cover the de-trunked circulatory carriageway at Countess Roundabout. As a consequence, the proposed change will also result in the amendment of the De-Trunking Plans Key Plan.
- 5.2.4 This proposed change would not affect the proposed use of land as already proposed within the Order limits. It would be located on land which is already proposed to be acquired compulsorily and it would not require any 'additional land' as defined in the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 ('CA Regulations') and would therefore not engage the CA Regulations.

### 5.3 Before and after plans/drawings



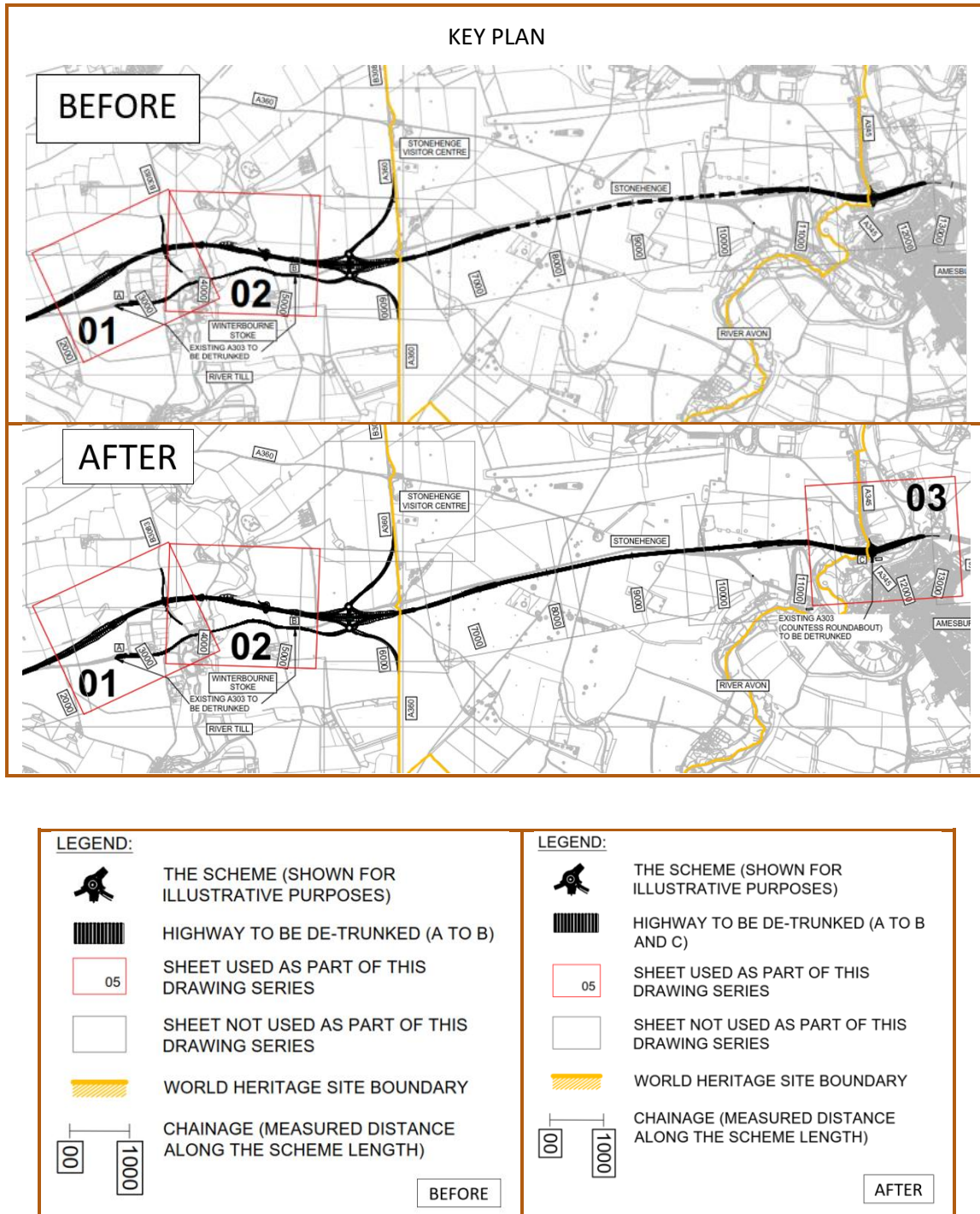


Figure 5-1 Extract from De-Trunking Plans [APP-015]

## 5.4 Summary of environmental appraisal

- 5.4.1 The proposed change has been reviewed and appraised, as summarised in Table 5-1 below, to identify any likely significant effects that would be new or materially different from those presented in the A303 Amesbury to Berwick Down Environmental Statement (ES) [APP-038 – APP-054].
- 5.4.2 The environmental appraisal for the proposed change is presented for each of the topic chapters in the order they are presented in the A303 Amesbury to Berwick Down ES. For each topic, the appraisal then confirms whether the proposed change would result in a material change, a non-material change or no change to the assessment for that topic within the A303 Amesbury to Berwick Down ES. A proposed change to the Scheme is allocated a finding of 'no change' where there would be no potential environmental impact associated with that change. A change is considered to be 'non-material' where it has a potential impact but that impact would not change the magnitude or the scope of the findings of the assessment presented in the ES; and a change is considered to be material where it would result in a significant change in magnitude, the scope or the findings of the assessment (i.e. would result in a new or materially different significant environmental effect). Having carried out the appraisal, Highways England has concluded that the change would not result in any significant environmental effects that would be new or materially different from those assessed and reported in the ES.
- 5.4.3 In considering the environmental appraisal carried out for this proposed change in combination with the appraisals carried out for the other proposed changes presented in this report, Highways England has concluded that none of the changes, either individually or collectively, would result in a finding other than one of 'no change' or of a change being minor or 'non-material' in nature. Therefore, it is considered that collectively, or cumulatively, the proposed changes presented in this report would not result in any likely significant effects that would be new or materially different from those reported in the ES.

## 5.5 Conclusions of the environmental appraisal

- 5.5.1 The proposed change is located within the existing Order limits and study area as assessed within each chapter of the ES. The proposed change would not result in any new construction works, traffic movements or additional temporary or permanent land. There would be no change to the surface or use of the carriageway.
- 5.5.2 On this basis, it can be concluded that the proposed change would not result in any additional or different likely significant effects to those reported in the ES. A summary of the Environmental Appraisal is presented in Table 5-1 below.

5.5.3 As the proposed change would not result in any change to the conclusions of the individual ES chapters, it is considered that the proposed change would not result in any additional in-combination or cumulative impacts to those presented in Chapter 15 of the ES [APP-053].

5.5.4 On this basis, the findings of Chapter 15 of the ES remain as reported.

**Table 5-1 Environmental Appraisal Table for NMC-02**

ES Chapter number	ES Chapter heading	Material change/ non-material change/ no change	Cumulative effect in combination with other NMCs
5	Air Quality	No change	No change
6	Cultural Heritage	No change	No change
7	Landscape and Visual	No change	No change
8	Biodiversity	No change	No change
9	Noise and Vibration	No change	No change
10	Geology and Soils	No change	No change
11	Road Drainage and the Water Environment	No change	No change
12	Materials and Waste	No change	No change
13	People and Communities	No change	No change
14	Climate Change	No change	No change

## 6 Proposed Change NMC-03: Change to the proposed road classification of the former A303 west of Winterbourne Stoke

### 6.1 Background to the change

- 6.1.1 Following a request from Wiltshire Council as noted in Highways England's Comments on Written Representations [REP3-013] para 22.7.29, Highways England intends to amend the proposed re-classification of the existing A303 west of the B3083 Berwick Road from a classified unnumbered road (as proposed in the Development Consent Order application) to an unclassified road as requested by Wiltshire Council.
- 6.1.2 Accordingly, Highways England proposes to amend the Classification of Roads Plan [APP-016] and Part 7 of Schedule 9 to the draft Development Consent Order [REP3-003] to effect the change identified in the previous paragraph.
- 6.1.3 This proposed change would only require the use of land which is already within the Order limits and proposed to be acquired compulsorily; it would not require any 'additional land' as defined in the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 ('CA Regulations') and would therefore not engage the CA Regulations.
- 6.1.4 This proposed change has the support of Wiltshire Council as local highway authority.

### 6.2 Description of the change

- 6.2.1 The proposal is for the existing A303 between Winterbourne Stoke and Berwick Down to be declassified, changing from its current trunk road status to an unclassified road (a 'D road'), rather than to a classified unnumbered road (a 'C road') as was previously proposed in the DCO application.
- 6.2.2 The proposed change requires a change in the Classification of Roads Plan [APP-016] to show the proposed re-classification described above, as shown on Figure 6-1 below. Amendments are also required to the corresponding entries in Part 7 of Schedule 9 to the draft Development Consent Order – [REP4-018].
- 6.2.3 This proposed change would not require any land currently outside the Order limits or any additional land as defined in the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 ('CA Regulations'); and the CA Regulations would therefore not be engaged.

### 6.3 Before and after plans/drawings

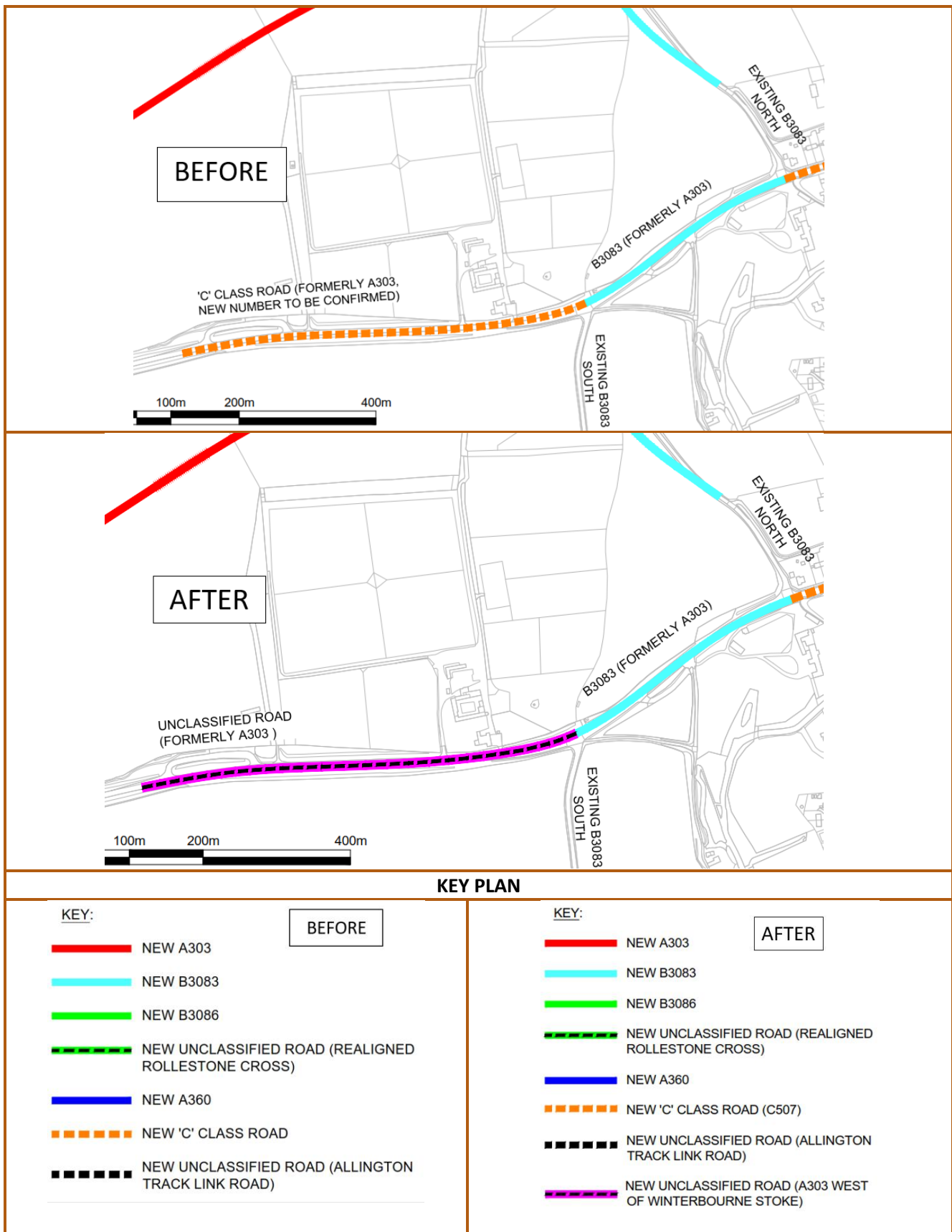


Figure 6-1 Extract from the Classification of Roads Plan [APP-016]

## 6.4 Summary of environmental appraisal

- 6.4.1 The proposed change has been reviewed and appraised, as summarised in Table 6-1 below, to identify any likely significant effects that would be new or materially different from those presented in the A303 Amesbury to Berwick Down Environmental Statement (ES) [APP-038 – APP-054].
- 6.4.2 The environmental appraisal for the proposed change is presented for each of the topic chapters in the order they are presented in the A303 Amesbury to Berwick Down ES. For each topic, the appraisal then confirms whether the proposed change would result in a material change, a non-material change or no change to the assessment for that topic within the A303 Amesbury to Berwick Down ES. A proposed change to the Scheme is allocated a finding of 'no change' where there would be no potential environmental impact associated with that change. A change is considered to be 'non-material' where it has a potential impact but that impact would not change the magnitude or the scope of the findings of the assessment presented in the ES; and a change is considered to be material where it would result in a significant change in magnitude, the scope or the findings of the assessment (i.e. would result in a new or materially different significant environmental effect). Having carried out the appraisal, Highways England has concluded that the change would not result in any significant environmental effects that would be new or materially different from those assessed and reported in the ES.
- 6.4.3 In considering the environmental appraisal carried out for this proposed change in combination with the appraisals carried out for the other proposed changes presented in this report, Highways England has concluded that none of the changes, either individually or collectively, would result in a finding other than one of 'no change' or of a change being minor or 'non-material' in nature. Therefore, it is considered that collectively, or cumulatively, the proposed changes presented in this report would not result in any likely significant effects that would be new or materially different from those reported in the ES.

## 6.5 Conclusions of the environmental appraisal

- 6.5.1 The proposed change is located within the existing Order limits and study area as assessed within each chapter of the ES. The proposed change would not result in any additional construction works, traffic movements or additional temporary or permanent land.
- 6.5.2 On this basis, it can be concluded that the proposed change would not result in any additional or different likely significant effects to those reported in the ES. A summary of the Environmental Appraisal is presented in Table 6-1 below.
- 6.5.3 As the proposed change would not result in any change to the conclusions of the individual ES chapters, it is considered that the proposed change will not



result in any additional in-combination or cumulative impacts to those presented in Chapter 15 of the ES [APP-053].

6.5.4 On this basis, the findings of Chapter 15 of the ES remain as reported.

**Table 6-1 Environmental Appraisal Table for NMC-03**

ES Chapter number	ES Chapter heading	Material change/ non-material change/ no change	Cumulative effect in combination with other NMCs
5	Air Quality	No change	No change
6	Cultural Heritage	No change	No change
7	Landscape and Visual	No change	No change
8	Biodiversity	No change	No change
9	Noise and Vibration	No change	No change
10	Geology and Soils	No change	No change
11	Road Drainage and the Water Environment	No change	No change
12	Materials and Waste	No change	No change
13	People and Communities	No change	No change
14	Climate Change	No change	No change

## 7 Proposed Change NMC-04: Turning head on the old Stonehenge Road

### 7.1 Background to the change

- 7.1.1 The DCO application does not include provision for a turning head on Stonehenge Road immediately south-east of the point at which it becomes restricted byway J as shown on Sheet 8 of the Rights of Way and Access Plans [APP-009]. As Stonehenge Road will become a cul-de-sac for motorised vehicles travelling north-west which do not have private means of access rights to continue towards Stonehenge Cottages, Highways England considers it appropriate to provide a turning head at this location.
- 7.1.2 Accordingly, Highways England proposes to modify the highway layout to incorporate a turning head within the Order limits and the existing highway boundary, immediately south-east of the proposed restricted byway J.
- 7.1.3 This amendment has the support of Wiltshire Council as local highway authority.

### 7.2 Description of the change

- 7.2.1 The proposed change involves the provision of a space to allow vehicles to turn immediately south east of the point where it is proposed that the existing Stonehenge Road is converted to a new restricted byway.
- 7.2.2 As noted above, the new turning head would be located at the easternmost end of the proposed restricted byway (with private means of access) along the route of part of Stonehenge Road. The General Arrangement Drawings (Sheet 8 of 15) [APP-012] would need to be updated to show the proposed turning head. Its location is shown on the 'before' and 'after' extracts from the General Arrangement Drawings in Figure 7-1 below, where the 'before' extract shows the Scheme detail as originally applied for, with no provision for a turning head on Stonehenge Road.
- 7.2.3 The 'after' extract shows how the Scheme would look if this proposed change was accepted into the examination of the Application by the Examining Authority: the turning head would extend southwards for a distance of approximately 10 metres and would occupy an additional verge area on the east side of Stonehenge Road of approximately 37.6 square metres.
- 7.2.4 There would be no consequential amendments required in respect of the Rights of Way and Access Plans (Sheet 8 of 15) [APP-009] or to the Land Plans [APP-005] or to the corresponding entries to the draft Development Consent Order.
- 7.2.5 This proposed change would only require the use of land which is already within the Order limits and proposed to be acquired compulsorily; it would not require any 'additional land' as defined in the Infrastructure Planning

(Compulsory Acquisition) Regulations 2010 ('CA Regulations') and would therefore not engage the CA Regulations.

### 7.3 Before and after plans/drawings

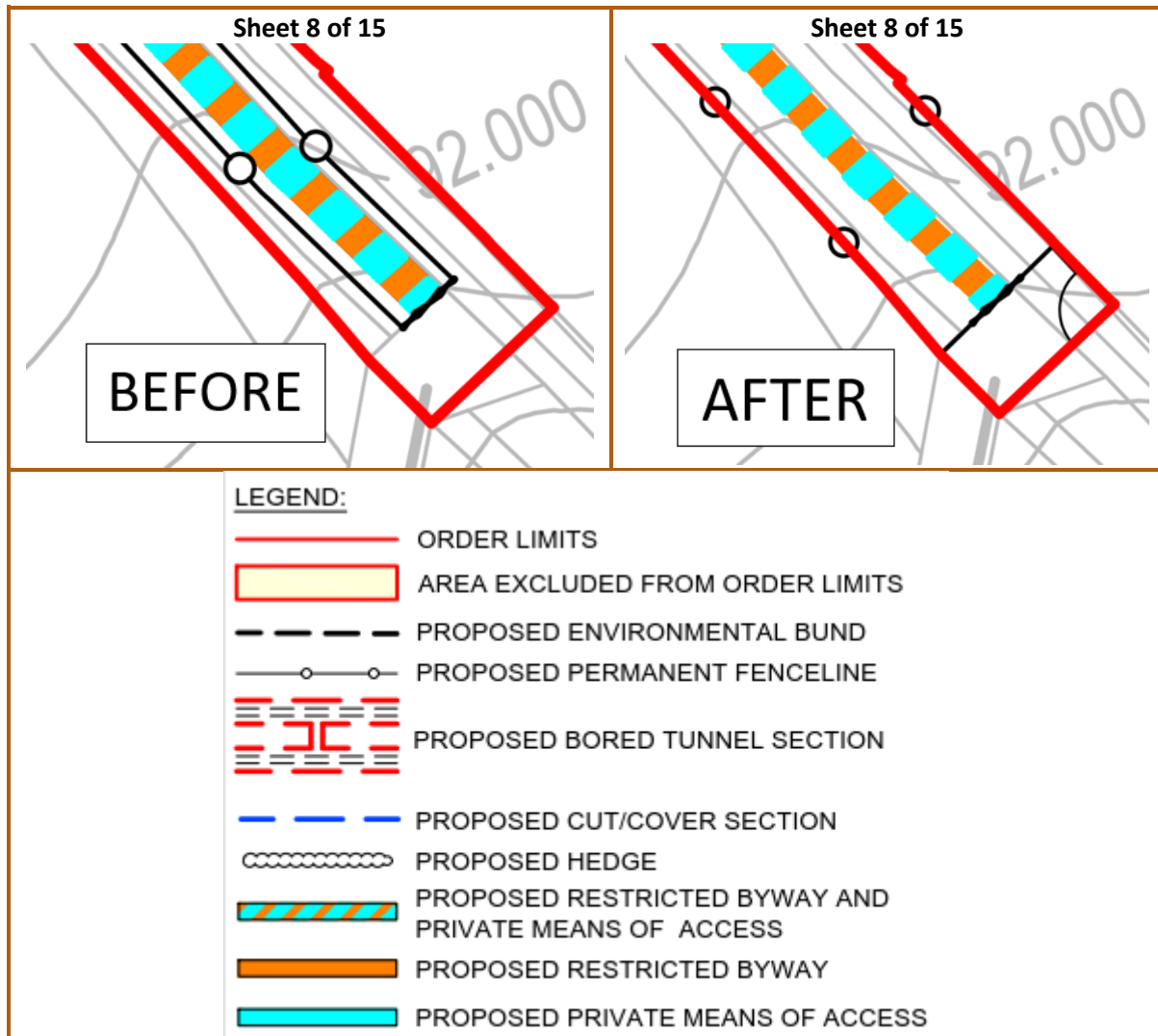


Figure 7-1 Extract from General Arrangement Drawings [APP-012]

### 7.4 Summary of environmental appraisal

- 7.4.1 The proposed change has been reviewed and appraised, as summarised in Table 7-1 below, to identify any likely significant effects that would be new or materially different from those presented in the A303 Amesbury to Berwick Down Environmental Statement (ES) [APP-038 – APP-054].
- 7.4.2 The environmental appraisal for the proposed change is presented for each of the topic chapters in the order they are presented in the A303 Amesbury to Berwick Down ES. For each topic, the appraisal then confirms whether the proposed change would result in a material change, a non-material change or no change to the assessment for that topic within the A303 Amesbury to

Berwick Down ES. A proposed change to the Scheme is allocated a finding of 'no change' where there would be no potential environmental impact associated with that change. A change is considered to be 'non-material' where it has a potential impact but that impact would not change the magnitude or the scope of the findings of the assessment presented in the ES; and a change is considered to be material where it would result in a significant change in magnitude, the scope or the findings of the assessment (i.e. would result in a new or materially different significant environmental effect). Having carried out the appraisal, Highways England has concluded that the change would not result in any significant environmental effects that would be new or materially different from those assessed and reported in the ES.

- 7.4.3 In considering the environmental appraisal carried out for this proposed change in combination with the appraisals carried out for the other proposed changes presented in this report, Highways England has concluded that none of the changes, either individually or collectively, would result in a finding other than one of 'no change' or of a change being minor or 'non-material' in nature. Therefore, it is considered that collectively, or cumulatively, the proposed changes presented in this report would not result in any likely significant effects that would be new or materially different from those reported in the ES.

## 7.5 Conclusions of the environmental appraisal

- 7.5.1 The proposed change is located within the existing Order limits and study area as assessed within each chapter of the ES. The construction of the turning head would involve additional construction works in the existing road verge, however it would not result in any additional traffic movements or any increase in the proposed temporary use or permanent acquisition of land.
- 7.5.2 From a cultural heritage perspective, there would be Archaeological Monitoring and Recording in accordance with the draft Detailed Archaeological Mitigation Strategy (DAMS) and negligible impacts are expected.
- 7.5.3 On this basis, it can be concluded that the proposed change would not result in any additional or different likely significant effects to those reported in the ES [APP-038 – APP-054]. A summary of the Environmental Appraisal is presented in Table 7-1 below.
- 7.5.4 As the proposed change would not result in any change to the conclusions of the individual ES chapters, it is considered that the proposed change would not result in any additional in-combination or cumulative impacts to those presented in Chapter 15 of the ES [APP-053].
- 7.5.5 On this basis, the findings of Chapter 15 of the ES remain as reported.

Table 7-1 *Environmental Appraisal Table for NMC-04*

ES Chapter number	ES Chapter heading	Material change/ non-material change/ no change	Cumulative effect in combination with other NMCs
5	Air Quality	No change	No change
6	Cultural Heritage	Non-material change	No change
7	Landscape and Visual	No change	No change
8	Biodiversity	No change	No change
9	Noise and Vibration	No change	No change
10	Geology and Soils	No change	No change
11	Road Drainage and the Water Environment	No change	No change
12	Materials and Waste	No change	No change
13	People and Communities	Non-material change	No change
14	Climate Change	No change	No change

## **8 Proposed Change NMC-05: Revised proposal for access to land next to the existing A360 north of Longbarrow**

### **8.1 Background to the change**

- 8.1.1 As noted in Highways England's Responses to Written Representations (Deadline 2 Submission – Written Representation) [REP2-142], Highways England's discussions with the affected landowner and their representatives have been ongoing regarding the alignment of the proposed new link between the realigned A360 north of Longbarrow roundabout and the new restricted byway.
- 8.1.2 As a result of those discussions, proposals for a revised alignment for the new link have been developed. The proposals involve the relocation of the link between the realigned A360 north of Longbarrow roundabout and the new restricted byway northwards, at the point where the new PMA-33 (as shown on Sheet 14 of the Rights of Way and Access Plans [APP-009]) meets the realigned A360. The revised alignment for the link would allow farm vehicles to cross the A360 in a single movement. The proposed layout is thus considered safer and more functional compared with the original proposal as currently shown on the Rights of Way and Access Plans [APP-009] and the General Arrangement Drawings [APP-0012].
- 8.1.3 The alternative alignment proposals would not involve any land outside the Order Limits or any additional land for the purposes of the Infrastructure Planning (Compulsory Acquisition) Regulations 2010; the revised alignment can be delivered within the currently proposed limits of deviation for this part of the Scheme. However, the proposed change would result in minor amendments to the Rights of Way and Access Plans and the General Arrangement Drawings showing this element of the Scheme.
- 8.1.4 The proposed change has the support of the relevant landowner.

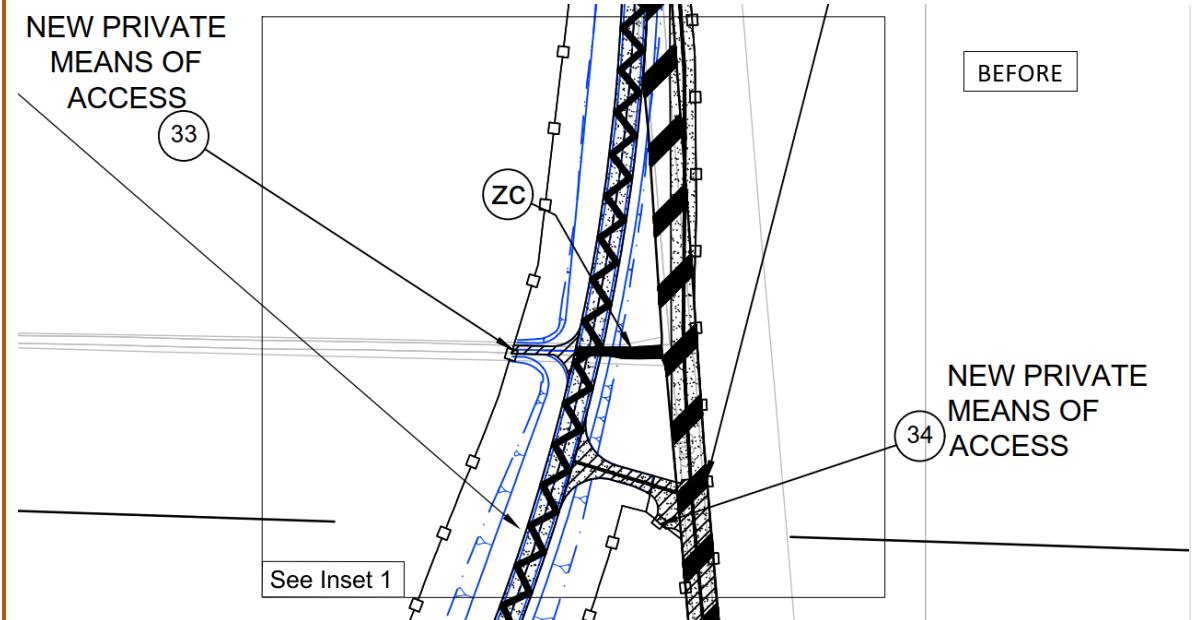
### **8.2 Description of the change**

- 8.2.1 The proposed change includes an amendment to the proposed link between the realigned A360 north of Longbarrow roundabout and the new restricted byway, which would involve the link being moved northwards by approximately 45 metres.
- 8.2.2 As the excerpts from the Rights of Way and Access Plans [APP-009] show in Figure 8-1 below, the new proposed field access would replace the current layout between the realigned A360 north of Longbarrow roundabout and the new restricted byway. The proposed field access would be relocated to the north of the location currently shown on the Rights of Way and Access Plans and the General Arrangement Drawings (Sheet 14 of 15).

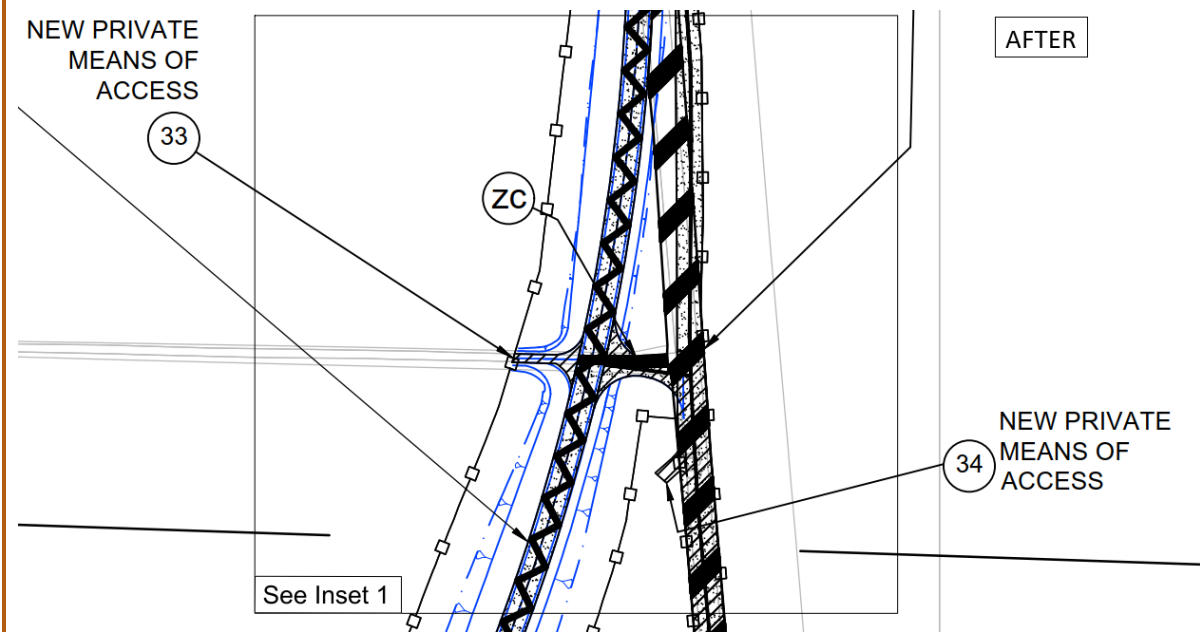
- 8.2.3 The proposed change would need to be added to the Rights of Way and Access Plans (sheet 14 of 15, including the addition of revised Inset 1A and new Inset 1B on that Sheet) [APP-009]. It would also require a minor amendment to the corresponding drafting in Part 3 of Schedule 3 to the draft Development Consent Order [REP4-018] where the location of the proposed link is described.
- 8.2.4 This proposed change would only require the use of land which is already within the Order limits and proposed to be acquired compulsorily; it would not require any 'additional land' as defined in the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 ('CA Regulations') and would therefore not engage the CA Regulations.

### 8.3 Before and after plans/drawings

Sheet 14 of 15 - Excerpt showing original proposal with existing field access being stopped up and replaced by new offset link to PMA 33

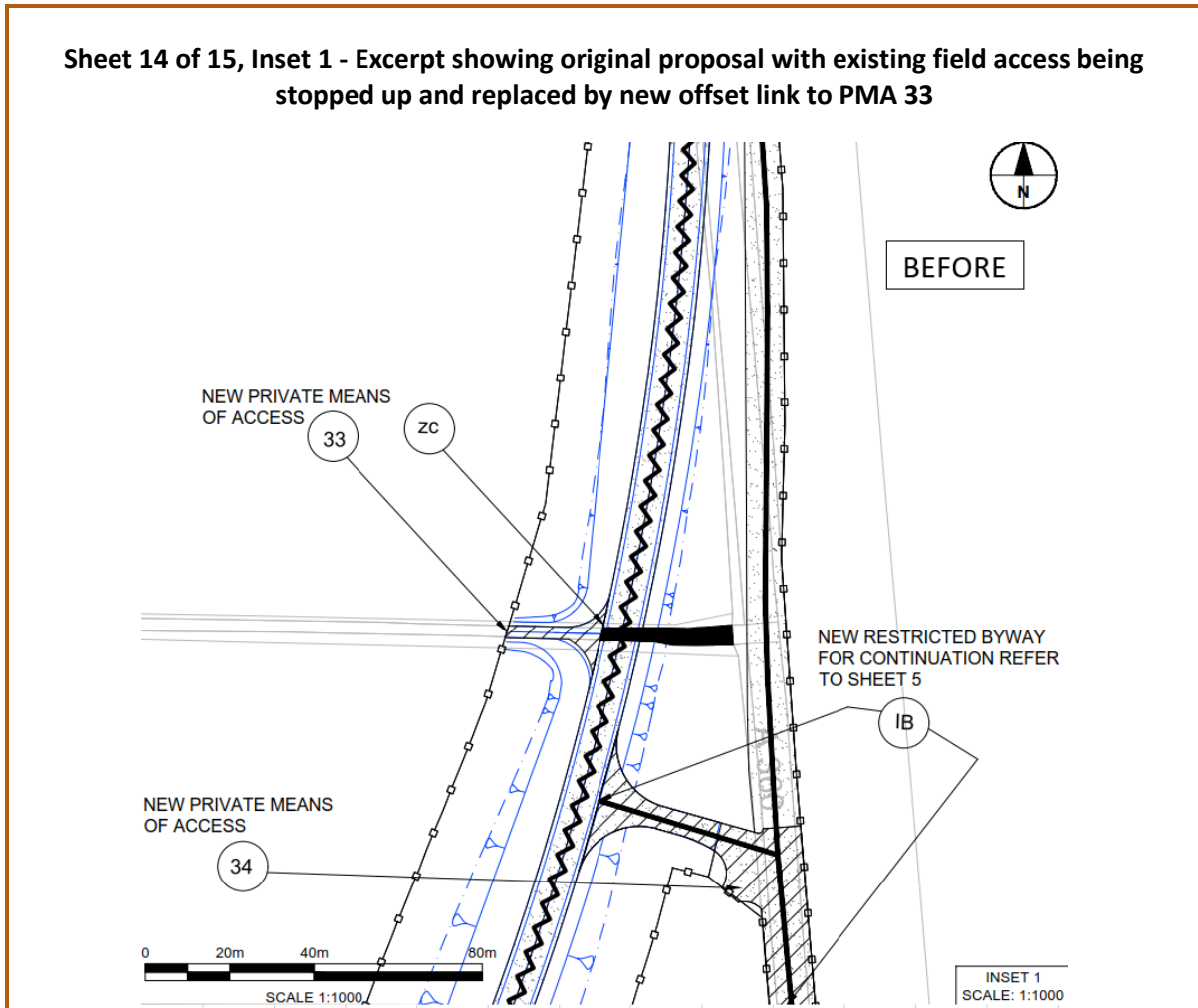


Sheet 14 of 15 - Excerpt showing revised proposal with new field access on a more direct alignment (similar to the stopped up access) and leading more directly to PMA 33

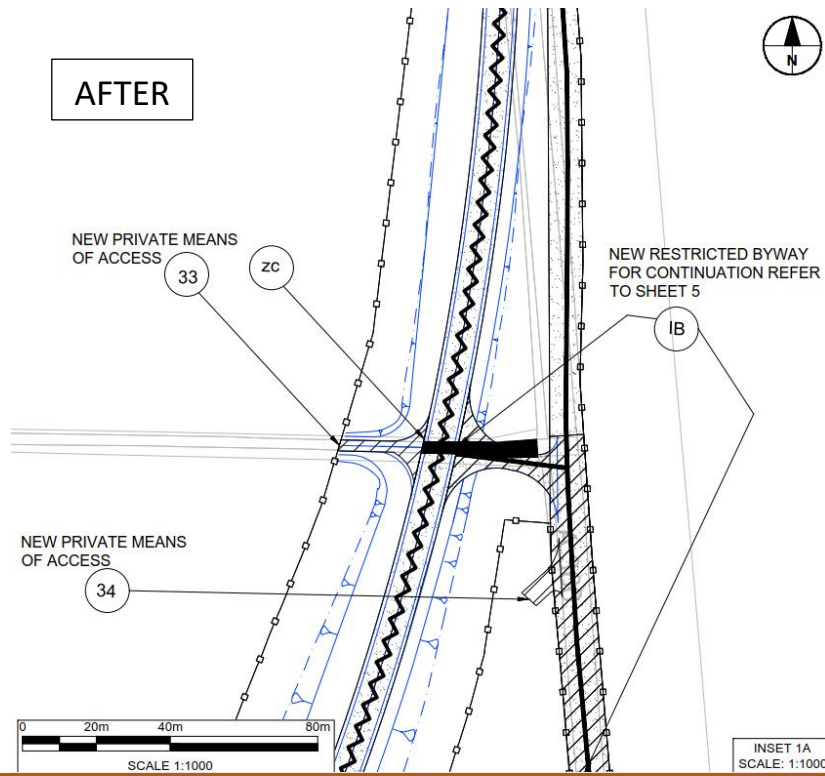




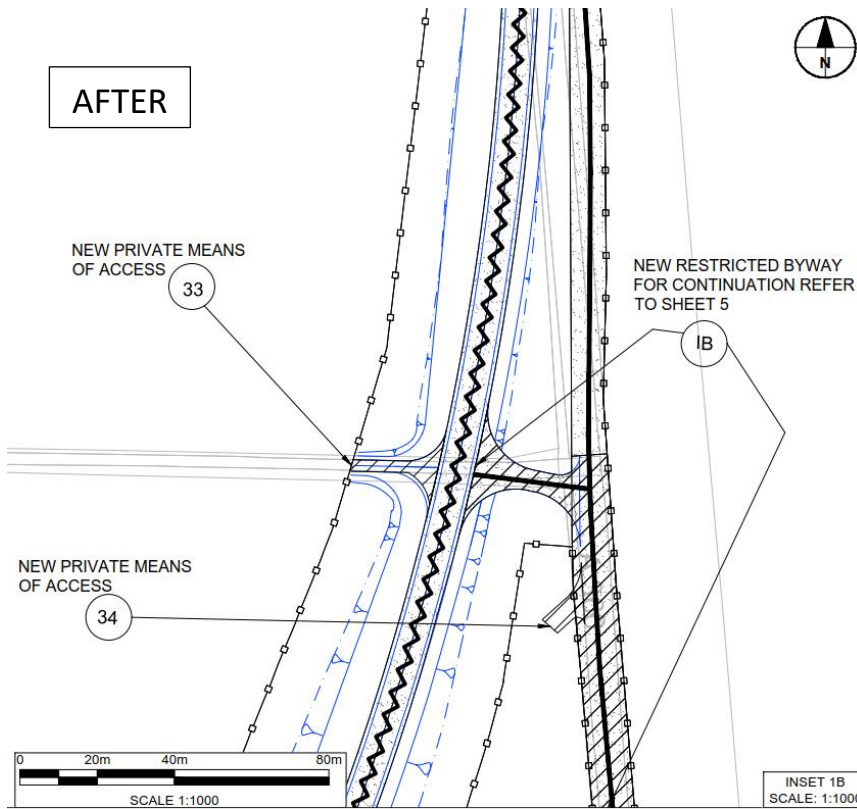
**Sheet 14 of 15, Inset 1 - Excerpt showing original proposal with existing field access being stopped up and replaced by new offset link to PMA 33**



**Sheet 14 of 15, Inset 1A - Excerpt showing revised proposal with new field access on a more direct alignment (similar to the stopped up access) and leading more directly to PMA 33**



**Sheet 14 of 15, new Inset 1B - Excerpt showing revised proposal with new field access on a more direct alignment (similar to the stopped up access) and leading more directly to PMA 33**



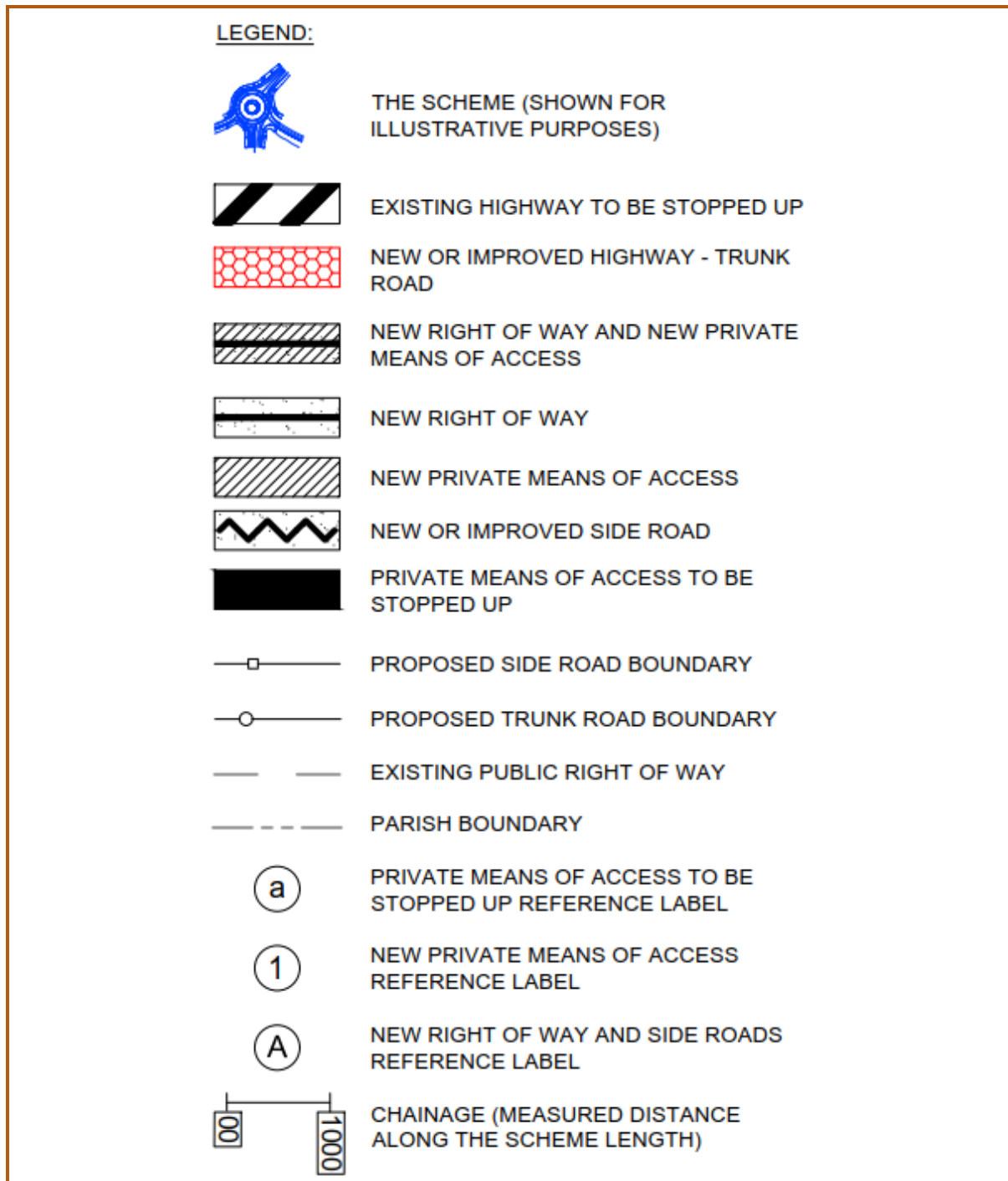


Figure 8-1 Extract from Rights of Way and Access Plans [APP-009]

## 8.4 Summary of environmental appraisal

- 8.4.1 The proposed change has been reviewed and appraised, as summarised in Table 8-1 below, to identify any likely significant effects that would be new or materially different from those presented in the A303 Amesbury to Berwick Down Environmental Statement (ES) [APP-038 – APP-054].
- 8.4.2 The environmental appraisal for the proposed change is presented for each of the topic chapters in the order they are presented in the A303 Amesbury to Berwick Down ES. For each topic, the appraisal then confirms whether the proposed change would result in a material change, a non-material change or no change to the assessment for that topic within the A303 Amesbury to Berwick Down ES. A proposed change to the Scheme is allocated a finding of 'no change' where there would be no potential environmental impact associated with that change. A change is considered to be 'non-material' where it has a potential impact but that impact would not change the magnitude or the scope of the findings of the assessment presented in the ES; and a change is considered to be material where it would result in a significant change in magnitude, the scope or the findings of the assessment (i.e. would result in a new or materially different significant environmental effect). Having carried out the appraisal, Highways England has concluded that the change would not result in any significant environmental effects that would be new or materially different from those assessed and reported in the ES.
- 8.4.3 In considering the environmental appraisal carried out for this proposed change in combination with the appraisals carried out for the other proposed changes presented in this report, Highways England has concluded that none of the changes, either individually or collectively, would result in a finding other than one of 'no change' or of a change being minor or 'non-material' in nature. Therefore, it is considered that collectively, or cumulatively, the proposed changes presented in this report would not result in any likely significant effects that would be new or materially different from those reported in the ES.

## 8.5 Conclusions of the environmental appraisal

- 8.5.1 The proposed change is located within the existing Order limits and study area as assessed within each chapter of the ES. The proposed change involves moving the link between the realigned A360 north of Longbarrow roundabout and the new restricted byway northwards by approximately 45 metres to the line of the existing private means of access. The proposed change would not result in any material new construction works, traffic movements or additional temporary or permanent land uses in comparison with those already proposed.
- 8.5.2 From a cultural heritage perspective, Archaeological Monitoring and Recording would be carried out in accordance with the draft Detailed

Archaeological Mitigation Strategy (DAMS) and negligible impacts are expected.

- 8.5.3 On this basis, it can be concluded that the proposed change would not result in any additional or different likely significant effects to those reported in the ES. A summary of the Environmental Appraisal is presented in Table 8-1 below.
- 8.5.4 As the proposed change would not result in any change to the conclusions of the individual ES chapters, it is considered that the proposed change would not result in any additional in-combination or cumulative impacts to those presented in Chapter 15 of the ES [APP-053].
- 8.5.5 On this basis, the findings of Chapter 15 of the ES remain as reported.

**Table 8-1 Environmental Appraisal Table for NMC-05**

ES Chapter number	ES Chapter heading	Material change/ non-material change/ no change	Cumulative effect in combination with other NMCs
5	Air Quality	No change	No change
6	Cultural Heritage	Non-material change	No change
7	Landscape and Visual	No change	No change
8	Biodiversity	No change	No change
9	Noise and Vibration	No change	No change
10	Geology and Soils	No change	No change
11	Road Drainage and the Water Environment	No change	No change
12	Materials and Waste	No change	No change
13	People and Communities	Non-material change	No change
14	Climate Change	No change	No change

## 9 Proposed Change NMC-06: Public right of way to Stonehenge Visitor Centre

### 9.1 Background to the change

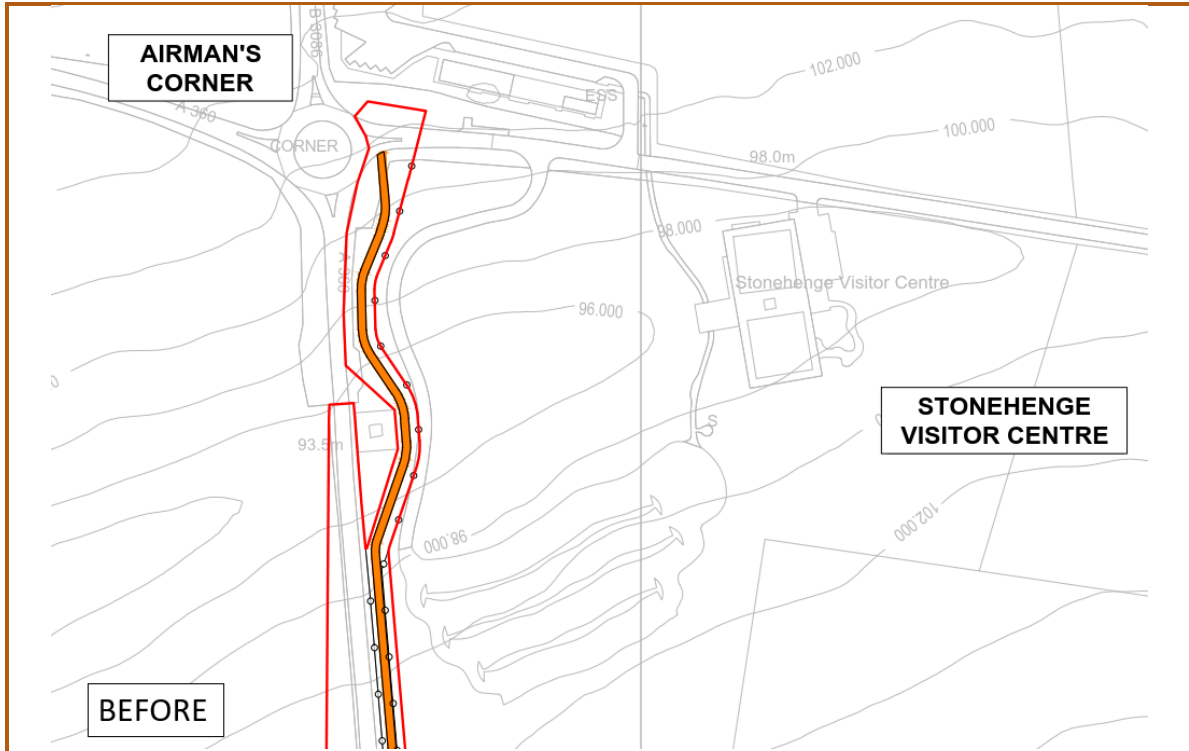
- 9.1.1 For the reasons set out in Highways England's Comments on Written Representations [REP3-013] (paragraphs 28.4.1 to 28.4.3 refer) and subject to continuing discussions with the affected landowner and English Heritage, Highways England proposes to amend the route and the status of the new public right of way comprised in References U and UA as shown on the Rights of Way and Access Plans [APP-009] (on Sheet 14) and identified in Schedule 3 to the draft Development Consent Order [REP3-003]. This route is the proposed restricted byway which would run from the southern boundary of the Stonehenge Visitor Centre to Airman's Corner roundabout.
- 9.1.2 In response to Highways England's proposals (in the DCO application) for this new restricted byway, English Heritage Trust (English Heritage) has proposed an alternative route running to the east (instead of the west) of the Stonehenge Visitor Centre. English Heritage's proposed alternative has been tabled during the examination of the DCO application – see the written submissions of oral submissions made at the Compulsory Acquisition Hearing held on 9 and 10 July 2019 by English Heritage [REP5-012] and by Highways England [REP5-002].
- 9.1.3 However, English Heritage's proposed alternative would require land which is owned by a third party and which is located outside the Order limits. The landowner has indicated that it is not prepared to negotiate for the acquisition of the land needed for English Heritage's alternative route.
- 9.1.4 In the absence of landowner agreement, or any prospect thereof, Highways England does not wish to engage the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 and the related procedures for the compulsory acquisition of additional land, and is instead consulting on two further potential options (A and B) for a change to the route proposed in the DCO application, as explained below.

### 9.2 Description of the change

- 9.2.1 Highways England's proposed change relates to the section of proposed restricted byway next to the A360, where it runs northwards from the southern boundary of the Stonehenge Visitor Centre (shown on Sheet 14 of the Rights of Way and Access Plans as reference UA [APP-009]. The restricted byway proposals would be changed to a shared-use cyclepath, 2.5 metres wide ('path'). There would be a minimum 1 metre wide verge between the existing carriageway of the A360 and the path, and a minimum 0.5 metre wide verge between the path and the boundary fence with the Stonehenge Visitor Centre. The alignment of the boundary fence would be

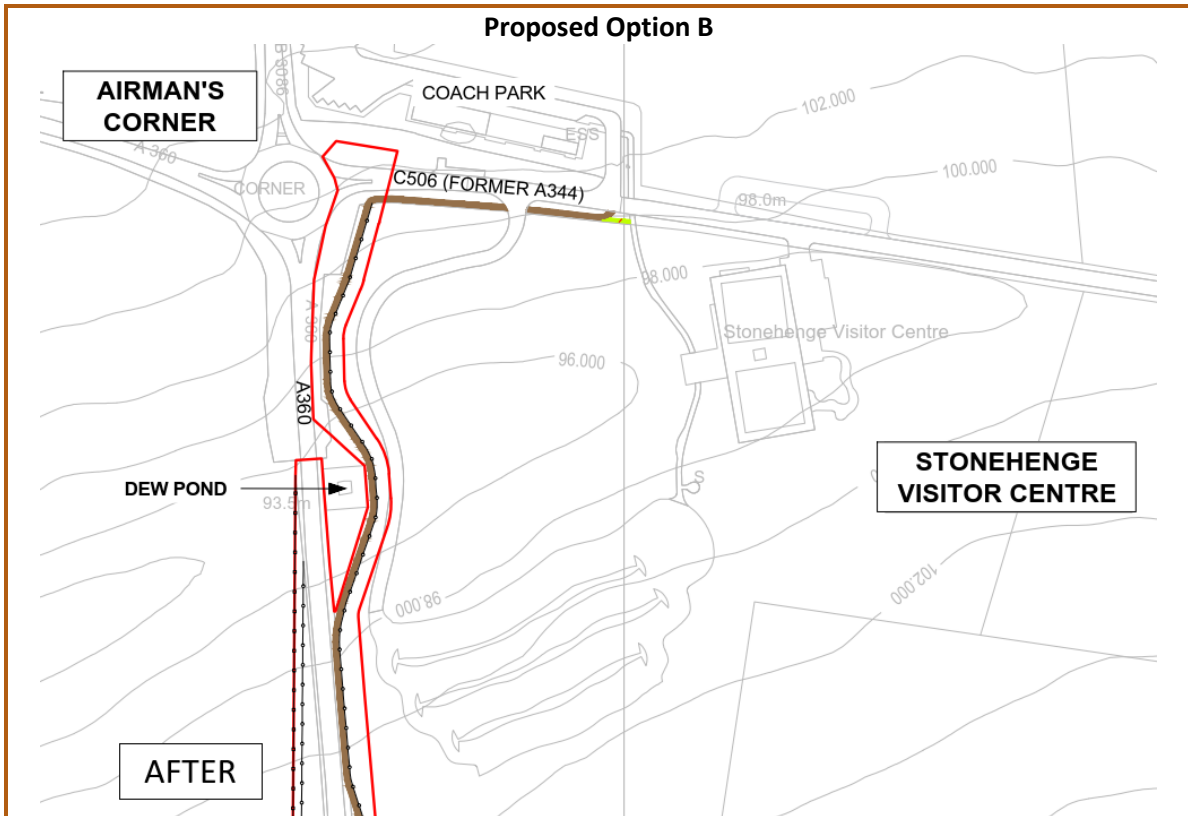
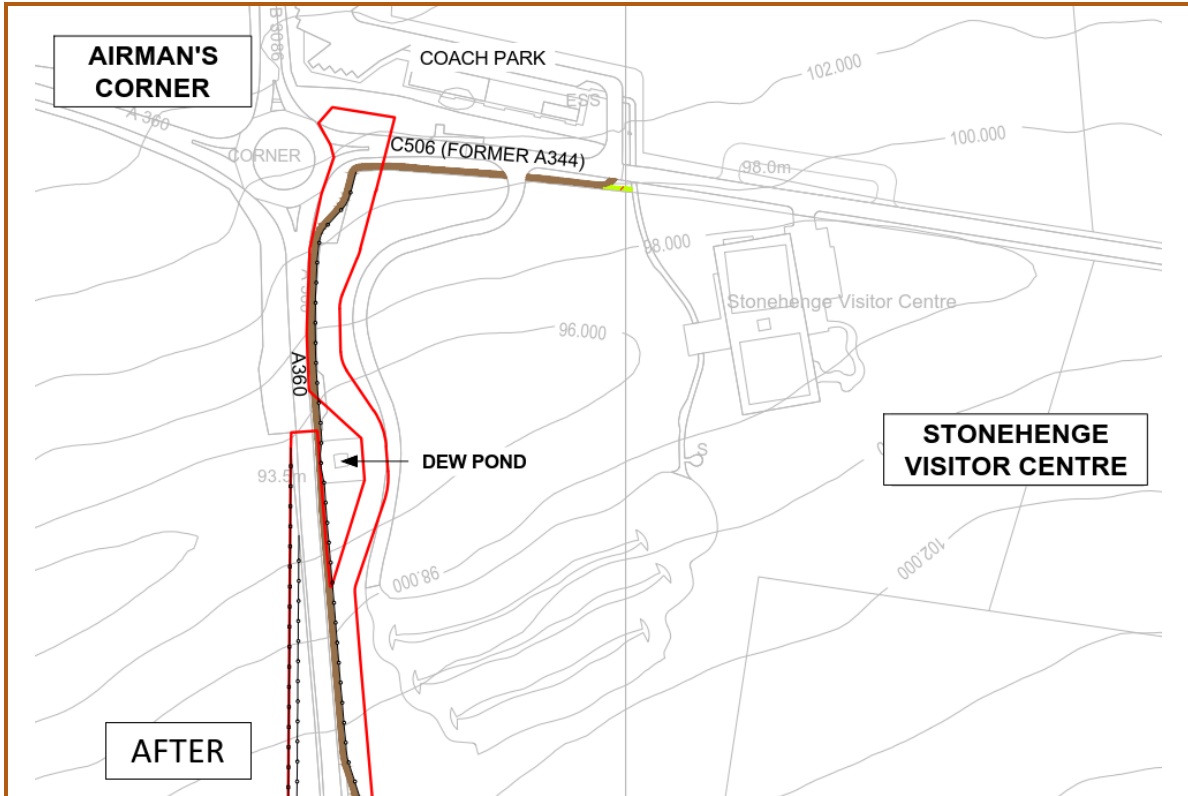
- amended where necessary to accommodate the path and the adjoining verge.
- 9.2.2 As the following excerpts from the General Arrangement Drawings [APP-012] show, two options (A and B) have been developed. In both Options A and B, the path would be located on the eastern side of the existing A360 running northwards to Airman's Corner and then extending eastwards along the southern verge of the C506 (the former A344). Options A and B are shown in Figure 9-1 below.
- 9.2.3 In Option A the path would follow the eastern side of the A360 and would be routed to the west of the local Dew Pond. It would then follow a route along the southern verge of the C506 as far as the existing path between the Stonehenge Visitor Centre and the coach park. The proposed path would then transfer onto the C506 to the east of the coach park access. In this option the width of the path would be reduced to 1.5m over a distance of 5m where the path would pass the Dew Pond, in order to minimise any impact on this heritage feature. The route would sit within the Order limits of the draft DCO, except around the Dew Pond and the area alongside the A344 east of Airman's Corner, where a small amount of additional land outside the Order limits would be required. The affected landowner has indicated a willingness to enter into negotiations with Highways England regarding acquisition of rights over the relevant land and discussions are ongoing with the District Valuer.
- 9.2.4 Option B is generally the same as Option A, except that the path would be 2.5 metres wide along its entire length and would pass to the east of the Dew Pond. Option B could be delivered within the Order limits; it would not require any additional land outside the Order limits.
- 9.2.5 Option A is subject to Highways England being able to secure the necessary additional land (currently outside the Order limits) by agreement. As mentioned above, Highways England does not wish to engage the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 to acquire the additional land compulsorily. Therefore, if the additional land cannot be secured by agreement with the landowner within the necessary timescale, Highways England would withdraw its application for proposed Option A.
- 9.2.6 Alternately, if the additional land required for Option A is secured by agreement within the necessary timescale, Highways England would withdraw its application for proposed Option B.
- 9.2.7 For the reasons explained above, the purpose of this consultation is not to determine whether Option A is more popular than Option B, or vice versa. Comments are welcome on both Options A and B, but the purpose of this consultation is also to explain our approach in seeking to deliver an alternative public right of way proposal for this part of the Scheme, which accommodates the concerns of those with land directly affected by our proposals. Comments on our approach are also welcomed.

### 9.3 Before and after plans/drawings



**Proposed Option A**





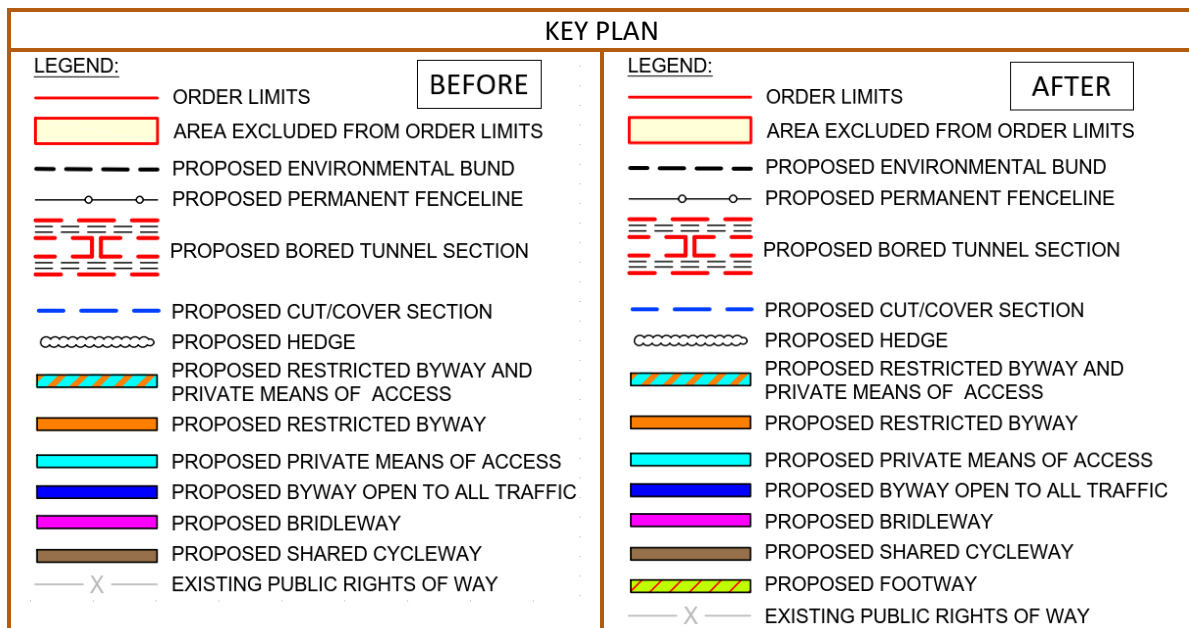


Figure 9-1 Extract from General Arrangement plans legend [APP-012] with proposed additions

## 9.4 Summary of environmental appraisal

- 9.4.1 Both options for this proposed change have been reviewed and appraised, as summarised in Table 9-1 below, to identify any likely significant effects that would be new or materially different from those presented in the A303 Amesbury to Berwick Down Environmental Statement (ES) [APP-038 – APP-054].
- 9.4.2 The environmental appraisal for the proposed change is presented for each of the topic chapters in the order they are presented in the A303 Amesbury to Berwick Down ES. For each topic, the appraisal then confirms whether the proposed change would result in a material change, a non-material change or no change to the assessment for that topic within the A303 Amesbury to Berwick Down ES. A proposed change to the Scheme is allocated a finding of 'no change' where there would be no potential environmental impact associated with that change. A change is considered to be 'non-material' where it has a potential impact but that impact would not change the magnitude or the scope of the findings of the assessment presented in the ES; and a change is considered to be material where it would result in a significant change in magnitude, the scope or the findings of the assessment (i.e. would result in a new or materially different significant environmental effect). Having carried out the appraisal, Highways England has concluded that the change, whether taken forward through Option A or Option B, would not result in any significant environmental effects that would be new or materially different from those assessed and reported in the ES.
- 9.4.3 In considering the environmental appraisal carried out for this proposed change in combination with the appraisals carried out for the other proposed changes presented in this report, Highways England has concluded that none of the changes, either individually or collectively, would result in a finding other than one of 'no change' or of a change being minor or 'non-material' in nature. Therefore, it is considered that collectively, or cumulatively, the proposed changes presented in this report would not result in any likely significant effects that would be new or materially different from those reported in the ES.

## 9.5 Conclusions of the environmental appraisal

- 9.5.1 The proposed change is located within the existing Order limits and study area as assessed within each chapter of the ES, with the exception of the area to the west of the dew pond in Option A, and the area between the east side of Airman's Corner and the east of the waiting passengers' area in both Options A and B, which, although outside the Order limits, is within the study area.
- 9.5.2 The proposed change would result in a minor change to the construction works.

- 9.5.3 From a cultural heritage perspective, as the new path construction would start at existing ground level, no impacts are expected. This approach is already proposed for the rest of the Public Right of Way (PRoW) running north-south along the WHS boundary to the Stonehenge Visitor Centre. It may be necessary for some excavation to be carried out where the path meets the existing road construction, and in these locations Archaeological Monitoring and Recording would be conducted in accordance with the draft Detailed Archaeological Mitigation Strategy (DAMS).
- 9.5.4 In terms of users of the PRoW from the 'old' A303, while the proposed change maintains the shared-use cycleway link (for pedestrians and cyclists), the northern end of the path would not be available for use by equestrians and carriages. However, equestrians and carriages would be able to use the old A360 where it would be stopped-up and converted to a restricted byway between the existing Longbarrow Roundabout and the altered access covered by NMC-05 referred to in Chapter 8 above, before continuing on the retained A360 past the Stonehenge Visitor Centre. It is considered that the proposed change would not result in any different significant effects to those reported in Chapter 13 of the ES [APP-051].
- 9.5.5 On this basis, it can be concluded that the proposed change would not result in any additional or different likely significant effects to those reported in the ES. A summary of the Environmental Appraisal is presented in Table 9-1 below, being the same for both Options A and B.
- 9.5.6 As the proposed change would not result in any change to the conclusions of the individual ES chapters, it is considered that the proposed change would not result in any additional in-combination or cumulative impacts to those presented in Chapter 15 of the ES [APP-053].
- 9.5.7 On this basis, the findings of Chapter 15 of the ES remain as reported.

Table 9-1 *Environmental Appraisal Table for NMC-06 (Options A and B)*

ES Chapter number	ES Chapter heading	Material change/ non-material change/ no change	Cumulative effect in combination with other NMCs
5	Air Quality	No change	No change
6	Cultural Heritage	Non-material change	No change
7	Landscape and Visual	No change	No change
8	Biodiversity	No change	No change
9	Noise and Vibration	No change	No change
10	Geology and Soils	No change	No change
11	Road Drainage and the Water Environment	No change	No change
12	Materials and Waste	No change	No change
13	People and Communities	Non-material change	No change
14	Climate Change	No change	No change

## 10 Proposed Change NMC-07: Additional private means of access

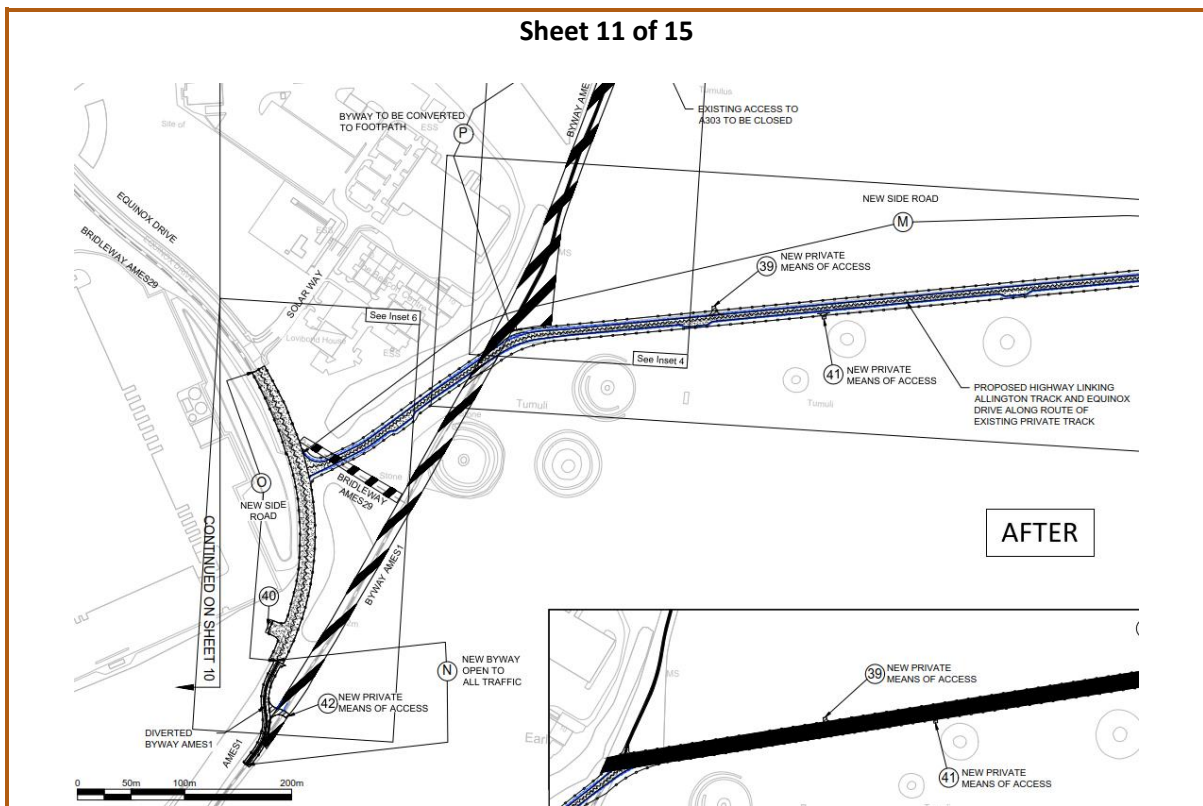
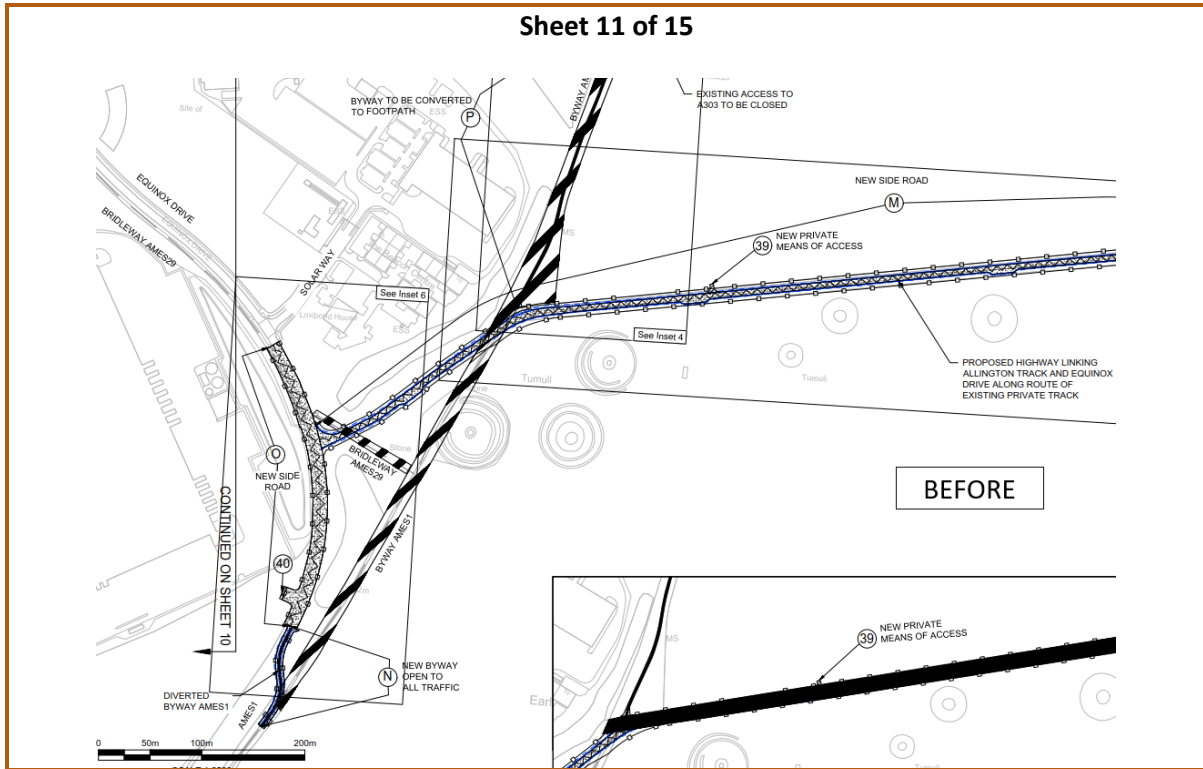
### 10.1 Background to the change

10.1.1 As Highways England's ongoing engagement with the owner and occupier of the land south of Allington Track has progressed, proposals for new private means of access ('PMA') have developed. New additional PMAs are proposed to provide vehicular access from the proposed highway link between Allington Track and Equinox Drive and from the proposed AMES1 byway link between Equinox Drive and Amesbury Road.

### 10.2 Description of the change

- 10.2.1 The proposed change, illustrated in Figure 10-1 below, includes a new private means of access into Earl's Farm Down from the proposed link between Allington Track and Equinox Drive, and from the proposed link between Equinox Drive and Amesbury Road.
- 10.2.2 The proposed change would need to be added to the Rights of Way and Access Plans (Sheet 11 of 15, including Inset 5 on that Sheet) [APP-009] as new PMA Reference 41 and new PMA Reference 42 with corresponding entries also being added to Part 3 of Schedule 3 to the draft Development Consent Order.
- 10.2.3 The new PMAs would be located within the Order limits and would not require any additional land as defined in the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 ('CA Regulations') or any 'upgrade' to the land use powers currently sought.
- 10.2.4 The proposed change has the support of the relevant landowner.

### 10.3 Before and after plans/drawings



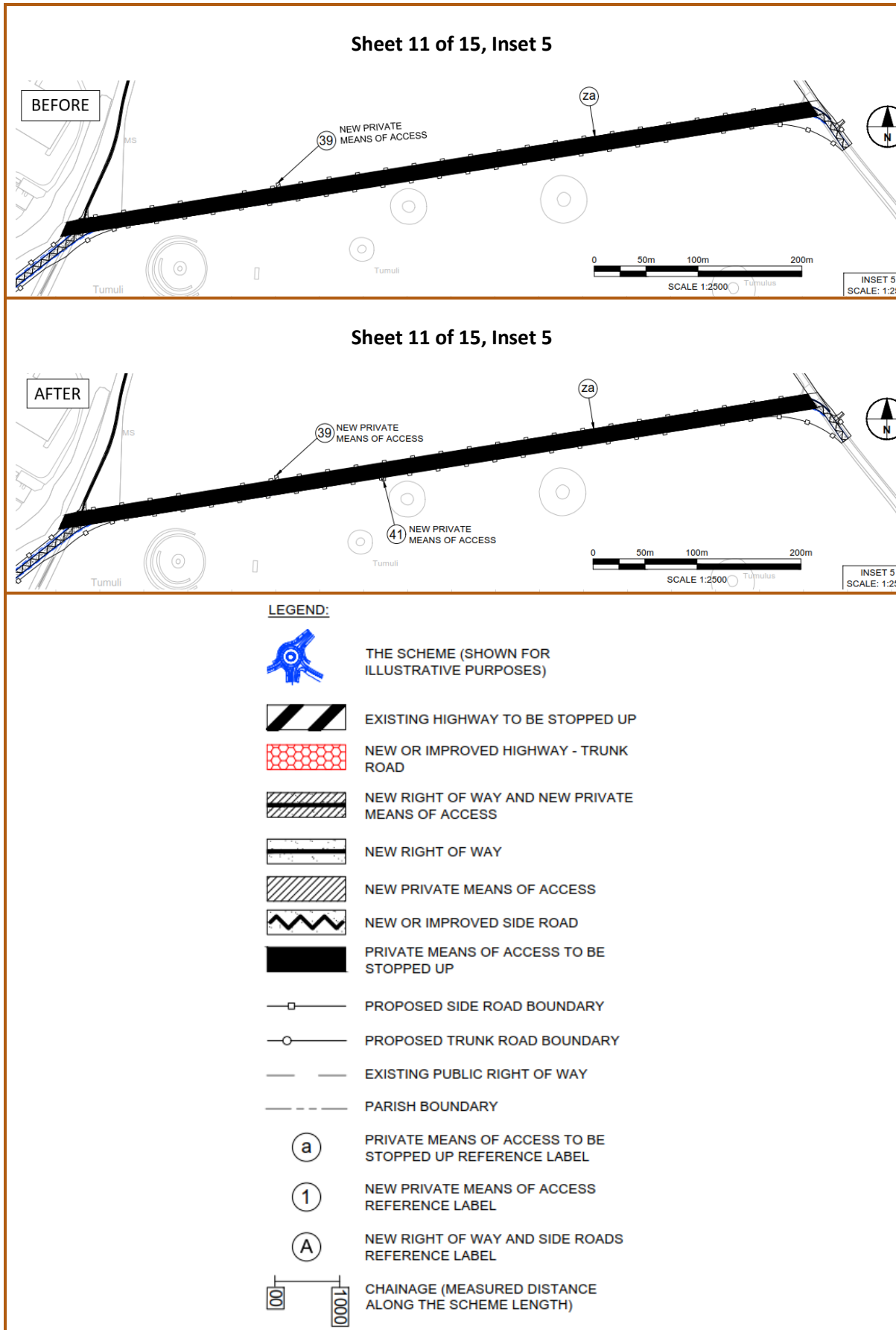


Figure 10-1 Extract from Rights of Way and Access Plans [APP-009]



## 10.4 Summary of environmental appraisal

- 10.4.1 The proposed changes have been reviewed and appraised, as summarised in Table 10-1 below, to identify any likely significant effects that would be new or materially different from those presented in the A303 Amesbury to Berwick Down Environmental Statement (ES) [APP-038 – APP-054].
- 10.4.2 The environmental appraisal for the proposed change is presented for each of the topic chapters in the order they are presented in the A303 Amesbury to Berwick Down ES. For each topic, the appraisal then confirms whether the proposed change would result in a material change, a non-material change or no change to the assessment for that topic within the A303 Amesbury to Berwick Down ES. A proposed change to the Scheme is allocated a finding of 'no change' where there would be no potential environmental impact associated with that change. A change is considered to be 'non-material' where it has a potential impact but that impact would not change the magnitude or the scope of the findings of the assessment presented in the ES; and a change is considered to be material where it would result in a significant change in magnitude, the scope or the findings of the assessment (i.e. would result in a new or materially different significant environmental effect). Having carried out the appraisal, Highways England has concluded that the change would not result in any significant environmental effects that would be new or materially different from those assessed and reported in the ES.
- 10.4.3 In considering the environmental appraisal carried out for this proposed change in combination with the appraisals carried out for the other proposed changes presented in this report, Highways England has concluded that none of the changes, either individually or collectively, would result in a finding other than one of 'no change' or of a change being minor or 'non-material' in nature. Therefore, it is considered that collectively, or cumulatively, the proposed changes presented in this report would not result in any likely significant effects that would be new or materially different from those reported in the ES.

## 10.5 Conclusions of the environmental appraisal

- 10.5.1 The proposed changes are located within the existing Order limits and study area as assessed within each chapter of the ES. The proposed changes would not result in any material new construction works, traffic movements or additional temporary or permanent land use.
- 10.5.2 From a cultural heritage perspective, the proposed PMA from the Allington Track to Equinox Drive is located in close proximity to a non-designated barrow; no impacts are expected as protective membrane would be laid above the existing topsoil to protect any potential archaeological remains, prior to any construction.

- 10.5.3 On this basis, it can be concluded that the proposed changes would not result in any additional or different likely significant effects to those reported in the ES. A summary of the Environmental Appraisal is presented in Table 10-1 below.
- 10.5.4 As the proposed changes would not result in any change to the conclusions of the individual ES chapters, it is considered that the proposed changes would not result in any additional in-combination or cumulative impacts to those presented in Chapter 15 of the ES [APP-053].
- 10.5.5 On this basis, the findings of Chapter 15 of the ES remain as reported.

**Table 10-1** *Environmental Appraisal Table for NMC-07*

ES Chapter number	ES Chapter heading	Material change/ non-material change/ no change	Cumulative effect in combination with other NMCs
5	Air Quality	No change	No change
6	Cultural Heritage	Non-material change	No change
7	Landscape and Visual	No change	No change
8	Biodiversity	No change	No change
9	Noise and Vibration	No change	No change
10	Geology and Soils	No change	No change
11	Road Drainage and the Water Environment	No change	No change
12	Materials and Waste	No change	No change
13	People and Communities	Non-material change	No change
14	Climate Change	No change	No change

## 11 Proposed Change NMC-08: Revised private means of access off the new restricted byway south of Green Bridge No.4

### 11.1 Background to the change

11.1.1 As Highways England's ongoing engagement with the owner of the land south of the existing A303 east of Longbarrow roundabout has progressed, proposals for new private means of access ('PMA') have developed. A revised PMA is proposed, which would provide the landowner with vehicular access from the proposed restricted byway south of Green Bridge 4 (Reference IA on Sheet 5 in the Rights of Way and Access Plans [APP-009]).

### 11.2 Description of the change

11.2.1 As shown in Figure 11-1 below, the proposed change includes an extension to PMA16 (which is already shown on Sheet 5 of the Rights of Way and Access Plans) from the south side of the new restricted byway south of Green Bridge No.4.

11.2.2 The proposed change would need to be added to the Rights of Way and Access Plans (Sheet 5 of 15) [APP-009]. No amendment would be required to the corresponding drafting in Part 3 of Schedule 3 to the draft DCO.

11.2.3 The revised PMA would be located within the Order limits and would not require any additional land as defined in the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 ('CA Regulations') or any 'upgrade' to the land use powers currently sought.

11.2.4 The proposed change has the support of the relevant landowner.

### 11.3 Before and after plans/drawings

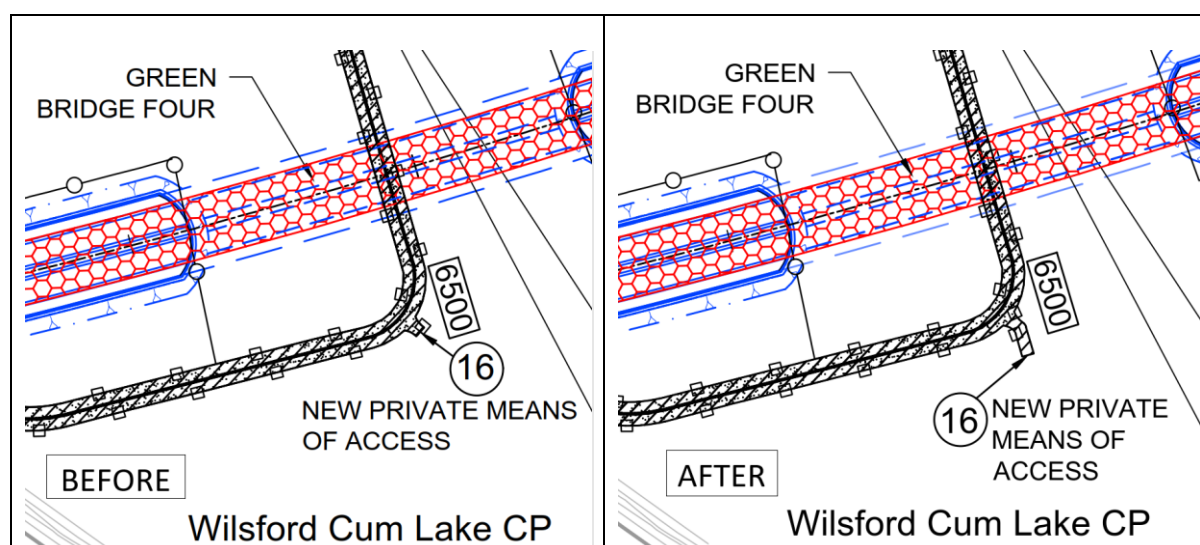


Figure 11-1 Extract from Rights of Way and Access Plans [APP-009]

## 11.4 Summary of environmental appraisal

- 11.4.1 The proposed change has been reviewed and appraised, as summarised in Table 11-1 below, to identify any likely significant effects that would be new or materially different from those presented in the A303 Amesbury to Berwick Down Environmental Statement (ES) [APP-038 – APP-054].
- 11.4.2 The environmental appraisal for the proposed change is presented for each of the topic chapters in the order they are presented in the A303 Amesbury to Berwick Down ES. For each topic, the appraisal then confirms whether the proposed change would result in a material change, a non-material change or no change to the assessment for that topic within the A303 Amesbury to Berwick Down ES. A proposed change to the Scheme is allocated a finding of 'no change' where there would be no potential environmental impact associated with that change. A change is considered to be 'non-material' where it has a potential impact but that impact would not change the magnitude or the scope of the findings of the assessment presented in the ES; and a change is considered to be material where it would result in a significant change in magnitude, the scope or the findings of the assessment (i.e. would result in a new or materially different significant environmental effect). Having carried out the appraisal, Highways England has concluded that the change would not result in any significant environmental effects that would be new or materially different from those assessed and reported in the ES.
- 11.4.3 In considering the environmental appraisal carried out for this proposed change in combination with the appraisals carried out for the other proposed changes presented in this report, Highways England has concluded that none of the changes, either individually or collectively, would result in a finding other than one of 'no change' or of a change being minor or 'non-material' in nature. Therefore, it is considered that collectively, or cumulatively, the proposed changes presented in this report would not result in any likely significant effects that would be new or materially different from those reported in the ES.

## 11.5 Conclusions of the environmental appraisal

- 11.5.1 The proposed change is located within the existing Order limits and study area as assessed within each chapter of the ES. The proposed change would not result in any material new construction works, traffic movements or additional temporary or permanent land use.
- 11.5.2 On this basis, it can be concluded that the proposed change would not result in any additional likely significant effects to those reported in the ES. A summary of the Environmental Appraisal is presented in Table 11-1 below.
- 11.5.3 As the proposed change would not result in any change to the conclusions of the individual ES chapters, it is considered that the proposed change would

not result in any additional in-combination or cumulative impacts to those presented in Chapter 15 of the ES [APP-053].

11.5.4 On this basis, the findings of Chapter 15 of the ES remain as reported.

**Table 11-1** *Environmental Appraisal Table for NMC-08*

ES Chapter number	ES Chapter heading	Material change/ non-material change/ no change	Cumulative effect in combination with other NMCs
5	Air Quality	No change	No change
6	Cultural Heritage	Non-material change	No change
7	Landscape and Visual	No change	No change
8	Biodiversity	No change	No change
9	Noise and Vibration	No change	No change
10	Geology and Soils	No change	No change
11	Road Drainage and the Water Environment	No change	No change
12	Materials and Waste	No change	No change
13	People and Communities	Non-material change	No change
14	Climate Change	No change	No change

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## **Appendix A2 - Proposed Changes Consultation Booklet – Correction Statement**

## Proposed Changes Consultation Booklet – Correction Statement

*Our Proposed Changes Consultation Booklet indicates that in relation to proposed change **NMC-06 (Public Right of Way to Stonehenge Visitor Centre)**, only Option A would require ‘additional land’ outside the Order limits. This is not the case. Both Options A and B would require ‘additional land’ outside the Order limits.*

In Chapter 9 of the Booklet paragraphs 9.2.4 to 9.2.6 (on page 36) are amended as shown below, the amended text replaces the original text:

- 9.2.4 Option B is generally the same as Option A, except that the path would be 2.5 metres wide along its entire length and would pass to the east of the Dew Pond. **This part of** Option B could be delivered within the Order limits; ~~Option B~~ **Option B** would not require any additional land outside the Order limits **except for the area alongside the former A344.**
- 9.2.5 ~~Option A~~ **NMC-06** is subject to Highways England being able to secure the necessary additional land (currently outside the Order limits) by agreement. As mentioned above, Highways England does not wish to engage the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 to acquire the additional land compulsorily. Therefore, if the additional land cannot be secured by agreement with the landowners within the necessary timescale, Highways England would withdraw its application for proposed **NMC-06** ~~Option A~~.
- 9.2.6 Alternately, if the additional land required for Option A is secured by agreement within the necessary timescale, Highways England would withdraw its application for proposed Option B **and vice versa.**

Also, in Chapter 3 of the Booklet paragraph 3.3.3 (on page 9) is amended as shown below, the amended text replaces the original text:

- 3.3.3 The CA Regulations would also apply where a power of temporary possession is proposed to be ‘upgraded’ to compulsory acquisition, or a power to acquire rights is proposed to be ‘upgraded’ to outright acquisition of land. However, ~~none~~ **only one** of the proposed changes, **NMC-06**, requires this type of ‘upgrade’ to the land acquisition powers currently sought in the DCO application.



## **Appendix B - Lists of persons consulted (and not consulted) on the proposed changes**

## Appendix B: Lists of persons consulted (and not consulted) on the proposed changes

**Table 1 - Prescribed persons (section 42(1)(a) of the Planning Act 2008 (PA 2008))**

Consultee (Schedule 1 description)	Identified consultee	Address	Post / Email	Consulted on proposed changes?
The Welsh Ministers	N/A - the scheme does not affect land in Wales	n/a	n/a	n/a
The Scottish Executive	N/A - the scheme does not affect land in Scotland	n/a	n/a	n/a
The relevant Northern Ireland Department	N/A - the scheme does not affect land in Northern Ireland	n/a	n/a	n/a
The Health and Safety Executive	Health and Safety Executive	2.2 Redgrave Court Merton Road Bootle L20 7HS	Post	Y
The National Health Service Commissioning Board and relevant Clinical	NHS England	Legal Team, 4W08 4th Floor, Quarry House, Leeds LS2 7UE.	Post	Y

Consultee (Schedule 1 description)	Identified consultee	Address	Post / Email	Consulted on proposed changes?
Commissioning Group	Wiltshire Clinical Commissioning Group	Southgate House 1 Pans Lane Devizes SN10 5EQ	Post	Y
The relevant local Health Board	N/A - the scheme does not affect land in Scotland	n/a	n/a	n/a
Natural England	Natural England	4 <sup>th</sup> Floor Foss House Kings Pool 1-2 Peasholme Green York YO1 7PX <sup>1</sup>	Post	Y
The Historic Buildings and Monuments Commission for England	Historic England	The Engine House Fire Fly Avenue Swindon Wiltshire SN2 2EH	Post	Y
The relevant fire and rescue authority	Dorset and Wiltshire Fire and Rescue Service	Five Rivers Health & Wellbeing Centre Hulse Road Salisbury SP1 3NR	Post	Y

<b>Consultee (Schedule 1 description)</b>	<b>Identified consultee</b>	<b>Address</b>	<b>Post / Email</b>	<b>Consulted on proposed changes?</b>
The relevant police authority	Police and Crime Commissioner for Wiltshire and Swindon	London Road Devizes SN10 2DN	Post	Y
The relevant parish council, or, where the application relates to land Wales or Scotland the relevant community council	Berwick St James Parish Meeting	The Leat House Berwick St James Salisbury SP3 4TL	Post	Y
	Winterbourne Stoke Parish Council	1 Cleeve View Winterbourne Stoke Salisbury SP3 4SY	Post	Y
	Shrewton Parish Council	Camberley House 104 Clay Street Crockerton Warminster Wiltshire BA12 8AG	Post	Y
	Amesbury Town Council	2 Flower Court Flower Lane Amesbury Salisbury	Post	Y

Consultee (Schedule 1 description)	Identified consultee	Address	Post / Email	Consulted on proposed changes?
		Wiltshire SP4 7JE		
	Durrington Town Council	Town Council Offices Village Hall High Street Durrington Salisbury Wiltshire SP4 8AD	Post	Y
	Bulford Parish Council	The Village Hall Watergate Lane Bulford SP4 9DY	Post	Y
	Steeple Langford Parish Council	The Rectory Duck Street Steeple Langford SP3 4NH	Post	Y
	Woodford Parish Council	Club Cottage Middle Woodford Salisbury	Post	Y

Consultee (Schedule 1 description)	Identified consultee	Address	Post / Email	Consulted on proposed changes?
		SP4 6NW		
	Wilsford cum Lake Parish Meeting	Stable Cottage Wilsford cum Lake Salisbury SP4 7BX	Post	Y
	Cholderton Parish Meeting	17 Grateley Road Cholderton Salisbury Wiltshire SP4 0DL	Post	Y
The Environment Agency	The Environment Agency	Horizon House Deanery Road Bristol BS1 5AH	Post	Y
The Scottish Environment Protection Agency	N/A – the scheme does not affect land in Scotland	n/a	n/a	n/a

Consultee (Schedule 1 description)	Identified consultee	Address	Post / Email	Consulted on proposed changes?
Relevant AONB Conservation Boards	N/A - there are no Conservation Boards for North Wessex Downs or Cranbourne Chase AONBs  Cranbourne Chase and North Wessex Downs AONB as non-statutory consultees.	Cranbourne Chase Area of Outstanding Natural Beauty Stone Lane Industrial Estate Wimborne BH21 1HB  North Wessex Downs Area of Outstanding Natural Beauty Office Units 3-4 Denford Manor Lower Denford Hungerford RG17 0UN	n/a	N – Excluded as we do not consider that any of the proposed changes would be likely to affect an AONB that is managed by a Conservation Board.
Royal Commission on Ancient and Historical Monuments of Wales	N/A - the scheme does not affect land in Wales	n/a	n/a	n/a
The Countryside Council for Wales	N/A - the scheme does not affect land in Wales	n/a	n/a	n/a
The Homes and Communities Agency	Homes and Communities Agency (Now Homes England)	Arpley House 110 Birchwood Boulevard Birchwood	Post	Y

Consultee (Schedule 1 description)	Identified consultee	Address	Post / Email	Consulted on proposed changes?
		Warrington WA3 7QH		
The Joint Nature Conservation Committee	N/A - the scheme does not affect the marine environment	n/a	n/a	n/a
Scottish Natural Heritage	N/A - the scheme does not affect land in Scotland	n/a	n/a	n/a
The Maritime and Coastguard Agency	N/A - the scheme does not affect the marine or coastal environment or the shipping industry	n/a	n/a	n/a
The Marine Management Organisation	N/A - the scheme does not affect the marine environment	n/a	n/a	n/a
The Civil Aviation Authority	The Civil Aviation Authority	CAA House 45-59 Kingsway London WC2B 6TE	Post	Y



<b>Consultee (Schedule 1 description)</b>	<b>Identified consultee</b>	<b>Address</b>	<b>Post / Email</b>	<b>Consulted on proposed changes?</b>
The Secretary of State for Transport	Department for Transport	Great Minster House 33 Horseferry Road London SW1P 4DR	Post	Y
Integrated Transport Authorities (ITAs) and Passenger Transport Executives (PTEs)	N/A - the scheme does not affect transport within, to or from the relevant transport area of the ITA or PTE	n/a	n/a	n/a
The relevant Highways Authority	Wiltshire Council	County Hall Bythesea Road Trowbridge Wiltshire BA14 8JN	Post	Y
The relevant strategic highways company	Highways England	Bridge House 1 Walnut Tree Close Guildford Surrey GU1 4LZ	Post	Y
Transport for London	Transport for London	Windsor House 42-50 Victoria Street London	n/a	N - Excluded as we do not consider the proposed changes would be likely to affect

Consultee (Schedule 1 description)	Identified consultee	Address	Post / Email	Consulted on proposed changes?
		SW1H 0TL		transport within, to or from Greater London.
The Coal Authority	N/A - the scheme is not in an area of past, present or future coal mining	n/a	n/a	n/a
Office of Rail and Road	Office of Rail and Road	1 Kemble Street London WC2B 4AN	Post	Y
The relevant internal drainage board	N/A - the scheme does not affect land designated as Internal Drainage District	n/a	n/a	n/a
The Canal and Rivers Trust	Canal and Rivers Trust	First Floor North Station House 500 Elder Gate Milton Keynes MK9 1BB	Post	Y
Trinity House	N/A - the scheme does not affect navigation in tidal waters	n/a	n/a	n/a

Consultee (Schedule 1 description)	Identified consultee	Address	Post / Email	Consulted on proposed changes?
Public Health England, an executive agency of the Department of Health	Public Health England	Wellington House 33-155 Waterloo Road London SE1 8UG	Post	Y
Relevant statutory undertakers	See separate table below			
The Crown Estate Commissioners	The Crown Estate	1 St James's Market St. James's London SW1Y 4AH	n/a	N - Excluded because none of the proposed changes are likely to affect the Crown Estate.
The Forestry Commission	Forestry Commission - South West	Forestry Commission South West England Buller's Hill Kennford Exeter EX6 7XR	Post	Y
The Natural Resources Body for Wales	N/A - the scheme does not affect land in Wales	n/a	n/a	n/a
The relevant local health board	N/A - the scheme does not affect land in Wales	n/a	n/a	n/a

<b>Consultee (Schedule 1 description)</b>	<b>Identified consultee</b>	<b>Address</b>	<b>Post / Email</b>	<b>Consulted on proposed changes?</b>
The National Health Services Trusts	N/A - the scheme does not affect land in Wales	n/a	n/a	n/a
The Secretary of State for Defence	Secretary of State for Defence (Ministry of Defence)	Whitehall Westminster London SW1A 2HB	Post	Y
	DIO Safeguarding	Building 49 Kingston Road Sutton Coldfield B75 7RL	Post	Y
The Office of Nuclear Regulation (ONR)	N/A - the scheme does not affect matters relevant to the ONRs purpose	n/a	n/a	n/a

Relevant Statutory undertakers in specific sectors (S8 of the Acquisition of Land Act 1981 (as amended) (the ALA))	Identified consultee	Address	Post / Email	NMC Consult
Railways	Network Rail Infrastructure Limited	1 Eversholt Street London NW1 2DN	Post	Y
	First MTR South Western Trains Limited	4 <sup>th</sup> Floor Capital House 25 Chapel Street London NW1 5DH	Post	Y
	D B Cargo (UK) Limited	Lakeside Business Park Carolina Way Doncaster South Yorkshire DN4 5PN	Post	Y
	D B Cargo International Limited	Lakeside Business Park Carolina Way Doncaster South Yorkshire DN4 5PN	Post	Y

Relevant Statutory undertakers in specific sectors (S8 of the Acquisition of Land Act 1981 (as amended) (the ALA))	Identified consultee	Address	Post / Email	NMC Consult
	D B Cargo Services Limited	Lakeside Business Park Carolina Way Doncaster South Yorkshire DN4 5PN	Post	Y
	D B Cargo (UK) Holdings Limited	Lakeside Business Park Carolina Way Doncaster South Yorkshire DN4 5PN	Post	Y
	D B Cargo Information Services Limited	Lakeside Business Park Carolina Way Doncaster South Yorkshire DN4 5PN	Post	Y
	GB Railfreight	3rd Floor 55 Old Broad Street London EC2M 1RX	Post	Y

Relevant Statutory undertakers in specific sectors (S8 of the Acquisition of Land Act 1981 (as amended) (the ALA))	Identified consultee	Address	Post / Email	NMC Consult
	Freightliner Group Limited	90 Whitfield Street London W1T 4EZ	Post	Y
	Highways England Historical Railways Estate	37 Tanner Row YORK YO1 6WP	Post	Y
Light Railway	N/A – the Scheme does not affect any light rail operators	n/a	n/a	n/a
Road Transport (Transport for London and Statutory road toll undertakers)	Transport for London	Windsor House 42-50 Victoria Street London SW1H 0TL	n/a	N - Excluded as we do not consider the proposed changes would be likely to affect transport within, to or from Greater London.
Water Transport (Statutory ferry toll undertakers)	N/A - the application will not affect water transport	n/a	n/a	n/a
Canal or Inland Navigation Authority	N/A – the Scheme does not affect any Canals or navigable rivers	n/a	n/a	n/a

<b>Relevant Statutory undertakers in specific sectors (S8 of the Acquisition of Land Act 1981 (as amended) (the ALA)</b>	<b>Identified consultee</b>	<b>Address</b>	<b>Post / Email</b>	<b>NMC Consult</b>
Dock and Harbour Authority	N/A – the Scheme does not affect any docks or harbours	n/a	n/a	n/a
Pier	N/A – the Scheme does not affect any Piers	n/a	n/a	n/a
Lighthouse	N/A – the Scheme does not affect any navigation in tidal waters	n/a	n/a	n/a
Hydraulic Power	N/A – the Scheme does not affect any hydraulic power schemes	n/a	n/a	n/a
Civil Aviation Authority	The Civil Aviation Authority	CAA House 45-59 Kingsway London WC2B 6TE	Post	Y
Licence Holder (Chapter 1 of Part of Transport Act 2000)	NATS (En-Route Safeguarding)	4000 Parkway Whiteley Fareham PO15 7FL	Post	Y
Universal Service Provider (Royal Mail)	Royal Mail Group	Group Communications 100 Victoria Embankment London	Post	Y



Relevant Statutory undertakers in specific sectors (S8 of the Acquisition of Land Act 1981 (as amended) (the ALA))	Identified consultee	Address	Post / Email	NMC Consult
		EC4Y 0HQ		
The relevant Homes and Communities Agency	Homes England	Arpley House 110 Birchwood Boulevard Birchwood Warrington WA3 7QH	Post	Y
The relevant Environment Agency	Environment Agency	Horizon House Deanery Road Bristol BS1 5AH	Post	Y
The relevant water and sewage undertakers	Wessex Water	Operations Centre Claverton Down Road Claverton Down Bath Somerset BA2 7WW	Post	Y

Relevant Statutory undertakers in specific sectors (S8 of the Acquisition of Land Act 1981 (as amended) (the ALA))	Identified consultee	Address	Post / Email	NMC Consult
	Cholderton And District Water Company Limited	The Estate Office Cholderton Estate Cholderton Salisbury SP4 0DR	Post	Y
The relevant public gas transporter	Cadent Gas Limited	Ashbrook Court Prologis Park Central Boulevard Coventry CV7 8PE	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.
	Energetics Gas Limited	Fenick House Lister Way Hamilton International Technology Park Glasgow G72 0FT <sup>1</sup>	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.

Relevant Statutory undertakers in specific sectors (S8 of the Acquisition of Land Act 1981 (as amended) (the ALA))	Identified consultee	Address	Post / Email	NMC Consult
	Energy Assets Pipelines Limited	Ship Canal House 98 King Street Manchester Greater Manchester M2 4WU	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.
	Energy Assets Networks Limited	Ship Canal House 98 King Street Manchester Greater Manchester M2 4WU	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.
	ES Pipelines Limited	1st Floor Bluebird House Mole Business Park Leatherhead KT22 7BA	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.
	ESP Connections Limited	1st Floor Bluebird House Mole Business Park Leatherhead KT22 7BA	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.

Relevant Statutory undertakers in specific sectors (S8 of the Acquisition of Land Act 1981 (as amended) (the ALA))	Identified consultee	Address	Post / Email	NMC Consult
	ESP Networks Limited	1st Floor Bluebird House Mole Business Park Leatherhead KT22 7BA	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.
	ESP Pipelines Limited	1st Floor Bluebird House Mole Business Park Leatherhead KT22 7BA	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.
	Fulcrum Pipelines Limited	2 Europa View Sheffield Business Park Sheffield S9 1XH	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.
	GTC Pipelines Limited	Energy House Woolpit Business Park Woolpit Bury St Edmunds IP30 9UP	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.

Relevant Statutory undertakers in specific sectors (S8 of the Acquisition of Land Act 1981 (as amended) (the ALA))	Identified consultee	Address	Post / Email	NMC Consult
	Independent Pipelines Limited	Energy House Woolpit Business Park Woolpit Bury St Edmunds IP30 9UP	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.
	Indigo Pipelines Limited	One London Wall London EC2Y 5AB	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.
	Quadrant Pipelines Limited	Woolpit Business Park Woolpit Bury St Edmunds IP30 9UP	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.
	Murphy Gas Networks	Murphy House Highgate Road London NW5 1TN	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.
	National Grid Gas Plc	1-3 Strand London WC2N 5EH	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.

Relevant Statutory undertakers in specific sectors (S8 of the Acquisition of Land Act 1981 (as amended) (the ALA))	Identified consultee	Address	Post / Email	NMC Consult
	Scotland Gas Network Plc	Axis House 5 Lonehead Drive Newbridge Edinburgh EH28 8TG	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.
	Southern Gas Network Plc	St. Lawrence House Station Approach Horley Surrey RH6 9HJ	Post	Y
	Wales and West Utilities Limited	Wales & West House Spooner Close Coedkernew Newport NP10 8FZ	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.
	Northern Gas Power Limited	Baltic Place Floor 8 East Tower Gateshead Tyne and Wear NE8 3AE	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.

Relevant Statutory undertakers in specific sectors (S8 of the Acquisition of Land Act 1981 (as amended) (the ALA))	Identified consultee	Address	Post / Email	NMC Consult
	Northern Gas Networks Limited	1100 Century Way Thorpe Park Leeds West Yorkshire LS15 8TU	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.
The relevant electricity licence holder with CPO Powers	Energetics Electricity Limited	Fenick House Lister Way Hamilton International Technology Park Glasgow <sup>2</sup> G72 0FT	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.
	Energy Assets Power Networks	Ship Canal House 98 King Street Manchester Greater Manchester M2 4WU	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.

Relevant Statutory undertakers in specific sectors (S8 of the Acquisition of Land Act 1981 (as amended) (the ALA))	Identified consultee	Address	Post / Email	NMC Consult
	ESP Electricity Limited	1st Floor Bluebird House Mole Business Park Leatherhead KT22 7BA	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.
	Fulcrum Electricity Assets Ltd	2 Europa View Sheffield South Yorkshire S9 1XH	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.
	G2 Energy IDNO Limited	25 Olney Office Park Kings Lynn PE30 1HJ	n/a	n/a
	Utility Assets Limited	53 High Street Cheveley Newmarket CB8 9DQ	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.
	Utility Distribution Networks Limited	Ship Canal House 98 King Street Manchester M2 4WU	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.



Relevant Statutory undertakers in specific sectors (S8 of the Acquisition of Land Act 1981 (as amended) (the ALA))	Identified consultee	Address	Post / Email	NMC Consult
	United Utilities Investments (No.2) Limited	Lingley Green Avenue Lingley Mere Business Park Great Sankey Warrington Cheshire WA5 3LP	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.
	Southern Electric Power Distribution Plc	One Forbury Place 43 Forbury Road Reading RG1 3JH	Post	Y
	National Grid Electricity Transmission Plc	1-3 Strand London WC2N 5EH	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.
	National Grid Ventures Limited	1-3 Strand London WC2N 5EH	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.
		Hiview House Highgate Road London NW5 1TN	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.

Relevant Statutory undertakers in specific sectors (S8 of the Acquisition of Land Act 1981 (as amended) (the ALA))	Identified consultee	Address	Post / Email	NMC Consult
	Murphy Power Distribution Limited	Newington House 237 Southwark Bridge Road London SE1 6NP	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.
	UK Power Networks Limited	237 Southwark Bridge Road London SE1 6NP	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.
	Vattenfall Networks Limited	1 <sup>st</sup> Floor 1 Tudor Street London EC4Y 0AH	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.
	National Grid Interconnectors Limited	Grand Buildings 1-3 Strand London WC2N 5EH	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.
	Western Power Distribution South West PLC	Avonbank Feeder Road Bristol Somerset BS2 0TB	n/a	N - Excluded from consultation because they have no apparatus in areas affected by any of the proposed changes.

Health Bodies (s16 of the ALA)	Identified consultee	Address	Post / Email	NMC Consult
The relevant Health	NHS England	Covered above	Post	Y
Service Body: The Clinical Commissioning Group and NHS Commissioning Board	Wiltshire Clinical Commissioning Group	Covered above	Post	Y
The relevant NHS Trusts	Avon and Wiltshire Mental Health Partnership NHS Trust	Bath NHS House Combe Park Bath Somerset BA1 3QE	Post	Y
The relevant NHS Foundation trusts	South West Ambulance Service NHS foundation Trust	Abbey Court Eagle Way Exeter EX2 7HY	Post	Y
	Salisbury NHS Foundation Trust	Odstock Road Salisbury Wiltshire SP2 8BJ	Post	Y
Health Service Body: Special Health Authorities	NHS England: Sustainable Improvement team (NHS Institute for innovation and Improvements)	england.si-enquiries@nhs.net	Email	Y

Health Bodies (s16 of the ALA)	Identified consultee	Address	Post / Email	NMC Consult
	NHS Digital	1 Trevelyan Square Leeds West Yorkshire LS1 6AE	Post	Y
	Health Education England	Blenheim House Duncombe Street Leeds West Yorkshire LS1 4PL	Post	Y
	Health and Research Authority	Skipton House 80 London Road London SE1 6LH	Post	Y
	National Institute for Health and Clinical Excellence	10 Spring Gardens London SW1A 2BU	Post	Y
	Public Health England	Covered above	Post	Y
	NHS Blood and Transplant	Oak House Reeds Crescent Watford Hertfordshire	Post	Y

Health Bodies (s16 of the ALA)	Identified consultee	Address	Post / Email	NMC Consult
		WD24 4QN		
	NHS Business Services Authority	Stella House Goldcrest Way Newburn Riverside Newcastle upon Tyne NE15 8NY	Post	Y
	NHS Resolution	151 Buckingham Palace Road London SW1W 9SZ	Post	Y
	NHS Improvement	Wellington House 133-155 Waterloo Road London SE1 8UG	Post	Y

**Table 2 - Local authorities (section 42(1)(b))**

Local Authority	Address	Post / Email	Consulted on proposed changes?
Wiltshire Council	County Hall Bythesea Road Trowbridge Wiltshire BA14 8JN	Post	Y
Bath and North East Somerset Council	Lewis House Manvers Street PO Box 5006 Bath Somerset BA1 1JG	N/A	N - Excluded because none of the proposed changes are likely to affect the Bath and North East Somerset Council's administrative area.
Cotswold District Council	Trinity Road Cirencester GL7 1PX	N/A	N - Excluded because none of the proposed changes are likely to affect Cotswold District Council's administrative area.
Dorset County Council	County Hall Colliton Park Dorchester DT1 1XJ	Post	Y

<b>Local Authority</b>	<b>Address</b>	<b>Post / Email</b>	<b>Consulted on proposed changes?</b>
East Dorset District Council	PO Box 9148 Christchurch BH23 9JQ	N/A	N - Excluded because none of the proposed changes are likely to affect East Dorset District Council's administrative area.
Gloucestershire County Council	Shire Hall Westgate Street Gloucester GL1 2TG	N/A	N - Excluded because none of the proposed changes are likely to affect Gloucestershire County Council's administrative area.
Hampshire County Council	The Castle Castle Avenue Winchester Hampshire SO23 8UJ	Post	Y
Mendip District Council	Mendip District Council Cannards Grave Road Shepton Mallet BA4 5BT	N/A	N - Excluded because none of the proposed changes are likely to affect land in Mendip District Council's administrative area.
New Forest District Council	Appletree Court Beaulieu Road Lyndhurst SO43 7PA	N/A	N - Excluded because none of the proposed changes are likely to affect the New Forest District Council's administrative area.

Local Authority	Address	Post / Email	Consulted on proposed changes?
New Forest National Park Authority	Lymington Town Hall Avenue Road Lymington SO41 9ZG	N/A	N - Excluded because none of the proposed changes are likely to affect the New Forest National Park Authority's administrative area.
North Dorset District Council	Salisbury Road Blandford Forum DT11 7LL	Post	Y
Oxfordshire County Council	County Hall New Road Oxford Oxfordshire OX1 1ND	Post	Y
Somerset County Council	County Hall Taunton TA1 4DY	Post	Y
South Gloucestershire Council	PO Box 1953 Bristol BS37 0DB	N/A	N - Excluded because none of the proposed changes are likely to affect South Gloucestershire Council's administrative area.
South Somerset District Council	Brympton Way Yeovil BA20 2HT	N/A	N - Excluded because none of the proposed changes are likely to affect South Somerset District Council's administrative area.



Local Authority	Address	Post / Email	Consulted on proposed changes?
Swindon Borough Council	Civic Offices Euclid Street Swindon SN1 2JH	Post	N - Excluded because none of the proposed changes are likely to affect Swindon Borough Council's administrative area.
Test Valley Borough Council	Beech Hurst Weyhill Road Andover SP10 3AJ	N/A	Y
Vale of White Horse District Council	135 Eastern Avenue Milton Park Milton OX14 4SB	N/A	N - Excluded because none of the proposed changes are likely to affect Vale of White Horse District Council's administrative area.
West Berkshire Council	Council Offices Market Street Newbury RG14 5LD	N/A	N - Excluded because none of the proposed changes are likely to affect West Berkshire Council's administrative area.

**Table 3 - Affected Persons (section 42(1)(d))**

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Abbey Manor Group Limited	Post	S.42(1)(d) Category 3 person in relation to NMC-07 <b>Affected Person</b>	N	N	N	N	N	N	Y	N
Amesbury Property Company	Post	S.42(1)(d) Category 1 person in relation to NMC-07 <b>Affected Person</b>	N	N	N	N	N	N	Y	N
Beacon Hill Land Limited	Post	S.42(1)(d) Category 1 person in relation to NMC-06 Category 3 person in relation to NMC-07 <b>Affected Person</b>	N	N	N	N	N	Y	Y	N
Berwick Down Limited	Post	S.42(1)(d) Category 1 person in relation to NMC- 01 Category 3 person in relation to NMC- 03 <b>Affected Person</b>	Y	N	Y	N	N	N	N	N
BT Group plc	Post	S.42(1)(d) Category 2 person in relation to NMC- 02, NMC-06 and NMC- 07 <b>Affected Person</b>	N	Y	N	Y	N	Y	Y	N
Catriona Rose Guinness	Post	S.42(1)(d) Category 1 person in relation to NMC- 06 Category 3 person in relation to NMC- 01 and NMC - 03 <b>Affected Person</b>	Y	N	N	N	Y	Y	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
CenturyLink Communications UK Limited	Post	S.42(1)(d) Category 2 person in relation to NMC- 01, NMC- 02, NMC-03 and NMC- 08 <b>Affected Person</b>	Y	Y	Y	N	N	N	N	Y
English Heritage Trust	Post	S.42(1)(d) Category 1 person in relation to NMC- 06 <b>Affected Person</b>	Y	Y	Y	Y	Y	Y	Y	Y
Erskine Stuart Richard Guinness	Post	S.42(1)(d) Category 1 person in relation to NMC- 06 Category 3 person in relation to NMC- 01 and NMC -03 <b>Affected Person</b>	Y	N	N	N	Y	Y	N	N
Fatih Turk	Post	S.42(1)(d) Category 1 and Category 2 person in relation to NMC- 01 and NMC- 03 <b>Affected Person</b>	Y	N	Y	N	N	N	N	N
Fawley Farms Limited	Post	S.42(1)(d) Category 1 person in relation to NMC- 08 <b>Affected Person</b>	N	N	N	N	N	N	N	Y
Finn Benjamin Guinness	Post	S.42(1)(d) Category 1 person in relation to NMC- 06 Category 3 person in relation to NMC- 01 and NMC -03 <b>Affected Person</b>	Y	N	N	N	Y	Y	N	N
Fiona Elizabeth Turner	Post	S.42(1)(d) Category 1 person in relation to NMC-03 and	Y	Y	Y	N	Y	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
		NMC- 05 Interested party <b>Affected Person</b>								
James Huntley	Post	S.42(1)(d) Category 1 person in relation to NMC- 08 <b>Affected Person</b>	N	N	N	N	N	N	N	Y
Matthew Edward Turner	Post	S.42(1)(d) Category 1 person in relation to NMC- 05 Interested party <b>Affected Person</b>	Y	N	Y	N	Y	N	N	N
National Westminster Bank plc	Post	S.42(1)(d) Category 2 person in relation to NMC- 05 <b>Affected Person</b>	N	N	N	N	Y	N	N	N
Pamela Margaret Sandell	Post	S.42(1)(d) Category 1 person in relation to NMC-04 Category 2 person in relation to NMC- 02 and NMC-07 Interested party <b>Affected Person</b>	Y	Y	Y	Y	N	N	Y	N
Rachel Hosier	Post	S.42(1)(d) Category 1 person in relation to NMC- 08 Interested party <b>Affected Person</b>	N	Y	N	N	N	N	N	Y
Rachel Turner	Post	S.42(1)(d) Category 1 person in relation to NMC- 05 Interested party	N	N	Y	N	Y	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
		<b>Affected Person</b>								
Robert Lionel Turner	Post	S.42(1)(d) Category 1 person in relation to NMC-03 and NMC- 05 Interested Party <b>Affected Person</b>	Y	N	Y	N	Y	Y	N	N
Robin Peter Geoffrey Vincent Parsons	Post	S.42(1)(d) Category 1 person in relation to NMC- 01 Interested party <b>Affected Person</b>	Y	N	Y	N	N	N	N	N
Sky UK Limited	Post	S.42(1)(d) Category 2 party in relation to NMC- 01, NMC- 02, NMC- 03, and NMC- 08 <b>Affected Person</b>	Y	Y	Y	N	N	N	N	Y
Southern Electric Power Distribution plc	Post	S.42(1)(d) Category 2 person in relation to NMC- 01, NMC- 02 and NMC- 05 <b>Affected Person</b>	Y	Y	Y	Y	Y	Y	Y	Y
Southern Gas Networks plc	Post	S.42(1)(d) Category 2 person in relation to NMC- 02, NMC-07 <b>Affected Person</b>	Y	Y	Y	Y	Y	Y	Y	Y
SSE Telecommunications Limited	Post	S.42(1)(d) Category 2 person in relation to NMC- 02 <b>Affected Person</b>	Y	Y	Y	Y	Y	Y	Y	Y

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
The Historic Building and Monuments Commission for England	Post	S.42(1)(d) Category 1 person in relation to NMC- 06 <b>Affected Person</b>	Y	Y	Y	Y	Y	Y	Y	Y
The Warden or Rector and Scholars of The College of The Blessed Mary and All Saints Lincoln in The University of Oxford	Post	S.42(1)(d) Category 1 person in relation to NMC- 07 <b>Affected Person</b>	N	N	N	N	N	N	Y	N
Virgin Media Limited	Post	S.42(1)(d) Category 2 person in relation to NMC- 01, NMC- 02 and NMC-03 <b>Affected Person</b>	Y	Y	Y	Y	Y	Y	Y	Y
Wessex Water Services Limited	Post	S.42(1)(d) Category 1 and Category 2 interest in relation to NMC-02 Category 2 person in relation to NMC- 03 <b>Affected Person</b>	Y	Y	Y	Y	Y	Y	Y	Y
Highways England	Post	S.42(1)(d) Category 1 person in relation to NMC-01, NMC-02, NMC-03 and NMC-04 <b>Affected Person</b>	Y	Y	Y	Y	Y	Y	Y	Y
The National Trust for Places of Historic Interest or Beauty	Post	S.42(1)(d) Category 1 person in relation to NMC-02 Interested Party	Y	Y	Y	Y	Y	Y	Y	Y

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
		<b>Affected Person</b>								
Wiltshire Council	Post	S.42(1)(d) Category 1 person in relation to NMC-04, NMC-05, NMC-06 and NMC-07 Category 2 interest in relation to NMC-02 and NMC-06 <b>Affected Person</b>	Y	Y	Y	Y	Y	Y	Y	Y
Charles Andrew Rowland	Post	S.42(1)(d) Category 1 person in relation to NMC- 07 <b>Affected Person</b>	N	N	N	N	N	N	Y	N
P J Rowland & Sons (Farmers) Limited	Post	S.42(1)(d) Category 1 person in relation to NMC- 07 <b>Affected Person</b>	N	N	N	N	N	N	Y	N
Waves Training Solutions Limited***	Post	S.42(1)(d) Interested party <b>Affected Person</b>	Y	N	N	N	N	N	N	N
Kathleen Edna Crook***	Post	S.42(1)(d) Interested party <b>Affected Person</b>	N	N	N	N	N	N	Y	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Stuart H Crook***	Post	S.42(1)(d) Interested party <b>Affected Person</b>	N	N	N	N	N	N	Y	N
Morrison and King Limited***	Post	S.42(1)(d) Interested party <b>Affected Person</b>	N	N	Y	N	N	N	N	N
Roger John Moore***	Post	S.42(1)(d) Interested party <b>Affected Person</b>	N	Y	N	N	N	N	N	N
Francis William George Whiting***	Post	S.42(1)(d) Interested party <b>Affected Person</b>	Y	N	N	N	N	N	N	N
Louise Susan Whiting***	Post	S.42(1)(d) Interested party <b>Affected Person</b>	Y	N	N	N	N	N	N	N
Philip Sawkill***	Post	S.42(1)(d) Interested party <b>Affected Person</b>	Y	N	Y	N	N	N	N	N
Edward Philip Antrobus	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N



Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Jacqueline Gosling	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Laurie Gosling	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Colin Andrew Heggie	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Susan Patricia Heggie	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Christopher John Nicholls	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
John Joseph Mcloughlin	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Elizabeth Mary Mcloughlin	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
David William Vernon	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Andrew Clive Justin Rhind-Tutt	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Christine Ann Vernon	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Rebecca Louise Rhind-Tutt	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Stephen Scotford Arthur Pike	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Sarah Jane Pike	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Philippa Mary Taberer Durrant	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Jonathan Geoffrey Durrant	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Brian William Hatton	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Linda Maria Hatton	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
James Anthony Edward Johnston	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Sandra Anne Beatrice Johnston	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Andrew Jason Doig	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Julia Ruth Doig	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Richard Clive Harris	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Angela Teresa Ramplin	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Nicholas Steven Devenish Ramplin	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Angela Jane Ware	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Roland John Ware	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Pamela Mary Brooking	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Helen Kay Dhanji	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Paul Stephen Dhanji	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Richard Glenn Sebborn	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Terry William Sebborn	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Sharon Anne Arnott	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Glen Eric Arnott	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Elizabeth Gairdner Andrews	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Nicholas Charles Andrews	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Judith Elizabeth Andrews	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Yarnbury Castle Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
The Secretary Of State For Transport	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Esso Petroleum Company Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
The Incumbent For The Time Being Of The Benefice Of Amesbury In The County Of Wiltshire In The Diocese Of	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Sailsbury And His Successors										
Salisbury and District Angling Club Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Sanctuary Housing Association	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Trustees For Methodist Church Purposes	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Pauline Janet Spence	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Susan Jean Thomas	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Lindsay Marion Fraser	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Lorraine Mcquilkin	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Ann Theresa Parry	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Hugh Morrison	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Todal Azur Investments Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
T J Morris Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
North Kent Farms Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Santander UK plc	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Barclays Bank plc	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Lloyds Bank plc	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Nationwide Building Society	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Bank of Scotland plc	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
The Agricultural Mortgage Corporation	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Jonathan Francis Graham Wort	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
The Co-Operative Bank plc	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
HSBC Bank plc	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Christopher John King	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
S Morris Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N



Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Morgan Utilities Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Stephen John Moore	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Travelodge Hotels Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
The Royal Bank of Scotland plc	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
National Grid plc	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Bank of Ireland (UK) plc	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Michael Joseph Bennett	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Stephanie Jane Bennett	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Robina Kathleen Spanswick	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Pauline Isobel Smart	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Lesley Paula Redden	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
London Road (Amesbury) Management Company Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Pauline Ann Blake	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Edward Sinclair Hardy Spicer	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Louisa Benedichte Spicer	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Lisa Anne Nolan-Evans	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Gemma Heather Currie	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Peter James Farrar	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Kathryn Jane Farrar	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Susan Margaret Dove	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Michael Harry George Lapham	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Gillian Mary Lapham	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
David Michael Alexander Samuels	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Anthony Martin Fairbairn	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Salisbury Diocesan Board Of Finance	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Michael Arthur Poffley	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Jennifer Ann Poffley	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Christine Glover	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Denis Malcolm Smitton	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Carolyn Anges Smeaton	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Clive Oliver John Chapman	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Fiona Claire Fox	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Larry Terrance Martin	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Rachel Anne Martin	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
George Wort C.B.E	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Principality Building Society	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
John Edward Grant	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Ewart Norman Grant	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
J.J Parker	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Robert Wiseman & Sons Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Anthony Ernest Price	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
The Owner/Occupier	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Patricia Montgomery	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Peter John Thompson	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Avril Patricia Thompson	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Louise Fairbairn	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Gloria Johnson	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Aviva Equity Release Uk Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Alec Christopher Ayliffe	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Gillian Mary Ayliffe	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
C. Pope	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Prudential Trustee Company Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Oliver Michael Stratton	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Barnaby Martin Stratton	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Joshua Jack Stratton	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Jacob Christopher Stratton	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Geoff Wilcox	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
John Terence Coleman	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Peter David Coleman	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Alison Herod	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Camelot Care Homes Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Claire Ireland	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Everything Everywhere Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Nicola Jane Street	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N



Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Lyanne Street	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Graham Aymes	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
The Secretary of State for Digital, Culture, Media & Sport	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Robert Ireland	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Andrew John Grant	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Sally Anne Grant	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
David Matthew Grant	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
James Norman Grant	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Adam Woods	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Amesbury Abbey Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Brian Johnson	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Carol Margaret Nicholls	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Hilary Mary Rogers	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Philip Hackford	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Richard Grey Lochore Glover	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Sloane Court (Amesbury) Management Company Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Hayley Rose Neave-Howes	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Daniel Paul Neave-Howes	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Alan Jordan	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Michelle Louise Jordan	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Katherine Eastwood-Rogers	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Michael John Wallis	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Mary Gabriella Quinn	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Stephen David Hedge	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Michael Henry Berkeley Portman	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Gareth Daniel Chapple	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Sarah Jayne Chapple	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Owen John Cligg	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Soledad Bernardita Cligg	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Dominion Pubs and Bars Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Donald Kim Robertson	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Anne Ferraby	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Samantha Mada King	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
John Dibden	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Unknown	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Terry Mitchel	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Hornbuckle Mitchell Trustees Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
David Davies	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Mavis Davies	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Victor C Poole	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Mark Carter	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Charles Henry Street	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
David Kemp	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Maggie Kemp	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Senova Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Hugh Newman	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Rick Bentley	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Mark Russell	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
The Swaythling Housing Society Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Sovereign Housing Association Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Leeds Building Society	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Bathampton Farming Partnership	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Andrew Baxter	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Unknown	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Vicky Thrippleton	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Joseph Paul Kushner	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Thomas James Barratt	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Wing Lo Kwong	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Wendy Elaine Barratt	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Atom Bank plc	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Daniel Robert Hall	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Rachel Louise Pitt	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Jake Thomas Batey	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Sharon Julie East	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N



Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Fitzbride Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Stephen Fitzgerald	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Dawn Mary Jones	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Simon James Philips	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
William Hill Organization Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Allan Stanley Brindley	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Patricia June Brindley	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Alkie Paul Brindley	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Mohamed Kamil Chaudhri	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Rashda Chaudhri	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Gary Chapman	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
PA (1996) Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Jacqueline Anne Fox	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Victoria Alice MacDonald	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Graham Thomas Douglas	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Rugby Property Assets Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Dale Ian Naug	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Shawbrook Bank Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Philip John Whinney	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Stephen Debben	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Boots UK Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Geetika Parson	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Archana Sabhlok Godara	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Gowtham Ramakrishna Makam	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Robert Richard Palmer	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Carol Jayne Silcock	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Margaret Helen Aymes	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Josephine Gaye Bonallack	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Timothy George Bonallack	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Stuart Holland	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Norman Gould	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Danielle Catherine Fletcher	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Hollie Miller	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Lynn Susan Woods	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Keith Henry Pullen	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Tracey Jane Pullen	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Andrew Spencer Blake	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Nicole Diana Blake	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
David Gordon James George Smith	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Colette Elaine Smith	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Tania Louise Hackford	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
UCB Home Loans Corporation Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Simon John Martin	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Joanna Elisabeth Martin	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
John Graham	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Elaine Ann Carter	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Anthony Edward Pike	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Robert John Walker	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Russell Lyndon Beese	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Barclays Security Trustee Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Roger Graham Pennels	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Governor and Company of the Bank of Ireland	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Susan Celia Haine	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Barry Jerome Smith	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Gary Andrew Walters	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Ruth Ann Pennels	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Stephen Richard Rance	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Pauline Rance	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Tracey Knight-Drewrey	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Aaron Christopher Eade	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Emma Charlotte Cornforth	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Dignity Funerals Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
BNY Mellon Corporate Trustee Services Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Nigel Oswald Henry de Foubert	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N



Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Anthony William Kingaby	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Wendy Ann Kingaby	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Neil Andrew Truckle	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Carrie-Anne Moules	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Polly Victoria Jacobs	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Neal Jacobs	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
West Bromwich Mortgage Company Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Gary Robin Hazzard	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Patricia Anne Hazzard	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Darren Mark Morgan	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Catherine Ann Morgan	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Siu Ling Chan	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Topaz Finance Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
William Whitston	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Unknown	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Michael David Stoner	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Lime Tree Houses Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Unknown	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Clive Frederick Kingman	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
The Occupier	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Till Valley Contracting Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Burhan Uddin	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Azharul Hoque	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Erkan Cicek	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Keith Flint	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Dong Sheng Chen	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Suzanne Rebecca Megan Southey	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
James David Melville	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
The Owner/Occupier	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
The Owner/Occupier	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
The Parochial Church Council of the Ecclesiastical Parish of St Mary and St Melor Amesbury	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Maria Hanson	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Daniel Lloyd Andrew Mackinnon-Pattison	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Tobia Pompei	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Legal & General Home Finance Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
David Harris	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Barclays Bank UK plc	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Capital Home Loans Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Emma Louise Mackinnon-Pattison	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Arrow Global Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Jeton Zhubi	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Sajmir Gjabri	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Neil Strange	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Accord Mortgages Limited	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
Anik Hossain Riad	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
<i>The Jubilee Cottages Charity*</i>	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
<i>Elizabeth Lillian Vince*</i>	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
<i>Charles Richard Vince*</i>	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
<i>Benjamin James Cook*</i>	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
<i>Katherine Mary Cook*</i>	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
<i>Secure Trust Bank PLC*</i>	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
<i>Virgin Money PLC*</i>	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
<i>Timothy Parker Harrison*</i>	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
<i>PSFM Trustees Limited*</i>	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
<i>Greenwich Flooring Limited*</i>	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
<i>Cynergy Bank Limited*</i>	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
<i>HSBC UK Bank plc*</i>	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
<i>Alison Grethe Sabin Portman*</i>	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
<i>Boatwrights Estate Agents Limited*</i>	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
<i>Nickie Smith*</i>	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
<i>Michelle Louise Smith*</i>	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
<i>Frederick Samuel Bradford Gardner*</i>	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
<i>Joyce Doreen Gardner*</i>	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N
<i>Grove Asset 10 S.A.R.L.*</i>	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N



Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
J C Fulford Properties Limited*	N/A	Excluded from consultation because they have no land interest in areas affected by any of the proposed changes.	N	N	N	N	N	N	N	N

*\* Persons not previously consulted under section 42 or notified under section 56 of the Planning*

*\*\*\*Consulted as an Interested Party; is not an affected person in relation to any of the proposed changes*

**Table 4 - Interested parties (as defined in section 102 of PA 2008)**

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Aaron Quinn	Post	Interested party	N	Y	N	N	N	N	N	N
Andy Hartfield	Post	Interested party	N	Y	N	N	N	N	N	N
Anika Lange	Post	Interested party	N	Y	N	N	N	N	N	N
Annie Audsley	Post	Interested party	N	Y	N	N	N	N	N	N
Anthony Green	Post	Interested party	N	N	N	N	N	N	Y	N
Biddesden House Farm Partnership	Post	Interested party	Y	N	N	N	N	N	N	N
Bill Anderson	Post	Interested party	N	N	N	N	N	N	Y	N
British Horse Society	Post	Interested party	N	N	N	N	N	Y	N	N
Carole Slater	Post	Interested party	N	Y	N	N	N	N	N	N
Caroline Perou	Post	Interested party	N	N	N	N	N	N	Y	N
Catherine Mack	Post	Interested party	N	N	N	N	N	N	Y	N
Charles Moore	Post	Interested party	N	N	Y	N	N	N	N	N
Cherrida Foulger	Post	Interested party	N	N	N	N	N	N	Y	N
Chris Beaven	Post	Interested party	N	N	N	N	N	N	Y	N
Chris Ward	Post	Interested party	N	N	N	N	N	N	Y	N
Claire Goodey	Post	Interested party	N	N	N	N	N	Y	N	N
ClassMaxi Limited	Post	Interested party	N	N	N	N	N	N	Y	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Cllr John Frederick Smale	Post	Interested party	N	Y	N	N	N	N	Y	N
COGS	Post	Interested party	N	N	N	N	N	Y	Y	N
Cycling UK	Post	Interested party	N	N	N	N	N	Y	Y	N
David Foggie	Post	Interested party	N	N	N	N	N	N	Y	N
David Graney	Post	Interested party	N	Y	N	N	N	N	Y	N
Diana Hayes	Post	Interested party	N	N	N	N	N	Y	N	N
Dr Andrew David Shuttleworth	Post	Interested party	Y	N	N	N	Y	Y	N	N
Dr Graeme Davis	Post	Interested party	N	N	Y	N	N	N	N	N
Dr Helen Shuttleworth	Post	Interested party	N	N	N	N	N	Y	N	N
Dr Tim Marshall	Post	Interested party	N	Y	N	N	N	N	N	N
Francis Taylor	Post	Interested party	N	N	N	N	N	Y	N	N
Gemma Allerton	Post	Interested party	N	N	Y	N	N	N	Y	N
George Judd	Post	Interested party	N	N	N	N	N	N	Y	N
Gillian McAlister	Post	Interested party	N	N	Y	N	N	N	N	N
Grace Margaret Douse	Post	Interested party	Y	N	N	N	N	N	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Harriet Guinn Jennings	Post	Interested party	N	N	N	N	N	N	Y	N
Heather Compton	Post	Interested party	N	Y	N	N	N	N	N	N
Hector A. Orengo	Post	Interested party	N	Y	N	N	N	N	N	N
Helen Hosier	Post	Interested party	N	N	Y	N	N	N	N	N
Howard Smith	Post	Interested party	N	N	Y	N	N	N	N	N
Ian Rennie	Post	Interested party	Y	Y	N	N	N	N	N	N
J Howles	Post	Interested party	N	Y	N	N	N	N	N	N
James Davies	Post	Interested party	N	Y	N	N	N	N	N	N
Jan McKernan	Post	Interested party	N	N	N	N	N	Y	N	N
Jasmin Hosier	Post	Interested party	N	N	Y	N	N	N	N	N
Jennie Hayhurst	Post	Interested party	N	Y	N	N	N	N	N	N
Joanna Wright	Post	Interested party	N	Y	N	N	N	N	N	N
John Pritchard	Post	Interested party	N	N	N	N	N	Y	N	N
John Stephenson	Post	Interested party	N	N	N	N	N	Y	N	N
John Swanton	Post	Interested party	Y	N	N	N	N	N	N	N
Jonathan Brooks	Post	Interested party	N	N	N	N	N	N	Y	N
Jonathan Salisbury	Post	Interested party	N	N	N	N	N	N	Y	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Keith W Dobson	Post	Interested party	N	N	Y	N	N	N	N	N
Lauren McIntyre	Post	Interested party	N	Y	N	N	N	N	N	N
Lex Jones	Post	Interested party	N	N	N	N	N	N	Y	N
Lukas Lehmann	Post	Interested party	N	Y	N	N	N	N	N	N
M & R Hosier Limited	Post	Interested party	N	Y	N	N	N	N	N	N
Marie Perry	Post	Interested party	N	N	N	N	N	N	Y	N
Mark Shergold	Post	Interested party	N	N	N	N	N	N	Y	N
Martin Webster	Post	Interested party	N	N	N	N	N	N	Y	N
Matt Blair	Post	Interested party	Y	N	N	N	N	N	N	N
MHT Gairdner	Post	Interested party	N	N	N	N	Y	N	N	N
Mike Wingfield	Post	Interested party	N	N	N	N	N	N	Y	N
Mr & Mr Dennis Westaway	Email	Interested party	N	N	N	N	N	N	Y	N
Mr Black	Post	Interested party	N	N	N	N	N	N	Y	N
National Farmers Union	Post	Interested party	Y	N	N	N	N	N	N	N
Nick Rose	Post	Interested party	N	N	N	N	N	N	Y	N
Nicola Street	Post	Interested party	N	N	N	N	Y	N	Y	N
Peter Day	Post	Interested party	N	N	N	N	Y	N	N	N
Peter Hayes	Post	Interested party	N	N	N	N	N	Y	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Philippa Oakley	Post	Interested party	N	N	N	N	N	Y	N	N
Phillip Duke	Post	Interested party	N	Y	N	N	N	N	N	N
Pier Hausemer	Post	Interested party	N	Y	N	N	N	N	N	N
Richard Anthony Watts	Post	Interested party	Y	N	N	N	N	Y	Y	N
Richard Harris	Post	Interested party	N	N	N	N	N	N	Y	N
Richard Paul James	Post	Interested party	N	N	N	N	N	Y	N	N
Richard Prior	Post	Interested party	N	N	N	N	N	N	Y	N
Richard Tovey	Post	Interested party	N	N	N	N	N	N	Y	N
Robert Keith Vincent	Post	Interested party	N	N	N	N	N	N	Y	N
Robert Yuill	Post	Interested party	N	N	N	N	N	N	Y	N
Rupert Hosier	Post	Interested party	N	Y	N	N	N	N	N	N
Sally Pritchard	Post	Interested party	N	N	N	N	N	Y	N	N
Simon Banton	Post	Interested party	N	N	N	N	N	N	Y	N
Stephen Dunning	Post	Interested party	N	N	N	N	N	N	Y	N
Stephen Young	Post	Interested party	N	N	N	N	N	N	Y	N
Susan Grant	Post	Interested party	Y	N	N	N	N	Y	N	N
Thomas Perrott	Post	Interested party	N	Y	N	N	N	N	N	N
Tim MacDonald Watson	Post	Interested party	N	N	N	N	N	Y	N	N

Contact Name	Post / Email	Status of Consultee	NMC-01	NMC-02	NMC-03	NMC-04	NMC-05	NMC-06	NMC-07	NMC-08
Tony Scorer	Post	Interested party	N	N	N	N	N	N	Y	N
Victor J Freemantle	Post	Interested party	N	N	N	N	N	N	Y	N
Wendy Thompson	Post	Interested party	N	N	N	N	N	N	Y	N
West Amesbury Residents Group	Post	Interested party	N	N	Y	N	N	N	N	N
William Buchanan	Post	Interested party	N	N	N	N	N	N	Y	N
Wiltshire Ramblers	Post	Interested party	N	N	N	N	N	N	Y	N
Wiltshire Trail Riders' Fellowship (TRF)	Post	Interested party	N	N	N	N	N	Y	N	N
GLASS (Green Lane Association)	Post	Interested Party	N	N	N	N	N	N	Y	N
Road Haulage Association**	Email	Interested Party	Y	Y	Y	Y	N	N	N	N

**\*\*Consultation period from 03 August 2019 to 11:59pm on 30 August 2019**

## Appendix C - Press Notices



## **PLANNING ACT 2008**

### **HIGHWAYS ENGLAND**

#### **A303 AMESBURY TO BERWICK DOWN – APPLICATION FOR DEVELOPMENT CONSENT**

#### **PLANNING INSPECTORATE REFERENCE: TR010025**

#### **NOTICE PUBLICISING CONSULTATION ON PROPOSED CHANGES TO THE APPLICATION FOR A DEVELOPMENT CONSENT ORDER**

On 16 November 2018, the Secretary of State accepted an application by Highways England Company Limited ('Highways England'), of Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ, for a development consent order ('DCO') under the Planning Act 2008 ('the DCO Application') for the A303 Amesbury to Berwick Down Scheme ('the Scheme'). The DCO Application was submitted to the Planning Inspectorate ('the Inspectorate'), an executive agency of the Secretary of State for Housing, Communities and Local Government ('the Secretary of State') and was given the reference number TR010025.

The DCO Application is currently being examined by a panel of independent Inspectors appointed by the Inspectorate ('the Examining Authority') on behalf of the Secretary of State. If the Secretary of State for Transport decides to grant development consent for the Scheme, the DCO would authorise the creation of a high quality two-lane dual carriageway on the A303 trunk road between Amesbury and Berwick Down in Wiltshire. The Scheme would be approximately 8 miles (13km) long and would comprise the following key components:

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

Notice is hereby given that:

- Highways England proposes to submit to the Examining Authority an application for eight proposed changes to the DCO Application which is currently being examined ('the Proposed Changes Application').
- Highways England is holding a non-statutory consultation on the eight proposed changes to the DCO Application ('the Proposed Changes Consultation').
- This notice includes a brief description of the eight proposed changes.
- This notice also includes information about the Proposed Changes Consultation and how you can take part in it.
- The Examining Authority will decide whether or not to accept the proposed changes for inclusion in the examination of the DCO Application and will issue a Procedural Decision on this in due course.
- Any responses to the Proposed Changes Consultation must be submitted to Highways England (via the contact details below) by 11:59pm on 26 August 2019.
- After the Proposed Changes Consultation has closed on 26 August 2019, Highways England will submit a Non-Statutory Consultation Report to the Examining Authority. Interested Parties will then have a further opportunity to make written submissions to the Examining Authority about the Proposed Changes Application and about the Non-Statutory Consultation Report.

#### **Summary of the Proposed Changes**

The Proposed Changes Consultation booklet sets out the proposed changes to the Scheme. Highways England considers that each of the changes is relatively minor in the context of the Scheme as a whole, and that whether taken individually or collectively, the proposed changes

are non-material in scale and nature and do not change the Scheme to which the DCO Application relates. The eight proposed non-material changes ('NMCs') are briefly described below:

1. **Proposed change NMC-01** – Existing A303 lay-by west of Winterbourne Stoke to be de-trunked and closed.
2. **Proposed change NMC-02** – Circulatory carriageway of Countess Roundabout to be de-trunked (to form part of the A345 rather than the A303).
3. **Proposed change NMC-03** – Change to the proposed road re-classification of the existing A303 west of Winterbourne Stoke (existing A303 Trunk Road to become an unclassified road).
4. **Proposed change NMC-04** – The addition of a turning head on Stonehenge Road.
5. **Proposed change NMC-05** – Revised proposal for access to land next to the existing A360 north of Longbarrow.
6. **Proposed change NMC-06** – Changes to the new public right of way proposal alongside the A360 to the Stonehenge Visitor Centre.
7. **Proposed change NMC-07** – Additional private means of access off the new link to the Allington Track.
8. **Proposed change NMC-08** – Revised private means of access off the new restricted byway south of Green Bridge No.4.

Full descriptions of each of the eight proposed changes are provided in Highways England's Proposed Changes Consultation booklet – details of how you can view this are set out below.

#### **Additional land**

NMC-06 would require a small area of additional land which was not previously included in the DCO Application. As explained in the Proposed Changes Consultation booklet, the additional land currently comprises highway verge on the eastern side of the A360 near the Stonehenge Visitor Centre. None of the other proposed changes require land or rights over land additional to what is already proposed in the DCO Application.

#### **Environmental Appraisal**

Highways England has reviewed and appraised each of the proposed changes in the context of each environmental topic previously assessed in the original environmental impact assessment carried out in respect of the Scheme, to ascertain whether any of the proposed changes, either individually or cumulatively, would give rise to any new or materially different likely significant effects, beyond those reported in the Environmental Statement.

Details of the appraisal carried out in respect of each proposed change are set out in the Proposed Changes Consultation booklet, which explains how Highways England has concluded that, whether considered individually or collectively, the proposed changes would be unlikely to result in any new or materially different likely significant environmental effects beyond those already assessed and reported in the Environmental Statement.

#### **Copies of the Proposed Changes Consultation booklet**

Copies of the Proposed Changes Consultation booklet are available for inspection free of charge from Friday 26 July 2019 until Monday 26 August 2019, at Amesbury Library and Salisbury Library, at the locations and times set out below:

<b>Location</b>	<b>Opening Times</b>
Amesbury Library, Smithfield Street, Amesbury, Salisbury, SP4 7AL.	Monday 2pm – 7pm, Tuesday and Friday 9.30am – 5pm, Thursday 9.30am – 7pm and Saturday 9.30am – 1pm.
Salisbury Library, Market Place, Salisbury, SP1 1BL.	Monday 10am – 7pm, Tuesday and Friday 9am to 7pm and Wednesday, Thursday and Saturday 9am – 5pm.

The Proposed Changes Consultation booklet can also be viewed online through the Highways England website: [www.highwaysengland.co.uk/a303-stonehenge-home/](http://www.highwaysengland.co.uk/a303-stonehenge-home/).

### **Making representations about the Proposed Changes to the Application**

Any responses to the Proposed Changes Consultation, or any representations (e.g. giving notice of any interest in, or objection to, any of the changes set out in the Proposed Changes Consultation booklet) must be made in writing, with the reference '**A303 Amesbury to Berwick Down – Application for Proposed Changes**', and sent to Highways England via either of the contact details below, **by 11:59pm on Monday 26 August 2019**:

- **Post:** A303 Amesbury to Berwick Down, Highways England, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6HA.
- **Email:** [A303Stonehenge@highwaysengland.co.uk](mailto:A303Stonehenge@highwaysengland.co.uk).

Please note that in due course, responses to the Proposed Changes Consultation and any representations submitted in relation to the proposed changes to the Scheme will be included in the Non-Statutory Consultation Report which will be submitted to the Examining Authority and made publicly available on the Inspectorate's website.

**Please note that any representations on the proposed changes to the Scheme must be received by Highways England via the contact details above no later than 11:59pm on Monday 26 August 2019.**

## Public Notices

## Announcements - Public Notices

## PLANNING ACT 2008 HIGHWAYS ENGLAND

## A303 AMESBURY TO BERWICK DOWN – APPLICATION FOR DEVELOPMENT CONSENT

## PLANNING INSPECTORATE REFERENCE: TR010025

## NOTICE PUBLICISING CONSULTATION ON PROPOSED CHANGES TO THE APPLICATION FOR A DEVELOPMENT CONSENT ORDER

On 16 November 2018, the Secretary of State accepted an application by Highways England Company Limited ('Highways England'), of Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ, for a development consent order ('DCO') under the Planning Act 2008 ('the DCO Application') for the A303 Amesbury to Berwick Down Scheme ('the Scheme'). The DCO Application was submitted to the Planning Inspectorate ('the Inspectorate'), an executive agency of the Secretary of State for Housing, Communities and Local Government ('the Secretary of State') and was given the reference number TR010025.

The DCO Application is currently being examined by a panel of independent Inspectors appointed by the Inspectorate ('the Examining Authority') on behalf of the Secretary of State. If the Secretary of State for Transport decides to grant development consent for the Scheme, the DCO would authorise the creation of a high quality two-lane dual carriageway on the A303 trunk road between Amesbury and Berwick Down in Wiltshire. The Scheme would be approximately 8 miles (13km) long and would comprise the following key components:

- 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 replacing the existing Longbarrow roundabout;
- A twin-bore tunnel approximately 2 miles (3.3km) long, past Stonehenge; and
- A new junction between the A303 and A345 at the existing Countess roundabout.

Notice is hereby given that:

- Highways England proposes to submit to the Examining Authority an application for eight proposed changes to the DCO Application which is currently being examined ('the Proposed Changes Application').
- Highways England is holding a non-statutory consultation on the eight proposed changes to the DCO Application ('the Proposed Changes Consultation').
- This notice includes a brief description of the eight proposed changes.
- This notice also includes information about the Proposed Changes Consultation and how you can take part in it.
- The Examining Authority will decide whether or not to accept the proposed changes for inclusion in the examination of the DCO Application and will issue a Procedural Decision on this in due course.
- Any responses to the Proposed Changes Consultation must be submitted to Highways England (via the contact details below) by 11:59pm on 26 August 2019.
- After the Proposed Changes Consultation has closed on 26 August 2019, Highways England will submit a Non-Statutory Consultation Report to the Examining Authority. Interested Parties will then have a further opportunity to make written submissions to the Examining Authority about the Proposed Changes Application and about the Non-Statutory Consultation Report.

## Summary of the Proposed Changes

The Proposed Changes Consultation booklet sets out the proposed changes to the Scheme. Highways England considers that each of the changes is relatively minor in the context of the Scheme as a whole, and that whether taken individually or collectively, the proposed changes are non-material in scale and nature and do not change the Scheme to which the DCO Application relates. The eight proposed non-material changes ('NMCs') are briefly described below:

- Proposed change NMC-01** – Existing A303 lay-by west of Winterbourne Stoke to be de-trunked and closed.
- Proposed change NMC-02** – Circulatory carriageway of Countess Roundabout to be de-trunked (to form part of the A345 rather than the A303).
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**6. Proposed change NMC-06** – Changes to the new public right of way proposal alongside the A360 to the Stonehenge Visitor Centre.

**7. Proposed change NMC-07** – Additional private means of access off the new link to the Allington Track.

**8. Proposed change NMC-08** – Revised private means of access off the new restricted byway south of Green Bridge No.4.

Full descriptions of each of the eight proposed changes are provided in Highways England's Proposed Changes Consultation booklet – details of how you can view this are set out below.

## Additional land

NMC-06 would require a small area of additional land which was not previously included in the DCO Application. As explained in the Proposed Changes Consultation booklet, the additional land currently comprises highway verge on the eastern side of the A360 near the Stonehenge Visitor Centre. None of the other proposed changes require land or rights over land additional to what is already proposed in the DCO Application.

## Environmental Appraisal

Highways England has reviewed and appraised each of the proposed changes in the context of each environmental topic previously assessed in the original environmental impact assessment carried out in respect of the Scheme, to ascertain whether any of the proposed changes, either individually or cumulatively, would give rise to any new or materially different likely significant effects, beyond those reported in the Environmental Statement.

Details of the appraisal carried out in respect of each proposed change are set out in the Proposed Changes Consultation booklet, which explains how Highways England has concluded that, whether considered individually or collectively, the proposed changes would be unlikely to result in any new or materially different likely significant environmental effects beyond those already assessed and reported in the Environmental Statement.

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**Please note that any representations on the proposed changes to the Scheme must be received by Highways England via the contact details above no later than 11:59pm on Monday 26 August 2019.**

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## ► Announcements - Public Notices

## PLANNING ACT 2008 HIGHWAYS ENGLAND

## A303 AMESBURY TO BERWICK DOWN – APPLICATION FOR DEVELOPMENT CONSENT

PLANNING INSPECTORATE REFERENCE: TR010025

## NOTICE PUBLICISING CONSULTATION ON PROPOSED CHANGES TO THE APPLICATION FOR A DEVELOPMENT CONSENT ORDER

On 16 November 2018, the Secretary of State accepted an application by Highways England Company Limited ('Highways England'), of Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ, for a development consent order ('DCO') under the Planning Act 2008 ('the DCO Application') for the A303 Amesbury to Berwick Down Scheme ('the Scheme'). The DCO Application was submitted to the Planning Inspectorate ('the Inspectorate'), an executive agency of the Secretary of State for Housing, Communities and Local Government ('the Secretary of State') and was given the reference number TR010025.

The DCO Application is currently being examined by a panel of independent Inspectors appointed by the Inspectorate ('the Examining Authority') on behalf of the Secretary of State. If the Secretary of State for Transport decides to grant development consent for the Scheme, the DCO would authorise the creation of a high quality two-lane dual carriageway on the A303 trunk road between Amesbury and Berwick Down in Wiltshire. The Scheme would be approximately 8 miles (13km) long and would comprise the following key components:

- 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 replacing the existing Longbarrow roundabout;
- A twin-bore tunnel approximately 2 miles (3.3km) long, past Stonehenge; and
- A new junction between the A303 and A345 at the existing Countess roundabout.

Notice is hereby given that:

- Highways England proposes to submit to the Examining Authority an application for eight proposed changes to the DCO Application which is currently being examined ('the Proposed Changes Application').
- Highways England is holding a non-statutory consultation on the eight proposed changes to the DCO Application ('the Proposed Changes Consultation').
- This notice includes a brief description of the eight proposed changes.
- This notice also includes information about the Proposed Changes Consultation and how you can take part in it.
- The Examining Authority will decide whether or not to accept the proposed changes for inclusion in the examination of the DCO Application and will issue a Procedural Decision on this in due course.
- Any responses to the Proposed Changes Consultation must be submitted to Highways England (via the contact details below) by 11:59pm on 26 August 2019.
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## Summary of the Proposed Changes

The Proposed Changes Consultation booklet sets out the proposed changes to the Scheme. Highways England considers that each of the changes is relatively minor in the context of the Scheme as a whole, and that whether taken individually or collectively, the proposed changes are non-material in scale and nature and do not change the Scheme to which the DCO Application relates. The eight proposed non-material changes ('NMCs') are briefly described below:

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Full descriptions of each of the eight proposed changes are provided in Highways England's Proposed Changes Consultation booklet – details of how you can view this are set out below.

## Additional land

NMC-06 would require a small area of additional land which was not previously included in the DCO Application. As explained in the Proposed Changes Consultation booklet, the additional land currently comprises highway verge on the eastern side of the A360 near the Stonehenge Visitor Centre. None of the other proposed changes require land or rights over land additional to what is already proposed in the DCO Application.

## Environmental Appraisal

Highways England has reviewed and appraised each of the proposed changes in the context of each environmental topic previously assessed in the original environmental impact assessment carried out in respect of the Scheme, to ascertain whether any of the proposed changes, either individually or cumulatively, would give rise to any new or materially different likely significant effects, beyond those reported in the Environmental Statement.

Details of the appraisal carried out in respect of each proposed change are set out in the Proposed Changes Consultation booklet, which explains how Highways England has concluded that, whether considered individually or collectively, the proposed changes would be unlikely to result in any new or materially different likely significant environmental effects beyond those already assessed and reported in the Environmental Statement.

## Copies of the Proposed Changes Consultation booklet

Copies of the Proposed Changes Consultation booklet are available for inspection free of charge from Friday 26 July 2019 until Monday 26 August 2019, at Amesbury Library and Salisbury Library, at the locations and times set out below:

Location	Opening Times
Amesbury Library, Smithfield Street, Amesbury, Salisbury, SP4 7AL.	Monday 2pm – 7pm, Tuesday and Friday 9.30am – 5pm, Thursday 9.30am – 7pm and Saturday 9.30am – 1pm.
Salisbury Library, Market Place, Salisbury, SP1 1BL.	Monday 10am – 7pm, Tuesday and Friday 9am to 7pm and Wednesday, Thursday and Saturday 9am – 5pm.

The Proposed Changes Consultation booklet can also be viewed online through the Highways England website: [www.highwaysengland.co.uk/a303-stonehenge-home/](http://www.highwaysengland.co.uk/a303-stonehenge-home/).

## Making representations about the Proposed Changes to the Application

Any responses to the Proposed Changes Consultation, or any representations (e.g. giving notice of any interest in, or objection to, any of the changes set out in the Proposed Changes Consultation booklet) must be made in writing, with the reference 'A303 Amesbury to Berwick Down – Application for Proposed Changes', and sent to Highways England via either of the contact details below, **by 11:59pm on Monday 26 August 2019**:

- Post:** A303 Amesbury to Berwick Down, Highways England, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6HA.
- Email:** [A303Stonehenge@highwaysengland.co.uk](mailto:A303Stonehenge@highwaysengland.co.uk).

Please note that in due course, responses to the Proposed Changes Consultation and any representations submitted in relation to the proposed changes to the Scheme will be included in the Non-Statutory Consultation Report which will be submitted to the Examining Authority and made publicly available on the Inspectorate's website.

**Please note that any representations on the proposed changes to the Scheme must be received by Highways England via the contact details above no later than 11:59pm on Monday 26 August 2019.**

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**Public Notices**

**Notification of Hearings under Rule 13(6) of  
The Infrastructure Planning (Examination Procedure)  
Rules 2010  
HIGHWAYS ENGLAND  
A303 Amesbury to Berwick Down Scheme Development  
Consent Order  
SECTION 91 OF THE PLANNING ACT 2008  
RULE 13(6) OF THE INFRASTRUCTURE PLANNING  
(EXAMINATION PROCEDURE) RULES 2010  
NOTICE OF HEARINGS RELATING TO THE A303 AMESBURY  
TO BERWICK DOWN SCHEME  
PLANNING INSPECTORATE REFERENCE: TR010025**

NOTICE IS HEREBY GIVEN that, at the dates, times and locations set out below, issue specific hearing will be held by the Examining Authority for the examination of the application made by Highways England for a Development Consent Order ("the DCO") for the A303 Amesbury to Berwick Down Scheme ("the Application").

The Application was made to the Secretary of State for Housing, Communities and Local Government (via the Planning Inspectorate) under sections 14(1)(h), 22(1)(a) and 37 of the Planning Act 2008 on 19 October 2018 and was accepted by the Planning Inspectorate for examination on 16 November 2018. The Application has been given the Planning Inspectorate reference number TR010025.

**SUMMARY OF THE SCHEME**

The Application seeks development consent for the A303 Amesbury to Berwick Down Scheme in the south west region, located within the administrative area of Wiltshire Council. The main aspects of the Scheme comprise:

The DCO would authorise the creation of a high quality two-lane dual carriageway on the A303 trunk road between Amesbury and Berwick Down in Wiltshire ("the Scheme"). The Scheme would be approximately 8 miles (13km) long and would comprise the following key components:

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

If the DCO is made by the Secretary of State for Transport, it would allow Highways England, for the purpose of constructing, operating and maintaining the Scheme, to acquire compulsorily interests in and rights over land, including the power to create and acquire new rights over land, and to take possession of and to use land temporarily.

The DCO would also make provision for development, which would constitute associated development together with other ancillary matters, including those related to the diversion and stopping up of lengths of existing highways in the vicinity of the route, the classification and re-classification of highways including the trunking and de-trunking of sections of highway, the application of speed limits, the stopping up of private means of access and the creation of new private means of access, and the application and disapplication of legislation relating to the project.

**HEARINGS**

Hearings taking place in August 2019 will be held at the dates, times and locations set out in the table below.

Date	Hearings	Venue and start time
21 August 2019	<b>Issue Specific Hearing 8</b> (i) cultural heritage (including the draft DAMS and hydrological/hydrogeological implications for Blick Mead) and (ii) landscape and visual effects and design (including tunnel length ref. ICOMOS report WHC/19/43.COM/7).	City Hall Malthouse Lane Salisbury SP2 7TU
22 August 2019	<b>Issue Specific Hearing 9</b> Traffic and transportation (including proposed changes to the use of the byways AMES11 and AMES12, proposed stopping-up of the part of the existing A303 trunk road between byways AMES11 and AMES12 and the proposed restricted byway alongside the A360).	10.00am (seating available from 9.30am)
29 August 2019	<b>Issue Specific Hearing 10</b> Flood risk, groundwater protection, geology and land contamination.	Salisbury Guildhall The Market Place Salisbury SP1 1JH 2pm (seating available from 1.30pm)
30 August 2019	<b>Issue Specific Hearing 11</b> Draft Development Consent Order.	Salisbury Guildhall The Market Place Salisbury SP1 1JH 10.00am (seating available from 9.30am)

The venues will be open to the public half an hour before the start of the hearings.  
Any hearings further to those listed above will be advertised by one or more further notices. In accordance with Rule 13(3) of The Infrastructure Planning (Examination Procedure) Rules 2010, as amended, the Planning Inspectorate will also notify interested parties of the date, time and place fixed for each hearing.

If you wish to participate in or observe the issue specific hearings, please contact the Planning Inspectorate's Case Team using the details below (under "Further Information"), no later than **Thursday 15 August 2019** for the issue specific hearings indicating:

- which hearing or hearings you wish to attend;
- whether you wish to speak at the hearing and the issues about which you wish to make oral representations; and
- whether you have any special needs (e.g. disabled access, hearing loop etc).

For more information on these hearings, the examination of the Application and full timetable (and any amendments to it), including how and when to register to speak at the hearings and how and when to make written submissions, please contact the Planning Inspectorate using the details below (under "Further Information"), or visit its website where procedural decisions and notices of hearings are available to download.

<https://infrastructure.planninginspectorate.gov.uk/projects/south-west/a303-stonehenge/>

**COPIES OF THE APPLICATION DOCUMENTS**

Copies of the Application documents, including the draft Development Consent Order, the compulsory acquisition information (including the Land Plans, Book of Reference, Funding Statement and Statement of Reasons) and the Environmental Statement can be viewed and downloaded online at the Planning Inspectorate's project website: <https://infrastructure.planninginspectorate.gov.uk/projects/south-west/a303-stonehenge/>

Full copies of the Application documents can be viewed at the following public locations:

Location	Opening Times
Amesbury Library, Smithfield Street, Amesbury, Salisbury, SP4 7AL.	Monday 2pm – 7pm, Tuesday and Friday 9.30am – 5pm, Thursday 9.30am – 7pm and Saturday 9.30am – 1pm.
Salisbury Library, Market Place, Salisbury, SP1 1BL.	Monday 10am – 7pm, Tuesday and Friday 9am to 7pm and Wednesday, Thursday and Saturday 9am – 5pm.

Venue copying charges will apply. The Application documents can also be viewed online at libraries with internet facilities, using the web address above.

**SECOND ACCOMPANIED SITE INSPECTION**

In addition to the above hearings, the Examining Authority has arranged a second site inspection in the company of interested parties on **Thursday 29 August 2019**.

The site inspection will commence from **8.00am**. Participants are asked to assemble at Stonehenge Visitor Centre, near Amesbury, Wiltshire, SP4 7DE ready for a prompt departure at 8.15am to commence the accompanied site inspection. An itinerary for the accompanied site inspection will be published on the Planning Inspectorate's project website on or before **29 July 2019**. <https://infrastructure.planninginspectorate.gov.uk/projects/south-west/a303-stonehenge/>

If you wish to attend the site inspection please can you contact the Planning Inspectorate's Case Team, at the postal or email address at the end of this notice by no later than **Thursday 15 August 2019**.

**FURTHER INFORMATION**

Further information about the Application, the hearings, how to take part in the Examination and any other matters covered in this notice, may be obtained from the Planning Inspectorate or Highways England A303 Amesbury to Berwick Down Project Team, using the following contact details:

The Planning Inspectorate	Highways England
Post: The Planning Inspectorate, National Infrastructure Planning, Kite Wing, Temple Quay House, Temple Quay, Bristol BS1 6PN Email: A303Stonehenge@planninginspectorate.gov.uk Phone: 0303 444 5000 Website: <a href="https://infrastructure.planninginspectorate.gov.uk/projects/south-west/a303-stonehenge/">https://infrastructure.planninginspectorate.gov.uk/projects/south-west/a303-stonehenge/</a> Please quote the Application reference number TR010025 in any correspondence with the Planning Inspectorate about this Scheme. Correspondence about this Scheme should be marked FAO the A303 Stonehenge Case Team.	Post: A303 Amesbury to Berwick Down, Highways England, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6HA Email: A303stonehenge@highwaysengland.co.uk Phone: 0300 123 5000 Website: <a href="https://highwaysengland.co.uk/projects/a303-stonehenge-amesbury-and-berwick-down/">https://highwaysengland.co.uk/projects/a303-stonehenge-amesbury-and-berwick-down/</a>

**Public Notices**

**Town and Country Planning (General Development Procedure) (England) Order 2015  
Town and Country Planning (Listed Buildings and Conservation Areas (Amendment) (England) Regulations 2010**

The following planning applications are those affecting the setting of a Listed Building, a Conservation Area, a Public Right of Way, or major applications and are available to view on our website. Views relating to the planning applications listed below should be made by **15/08/2019** quoting the reference number. All views expressed regarding a planning application will be considered and placed on a file, which is open to the public.

**CHUTE - 19/06136/FUL** Barn at Parsonage Farm, Conversion of barn to dwellinghouse; **COOMBE BISSETT - 19/05826/LBC** Squareys Cottage, Drove Lane, Internal/External works; **ODSTOCK - 19/06290/FUL & 19/06480/LBC** The Coach House, Nunton, Access alterations; **SALISBURY CITY - 19/06348/LBC** 49D Castle Street, Internal alterations; **WILTON - 19/06024/VAR** Former Erskine Barracks, The Avenue, Variation of condition 1 of 17/05181/REM to allow changes to approved plans.  
Email Address: [developmentmanagement@wiltshire.gov.uk](mailto:developmentmanagement@wiltshire.gov.uk)

**Section 14(1) of the Road Traffic Regulation Act 1984**

Notice is hereby given that the Wiltshire Council intends to make Orders to close temporarily to all traffic: A) **C307 (Part), East Knoyle**; from its junction with Hindon Road to its junction with Holloway Lane to enable Wessex Water to carry out interim to permanent reinstatement. Alternative route: via A350 – Hindon road and vice versa. This Order will come into operation on 20 August 2019 and the closure will be required for one day. For further information please contact Victoria Armstrong (Wessex Water) on 03456004600. B) **Costers Lane (Part), Bowerchalke**; from its junction with Church Street for a distance of approximately 50 metres in a northerly direction to enable Wessex Water to carry out a pressure point installation. Alternative route: via Costers Lane (unaffected length) – Back Lane – Church Street and vice versa. This Order will come into operation on 19 August 2019 and the closure will be required until 21 August 2019. For further information please contact Sophie Andrews (Wessex Water) on 03456004600. C) **Newton Tony (Part), Newton Tony**; from property known as 23 Newton Tony for a distance of approximately 35 metres in a northerly direction to enable Wessex Water to carry out sewer rehabilitation works. Alternative route: Via Newton Tony (unaffected length) – Station Road and vice versa. This Order will come into operation on 19 August 2019 and the closure will be required until 23 August 2019. For further information please contact Dominic Gorton (Wessex Water) on 01225 524021. Notice is hereby given that Wiltshire Council has made Orders to close temporarily to all traffic: D) **C42 (Part), Amesbury**; from property known as Moor Hatches for a distance of approximately 260 metres in a north easterly direction to enable R+S Foundations to install sewer connection and associated works. Alternative route Westbound: via C42 (unaffected length) – C292 – A345 – Salisbury Street – Church Street – Stonehenge Road. Alternative route Eastbound: via C42 (unaffected length) – Stonehenge Road – Church Street – High Street – A345 – C292. This Order will come into operation on 29 July 2019 and the closure will be required until 04 August 2019. For further information please contact R+S Foundations on 07557418616. E) **Dennis Lane, Donhead St Mary**; from its junction with A30 to its junction with Donhead Hollow; F) **Donhead Hollow, Donhead St Mary**; from its junction with Dennis Lane to its junction with B3081 Charlton Down to enable Textureblast to carry out carriageway retexturing. Alternative route: via B3081 - A30 and vice versa. This Order will come into operation on 29 July 2019 and the closure will be required between the hours of 07:00 and 19:00 for one day. For further information please contact Cher Dowling (Atkins) on 07812238299. G) **Shady Bower (Part), Salisbury**; from its junction with Laverstock Road to its junction with Fowlers Hill to enable SGN to carry out remedial works to gas mains relay. Alternative route: via Shady Bower (unaffected length) – Manor Farm Road – Riverside Road - Laverstock Road and vice versa. This Order will come into operation on 01 August 2019 and the closure will be required between the hours of 09:00 and 17:00 until 14 August 2019. For further information please contact Sally Merrett on 02392 624120. H) **High Street (Part), Durrington**; from its junction with B3085 Church Street to its junction with Clover Lane to enable BT to carry out Telecommunication works. Alternative route: via High Street (unaffected length) – Windsor Road – B3085 Bulford Road/ Church Street and vice versa. This Order will come into operation on 01 August 2019 and the closure will be required until 05 August 2019. For further information please contact Roman Myszkowski (Barden Networks) on 01962 855351. Orders (a) to (h) will have a maximum duration of 18 months. **The closures and diversion routes will be clearly indicated by traffic signs.** It is anticipated that the works will take the stated duration to complete depending upon weather conditions. Access will be maintained for residents and businesses where possible, although delays are likely due to the nature of the works.



**Statutory Notice of Planning Applications:  
10/07/2019 to 16/07/2019**  
Town and Country Planning Act 1990  
Planning (Listed Buildings and Conservation Areas) Act 1990

**19/00552 - Two Storey Extension - Spring Cottage, Queen Street, Hale, Fordingbridge, SP6 2RD**

Steve Avery, Executive Director Strategy & Planning, New Forest National Park Authority, Lyminster Town Hall, Avenue Road, Lyminster SO41 9ZG, Tel: 01590 646600



## **Appendix D - Copy of Notice and covering letter sent to consultees**

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

A303 Amesbury to Berwick Down  
Highways England  
Temple Quay House  
2 The Square  
Temple Quay  
Bristol BS1 6HA

Tel: 0300 123 5000

Email:

A303Stonehenge@highwaysengland.co.uk

23 July 2019

Ref: NMC-20190723-[REDACTED]

Dear [REDACTED],

**A303 AMESBURY TO BERWICK DOWN  
CONSULTATION ON PROPOSED NON-MATERIAL CHANGES TO THE DEVELOPMENT  
CONSENT ORDER APPLICATION  
FRIDAY 26 JULY to 11:59pm MONDAY 26 AUGUST**

Highways England's A303 Amesbury to Berwick Down Scheme would provide a high quality two-lane dual carriageway on the A303 trunk road between Amesbury and Berwick Down in Wiltshire. The application for development consent was accepted by the Planning Inspectorate, on 16 November 2018.

We are currently in the examination phase of the procedure established under the Planning Act 2008 for the consideration of applications for development consent for nationally significant infrastructure projects like this Scheme.

We are writing to advise you that we are consulting on eight minor (or 'non-material') changes which we are proposing to make to the current Application. These may interest you as a prescribed consultee or interested party or may affect land which you own, occupy, or in which you have a legal interest.

Please read the enclosed information which outlines the eight proposed minor (or 'non-material') changes to the Scheme and which explains how you can find out more about these proposed changes and comment on them, should you wish to.

Detailed information about the proposed non-material changes is set out in Highways England's Proposed Changes Consultation booklet, which is available online on Highways England's project website [www.highwaysengland.co.uk/a303-stonehenge](http://www.highwaysengland.co.uk/a303-stonehenge). Copies of the Proposed Changes Consultation booklet are also available for inspection at Amesbury Library and Salisbury Library (see details of location and opening times in the enclosed notice). Alternatively, an electronic copy of the Proposed Changes Consultation booklet (on USB) can be provided upon request.



Highways England will submit a Proposed Changes Application to the Examining Authority, requesting the inclusion of the proposed non-material changes in the examination of the Scheme for which development consent is sought.

Whether or not the proposed changes are accepted into the examination of the application for development consent is a matter to be decided by the Examining Authority, appointed by the Planning Inspectorate to examine the application.

After the Proposed Changes Consultation has closed, Highways England will prepare and submit to the Examining Authority a Non-Statutory Consultation Report. This will explain how the consultation on the proposed non-material changes was carried out and will include copies of the responses received during that consultation.

Interested parties and affected persons will have a further opportunity to make written submissions to the Examining Authority about the Proposed Changes Application and about the Non-Statutory Consultation Report.

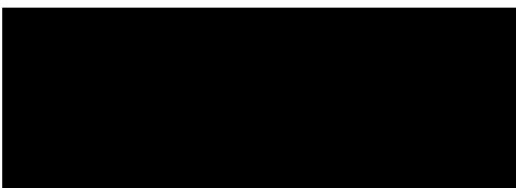
If you would like to take part in the Proposed Changes Consultation and comment on any of the proposed non-material changes, please provide your comments to Highways England by **11:59pm on Monday 26 August 2019** via:

- **Email:** [A303Stonehenge@highwaysengland.co.uk](mailto:A303Stonehenge@highwaysengland.co.uk)
- **Post:** A303 Amesbury to Berwick Down, Highways England, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6HA

Please note that any comments received will be published in the Non-Statutory Consultation Report and submitted to the Examining Authority for consideration (as explained above), and the content will be made publicly available on the Planning Inspectorate's website.

If you have any questions on the content of this letter, please contact the Highways England Customer Contact Centre on 0300 123 5000, or the project team via the contact details above.

Yours sincerely,



Derek Parody  
Project Director for Highways England

Enc.

Non-statutory notice of proposed changes to the DCO Application and ways of commenting on them, including diagrammatic plan showing locations of the proposed non-material changes and descriptions

## **PLANNING ACT 2008**

### **HIGHWAYS ENGLAND**

#### **A303 AMESBURY TO BERWICK DOWN – APPLICATION FOR DEVELOPMENT CONSENT**

#### **PLANNING INSPECTORATE REFERENCE: TR010025**

#### **NOTICE PUBLICISING CONSULTATION ON PROPOSED CHANGES TO THE APPLICATION FOR A DEVELOPMENT CONSENT ORDER**

On 16 November 2018, the Secretary of State accepted an application by Highways England Company Limited ('Highways England'), of Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ, for a development consent order ('DCO') under the Planning Act 2008 ('the DCO Application') for the A303 Amesbury to Berwick Down Scheme ('the Scheme'). The DCO Application was submitted to the Planning Inspectorate ('the Inspectorate'), an executive agency of the Secretary of State for Housing, Communities and Local Government ('the Secretary of State') and was given the reference number TR010025.

The DCO Application is currently being examined by a panel of independent Inspectors appointed by the Inspectorate ('the Examining Authority') on behalf of the Secretary of State. If the Secretary of State for Transport decides to grant development consent for the Scheme, the DCO would authorise the creation of a high quality two-lane dual carriageway on the A303 trunk road between Amesbury and Berwick Down in Wiltshire. The Scheme would be approximately 8 miles (13km) long and would comprise the following key components:

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

Notice is hereby given that:

- Highways England proposes to submit to the Examining Authority an application for eight proposed changes to the DCO Application which is currently being examined ('the Proposed Changes Application').
- Highways England is holding a non-statutory consultation on the eight proposed changes to the DCO Application ('the Proposed Changes Consultation').
- This notice includes a brief description of the eight proposed changes.
- This notice also includes information about the Proposed Changes Consultation and how you can take part in it.
- The Examining Authority will decide whether or not to accept the proposed changes for inclusion in the examination of the DCO Application and will issue a Procedural Decision on this in due course.
- Any responses to the Proposed Changes Consultation must be submitted to Highways England (via the contact details below) by 11:59pm on 26 August 2019.
- After the Proposed Changes Consultation has closed on 26 August 2019, Highways England will submit a Non-Statutory Consultation Report to the Examining Authority. Interested Parties will then have a further opportunity to make written submissions to the Examining Authority about the Proposed Changes Application and about the Non-Statutory Consultation Report.

#### **Summary of the Proposed Changes**

The Proposed Changes Consultation booklet sets out the proposed changes to the Scheme. Highways England considers that each of the changes is relatively minor in the context of the Scheme as a whole, and that whether taken individually or collectively, the proposed changes

are non-material in scale and nature and do not change the Scheme to which the DCO Application relates. The eight proposed non-material changes ('NMCs') are briefly described below:

1. **Proposed change NMC-01** – Existing A303 lay-by west of Winterbourne Stoke to be de-trunked and closed.
2. **Proposed change NMC-02** – Circulatory carriageway of Countess Roundabout to be de-trunked (to form part of the A345 rather than the A303).
3. **Proposed change NMC-03** – Change to the proposed road re-classification of the existing A303 west of Winterbourne Stoke (existing A303 Trunk Road to become an unclassified road).
4. **Proposed change NMC-04** – The addition of a turning head on Stonehenge Road.
5. **Proposed change NMC-05** – Revised proposal for access to land next to the existing A360 north of Longbarrow.
6. **Proposed change NMC-06** – Changes to the new public right of way proposal alongside the A360 to the Stonehenge Visitor Centre.
7. **Proposed change NMC-07** – Additional private means of access off the new link to the Allington Track.
8. **Proposed change NMC-08** – Revised private means of access off the new restricted byway south of Green Bridge No.4.

Full descriptions of each of the eight proposed changes are provided in Highways England's Proposed Changes Consultation booklet – details of how you can view this are set out below.

#### **Additional land**

NMC-06 would require a small area of additional land which was not previously included in the DCO Application. As explained in the Proposed Changes Consultation booklet, the additional land currently comprises highway verge on the eastern side of the A360 near the Stonehenge Visitor Centre. None of the other proposed changes require land or rights over land additional to what is already proposed in the DCO Application.

#### **Environmental Appraisal**

Highways England has reviewed and appraised each of the proposed changes in the context of each environmental topic previously assessed in the original environmental impact assessment carried out in respect of the Scheme, to ascertain whether any of the proposed changes, either individually or cumulatively, would give rise to any new or materially different likely significant effects, beyond those reported in the Environmental Statement.

Details of the appraisal carried out in respect of each proposed change are set out in the Proposed Changes Consultation booklet, which explains how Highways England has concluded that, whether considered individually or collectively, the proposed changes would be unlikely to result in any new or materially different likely significant environmental effects beyond those already assessed and reported in the Environmental Statement.

#### **Copies of the Proposed Changes Consultation booklet**

Copies of the Proposed Changes Consultation booklet are available for inspection free of charge from Friday 26 July 2019 until Monday 26 August 2019, at Amesbury Library and Salisbury Library, at the locations and times set out below:

<b>Location</b>	<b>Opening Times</b>
Amesbury Library, Smithfield Street, Amesbury, Salisbury, SP4 7AL.	Monday 2pm – 7pm, Tuesday and Friday 9.30am – 5pm, Thursday 9.30am – 7pm and Saturday 9.30am – 1pm.
Salisbury Library, Market Place, Salisbury, SP1 1BL.	Monday 10am – 7pm, Tuesday and Friday 9am to 7pm and Wednesday, Thursday and Saturday 9am – 5pm.

The Proposed Changes Consultation booklet can also be viewed online through the Highways England website: [www.highwaysengland.co.uk/a303-stonehenge-home/](http://www.highwaysengland.co.uk/a303-stonehenge-home/).

### **Making representations about the Proposed Changes to the Application**

Any responses to the Proposed Changes Consultation, or any representations (e.g. giving notice of any interest in, or objection to, any of the changes set out in the Proposed Changes Consultation booklet) must be made in writing, with the reference '**A303 Amesbury to Berwick Down – Application for Proposed Changes**', and sent to Highways England via either of the contact details below, **by 11:59pm on Monday 26 August 2019**:

- **Post:** A303 Amesbury to Berwick Down, Highways England, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6HA.
- **Email:** [A303Stonehenge@highwaysengland.co.uk](mailto:A303Stonehenge@highwaysengland.co.uk).

Please note that in due course, responses to the Proposed Changes Consultation and any representations submitted in relation to the proposed changes to the Scheme will be included in the Non-Statutory Consultation Report which will be submitted to the Examining Authority and made publicly available on the Inspectorate's website.

**Please note that any representations on the proposed changes to the Scheme must be received by Highways England via the contact details above no later than 11:59pm on Monday 26 August 2019.**

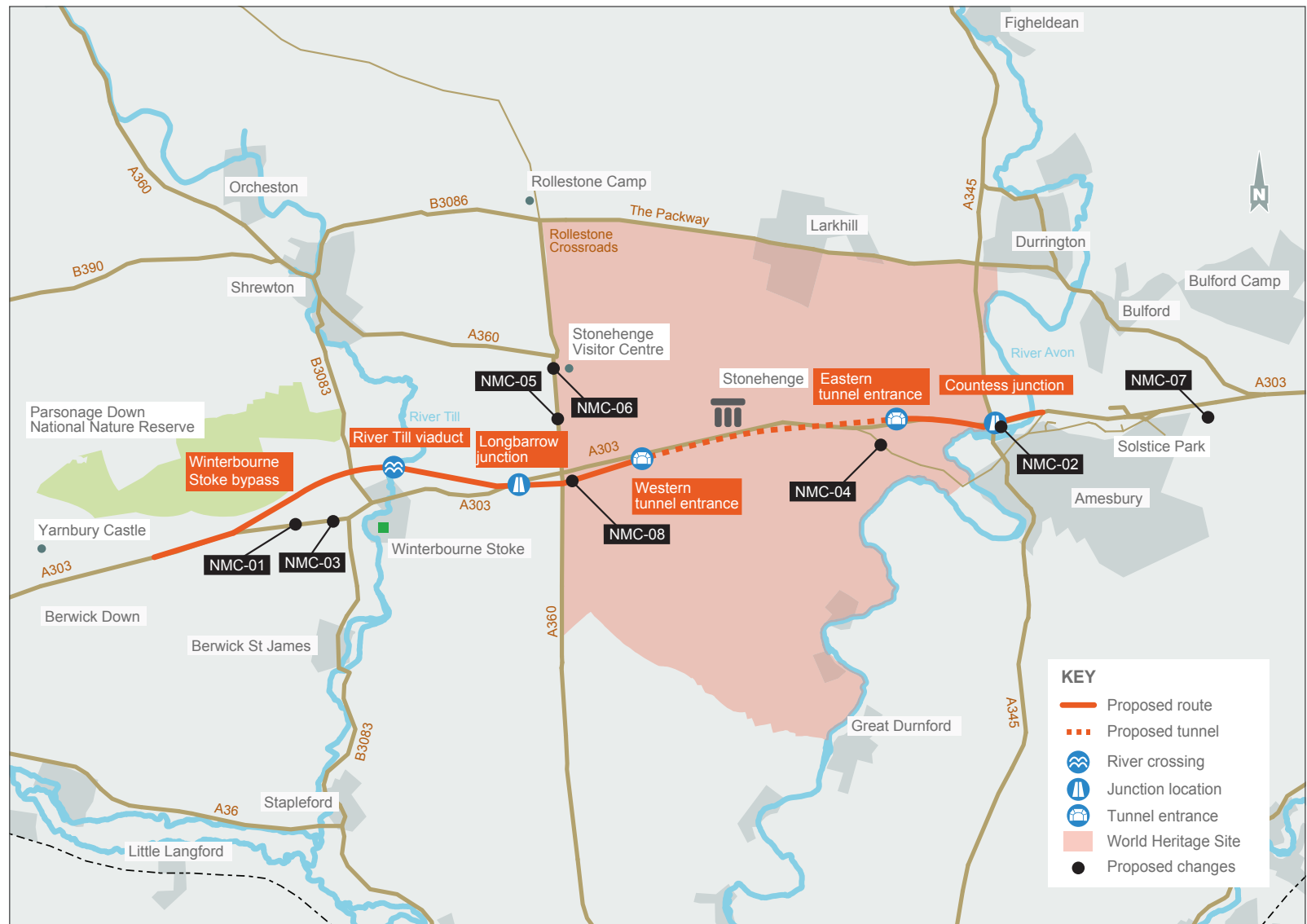
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Highways England is proposing to make some minor non-material changes to the Development Consent Order (DCO) application.

These changes are in response to our ongoing engagement with our stakeholders, and those directly affected by the scheme.

The map shows the changes, which are minor in scale and do not change the scheme as a whole.

Further information on each change is shown overleaf.



Route of the proposed development and proposed non-material changes to the Development Consent Order Application  
Diagrammatic plan not to scale © Crown copyright and database rights 2019 OS 100030649

Non-Material Change (NMC)	Proposed changes
<b>NMC-01</b> <b>Existing A303 lay-by west of Winterbourne Stoke to be de-trunked.</b>	This lay-by is proposed to be re-categorised as a local (non-trunk) road and responsibility for it would be transferred from Highways England to Wiltshire Council. It would be transformed into a sloping grassed verge and will no longer be accessible to vehicles.
<b>NMC-02</b> <b>Countess Roundabout to be de-trunked.</b>	The circular carriageway at Countess Roundabout is proposed to be re-categorised as a local (non-trunk) road and responsibility for it will be transferred from Highways England to Wiltshire Council. The roundabout would be classed as the A345 (rather than the A303) for consistency with the main roads running to the north and south of the roundabout. This is an administrative change only and there would be no change to the road surface or to the way the carriageway is used.
<b>NMC-03</b> <b>Change to the proposed road classification of the former A303 west of Winterbourne Stoke.</b>	The existing A303 between Winterbourne Stoke and Berwick Down is proposed to be declassified, changing from its current trunk road status to an unclassified road, rather than to a classified unnumbered road as previously proposed.
<b>NMC-04</b> <b>Turning head on old Stonehenge Road.</b>	A space to allow vehicles to turn would be created immediately south east of the point where it is proposed that the existing Stonehenge Road is converted to a new restricted byway.
<b>NMC-05</b> <b>Revised proposal for access to land next to the existing A360 north of Longbarrow.</b>	The proposed link between the realigned A360 north of Longbarrow roundabout and the new restricted byway would be moved northwards by approximately 45 metres.
<b>NMC-06</b> <b>Public right of way to Stonehenge visitor centre.</b>	The section of proposed restricted byway next to the A360 would be amended to a shared-use cycle route.
<b>NMC-07</b> <b>Additional private means of access.</b>	New private means of access are proposed into Earl's Down Field from the proposed link between Allington Track and Equinox Drive, and from the proposed link between Equinox Drive and Amesbury Road.
<b>NMC-08</b> <b>Revised private means of access off the new restricted byway south of Green Bridge No.4.</b>	A revised private means of access is proposed to be extended from the south side of the new restricted byway south of Green Bridge No.4.

The full descriptions of these proposed changes are available on our website [www.highwaysengland.co.uk/a303-stonehenge-home](http://www.highwaysengland.co.uk/a303-stonehenge-home) or please contact us for more details:

 **0300 123 5000**

 A303 Amesbury to Berwick Down, Highways England, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6HA.

 [A303Stonehenge@highwaysengland.co.uk](mailto:A303Stonehenge@highwaysengland.co.uk)

## **Appendix E - Copy of site notice; site notice location map; and photographic evidence of notices affixed on site**

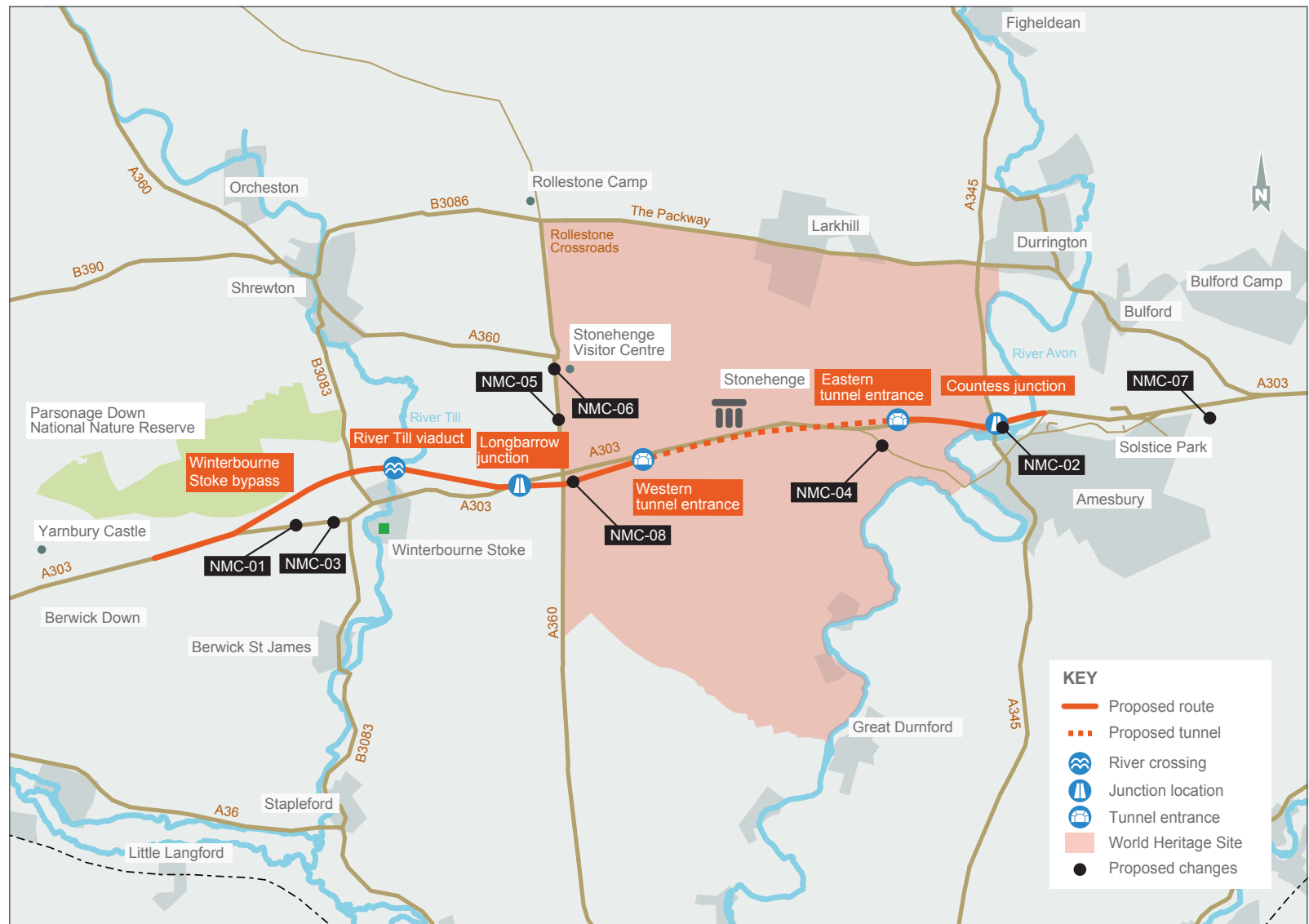


Highways England is proposing to make some minor non-material changes to the Development Consent Order (DCO) application.

These changes are in response to our ongoing engagement with our stakeholders, and those directly affected by the scheme.

The map shows the changes, which are minor in scale and do not change the scheme as a whole.

Further information on each change is shown overleaf.



Route of the proposed development and proposed non-material changes to the Development Consent Order Application  
Diagrammatic plan not to scale © Crown copyright and database rights 2019 OS 100030649

Non-Material Change (NMC)	Proposed changes
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<b>NMC-03</b> <b>Change to the proposed road classification of the former A303 west of Winterbourne Stoke.</b>	The existing A303 between Winterbourne Stoke and Berwick Down is proposed to be declassified, changing from its current trunk road status to an unclassified road, rather than to a classified unnumbered road as previously proposed.
<b>NMC-04</b> <b>Turning head on old Stonehenge Road.</b>	A space to allow vehicles to turn would be created immediately south east of the point where it is proposed that the existing Stonehenge Road is converted to a new restricted byway.
<b>NMC-05</b> <b>Revised proposal for access to land next to the existing A360 north of Longbarrow.</b>	The proposed link between the realigned A360 north of Longbarrow roundabout and the new restricted byway would be moved northwards by approximately 45 metres.
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 **0300 123 5000**

 A303 Amesbury to Berwick Down, Highways England, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6HA.

 [A303Stonehenge@highwaysengland.co.uk](mailto:A303Stonehenge@highwaysengland.co.uk)

## **PLANNING ACT 2008**

### **HIGHWAYS ENGLAND**

#### **A303 AMESBURY TO BERWICK DOWN – APPLICATION FOR DEVELOPMENT CONSENT**

#### **PLANNING INSPECTORATE REFERENCE: TR010025**

#### **NOTICE PUBLICISING CONSULTATION ON PROPOSED CHANGES TO THE APPLICATION FOR A DEVELOPMENT CONSENT ORDER**

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The DCO Application is currently being examined by a panel of independent Inspectors appointed by the Inspectorate ('the Examining Authority') on behalf of the Secretary of State. If the Secretary of State for Transport decides to grant development consent for the Scheme, the DCO would authorise the creation of a high quality two-lane dual carriageway on the A303 trunk road between Amesbury and Berwick Down in Wiltshire. The Scheme would be approximately 8 miles (13km) long and would comprise the following key components:

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

Notice is hereby given that:

- Highways England proposes to submit to the Examining Authority an application for eight proposed changes to the DCO Application which is currently being examined ('the Proposed Changes Application').
- Highways England is holding a non-statutory consultation on the eight proposed changes to the DCO Application ('the Proposed Changes Consultation').
- This notice includes a brief description of the eight proposed changes.
- This notice also includes information about the Proposed Changes Consultation and how you can take part in it.
- The Examining Authority will decide whether or not to accept the proposed changes for inclusion in the examination of the DCO Application and will issue a Procedural Decision on this in due course.
- Any responses to the Proposed Changes Consultation must be submitted to Highways England (via the contact details below) by 11:59pm on 26 August 2019.
- After the Proposed Changes Consultation has closed on 26 August 2019, Highways England will submit a Non-Statutory Consultation Report to the Examining Authority. Interested Parties will then have a further opportunity to make written submissions to the Examining Authority about the Proposed Changes Application and about the Non-Statutory Consultation Report.

#### **Summary of the Proposed Changes**

The Proposed Changes Consultation booklet sets out the proposed changes to the Scheme. Highways England considers that each of the changes is relatively minor in the context of the Scheme as a whole, and that whether taken individually or collectively, the proposed changes

are non-material in scale and nature and do not change the Scheme to which the DCO Application relates. The eight proposed non-material changes ('NMCs') are briefly described below:

1. **Proposed change NMC-01** – Existing A303 lay-by west of Winterbourne Stoke to be de-trunked and closed.
2. **Proposed change NMC-02** – Circulatory carriageway of Countess Roundabout to be de-trunked (to form part of the A345 rather than the A303).
3. **Proposed change NMC-03** – Change to the proposed road re-classification of the existing A303 west of Winterbourne Stoke (existing A303 Trunk Road to become an unclassified road).
4. **Proposed change NMC-04** – The addition of a turning head on Stonehenge Road.
5. **Proposed change NMC-05** – Revised proposal for access to land next to the existing A360 north of Longbarrow.
6. **Proposed change NMC-06** – Changes to the new public right of way proposal alongside the A360 to the Stonehenge Visitor Centre.
7. **Proposed change NMC-07** – Additional private means of access off the new link to the Allington Track.
8. **Proposed change NMC-08** – Revised private means of access off the new restricted byway south of Green Bridge No.4.

Full descriptions of each of the eight proposed changes are provided in Highways England's Proposed Changes Consultation booklet – details of how you can view this are set out below.

#### **Additional land**

NMC-06 would require a small area of additional land which was not previously included in the DCO Application. As explained in the Proposed Changes Consultation booklet, the additional land currently comprises highway verge on the eastern side of the A360 near the Stonehenge Visitor Centre. None of the other proposed changes require land or rights over land additional to what is already proposed in the DCO Application.

#### **Environmental Appraisal**

Highways England has reviewed and appraised each of the proposed changes in the context of each environmental topic previously assessed in the original environmental impact assessment carried out in respect of the Scheme, to ascertain whether any of the proposed changes, either individually or cumulatively, would give rise to any new or materially different likely significant effects, beyond those reported in the Environmental Statement.

Details of the appraisal carried out in respect of each proposed change are set out in the Proposed Changes Consultation booklet, which explains how Highways England has concluded that, whether considered individually or collectively, the proposed changes would be unlikely to result in any new or materially different likely significant environmental effects beyond those already assessed and reported in the Environmental Statement.

#### **Copies of the Proposed Changes Consultation booklet**

Copies of the Proposed Changes Consultation booklet are available for inspection free of charge from Friday 26 July 2019 until Monday 26 August 2019, at Amesbury Library and Salisbury Library, at the locations and times set out below:

<b>Location</b>	<b>Opening Times</b>
Amesbury Library, Smithfield Street, Amesbury, Salisbury, SP4 7AL.	Monday 2pm – 7pm, Tuesday and Friday 9.30am – 5pm, Thursday 9.30am – 7pm and Saturday 9.30am – 1pm.
Salisbury Library, Market Place, Salisbury, SP1 1BL.	Monday 10am – 7pm, Tuesday and Friday 9am to 7pm and Wednesday, Thursday and Saturday 9am – 5pm.

The Proposed Changes Consultation booklet can also be viewed online through the Highways England website: [www.highwaysengland.co.uk/a303-stonehenge-home/](http://www.highwaysengland.co.uk/a303-stonehenge-home/).

### **Making representations about the Proposed Changes to the Application**

Any responses to the Proposed Changes Consultation, or any representations (e.g. giving notice of any interest in, or objection to, any of the changes set out in the Proposed Changes Consultation booklet) must be made in writing, with the reference '**A303 Amesbury to Berwick Down – Application for Proposed Changes**', and sent to Highways England via either of the contact details below, **by 11:59pm on Monday 26 August 2019**:

- **Post:** A303 Amesbury to Berwick Down, Highways England, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6HA.
- **Email:** [A303Stonehenge@highwaysengland.co.uk](mailto:A303Stonehenge@highwaysengland.co.uk).

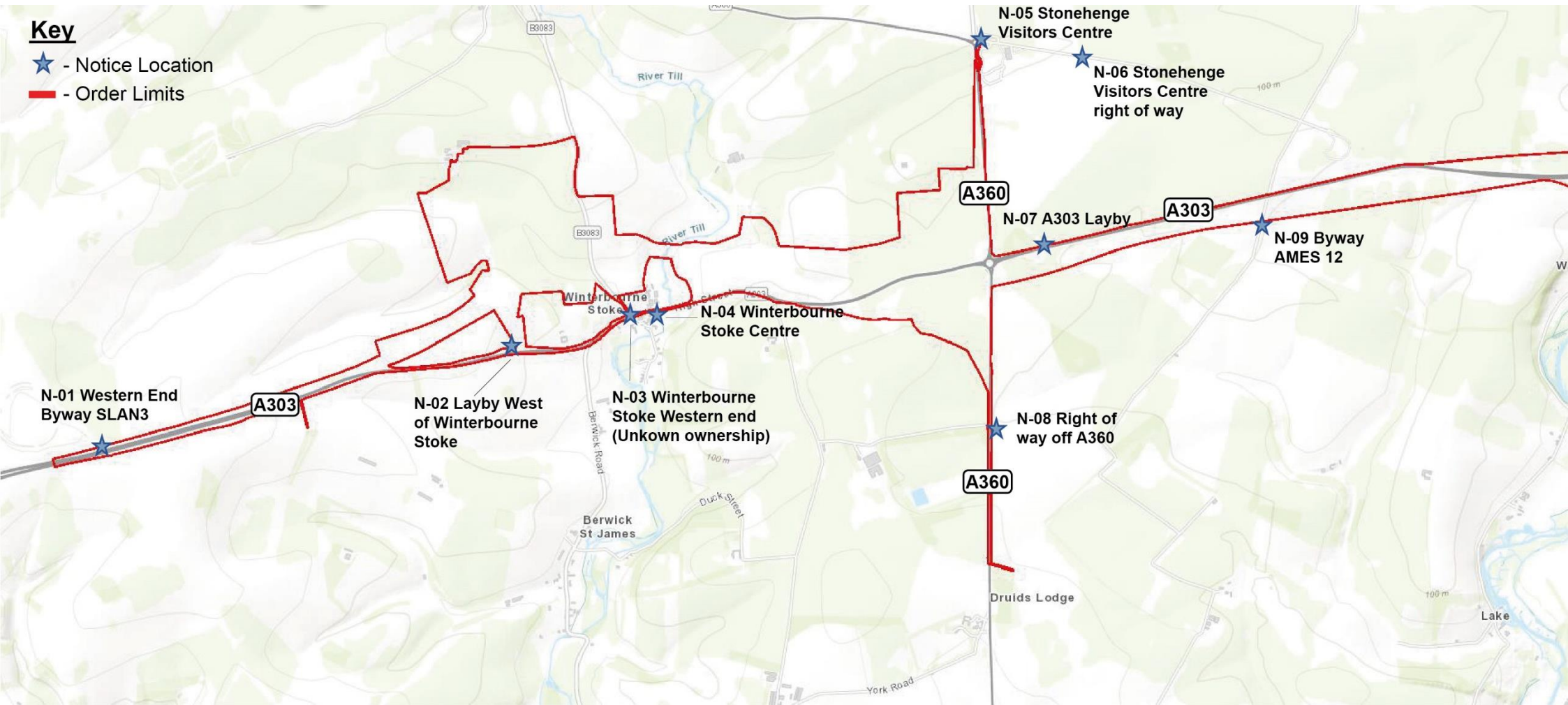
Please note that in due course, responses to the Proposed Changes Consultation and any representations submitted in relation to the proposed changes to the Scheme will be included in the Non-Statutory Consultation Report which will be submitted to the Examining Authority and made publicly available on the Inspectorate's website.

**Please note that any representations on the proposed changes to the Scheme must be received by Highways England via the contact details above no later than 11:59pm on Monday 26 August 2019.**

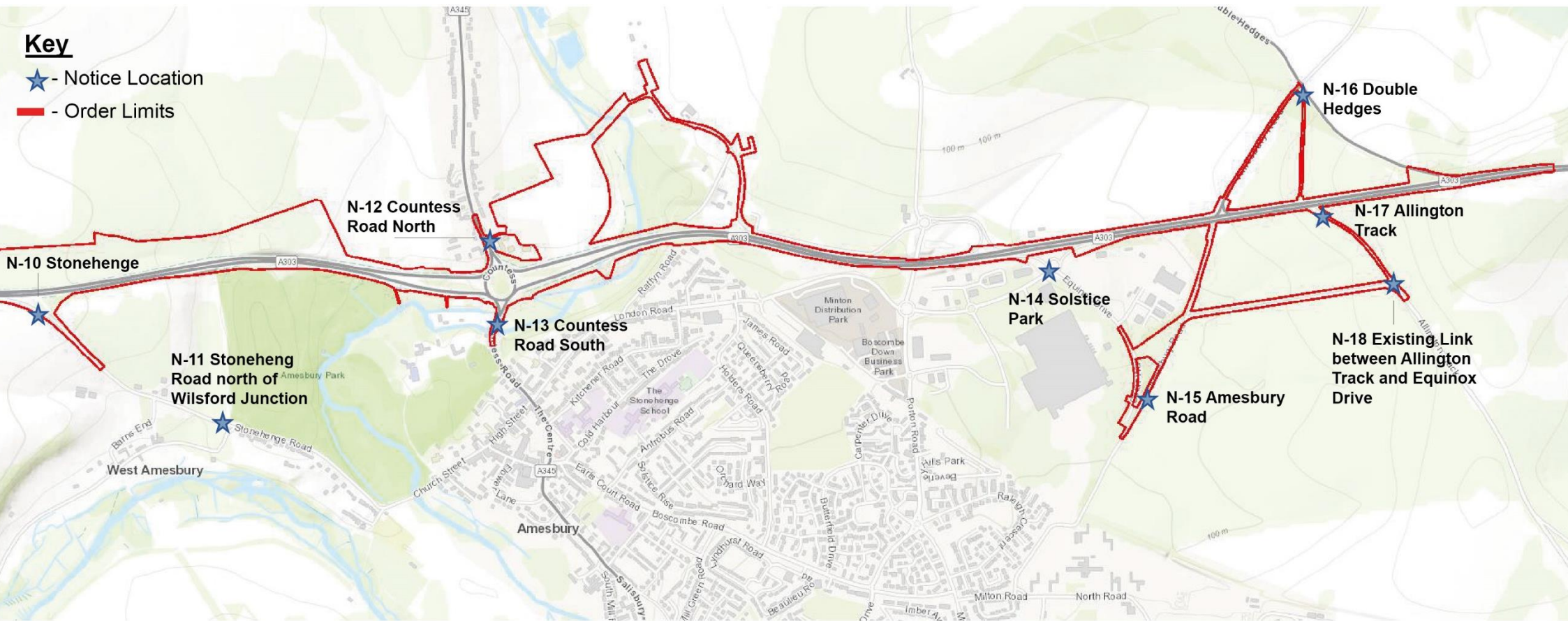
## Western End – Notice Location Map

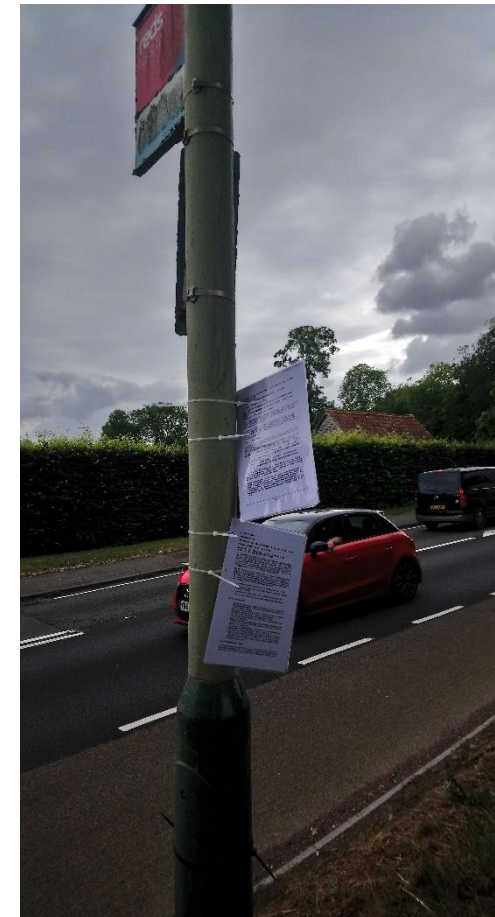
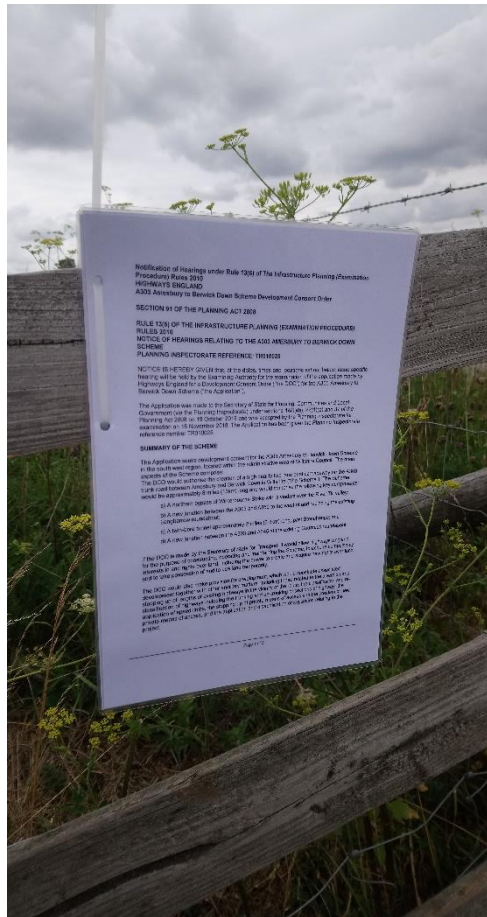
### Key

- ★ - Notice Location
- - Order Limits



## Eastern End – Notice Location Map



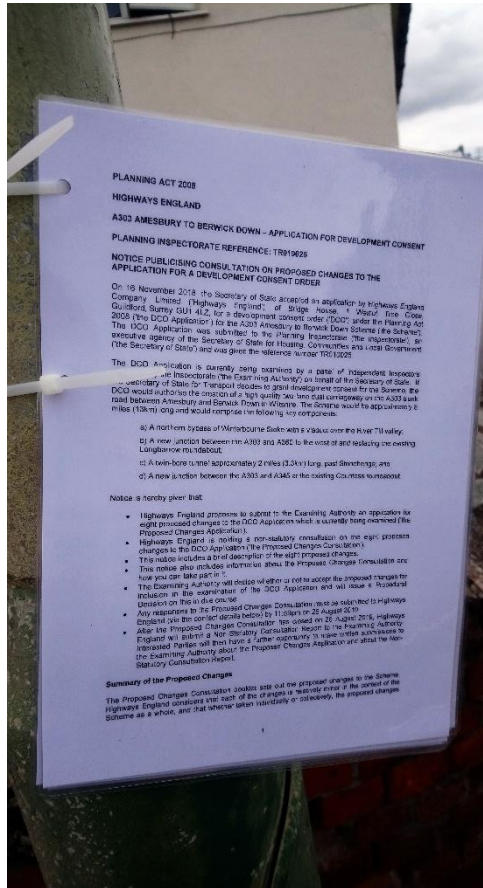
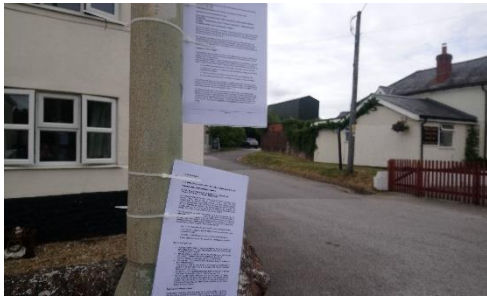


**N-01: Western End Byway SLAN 3**

**N-02: Layby West of Winterbourne  
Stoke**

**N-03: Winterbourne Stoke Western  
End**

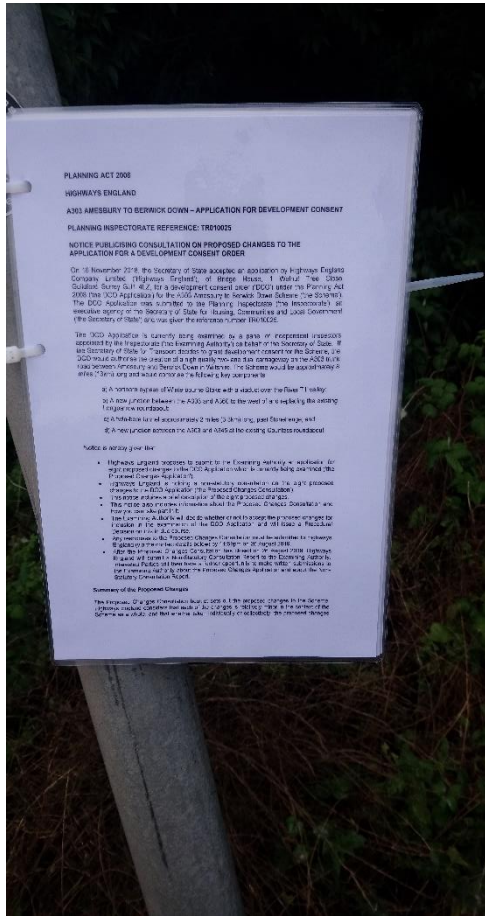




N-04: Winterbourne Stoke Centre

N-05: Stonehenge Visitors Centre

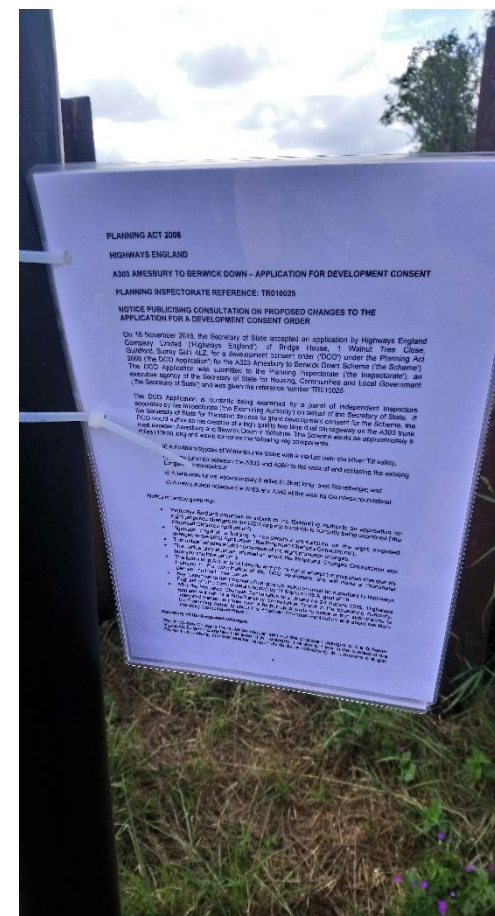
N-06: Stonehenge Visitors Centre  
Rights of Way



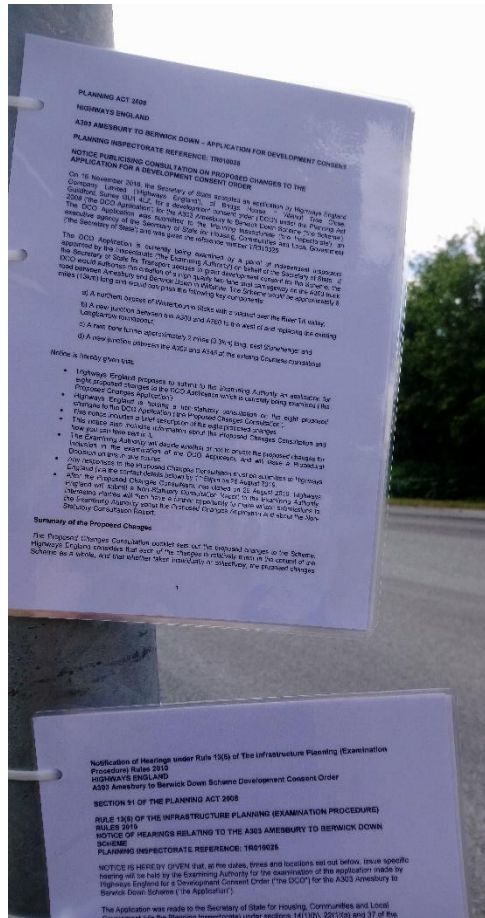
N-07: A303 Layby



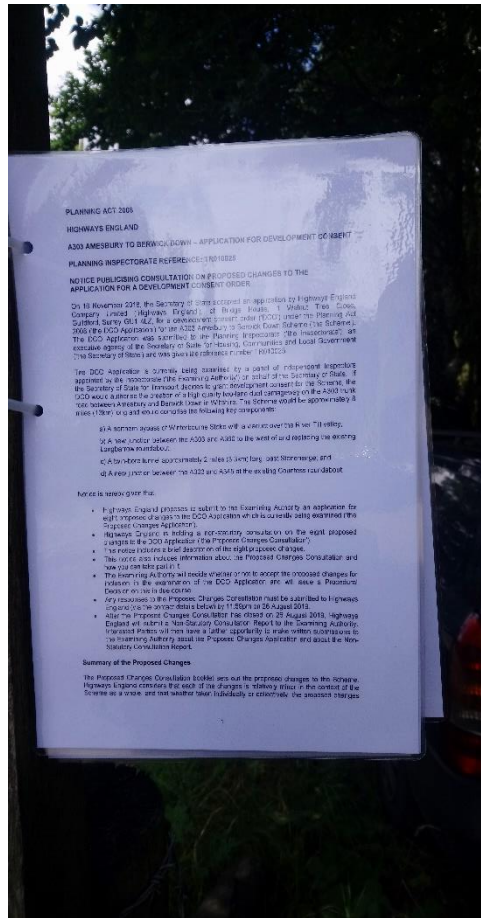
N-08: Right of Way off A360



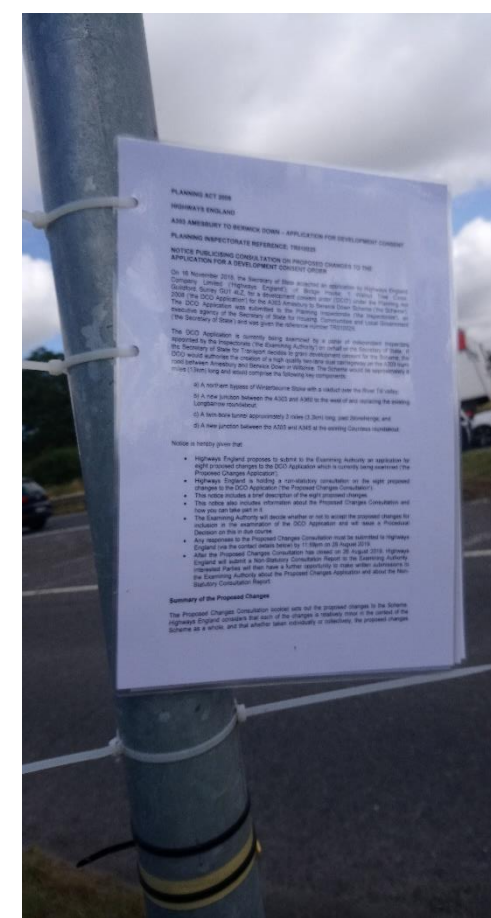
N-09: Byway AMES 12



N-10: Stonehenge Road



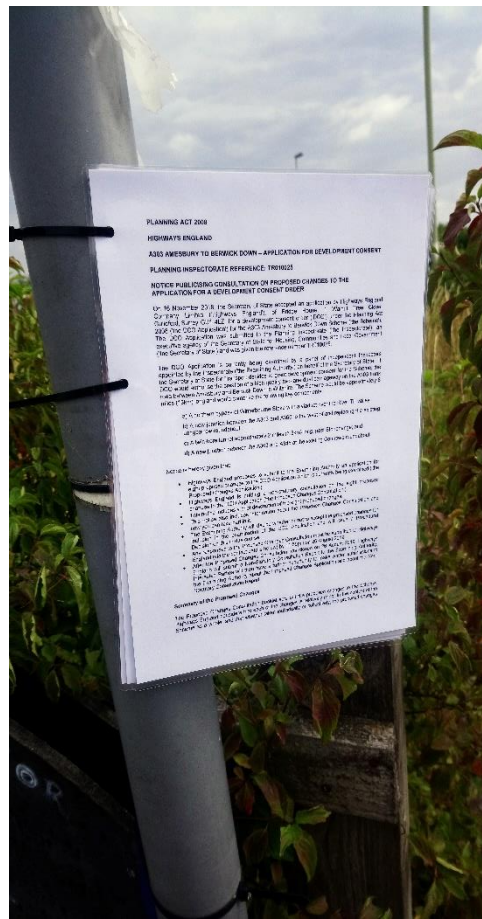
N-11: Stonehenge Road North of Wilsford Junction



N-12: Countess Road (North)



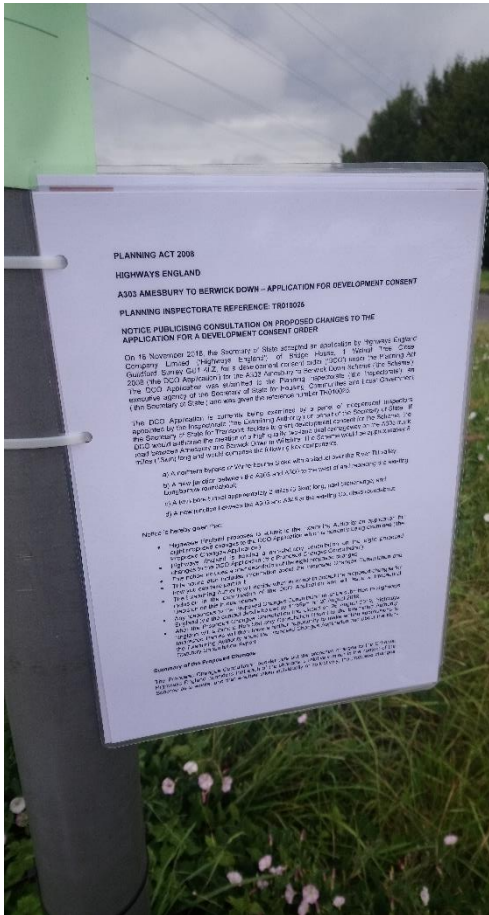
N-13: Countess Road (South)



N-14: Solstice Park



N-15: Amesbury Road



N-16: Double Hedges



N-17: Allington Track



N-18: Existing link between Allington Track and Equinox Drive

## **Appendix F1 - Highways England website promotion of the Proposed Changes**

# Appendix F1

## Highways England website promotion of the Proposed Changes

[Home](#) [About](#) [Benefits](#) [Our approach](#) [Library](#) [Keep in touch](#)

### Minor changes proposed to scheme – Consultation to open later today

JULY 26, 2019



We are proposing to make some minor changes to the Amesbury to Berwick Down scheme in direct response to feedback we've received during the current examination process.

We will be carrying out a public consultation to ensure that anyone who might have a view on the changes has an opportunity to comment.

All the changes we are proposing will be outlined in detail in a leaflet and consultation booklet which will be available on our website shortly.

The consultation will open at lunchtime today (Friday 26 August) and close at 11.59pm on Monday 26 August.

<https://highwaysengland.co.uk/minor-changes-proposed-to-scheme-consultation-to-open-later-today/>

## What's happening now?



We're in the formal six-month examination period, which is part of the planning process. Large projects such as A303 Amesbury to Berwick Down are classified as nationally significant infrastructure projects which means that we need to apply for a Development Consent Order (or DCO) to gain permission to build.

As part of the examination, we continue to engage with stakeholders and people affected by the scheme. As a direct result of feedback we are proposing some minor changes and we are carrying out a public consultation so that anyone who might have a view on these changes is given the opportunity to comment. Find out more [here](#).

You can view our DCO application on the [Planning Inspectorate's website](#).

Or take a look at our [latest booklet](#) which will give you a quick overview – setting out the scheme's key features, what's developed since our 2018 public consultations, and what benefits this will bring.

The Government has given us the go-ahead to start looking for potential contractors to build the scheme. This is happening in tandem with the planning process to allow construction to start on site as scheduled in 2021, if the scheme gets the green light. Find out more in our [latest news section](#).

## Latest news



Proposed changes consultation opens  
July 26, 2019 1:00

[Go to post](#)



Minor changes proposed to scheme – Consultation  
to open later today  
July 26, 2019 9:02

[Go to post](#)



Search for contractors to build A303 scheme  
launched  
July 15, 2019 2:32

[Go to post](#)

Keep me updated on the A303 Amesbury to Berwick Down

<https://highwaysengland.co.uk/a303-stonehenge-home/>



## Proposed changes consultation opens

JUL 26, 2019



We are proposing to make some minor changes to the Amesbury to Berwick Down scheme in direct response to feedback we've received during the current examination process.

We are carrying out a public consultation to ensure that anyone who might have a view on the changes has an opportunity to comment.

Eight minor 'non-material' changes are being proposed – ranging from adding a new access into a field for a landowner, changing the classification (or road numbering) of certain sections of road, to closing and grassing over a layby near Winterbourne Stoke.

All the changes we are proposing are outlined in our **2-page leaflet** and in more detail in our **consultation booklet**. The consultation booklet can also be viewed at Amesbury Library and Salisbury Library. USBs are available on request.

### How to have your say

Please contact us with any comments or feedback by:

- Email: [A303Stonehenge@highwaysengland.co.uk](mailto:A303Stonehenge@highwaysengland.co.uk)
- Post: A303 Amesbury to Berwick Down, Highways England, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6HA

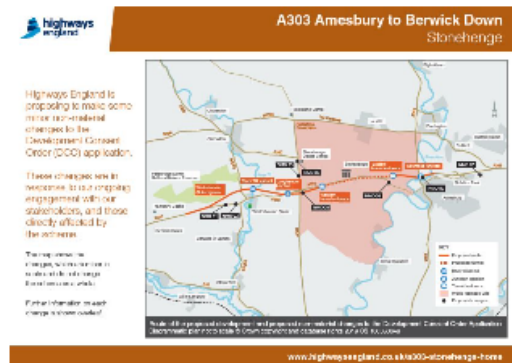
The consultation runs from Friday 26 July until 11.59pm on Monday 26 August. After it has closed, we will write a report on the consultation and submit it to the examination on 6 September.

[Next post](#) | [News Archive](#)

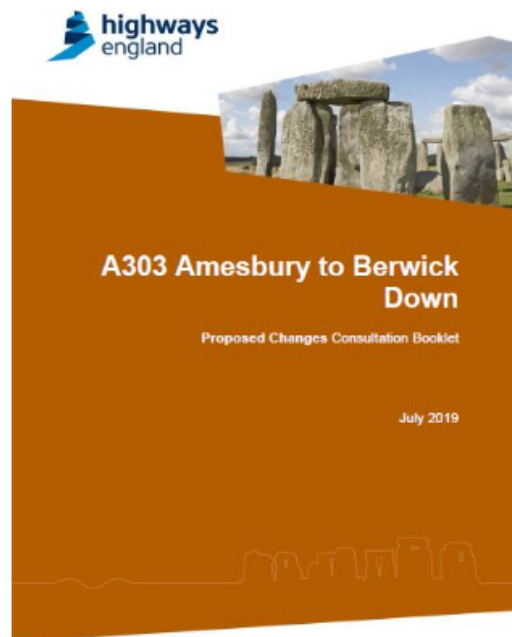
<https://highwaysengland.co.uk/proposed-changes-consultation-opens/>

## Library

### Proposed Changes Consultation 2019



Proposed changes leaflet – July 2019



Proposed changes consultation booklet – July 2019


### Development Consent Order (DCO) application


<https://highwaysengland.co.uk/a303-stonehenge-library/>

## **Appendix F2 - Social Media Promotion of the Proposed Changes**

# Social Media Promotion of the Proposed Changes

# 16 August 2019, reminder of the proposed changes consultation





**highways  
england**


Tweets **313** Following **133** Followers **961** Likes **8**

Follow

### A303 Stonehenge

@A303Stonehenge  
Follow to receive updates on the Highways England scheme to upgrade the A303 past Stonehenge. For traffic reports follow @highwaysSWEST

[highwaysengland.co.uk/projects/a303-...](https://highwaysengland.co.uk/projects/a303-...)  
Joined July 2016



Tweets Tweets & replies Media

**A303 Stonehenge** @A303Stonehenge · Aug 16  
We're halfway through our public consultation on some minor proposed changes to the Amesbury to Berwick Down scheme. Read more in our consultation booklet. [ow.ly/TLr150vzDLP](https://ow.ly/TLr150vzDLP)

A303 Stonehenge Retweeted  
**Considerate Constructors Scheme** @CCScheme · Aug 12  
Our #MondayMotivation goes to @RobertsonGroup who won Innovation of the Year at our 2019 National Ultra Site Awards. Read all about their innovative idea of an 'Ideal Candidate Workbook' on @ccsbestpractice [bit.ly/IdealCandidate...](https://bit.ly/IdealCandidate...) #ccsawards #loveconstruction

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### Worldwide trends


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87.3K Tweets  
**Hoseok**  
185K Tweets  
**#bopol**  
**hässleholm**

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**highways  
england**

Tweets **313** Following **133** Followers **961** Likes **8**

Follow

### A303 Stonehenge

@A303Stonehenge  
Follow to receive updates on the Highways England scheme to upgrade the A303 past Stonehenge. For traffic reports follow @highwaysSWEST

[highwaysengland.co.uk/projects/a303-...](https://highwaysengland.co.uk/projects/a303-...)

Tweets Tweets & replies Media

**A303 Stonehenge** @A303Stonehenge · Aug 16  
We're halfway through our public consultation on some minor proposed changes to the Amesbury to Berwick Down scheme. Read more in our consultation booklet. [ow.ly/TLr150vzDLP](https://ow.ly/TLr150vzDLP)

A303 Stonehenge Retweeted

## **Appendix G - Copies of Consultee Responses**

# Appendix G1 - Dorset and Wiltshire Fire & Rescue Service

**From:** Tim Gray [REDACTED]  
**Sent:** 01 August 2019 08:35  
**To:** A303Stonehenge [REDACTED]  
**Subject:** A303 Amesbury to Berwick Down

Good morning

In relation to your ref: NMC-20190723-1762314

I write to confirm the Dorset & Wiltshire Fire and Rescue Service have no adverse comments to make.

Kind regards

Tim Gray GIFireE  
Group Manager Protection  
Dorset & Wiltshire Fire & Rescue Service  
5 Rivers Health & Wellbeing Centre  
Hulse Road, Salisbury, SP1 3NR  
Desk [REDACTED]  
Mobile [REDACTED]

Twitter @DWFRSTimGray

[twitter.com/DWFRSfiresafety](https://twitter.com/DWFRSfiresafety)

## Appendix G2 - Mr and Mrs Pritchard

### **A303 Amesbury to Berwick Down- Stonehenge Consultation on “minor non-material changes” to the DCO**

Thank you for your letter dated 23 July 2019 alerting us to the consultation. We have no comment to make on the majority of the changes but would like to express extreme disappointment and objection to Non-Material Change (NMC) NMC-06 regarding the change to the proposed restricted byway beside the A360 north to Stonehenge Visitor Centre. It may not be a material change to the scheme as a whole but it certainly is to more vulnerable users of the network.

We believe that the proposed DCO scheme as a whole offers a once in a lifetime opportunity to improve access to an within the wider World Heritage Site for all users; not just drivers on the A303 or visitors to the Stonehenge Visitor Centre.

We have been pleased, thus far, with the wider access arrangements proposed by Highways England and believe that the provision of new restricted byway links and green bridges will bring great benefit for people who wish to enjoy the wider site. We had hoped that the days were gone when major road schemes created cul-de-sac minor highways and cut-off great swathes of the countryside to more vulnerable road users.

An example of this can be seen on the A30 in Cornwall when the dualling of a section of road near Cardinham in the 1970s left a bridleway linking two parts of the moor ending abruptly at the A30 boundary fence. It wasn't really a forgivable way to treat other users then- surely we can do better now?

We believe it is imperative that opportunities to promote safe access for all users are not lost. By proposing that the link beside the A360 is 'shared use cycle route' and not open to either ridden horses or horse drawn vehicles will have the effect of breaking the circular continuity of routes within the site and will either deny access to horse riders or will force them onto busy (and surely likely to be busier) A360. The attraction of being able to ride safely within the WHS is immense and I for one would be keen to visit on horseback- but I wouldn't use the A360.

The British Horse Society has recently become aware of growing numbers of incidents involving horses and motor vehicles and have published data which shows that in the last year alone 87 horses and 4 people have been killed while riding on the roads with 73% of incidents reported occurring as a result of vehicles passing too closely. It is noted that the A360 is not even a wide carriageway.

Since November 2010 data has been collected which shows that 3737 incidents have been reported on the roads, that 43 people have died and 1085 injured and that 315 horses have been killed and 945 injured. And these are just the reported incidents. Source:

[www.bhs.org.uk/our-work/safety](http://www.bhs.org.uk/our-work/safety).



We don't suppose that the number of users enjoying the World Heritage Site on horseback or with a horse will initially be very great, but to deny the equestrian community the chance to have a connected network in this day and age, does seem extraordinary. We won't get the chance again.

It is understood that concerns have been raised regarding possible conflicts between horse riders and visitors to the Stonehenge Visitor Centre. Horses are certainly visible and audible to others and for their own part riders have excellent hearing, visibility and manoeuvrability. I would suggest that if a car driver cannot see and avoid a horse rider in a slow moving car park type situation (and conversely a horse rider a car driver) then they should most certainly not be in charge of the horse or car!

Far better surely not to lose this opportunity this opportunity by denying access at the offset. If the route is a restricted byway or bridleway use by horses could be restricted by legal instrument (a traffic regulation order) at a later date if a real problem was identified. However, if it is never recorded at all we will miss the opportunity that this scheme offers us.

Thank you for your attention in this.

Yours sincerely,

J Pritchard.

## Appendix G3 - Natural England

**From:** SM-NE-Consultations (NE) [REDACTED]  
**Sent:** 05 August 2019 09:09  
**To:** A303Stonehenge [REDACTED]  
**Subject:** NE Response 290669: A303 Amesbury to Berwick Down

For the attention of Mr Derek Parody  
[REDACTED]

Dear Mr Parody

Thank you for consulting Natural England.

Natural England has no comments to make on the proposed non-material changes to the Development Consent Order Application.

Natural England has not assessed this application for impacts on protected species. Natural England has published [Standing Advice](#) which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice.

Natural England and the Forestry Commission have also published standing advice on [ancient woodland and veteran trees](#) which you can use to assess any impacts on ancient woodland.

Yours sincerely

Victoria

**Victoria Kirkham**  
Consultations Team  
Natural England  
County Hall  
Spetchley Road  
Worcester WR5 2NP

[www.gov.uk/natural-england](http://www.gov.uk/natural-england)

**We are here to secure a healthy natural environment for people to enjoy, where wildlife is protected and England's traditional landscapes are safeguarded for future generations.**

In an effort to reduce Natural England's carbon footprint, I will, wherever possible, avoid travelling to meetings and attend via audio, video or web conferencing.

**Natural England offers two chargeable services - the Discretionary Advice Service, which provides pre-application and post-consent advice on planning/licensing proposals to developers and consultants, and the Pre-submission Screening Service for European Protected Species mitigation licence applications. These services help applicants take appropriate account of environmental considerations at an early stage of project development, reduce uncertainty, the risk of delay and added cost at a later stage, whilst securing good results for the natural environment.**

## Appendix G4 - Winterbourne Stoke Parish Council

**From:** Cllr Dr AD Shuttleworth

**Sent:** 08 August 2019 12:26

**To:** A303Stonehenge [REDACTED]

**Cc:** Jim Carr

**Subject:** A303 Stonehenge Scheme - Response to Proposed Changes Consultation [REDACTED]

Dear Sir

Please find below the response to the Proposed Changes Consultation on behalf of Winterbourne Stoke Parish Council (WSPC).

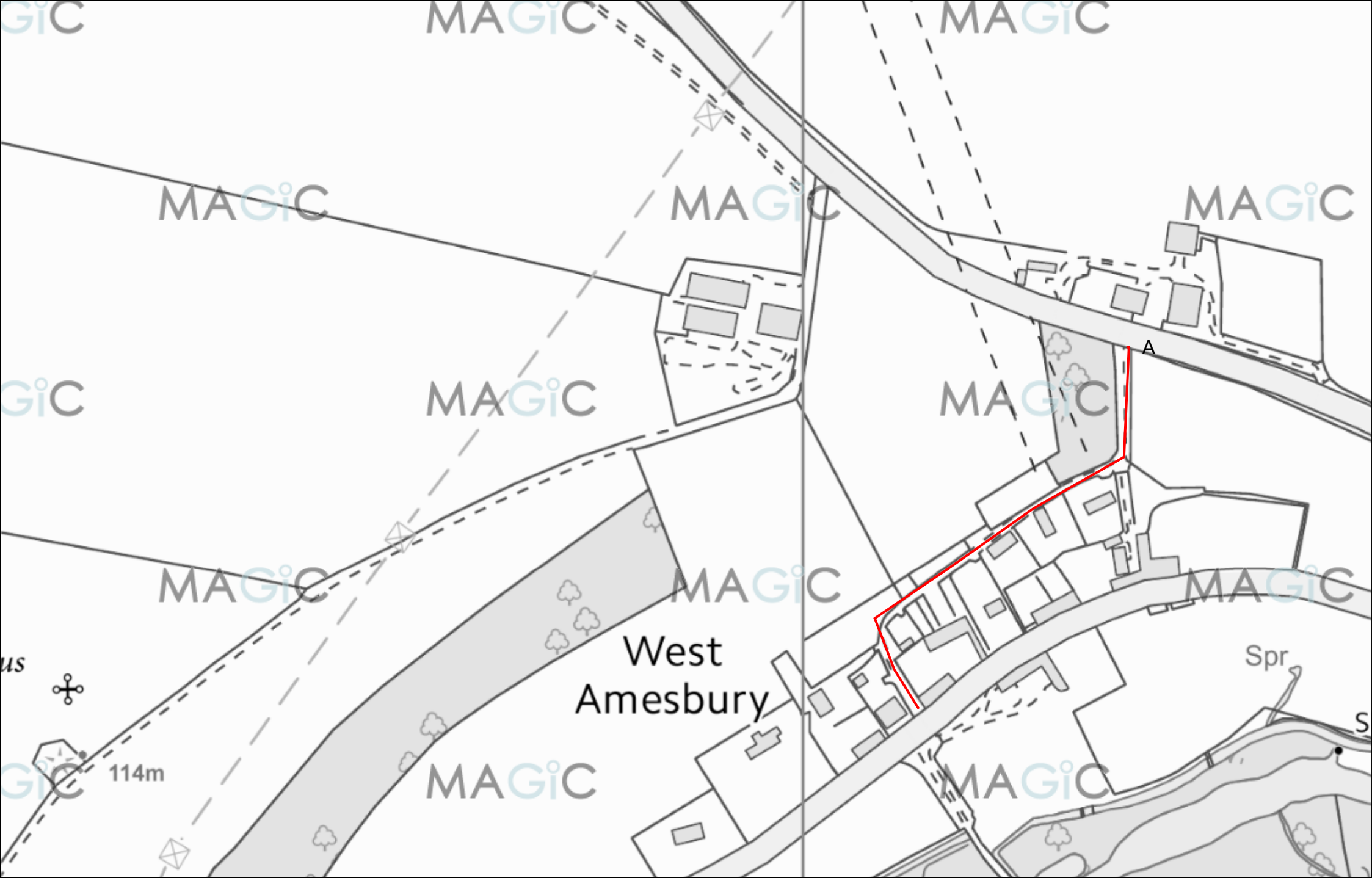
**NMC-01.** Winterbourne Stoke Parish Council have proposed several legacy interests in this area of land, the details of which have been provided to Highways England via the Community Forum, but have been attached here for completeness. WSPC regard the proposed NMC as a good fallback position, if the proposed legacy interests fail to materialise, but note that if the lay-by is turned into a sloping grass verge it could un-necessarily increase the costs of the proposed legacy interests, in particular, the construction of a cycling facility, that could make use of the lay-by and parts of the existing A303, in its current form. British Cycling have been approached, have give outline support, and have matched funding of up to £500,000.00 available for this type of scheme. Several cycling organisations in South Wiltshire have leant their support, as have Help for Heroes. The proposed scheme would tie together other legacy proposals including a small, multi-use buying, a village orchard and allotments.

**NMC-03.** WSPC maintain that the existing A303 to the west of Scotland Lodge should, after provision for access to the proposed legacy activities noted above, be downgraded to a gated, restricted byway. The current proposal will have little or no impact on the likely abuse of the area if left as a road, even an unclassified one. This becomes even more essential if the legacy proposals fail.

WSPC are content with the other NMC proposals.

The same points will be raised with the ExA in due course.





Map produced by MAGIC on 16 August, 2019.

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# Appendix G6 - BT Openreach

**From:** [REDACTED]  
**Sent:** 20 August 2019 08:23  
**To:** Alex Veskos <[REDACTED]>  
**Cc:** Tim Harper [REDACTED]  
**Subject:** A303 Amesbury – Berwick Down: Proposed Non-Material Changes to the Application - NMC-06 public right of way to Stonehenge Visitor Centre \*

Dear Alex,

In response to your notice relating to NMC-06:

- BTG consents to the Non-Material Change (NMC) 06 as proposed but reserves the right to charge for any alterations to its apparatus that may be affected by the change once further details are available.

Please also find attached copies of our proximity letter and CBYD plant plan showing our approximate location in your area of interest. Should this develop into a C3 notice I will request our survey and design fee to undertake an in depth investigation.

Before committing to any scheme it is recommended that you arrange our free site visit service to locate and mark the position of Openreach apparatus within your work area.

To arrange a site visit from a Network Protection Team email: [REDACTED]

Regards

**Richard**  
**Stephens**  
Repayments  
Project Engineer  
Openreach

tel [REDACTED]  
Works Tuesday to Friday every week.  
Web: [openreach.co.uk](http://openreach.co.uk)

We build and maintain the digital network that enables more than 600 providers to deliver broadband to homes, hospitals, schools and businesses large and small. Our engineers work in every community, every day, because we believe everyone deserves decent and reliable broadband.

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London WC1H 9NP Registered in England and Wales  
no. 10690039

## Appendix G7 - Guinness Family

**From:** Mole, Simon [REDACTED]  
**Sent:** 21 August 2019 08:30  
**To:** Alex Veskos [REDACTED]  
**Cc:** Myerscough, Ben [REDACTED]; Tim Harper  
[REDACTED] A303 Stonehenge  
[REDACTED]  
**Subject:** RE: A303 Amesbury – Berwick Down: Proposed Non-Material Changes to the Application - NMC-06 public right of way to Stonehenge Visitor Centre

Dear Alex,

My colleague Ben Myerscough is on annual leave now and has asked me to look after this until he returns. I understand the Guinness Family have already verbally confirmed they do not have any particular objection to the revised land acquisition proposals. However in order to fully understand HE's position we will want to see (and subsequently agree) terms for the transfer of the land from the family to HE and therefore suggest heads of terms are drafted and circulated to myself and Ben as soon as possible. The heads of terms will need to provide suitable fee undertakings for our client's professional advisors.

Kind Regards,

Simon

**Simon Mole** MRICS  
Partner, Infrastructures

## Carter Jonas

[REDACTED] | [REDACTED] | [carterjonas.co.uk](http://carterjonas.co.uk)  
9-10 Jewry Street, Winchester, SO23 8RZ

# Appendix G8 - ClassMaxi and Amesbury Property Limited



## A303 AMESBURY TO BERWICK DOWN

### CONSULTATION RESPONSE ON BEHALF OF CLASSMAXI LIMITED/ AMESBURY PROPERTY COMPANY TO HIGHWAYS ENGLAND'S PROPOSED CHANGES CONSULTATION IN RESPECT OF PROPOSED NON- MATERIAL CHANGE 7 ('NMC-07')

#### **Introduction**

This is the consultation response on behalf of Classmaxi Limited/ The Amesbury Property Company ('CML/ APC') in respect of Highways England's ('HE's) consultation on 8 proposed non-material amendments to the development consent order application for the A303 Amesbury to Berwick Down scheme ('Consultation'), which is also the subject of an application before the Examining Authority ('ExA') ('Application').

CML/ APC make no comments as to whether individually, cumulatively, or collectively the 8 proposed changes are material or non-material in nature and/or whether there is sufficient time remaining in the Examination period, which is at an advanced stage, to properly and fairly accommodate HE's Application. These are matters for the ExA to determine in its judgment.

CML/APC strongly object, on both procedural and substantive grounds, to NMC-07 (which concerns two proposed new private means of access labelled PMA 41 and PMA 42), and particularly PMA 42 in respect of a proposed new private means of vehicular access into the Earl's Farm Down Land from the proposed AMES1 between Equinox Drive and Amesbury Road over plot no 10-21, the freehold interest of which is owned by APC on trust for CML

#### **Procedural Objections**

Firstly, CML/APC consider that HE's Consultation exercise is unfair and has not been undertaken with an open mind. The Examining Authority's letter of 27 June 2019 explicitly stated that: *"in order to ensure fairness, appropriate and proportionate non-statutory consultation should be carried out **before** the change request is submitted"* (emphasis added). The Examining Authority also specified that the consultation period should be a minimum of 28 days. Disregarding the Examining Authority's explicit requests, HE have gone ahead and made its Application on 5 August 2019 when the Consultation exercise had only just opened on 26 July 2019 and before CML/APC, any other interested persons, or member of the general public would have had any or any adequate opportunity to consider and comment on the proposed changes in the Consultation. CML/APC consider that this is unfair and HE's premature Application has effectively predetermined the outcome of the Consultation. Whether a consultation exercise is statutory or, in the present case, a non-statutory exercise it must be conducted fairly by HE. The 'Gunning Principles' establish that any public consultation exercise by a public body, to be fair, must be undertaken, among other things, while the proposals are at a formative stage and with an open mind. By going ahead and making an Application after the Consultation had just opened, CML/APC consider that HE has already determined to go ahead with the proposed changes regardless of the outcome of the consultation.

Secondly, CML/APC consider that the notices advertising NMC-07, copies of which are appended to HE's Application, are defective. The press notice, public notice, notice to consultees, and site notices for the Consultation only reference, in relation to NMC-07, an additional private means of access off the new link



to the Allington Track (i.e. PMA 41). There is no reference in any of the requisite notices to a new private means of vehicular access from the proposed AMES1 between Equinox Drive and Amesbury Road (i.e. PMA 42). Accordingly, any interested person or member of the general public viewing these notices would have no idea that PMA 42 was being proposed in addition to PMA 41

Thirdly, CML/APC consider that the Consultation document is inaccurate and misleading. At paragraph 10.2.4 of the Consultation document, it states that NMC-07 has the support of the relevant landowner which incorrectly suggests to the general public that the PMA 42 limb of NMC-07 is unopposed and uncontentious. This is not the case. While the PMA 42 limb of NMC-07 may have the support of the owner and occupier of the Earl's Down Field, it does not and never has had the support of CML/APC over whose land PMA 42 would cross.

### **Substantive Objections**

As confirmed in the ExA's letter of 27 June 2019, the proposed changes will be considered by the ExA under the process set out in Advice Note 16. Among other things, paragraph 1.3 of Advice Note 16 states that the justification for making a change after an application has been considered must be robust and before such an application is made that the impact upon other interested parties must be considered. Figure 3 to Advice Note 16 goes on to set out the information that needs to be provided by HE in support of its Application which includes, at sub- paragraph b, a statement setting out the rationale and 'pressing need' for making the change. Having considered HE's statement in respect of the PMA 42 limb of NMC-07, CML/APC does not accept that HE's justification is robust nor that there is any pressing need for the PMA 42 limb of NMC-07. HE's only rationale for proposing the PMA 42 limb of NMC-07 is that it responds to points raised by landowners or occupiers affected by the DCO Scheme and that these points could not be dealt with through accommodation works and/or through land and works agreements. In the event, no or no adequate negotiations prior to or during the Consultation have been undertaken by HE with CML/APC in respect of the PMA 42 limb of NMC-07.

As indicated above, CML/APC strongly objects to the PMA 42 limb of NMC-07 which seeks to introduce an additional new private means of access from the diverted Byway AMES1 into Earls Farm Down land to the east of Byway AMES1. CML/APCs objection is on the basis, among other things, that the introduction of PMA 42 across plot reference 10-21 cuts directly across the agreed Heads of Terms ('HoTs') of Agreement between CML/APC, HE, and Wiltshire Council (as local highways authority). The HoTs provide, by agreement, for the construction of various works and the dedication, acceptance, and adoption of various ways in the vicinity of Allington Track and Equinox Drive which obviates the need for APC/CML's land to be compulsorily acquired. Highway England's barrister confirmed to the ExA at the Compulsory Acquisition Hearing ('CAH') on the 10 July 2019 that those HoTs were agreed by HE. There was no mention by HE of NMC-07 either at the CAH or at an all parties round table meeting following the CAH, and all parties agreed, and indicated to the ExA , that this tripartite agreement, to give effect to the agreed HoTs, would be drawn up and submitted to the ExA on or before 21 August 2019 in advance of the next round of issue specific hearings. In reliance on agreement on the HoTs having been reached, CML/APC have incurred significant time and expense in proactively drawing up the tripartite agreement with a view to meeting these agreed timescales. In the event, CML/APC have been unable to meet this agreed timescale primarily because of the NMC-07 Consultation and Application .

Contrary to the terms of Advice Note 16, CML/APC does not consider that any or any adequate consideration was given by HE to the impact of NMC-07 on CML/APC before bringing forward the Consultation and Application. APC/CML also questions and put HE to strict proof as to the need, let alone the 'pressing need', for two separate new private means of vehicular access into the same Earls Farm Down land.

If, which is not admitted, there is any or any pressing need for any additional private means of access into the Earls Farm Down land, then CML/APC consider that PMA 41 satisfies that need as, among other things, it has significantly less impact on the agreed HoTs than PMA 42 does and does not remove any land alongside the AMES1 diversion which will otherwise remain part of the landscape buffer along the eastern boundary of Solstice Park.

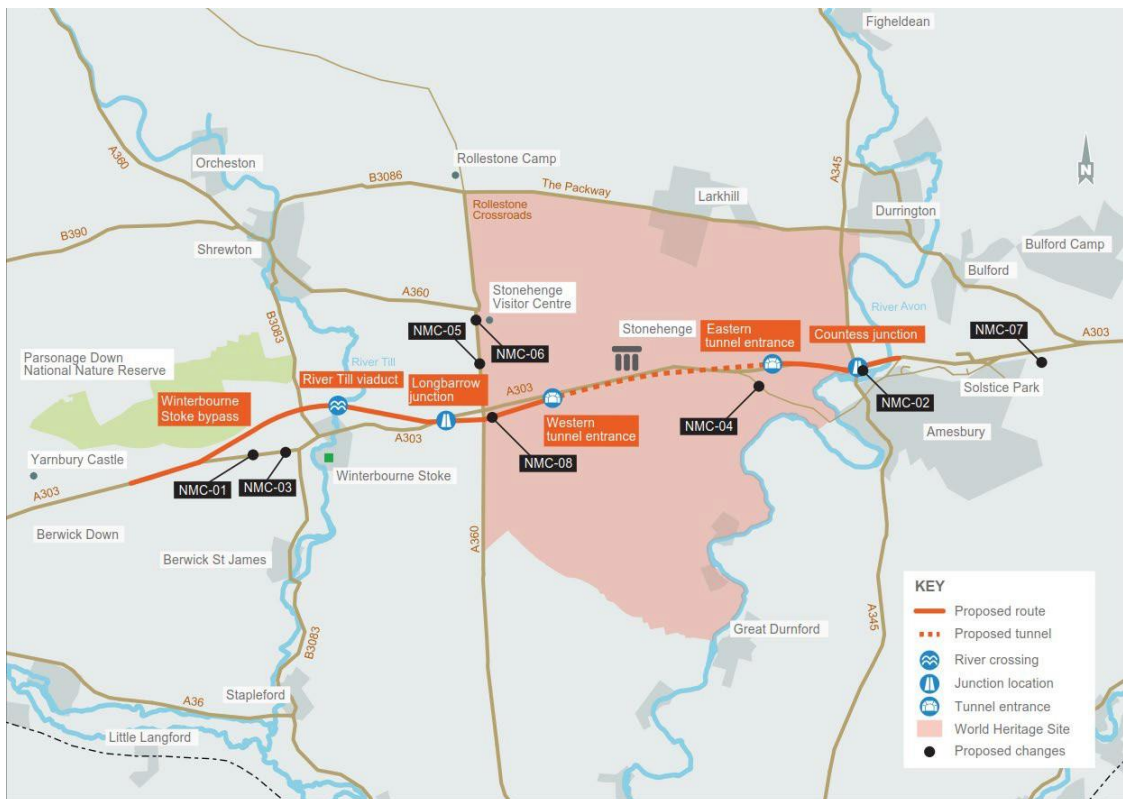
Further or alternatively, if which is not admitted, HE is able to satisfactorily demonstrate in the Application that there is a robust justification and a pressing need for two new private means of access then APC/CML sees no reason why the PMA 42 limb of NMC-07 could not be located a short distance to the south where it would take access onto that length of Byway AMES 1. Such a reasonable alternative location is not affected by any diversion, would not impact and/or delay early completion of the tripartite agreement which is now at a very advanced stage, and would enable the owner and occupier of Earls Farm Down land to form a private means of access off AMES 1 without the need for any planning permission.

### **Conclusion**

For the above procedural and substantive reasons, CML/APC requests that HE does not take forward the PMA 42 limb of NMC-07, and either deletes PMA 42 from the proposed changes as not fulfilling the pressing need required to justify the change, or amends the location of PMA 42 so that it does not impact on land in the ownership of CML/APC and where it would not impact on the agreed HoTs of the tripartite agreement.

## A303 Amesbury to Berwick Down (Stonehenge)

### Wiltshire Council Response to DCO Proposed Changes Consultation



August 2019

## Report Contents:

I.	Acronyms and Abbreviations .....	2
II.	Introduction and Context.....	3
III.	NMC-01: Existing A303 Lay-by West of Winterbourne Stoke to be De-trunked.....	3
IV.	NMC-02: Countess Roundabout to be De-trunked .....	3
V.	NMC-03: Change to the Proposed Road Classification of the Former A303 West of Winterbourne Stoke.....	4
VI.	NMC-04: Turning Head on Old Stonehenge Road.....	4
VII.	NMC-05: Revised Proposal for Access to Land Next to the Existing A360 North of Longbarrow .....	5
VIII.	NMC-06: Public Right of Way to Stonehenge Visitor Centre .....	5
IX.	NMC-07: Additional Private Means of Access.....	11
X.	NMC-08: Revised Private Means of Access Off the New Restricted Byway South of Green Bridge No.4.....	11
XI.	Conclusions and Final Comments.....	11

## I. Acronyms and Abbreviations

Acronym / Abbreviation	Meaning / Description
BHLL	Beacon Hill Land Limited
CML	Classmaxi Ltd
DAMS	Detailed Archaeological Mitigation Strategy
DCO	Development Consent Order
dDCO	Draft Development Consent Order
EHT	English Heritage Trust
HA 1980	Highways Act 1980
HE	Highways England
LHA	Local Highway Authority
NMU	Non-Motorised User
PMA	Private Means of Access
PRoW	Public Right of Way
SoS	Secretary of State
TRO	Traffic Regulation Order

## **II. Introduction and Context**

1. Highways England (HE) are conducting a non-statutory consultation on eight proposed changes to the Development Consent Order (DCO) application between 26 July and 26 August 2019 for the A303 Amesbury to Berwick Down (Stonehenge) road improvement initiative. The proposed changes are:
  - NMC-01: Existing A303 lay-by west of Winterbourne stoke to be de-trunked
  - NMC-02: Countess Roundabout to be de-trunked
  - NMC-03: Change to the proposed road classification of the former A303 west of Winterbourne stoke
  - NMC-04: Turning head on old Stonehenge Road
  - NMC-05: Revised proposal for access to land next to the existing A360 north of Longbarrow
  - NMC-06: Public right of way to Stonehenge visitor centre
  - NMC-07: Additional private means of access
  - NMC-08: Revised private means of access off the new restricted byway south of Green Bridge No. 4.
2. The Council has limited this response to comments on these eight areas. Therefore, this consultation response is to be considered in conjunction with the Council's previously submitted responses during the Examination of the A303 Amesbury to Berwick Down (Stonehenge) road improvement scheme (TR010025).

## **III. NMC-01: Existing A303 Lay-by West of Winterbourne Stoke to be De-trunked**

3. HE's consultation material states that, "This lay-by is proposed to be re-categorised as a local (non-trunk) road and responsibility for it would be transferred from Highways England to Wiltshire Council. It would be transformed into a sloping grassed verge and will no longer be accessible to vehicles."
4. There are no objections to this change, which is in line with Wiltshire Council's suggestions, and which the Council believes is part of an essential change to the Scheme proposals if the risk of abuse of the area now included in the hatching, by inappropriate activities, is to be minimised. The Council is satisfied that the area can remain as highway verge, and effectively non-operational highway.

## **IV. NMC-02: Countess Roundabout to be De-trunked**

5. This proposed change is described in HE's consultation material as, "The circular carriageway at Countess Roundabout is proposed to be re-categorised as a local (non-trunk) road and responsibility for it will be transferred from Highways England to Wiltshire Council. The roundabout would be classed as the A345 (rather than the A303) for consistency with the

main roads running to the north and south of the roundabout. This is an administrative change only and there would be no change to the road surface or to the way the carriageway is used.”

6. Whilst the proposed change is in line with the general principle put forward by the Council, there is concern about the detail of the area shown hatched black, which excludes verge areas to the north and south sides of the junction, which are currently understood to be trunk road (maintained by HE, not Wiltshire Council), and which should be de-trunked to become verges to the A345 north-south route.
7. The highways records held by the Council show that there is significant verge area around all parts of the roundabout. The Council would wish to see the de-trunking hatch markings extend into the verge to the north side of the eastbound diverge and merge slips, and to the south of the westbound diverge and merge slip roads. The Council would be happy to agree the precise boundary between the strategic roads and the local roads with HE prior to their finalisation of the de-trunking alterations.
8. It is noted that the De-Trunking Plans Key Plan will need to be amended to accommodate a Sheet 03, but there is no need to show in the legend ‘Existing A303 to be de-trunked...’ because this detail will be shown on the individual drawing sheet. The change from before to after drawings for the Key Plan, removing the dashed line requires some explanation, but the Council raises no issue as to how the tunnel section of the Scheme is presented on a Key Plan.
9. The proposed change to the legend, as shown in the consultation document should be changed, for Sheet 03 only, to read ‘Existing A303 to be de-trunked (Area C)’ rather than the proposed ‘Existing A303 to be de-trunked (Area A to B and C)’. The rationale for this is because A to B will occur only on Sheets 01 and 02, and Area C will only be found on Sheet 03.

## **V. NMC-03: Change to the Proposed Road Classification of the Former A303 West of Winterbourne Stoke**

10. HE’s consultation material states that, “The existing A303 between Winterbourne Stoke and Berwick Down is proposed to be declassified, changing from its current trunk road status to an unclassified road, rather than to a classified unnumbered road as previously proposed.”
11. This proposed change is in line with representations from the Council, and fully supported.

## **VI. NMC-04: Turning Head on Old Stonehenge Road**

12. This proposed change is described in HE’s consultation material as, “A space to allow vehicles to turn would be created immediately south east of the point where it is proposed that the existing Stonehenge Road is converted to a new restricted byway.”
13. This proposed change is in line with representations from the Council, and fully supported.

## **VII. NMC-05: Revised Proposal for Access to Land Next to the Existing A360 North of Longbarrow**

14. HE's consultation materials states that, "The proposed link between the realigned A360 north of Longbarrow roundabout and the new restricted byway would be moved northwards by approximately 45 metres."
15. The Local Highway Authority (LHA) has no objection to this change, and supports the opportunity for farm vehicles to cross the A360 directly, rather than having to negotiate a short-staggered turn trip on the A360, where conflict and therefore safety risks (including overtaking), would likely be greater.

## **VIII. NMC-06: Public Right of Way to Stonehenge Visitor Centre**

16. This proposed change is described in HE's consultation material as, "The section of proposed restricted byway next to the A360 would be amended to a shared-use cycle route."
17. It is noted that both Options A and B present a cycle track route between Longbarrow and the Visitor Centre rather than the DCO submission proposal for a restricted byway. The Council does not oppose this downgrade, in principle.

### **Option A**

18. The Option A description is stated at paragraph 9.2.3 of the Consultation Booklet to have to be reduced in width to 1.5m in the vicinity of the dew pond, if the route is to be accommodated to the west side of the dew pond.
19. This restricted width is a cause of concern to the LHA in road safety terms. The proposed route is intended to be a cycle track, and to accommodate both pedestrians and cyclists. It is likely that cyclists will be reluctant to dismount to allow any opposing pedestrian movement a right of way in this area, which could result in either being displaced onto potentially wet verge and possibly the live carriageway of the A360. On this basis alone, Option A is not supported.

### **Option B**

20. Of the two Options presented, Option B is favoured by the LHA for the reason that it is considered to be the safer option regarding potential conflict with A360 carriageway traffic; this preference is notwithstanding the acknowledged potential disbenefit to both pedestrians and cyclists of the likely material gradients to the north and south sides of the dew pond.
21. At paragraph 9.2.7 of the Consultation Booklet, comments are stated to be welcomed by HE on their approach. The Council presents the following comments on the options presented as well as comments on the approach to the optimal routes previously adopted by English Heritage Trust (EHT).
22. The Council has taken a consistent view that the route of the northern part of the route has disadvantages to the other routes previously discussed between the Council, HE and EHT, through their car park area or to the south of the car park's southern boundary. The Council

accepts that HE have been unable to reach agreement with EHT or the adjacent landowner to the south of the Visitor Centre for a route on that general alignment, which might also have been progressed as a restricted byway rather than as a cycle track.

23. Both Options A and B require pedestrians and cyclists to come into conflict with Visitor Centre traffic, (i) at the Visitor Centre site's vehicular access with the C506, where both pedestrians and cyclists would have to cross the junction bellmouth, and (ii) at the point where the (coach arrivals / departures) pedestrian route between the coach park and the Visitor Centre reception area would need to be crossed by cyclists. It is presumed from the presented drawings for both options that cyclists would be expected to cross the C506 immediately west of the second set of gates, to proceed eastward on the C506 carriageway, via the Kent carriage gap, which is designed to accommodate cycle movements. Westbound cyclists would travel the same route in the opposite direction. Pedestrians would stay on the proposed footway to the south side of the C506 when they pass the second set of gates, connecting with the part of the C506 subject to the restrictive Traffic Regulation Order (TRO), and with the pedestrian link to the Visitor Centre.
24. To accommodate these movements as safely as possible, the LHA considers that some local alterations to the east side of the coach park access would be required to help contain cycle routing across the road at this point. The one-way arrangement for coaches helps facilitate a reconfiguration of this area, which could provide for both west and eastbound cyclists, through the inclusion of a defined area to aid movement for cyclists past the gates' area. It would also be necessary for the footway route (Options A and B) to be appropriately bollarded in line with both sets of gates to avoid abuse by motorised vehicles otherwise choosing to ignore the TRO restrictions in place to the east of the gates. Alterations to existing signs, street lighting etc. might also be required to achieve an acceptable outcome. It will also be necessary for the detailed design to make provision for the gates being in an open position, as well as the (normal) closed and locked position.
25. In its earlier submissions, the Council has objected to the original arrangement, submitted in the DCO application, presented in the 'before' drawing at paragraph 9.3, on grounds of road safety. The Council agrees (insofar as the criticism of the DCO application proposal is concerned) with those conclusions of the Momentum Transport Consultancy report, "A360 PRoW Route Options Review" report dated 1<sup>st</sup> May 2019 [REP2-092] commissioned by EHT, and referred to at some length in their oral submission to the Issue Specific Hearing recently (see REP5-012), insofar as the discharge and collection of Non-Motorised Users (NMUs) at the bellmouth of the C506 (east arm) of the roundabout is concerned.
26. However, the Council, in this consultation response, would highlight its concern that previous objections to the generality of the route has been promoted by EHT, but which should not apply to the current proposals. The Council is very keen to ensure that a route (even a route with lesser user rights than the DCO submission proposal) is provided as part of the Scheme, and regards Option B as the option to support.
27. In relation to EHT's previous position, the Council notes the Momentum report [REP2-092] states at paragraph 3.1, "English Heritage also commits to working with Highways England to ensure safe access to the Stonehenge visitor centre for walkers and cyclists". However, EHT objects to the route along the A360 in respect of all previously considered options at its northern end for the following reasons (paragraph 3.3 of the Momentum report):



*“3.3 The key reasons for the English Heritage objection to the PRow are as follows:*

- *Potential negative impact on English Heritage visitor operation*
- *Potential conflict between non-motorised byway users and motorised vehicles*
- *Potential negative knock-on impacts for A360 / B3086 road users*
- *Potential safety risks*
- *Negative impact on recent investment*
- *Potential security risks”*

28. Taking the reasons in turn, the Council sets out below why it does not necessarily agree with the ‘key reasons’ presented:

a) Potential negative impact on English Heritage visitor operation

29. The level of use of the proposed cycle track is likely to be at a modest level at most times on most days. The degree of interaction between users of the proposed cycle track and the operational side of the EHT facility will, as a consequence, be low, affecting only the passage of traffic on the public highway, and not affecting any of the internal operational aspects of the site. Here it should be borne in mind that EHT have absolutely no control over the C506, which is a county road, controlled by the Council. They have an agency facility, provided under the provisions of the site’s s106 agreement, to act as agents for the Council in respect of the permitting of motorised vehicles (and not cyclists, who are unaffected by the TRO) to use that part of the C506 subject to a Prohibition of Driving Order.

b) Potential conflict between non-motorised byway users and motorised vehicles

30. The proposed changes consultation seeks views on a cycle track, rather than a restricted byway. The potential point of conflict of movement can be established as being in only two areas: (i) the site vehicular visitor access and (ii) crossing the C506 beyond (east of) the coach park access.

31. In respect of (i), as stated above, the numbers of pedestrians and / or cyclists using the proposed cycle track are likely to be modest at most times of most days. The conflict with site entry and exit traffic will be low. The Momentum report sets out the typical level of use of the site access (Table 2, Chapter 6). At busiest times, the hourly flow was recorded as 497 vehicle movements across the car park access i.e. circa one vehicle every 7 seconds; this level of flow, especially when accompanied by detailed changes to the crossing point would not present an unacceptable wait for pedestrian or cycle users. The exit, which is not currently subject to a give-way line (because there is no opposing traffic from the east on the C506) could be modified so that existing traffic should give way at the cycle track crossing point. This would further add to available crossing times. As the car park access operates as a right in / left out arrangement, the crossing point would be far more easily read by waiting cycle track users and visitor traffic.

32. As for (ii), the Council assumes that pedestrians would predominantly stay on the south side of the C506 until they were beyond the start of the TRO controlled area, but cyclists would cross the road immediately to the west of the gates and east of the coach park access. See further comment in d) below in relation to detailed issues which must be addressed at the appropriate time.

c) Potential negative knock-on impacts for A360 / B3086 road users

33. The options put forward for consideration would have no 'negative knock-on impacts' for users of the A360 or the B3086. The proposed cycle track would be wholly off-carriageway and contiguous to the A360, with no connections to the A360 or the B3086. The only practical impact would be on the less busy C506, at the crossing point on the site access bellmouth. Even at this bellmouth, it is difficult to understand how the impacts might be considered to be negative, other than to users of the path, who might have to wait a short while for a chance to cross. This would be common to many such side accesses subject to similar level of traffic. Indeed, many urban side roads' bellmouths would carry a far greater number of pedestrian and cycle users crossing against the traffic flow.

d) Potential safety risks

34. The safety risks to users of the proposed cycle track are considered to be principally associated with the site access bellmouth crossing. The nature of the risk is as described above. The document submitted for Deadline 7 by HE [REP7-023] '8.46 – Response to English Heritage objection to PRoW to Visitor Centre', sets out at Appendix 3 some possible measures which could be considered in relation to enhancing safety levels at this conflict point. The Council considers that a possible combination of two or more of the options presented might provide an optimum solution, but to be coupled with modifications where cyclists would cross the C506 near the coach park access. Lesser risk areas include the point where the Kent carriage gap crosses the coach park to Visitor Centre pedestrian route. Here cycle speeds would likely be extremely low, considering the location of the likely crossing point between the coach park access and the gates.
35. The Momentum report, paragraph 7.14, also draws attention to concerns about the route along the A360, with potential exposure to conflict between restricted byway use and southbound lane traffic on the A360. The proposed Option B includes a 1m verge between carriageway and cycle track; this is considered by the Council to be a perfectly safe approach to design. With the proposed route now not to include equestrian users, these concerns are in any event significantly alleviated.

e) Negative impact on recent investment

36. It is unclear why the consultation options would have any negative impact on recent investment in the Visitor Centre, as it would have no direct bearing on the operational aspects of the site.

f) Potential security risks

37. The proposed cycle track routes would allow for safe movement of pedestrians and cyclists along the east side of the A360 to gain access to the C506, and vice versa. Cyclists and pedestrian users of the C506 have no restriction on the use of the road. The only potential security risk might be put down to chance, i.e. the more people in the vicinity, the more chance of a security breach. In view of the Visitor Centre numbers having reached around 1.5 million per annum, compared with an estimated circa 900,000 at the time the Centre was established, it suggests that EHT are quite happy to accept the increased security risks associated with chance by numbers.

38. Notwithstanding the above objections referred to Option A (the Core Option), which did not provide for any off-carriageway routing on the C506, the Council believes that if EHT truly 'commits to working with Highways England to ensure safe access to the Stonehenge visitor centre for walkers and cyclists', it might have suggested, and should now concur with the proposals for the inclusion of an east-west cycle track on the C506, in support of that commitment. Furthermore, it is anticipated that a number of users of the new cycle track alongside the A360 are likely to be visitors to the Visitor Centre itself and not just passing through the area. Therefore, the Council considers that facilitating such access is something that EHT might be expected to support.

## General

39. The Council envisages that the route north of the restricted byway, to which this proposed route would connect, will effectively be taken into the A360 as part of the widened general highway, (and shown as such on the highway records), with appropriate blacktop surfacing to encourage users to stay on the paved area, rather than the A360 carriageway (in consideration of potential maintenance issues associated with other possible surface treatments, and consequential potential for walkers to walk on a paved surface, especially during wet weather conditions).
40. In relation to the Key Plan, the Council objects to the use of the term 'cycleway' in the Key Plan attached to the drawing, as proposed. There is no definition in law to the work 'cycleway'. The Council suggests (and has previously pressed the point with HE, who have not accepted the validity of the matter) that the words 'cycle track' should replace all references to 'cycleway' or 'cyclepath'. These latter two words are undefined in law, unlike 'cycle track' which has a clear definition at Highways Act (HA) 1980 s329: *"cycle track" means a way constituting or comprised in a highway, being a way over which the public have the following, but other, rights of way, that is to say, a right of way on pedal cycles (other than pedal cycles which are motor vehicles within the meaning of the Road Traffic Act 1988) with or without a right of way on foot*.
41. The consultation document itself is inconsistent in approach in that at paragraph 9.2.1, it refers to cyclepath, but at paragraph 9.5.4 instead to cycleway.
42. The above HA 1980 definition covers all such 'cyclepaths' and 'cycleways' incorrectly referred to by HE, both here and elsewhere in the DCO submission. By way of example, Schedule 1, Ancillary Works, (a)(i) refers twice to 'cycleways', and in (b)(iii) reference to 'cycleways' follows a correct reference to 'cycle tracks'. This suggests that HE think there is a difference between the two, but they have also indicated that the matter is not significant [REP6-034 re. 2.1.30 and REP6-035 No 53], and have not volunteered to justify what the difference is. From the Council's point of view, as the authority in which such facilities will be vested, the matter is considered to be material, particularly in anticipation of potential claims arising from collisions involving users, when the legal status of the cycle track could be challenged, particularly if the obfuscation in the drafting of the DCO is not corrected.
43. There will be consequential alterations to some of the drawings to be approved by the Secretary of State (SoS), including Sheet 14 of the Rights of Way and Access Plans, DCO Schedule 3 Part 1 Reference UA, changing reference to a new restricted byway to a cycle track, changing metrics etc.

44. The Council has considered the consequential changes required to the draft DCO (dDCO) submitted [AS-067] by HE, which are set out in Appendix C of that document.
45. The Council does not understand why the reference at dDCO Schedule 3 Part 1, Reference UA, has been deleted, and not replaced by alternative wording to indicate the proposal to construct a cycle track, partly on the verge of the A360 and partly on land to be acquired. The proposed cycle track link may not be able to sit within the confines of the highway verge along the A360, whose width is generally considered to be between 2.3 and 3m by the Council. The explanatory text in the proposed changes consultation document explains that the route will be provided with a 1m verge between cycle track and A360, the cycle track will be 2.5m wide, and there will be provision of a 0.5m margin between cycle track and field, or other, boundary fences; the total width of land required is therefore 4m (except past the dew pond, where a lesser width would be necessary for either Option A or B).
46. HE are requested to explain the rationale for not replacing Reference UA in the dDCO, to reflect the change PRoW status.

## **Land**

47. HE have indicated in writing that there might be difficulties delivering the cycle track along the A360 / C506 without the consent of relevant landowners, highway authority and statutory undertakers having an interest in the land.
48. Whilst the Council is supportive of the Option B proposal; further information is required on the exact nature of what Wiltshire Council would be “consenting” to prior to being able to confirm its position either way. As Highway Authority, the Council have duties to maintain the highway and assert and protect the rights of the public to use the highway (s.41 and 130 of the Highways Act 1980). The general proposition under Option B does not seem to have any adverse effect, the Council will need to analyse the detail, when available, to satisfy themselves fully as to the impact of the proposal on existing highway rights and advise the panel of any adverse effects, if any, so that the Secretary of State can make an informed decision. Discussions between HE and Wiltshire Council will continue and it is anticipated that the Council will be able to confirm its position prior to the close of the Examination.
49. Furthermore, as the Council firmly supports the provision of a link between Longbarrow and the C506, alongside the A360, it can confirm that Wiltshire Council would be willing to address the issue of the provision of the east-west route on the southern verge of the C506 through provisions of the Side Agreement, currently in draft, to be completed between HE and Wiltshire Council in relation to Scheme-associated matters. As the east-west route is wholly within existing highway, it is therefore completely within the gift of the Council to provide a cycle track, with a right of way on foot [Highways Act 1980 65(i)]. This could avoid procedural issues associated with DCO related highway on unregistered land in the context of the DCO, and ensure that, if neither Option A nor B proposals in the consultation have a successful outcome, and the Scheme defaulted to the DCO submission proposals, a similar outcome would be achieved, providing a route the Council believe would be acceptably safe for the intended use.

## **IX. NMC-07: Additional Private Means of Access**

50. HE's consultation materials states that, "New private means of access are proposed into Earl's Down Field from the proposed link between Allington Track and Equinox Drive, and from the proposed link between Equinox Drive and Amesbury Road."
51. There is no objection to a private means of access to the Earl's Down Field from the south side of the proposed Allington Track Diversion (New PMA 41), although there could be some repercussions in relation to the drafting of the tripartite agreement (Wiltshire Council / HE / Beacon Hill Land Limited (BHLL)) relating to the avoidance of a need for compulsory purchase.
52. The new PMA 42 to the south of Equinox Drive, into the same field, appears to be at odds with the agreed heads of terms of a tripartite agreement (Wiltshire Council / HE / Classmaxi Ltd.), currently in travelling draft form, where it has been agreed between the parties, in relation to the width of the byway linking Equinox Drive to byway AMES 1, that a maximum width of 4 to 4.5m will be specified. The access into the field, if the new byway link were to be restricted to 4 to 4.5m, would cross Classmaxi Ltd. (CML) land, which has not, at this time, been agreed by CML.
53. It is the Council's understanding that CML, through their agent, will raise their own concerns in relation to the matters.
54. Notwithstanding any CML concerns, the Council is content with the proposed arrangement in principle.

## **X. NMC-08: Revised Private Means of Access Off the New Restricted Byway South of Green Bridge No.4**

55. This proposed change is described in HE's consultation material as, "A revised private means of access is proposed to be extended from the south side of the new restricted byway south of Green Bridge No. 4."
56. The Council has no comments on this very minor proposed change.

## **XI. Conclusions and Final Comments**

57. Wiltshire Council has considered the eight Proposed Changes to the DCO and has outlined its position in respect of these proposed changes and its role as LHA above. There are a number of items of detail which will require resolution to the satisfaction of the LHA if these are to be taken forward.
58. The Council has also considered the proposals in relation to its role as Local Planning Authority. Whilst at present, the Council considers that the environmental impacts of the proposed changes have been properly investigated and classified, should any further changes to these proposals be made, the Council will need to re-assess.

59. Furthermore, the Council requires that where archaeological mitigation and monitoring is required that this is captured within the Detailed Archaeological Mitigation Strategy (DAMS) and conducted in accordance with the principles and processes contained therein, once agreed by the key stakeholders.
60. The Council asks that HE takes these comments into full consideration.

## Appendix G10 - Lincoln College

**From:** Alistair Falconerhall [REDACTED]

**Sent:** 23 August 2019 15:25

**To:** A303Stonehenge [REDACTED]

**Subject:** Non-Material Changes Consultation - NMC-07

Dear Sir/Madam,

I write in response to the above consultation on behalf of Lincoln College. The College owns land at the easternmost end of the A303 road improvement scheme which is affected by the scheme.

I understand an objection was raised to the proposed new accesses included in NMC-07 at yesterday's Issue Specific Hearing.

NMC-07 proposes new accesses from Equinox Drive to a block of land owned by the College known as Earl's Farm Down. The new access is necessary due to Highways England (HE)'s proposal to re-align Byway AMES 1. AMES 1 currently provides the tenant farmer's key access to that part of the land and is the only suitable access point for larger equipment such as combine harvesters and articulated lorries. The proposal to re-align AMES 1 will remove this access.

The proposals in NMC-07 have been discussed with HE at length over several months by the tenant farmer, his agent and me. We have discussed the vital importance of the access and the proposals in NMC-07 have been agreed as a workable solution. The College is fully supportive of the proposed new access and wishes to support the tenant farmer in minimising the negative effects of the A303 scheme as much as possible. I consider providing a new access to be essential.

I intend to write with further details of the importance of this access to the tenant farmer's operations. I await this information from the tenant farmer and his agent. As harvest is now well underway, I do not expect to be able to obtain this information before the consultation closes on Monday evening and I would be grateful if I may make this further representation after the consultation has closed.

Please could you let me have written confirmation of receipt.

Kind regards,  
Alistair

Alistair Falconer Hall MRICS FAAV  
Laws & Fiennes  
Land Agents & Chartered Surveyors  
Warren Lodge  
Broughton  
Banbury  
Oxfordshire OX15 5EF

Telephone: [REDACTED]

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## Appendix G11 - Mrs PM Sandell

**From:** Howard Smith [REDACTED]  
**Sent:** 23 August 2019 16:54  
**To:** A303Stonehenge [REDACTED]  
**Subject:** A303 AMESBURY TO BERWICK DOWN PROPOSED CHANGES CONSULTATION BOOKLET RESPONSE ON BEHALF OF MRS .P.M.SANDELL

Dear Sirs

As the owner of Park Farm West Amesbury my client accepts that if Stonehenge Road is to be closed immediately to the north of the only access to West Amesbury Farm, that a turning head will be required to allow traffic to approach the cul-d-sac, turn round and exit Stonehenge Road however, as the owner of Park Farm which is the main operating base for the business of West Amesbury Farms as previously explained in consultation responses, she considers it essential for the effective management and enjoyment of her property that double yellow lines be used in Stonehenge Road from the junction of the Woodford Valley Road up to and including the cul-d-sac area being made to ensure that possible misuse and anti-social behaviour of Stonehenge Road is limited.

Representations about the likelihood of this occurring have previously been made but appear to have been ignored as there is no mention of wanting to control the likely misuse and anti-social behaviour in Stonehenge Road which is surprising given the comments applying in the Proposed Changes to Consultation Booklet for NMC-01. The same scenario applies but just in a different location.

My client would therefore welcome an early opportunity of discussing the requirements for traffic orders to apply in Stonehenge Road with either Highways England or representatives of Wiltshire Council who will not have to live with the consequences of the decision not to close Stonehenge Road at the junction with the Woodford Valley and who do not suffer the consequences of either the summer or the winter solstice and the parking chaos that follows on Stonehenge Road.

Yours faithfully,

**Howard Smith**

**Howard Smith**  
**Chartered Valuation Surveyor**

**Howard Smith M.R.I.C.S**  
Chartered Valuation Surveyor  
South Bank,  
High Street, Fovant,  
Wilts, SP3 5JL

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**HOWARD**  
**SMITH** M.R.I.C.S.  
CHARTERED VALUATION SURVEYOR

## Appendix G12 - Mr PJ Sawkill

**From:** Howard Smith [REDACTED]  
**Sent:** 23 August 2019 16:59  
**To:** A303Stonehenge <[REDACTED]>  
**Subject:** PROPOSED CONSULTATION A303 AMESBURY TO BERWICK DOWN REESPONSE ON BEHALF OF MR.P.J.SAWKILL WEST AMESBURY FARMS WEST AMESBURY

Dear Sirs

In connection with A303 Amesbury to Berwick Down Proposed Changes Consultation Booklet this consultation response is specific to non-material change (NMC-04). As tenant of West Amesbury Farm my client, accepts that if Stonehenge Road is to be closed immediately to the north of the only access to a public highway to West Amesbury Farm that will exist post scheme, that a turning head will be required and supports this on condition that the area to be used for the turning head and Stonehenge Road to its junction with the Woodford Valley Road be subject to double yellow lines on both sides of the road which will enable the farm traffic movements as previously identified in previous Public Consultation documents to have uninterrupted access, not only to West Amesbury Farm but also to Park Farm, West Amesbury where my client resides in Number 1 Park Farm Cottages.

Failure to impose any parking restrictions from the junction of the Woodford Valley Road will lead to Stonehenge Road becoming a parking lot making access to West Amesbury Farm being severely compromised as cars are very likely to park either side of Stonehenge Road narrowing the width available for modern farm machinery to move through without there being a conflict. Without any traffic orders being applied, Stonehenge Road will then become available for misuse in connection with potential and antisocial behaviour.

The same logic should apply to NMC-04 as exists for NMC-01 and my client's previous Representations about the likely anti-social behaviour and misuse appear to have been ignored in this case. My client has also pointed out that his existing access to his field should not be affected post completion of the works, which has been accepted by Tim Harper of WSP but which is not shown on any plan accompanying the proposed changes consultation booklet as it only shows the turning head to the north east of the road on the verge but not on the south western side of Stonehenge Road so as shown it appears to be a lopsided turning head.

To conclude my client is supportive of the proposed non-material change but only if there are sufficient traffic orders in place to allow uninterrupted access to West Amesbury Farm and Park Farm otherwise, this area will no doubt become a potential source of conflict with my client's ability to run his business likely to be frustrated by parked vehicles in Stonehenge Road.

Yours faithfully,

**HOWARD SMITH**

**Howard Smith**  
**Chartered Valuation Surveyor**

**Howard Smith M.R.I.C.S**  
Chartered Valuation Surveyor

**HOWARD**  
**SMITH** M.R.I.C.S.  
CHARTERED VALUATION SURVEYOR

South Bank,  
High Street, Fovant,  
Wilts, SP3 5JL

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



Historic England

## Appendix G13 - Historic England

A303 Amesbury to Berwick Down  
Highways England,  
Temple Quay House,  
2 The Square,  
Temple Quay,  
Bristol  
BS1 6HA

23 August 2019

Dear Sir or Madam,

### **A303 Amesbury to Berwick Down Highways England Consultation on Non-Material Amendments**

Thank you for consulting Historic England in relation to Highways England's consultation on a series of eight changes to the proposals for the A303 Amesbury to Berwick Down Scheme. We understand that Highways England consider these changes to be non-material to the Scheme as originally submitted.

The Historic Buildings and Monuments Commission for England is generally known as Historic England. However, due to the potential for confusion in relation to "HE" (Highways England and Historic England), we have used "HBMCE" in our formal submissions to the examination on the A303 Amesbury to Berwick Down and we will do the same here for the same reason.

HBMCE has reviewed the submitted information in the Proposed Changes Consultation Booklet (06 August 2019). We have also taken into account the additional clarification and information provided by Highways England and other Interested Parties during the Issue Specific Hearing on Traffic and Transport as part of the A303 DCO Examination on 22 August 2019.



Historic England, 29 Queen Square, Bristol BS1 4ND  
Telephone 0117 975 1308 [HistoricEngland.org.uk](http://HistoricEngland.org.uk)  
Please note that Historic England operates an access to information policy.  
Correspondence or information which you send us may therefore become publicly available.





**1. NMC-01: Existing A303 layby west of Winterbourne Stoke to be de-trunked**

- 1.1. HBMCE has no objection on heritage grounds to the proposed amendment and does not wish to offer detailed comments at this stage beyond the observation at 1.2 below. However, we reserve the right to comment further at Deadline 8a in the light of the submissions included in Highways England's consultation report at Deadline 8 of the Examination.
  
- 1.2. We have noted the proposed additional landscaping works this amendment would require, and have assumed that in the event this change is accepted, the OLEMP (and if necessary the OEMP) will be updated accordingly. It would be helpful if Highways England could provide confirmation that this assumption is correct.

**2. NMC-02: Countess roundabout to be de-trunked**

- 2.1. HBMCE has no objection on heritage grounds to the proposed amendment and does not wish to offer any further comments at this stage. However, we reserve the right to comment further at Deadline 8a in the light of the submissions included in Highways England's consultation report at Deadline 8 of the Examination.

**3. NMC-03: Declassification of existing A303 between Winterbourne Stoke and Berwick Down**

- 3.1. HBMCE has no objection on heritage grounds to the proposed amendment and does not wish to offer any further comments at this stage; However, we reserve the right to comment further at Deadline 8a in the light of the submissions included in Highways England's consultation report at Deadline 8 of the Examination.

**4. NMC-04: Provision of turning head on old Stonehenge Road**

- 4.1. HBMCE has concerns regarding the proposed amendment due to areas of detail that are not clarified in the consultation documentation. We have set





out these concerns below and would hope that Highways England will be able to address them through provision of clarifying information.

- 4.2. Fencing: It is not clear, nor was it clear from Highways England's response at Issue Specific Hearing 9 on Traffic and Transport (22 August), how the fencing proposals will operate in the amended proposal. It is not clear whether the widened fenceline illustrated in the 'after' image is proposed along the length of the Private Means of Access (PMA)/restricted byway to the north, or whether it will constrict down to the width shown on the 'before' image once beyond the area for which the widening is required in order to facilitate the inclusion of a turning head. If the proposal is for the fenceline to remain at the greater width across the whole of the PMA/restricted byway, we would request that Highways England submit clear justification for this element of the proposal.
- 4.3. In general, we would request a clearer illustration of the proposals in this location in so far as the design can be demonstrated at this stage.
- 4.4. The turning head is described as a southwards extension by 10m. We would note that this might more helpfully refer to a northwards extension off Stonehenge Road since we understand that it is vehicles travelling in this direction that will not have access to the PMA/restricted byway and that create the necessity for the turning head.
- 4.5. We note the assessment of a requirement for archaeological monitoring and recording in the DAMS (7.5.2). It would be helpful if Highways England could explain whether this will involve an extension to an existing Site in Table 11.3/Appendix D or inclusion of a new, separate site.
- 4.6. We have assumed that in the event the amendment is accepted any surfacing, signage, gating and fencing necessary will be covered by the commitments in D-CH26, D-CH27, & D-CH14 in the OEMP but it would be





helpful if Highways England could confirm whether this assumption is correct.

- 4.7. HBCME reserves the right to comment further at Deadline 8a in the light of the submissions included in Highways England's consultation report at Deadline 8 of the Examination.

**5. NMC-05: Revised proposal for access to land next to the existing A360 north of Longbarrow**

- 5.1. HBMCE has no objection on heritage grounds to the proposed amendment, and considers that it represents an improvement on the previously submitted proposal in relation to the historic environment.
- 5.2. The proposed access is located within the settings of designated and non-designated heritage assets. The scheduled monument Five bowl barrows and two saucer barrows forming a round barrow cemetery on Winterbourne Stoke Down (SM 10483; NHLE 1011047) is located on the eastern side of the A360, and a non-designated barrow is located on the western side of A360 in proximity to the previously located link to access route.
- 5.3. We note that the revised proposal moves the proposed access further to the north by c.45m, and away from the heritage assets highlighted at 5.2 above. The original proposal involved the existing field access being stopped up and replaced by new offset link to PMA 33. Under NMC-05 a new field access is constructed on a more direct alignment (similar to the stopped up access) and leading more directly to PMA 33.
- 5.4. Consequently HBMCE consider this amendment positive in relation to the potential to minimise the impact of the access on the significance of heritage assets.
- 5.5. We have noted the proposed additional works this amendment would require, and have assumed that in the event this change is accepted, the





DAMS will be updated accordingly. It would be helpful if Highways England could provide confirmation that this assumption is correct, and explain whether this will involve an extension to an existing Site in Table 11.3/Appendix D or inclusion of a new, separate site, and whether the proposal is for preservation of archaeological remains or archaeological excavation.

56. HBMCE reserves the right to comment further at Deadline 8a in the light of the submissions included in Highways England's consultation report at Deadline 8 of the Examination.

**6. NMC-06: Amendment to Public Right of Way (PRoW) to Stonehenge visitor centre (only to be pursued if agreement can be reached with landowner without recourse to Compulsory Acquisition)**

- 6.1. HBMCE has concerns regarding the proposed amendment due to areas of detail that are not clarified in the consultation documentation. We have set out these concerns below and would hope that Highways England will be able to address them through provision of clarifying information.
- 6.2. As previously indicated for all matters relating to HBMCE land ownership the English Heritage Trust (EHT) will be providing the principal response. Consequently, we would refer Highways England to the EHT response on the proposed NMC-06 amendment in relation to land ownership / operational issues.
- 6.3. Notwithstanding and without prejudice to any comments by EHT, we would also offer the following observations regarding the relative heritage impacts in isolation of the two options on the basis of the information submitted.
- 6.4. Option A: This would appear to have less heritage impact because it is located on the highway verge and east of the non-designated dew pond.







65. Option B: This would appear to have more of a heritage impact as it introduces a new piece of infrastructure in the SAAS WHS and also potentially severs to a greater degree the non-designated heritage asset of the dew pond from its surrounding landscape by having it fenced off in its entirety (i.e. on both sides).
66. We also remain concerned in relation to the process of approval for surfacing of public rights of way and private means of access across the Scheme as set out in D-CH26 of the OEMP. The Reporting Criteria section indicates approval of surfacing within the WHS will lie with the Authority following consultation with HMAG and Wiltshire Council, but tracked changes in the actions/commitments indicate that Highways England will look to agree this with the adopting authority. The process of consultation and approval therefore remains unclear and we continue in discussion with Highways England in relation to their refinement of drafting to explain these processes under the OEMP and other associated documentation as clearly as possible.
67. HBMCE reserves the right to comment further at Deadline 8a in the light of the submissions included in Highways England's consultation report at Deadline 8 of the Examination.

**7. NMC-07: Additional private means of access to Earl's Down Field**

- 7.1. HBMCE has concerns regarding the proposed amendment due to areas of detail that are not clarified in the consultation documentation. We have set out these concerns below and would hope that Highways England will be able to address them through provision of clarifying information.
- 7.2. A cultural heritage assessment for each of the new PMAs, 41 and 42, is not provided in the consultation report. PMA41 is covered by 10.5.2 but PMA42 is not.





- 7.3. We note that the proposal at PMA41 is for preservation of archaeological remains in the location of the new access, taking account of the non-designated Bronze Age round barrow to the east. We would also note the presence of the scheduled monument of the Bell barrow 650m east of the Pennings, Earl's Farm Down (SM 12202 NHLE 1009560) to the south west.
- 7.4. At PMA42 there is potential for groundworks to affect archaeological remains associated with the line of AMES1 which may follow that of a Roman road. This is also likely to follow the line of a probable Prehistoric trackway which survives in places along its length, and it is clear that remains of this trackway will contribute positively to the significance the scheduled prehistoric monuments and other non-designated prehistoric remains derive from their settings. Consequently an appropriate archaeological response should also be included in the DAMS in relation to this proposed amendment.
- 7.5. Highways England helpfully provided confirmation in Issue Specific Hearing 9 on Traffic and Transport (22 August) that the stopped up section of AMES1 is to be grubbed up and a wildflower meadow established. HBMCE will be looking to provide comments to Highways England as part of the refinement of the OEMP, OLEMP and DAMS to ensure that these works appropriately protect important archaeological remains and that the route of the trackway remains able to be appreciated despite the stopping up of this section of AMES1.
- 7.6. Notwithstanding this we remain of the opinion that the opportunity to assist in improving the condition of scheduled monuments that are currently vulnerable due to their proximity to these routes is positive.
- 7.7. HBMCE reserves the right to comment further at Deadline 8a in the light of the submissions included in Highways England's consultation report at Deadline 8 of the Examination.



**8. NMC-08: Revised means of access off the new restricted byway south of Green Bridge No. 2**

81. HBMCE has no objection on heritage grounds to the proposed amendment and does not wish to offer detailed comments at this stage beyond the observations at 8.2 - 8.4 below.
82. We note that Section 11.5 (Conclusions of the environmental appraisal) of the consultation report does not include a section on archaeological remains as is included elsewhere in the consultation document where a non-material change to cultural heritage has been assessed by the Applicant, as assessed here in Table 11-1.
83. We have noted that this amendment would require additional works although the scope of those is not clear, and have assumed that in the event this change is accepted, the DAMS will be updated accordingly. It would be helpful if Highways England could provide confirmation that this assumption is correct, and explain whether this will involve an extension to an existing Site in Table 11.3/Appendix D or inclusion of a new, separate site, and whether the proposal is for preservation of archaeological remains or archaeological excavation.
84. HBMCE reserves the right to comment further at Deadline 8a in the light of the submissions included in Highways England's consultation report at Deadline 8 of the Examination.

In general, in relation to all of the above amendments and in line with our comments on the Examination documentation and key documents to be certified, there is a need for consistency. This relates to consistency both within each of the documents and between the documents, so that they work effectively as a suite and manage the potential for any conflict arising from different approaches to mitigation based on the various environmental factors arising from the scheme. This is an on-going issue which Highways England will be aware we have raised in relation to the OEMP and DAMS in particular.





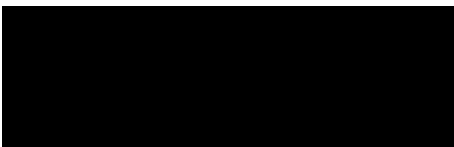
We would also note that discussions with landowners in relation to design detailing (e.g. in relation to fencing) as mentioned in Issue Specific Hearing 9 on Traffic and Transport (22 August) should not be divorced from the implications of design detailing for the historic environment. The OEMP and other documentation must seek to capture and integrate all such discussion to ensure that a consistently appropriate solution is identified across the Scheme in this regard.

We are aware that you have also formally requested HBMCE's consent for inclusion in the DCO application of additional land within HBMCE's ownership required to facilitate both Option A and Option B for NMC-06.

HBMCE has indicated previously in our submissions to the Examining Authority that these matters will be dealt with principally by the English Heritage Trust (EHT). Consequently, once HBMCE is satisfied that EHT has a clear understanding of the proposals and has provided their response, we will look to update our representations on Options A and B accordingly and consider the formal request for our consent.

Thank you for consulting HBMCE in relation to these proposed amendments to the A303 Amesbury to Berwick Down Scheme. Should you have any questions relating to the above consultation response please contact me and we will be pleased to discuss them.

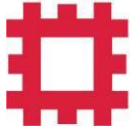
Yours faithfully,



Dr Helen Woodhouse  
Team Leader – Development Advice  
Regions Group  
South West Office



# Appendix G14 - English Heritage



ENGLISH  
HERITAGE

## Highways England A303 STONEHENGE PROPOSED NON-MATERIAL CHANGES CONSULTATION

26<sup>th</sup> August 2019

By email: [REDACTED]

Dear Sir/Madam

### **Re: English Heritage response to public consultation on Highways England proposed non-material changes to the A303 Amesbury to Berwick Down Scheme.**

English Heritage (EH) has reviewed the eight non-material changes Highways England (HE) are proposing to the A303 Amesbury to Berwick Down Scheme and wishes to comment on the following two proposed changes:

1. Proposed Change NMC-04: Turning head on the old Stonehenge Road
2. Proposed Change NMC-06: Public right of way to Stonehenge Visitor Centre

#### **Proposed Change NMC-04: Turning head on the old Stonehenge Road**

EH does not have issue with the proposed changes but would like to understand what mitigation measures will be put in place to ensure private access to the Stonehenge Cottages will be safeguarded in the event this area is used for parking. EH acts as owners and landlord of one of the Stonehenge Cottages and asks that HE engages with us to address how detailed design will resolve any future issues and that this is covered in the requirements under the DCO.

#### **Proposed Change NMC-06: Public right of way to Stonehenge Visitor Centre**

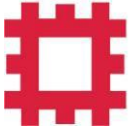


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EH welcomes the constructive discussions it has had with HE to resolve our concerns with the proposed A360 public right of way (PROW) through the Visitor Centre Site and the resulting proposed refinements to the A360 PROW to reduce the impacts of concern to EH.

EH can confirm that HE's new Options A and B are welcome in preference to the original DCO route, as it is acknowledged that they reduce some of the negative impacts of concern to EH. EH also welcomes a reduction in the width of the PROW from 4 m to 2.5m. That said, EH do not feel that our concerns have been fully mitigated and ask that there is continued joint effort to ensure a solution is delivered that minimises the impact of the PROW on EH and the Visitor Centre.

EH has commissioned Momentum Transport to assess the proposed non-material changes to the A360 PROW at the Visitor Centre. This assessment has been used to inform our following feedback.

### **Option A - west of Dew Pond**

Option A is EH's preferred route of the options submitted by HE because it has the least impact on the Stonehenge Visitor Centre operation and World Heritage Site (WHS).

Whilst it is noted that Option A would provide a reduced width of 1.5m for a short distance where it passes to the west of the dew pond the likely usage of the PROW, based on Highways England assessment included in Appendix 4 of document *TR010025, Deadline 7, 8.46–Highways England Response to English Heritage*, it is not considered to present any considerable disbenefits.

The reduced area of EH land take associated with Option A is welcomed in comparison to that required under Option B. However, it should still be noted that Option A still results in a risk of conflict between vehicles and non-motorised users at the Visitor Centre car park access, C506 and potentially the coach park access area and the land take also results in considerable impact on the overflow parking operation for the Visitor Centre.

### **Option B – east of Dew Pond**

EH does not support this option because of the negative impact it has on the dew pond which in effect becomes severed from the Visitor Centre Site. This would make it difficult to maintain and has a significant impact on the Visitor Centre complex in this area. It also has similar impacts to Option A regarding the risk of conflict between vehicles and non-motorised users and the overflow parking operation for the Visitor Centre.

The PROW would need to be fenced on both sides for security and to prevent slips, trips and falls on the slop into the dew pond. This means the fencing is far more intrusive than Option A and we are concerned of the cumulative impact of this additional infrastructure within the WHS.

During the Stonehenge Environmental Improvement Project when the Visitor Centre was created, great lengths were taken to ensure new infrastructure was minimised and (particularly the car park access road) worked with the contours of the landscape particularly the dew pond. The proposed route of Option B detracts from the design ethos of the site.

EH feels the PROW route is too close to Visitor Centre car park access road not least as the camber of the road already necessitates careful driving so the likelihood of conflict between PROW users and car park users remains to some extent.

### **Detailed design of A360 PROW**

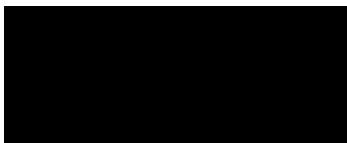
EH asks that it is fully consulted during the PROW detailed design stage to ensure the most appropriate solutions for surfacing, fencing, signposting and pedestrian crossing design and infrastructure. We have reviewed the pedestrian crossing options and C506 path options in document *TR010025, Deadline 7, 8.46–Response to English Heritage objection to PROW to Visitor Centre* and feel that more discussion is needed before final options and detailed design is agreed. EH requests that this is secured as a requirement under the DCO.

### **Additional Land:**



English Heritage is still considering if it can give consent to Highways England to acquire 'additional land' outside the Order limits by agreement for the purposes of achieving Option A. Our consent is subject to on-going discussions with HE.

Yours faithfully,



Kate Logan  
Stonehenge Director

Stonehenge Visitors Centre, Amesbury, Wiltshire SP4 7DE

 01980 636600  [english-heritage.org.uk](http://english-heritage.org.uk)



## **Appendix G15 - Mr CA Rowland**

**Re: Proposed Changes Consultation A303 Amesbury to Berwick Down – Response on behalf of Mr C A Rowland – NNM-07 Additional Private Means of Access**

Dear Sirs

My client Mr C A Rowland is in support of NMC-07 as it provides a new means of access to land that he is tenant of however, and as has been pointed out to Highways England via WSP, there is a requirement not shown on sheet 11 of 15 Inset 5 for my client to be provided with an access which is already in existence to the existing Allington Track. That access needs to be maintained and/or be provided and my client is unsure as to whether the plan that has been provided to him is available to the Examining Authority at this stage that shows this access.

The finer detail of this access has not been confirmed as yet although it is clearly shown on the plans available that there will be an access maintained and my client is therefore wanting to ensure that this access appears in any final documentation but again, this is a non-material change to the Application.

Yours faithfully,

**Howard Smith**  
**Chartered Valuation Surveyor**

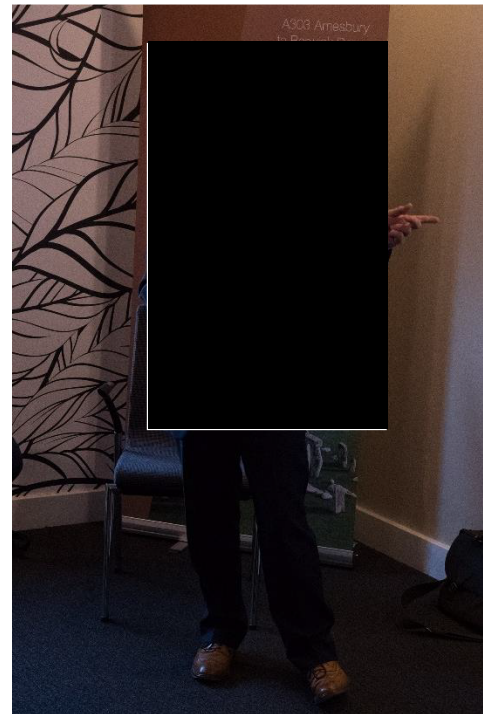
## **Appendix H1 - Local Community Forum, promotion of the Proposed Changes**

# Appendix H1

## Highways England – Local Community Forum promotion of the Proposed Changes

The **Community Forum was held on Wednesday 24 August**. Members were updated on the progress of the scheme, including the upcoming consultation on the proposed eight non-material changes. Forum members represent communities from the local area and include Shrewton, Winterbourne Stoke, Berwick St James, Chitterne, Durrington and many more areas.

Local Community Forum presentations, Chris Jones of Highways England presented the proposed changes to the attendees.



## **Appendix H2 - Email to the Local Community Forum promoting the Proposed Changes**

## Appendix H2

### Highways England – Local Community Forum, email promoting the proposed changes

**From:** "Von Hippel, Yogi" <[REDACTED]>

**Subject:** Community Forum Presentation 24 July

**Date:** 29 July 2019 at 15:44:30 BST

**To:** Christopher Jones <[REDACTED]>, "Daniels, Marcia"

<[REDACTED]>, "Gordon-Smith, Esther" <[REDACTED]>  
<[REDACTED]>

Hi all,

Thanks to everyone who came along to our meeting last week, please find attached a copy of the presentation slides. The meeting notes will follow later this week.

As promised during the meeting please find a link to our latest

newsletter: <https://content.govdelivery.com/accounts/UKHIGHWAY/bulletins/251aee8>

If you'd like to sign up to receive the next one, just use the

link: <https://public.govdelivery.com/accounts/UKHIGHWAY/subscriber/new?preferences=true#tab1>

Just to keep you informed, we're proposing to make some minor changes to the scheme in response to feedback we've received during the examination process. Because of these suggested changes we're carrying out public consultation, which will give anyone with a view on the changes an opportunity to comment. You can read a brief summary of this in our [latest news section](#) or alternatively read the full [consultation booklet](#) on our website.

We're looking at dates for the next Community Forum meeting (mid-September) and will be in touch again once we have a date confirmed.

Thanks,

**Yogi von Hippel, Communications and Engagement Manager A303 Amesbury to Berwick Down (Stonehenge)**

Wiltshire Council	Potterne
Cycling Opportunities Group for Salisbury (COGS)	Parish Council Highways Liaison for East Knoyle Parish Council
Salisbury City Council	Chitterne Parish Council
Clerk to Orcheston Parish Council	Ludgerhsall Town Council
County access officer for Wiltshire on behalf of the British Horse Society	Durrington Parish Council
Allington Parish Council	Wylve Parish Council
Shrewton Parish Council	Chairman, Winterbourne Stoke Parish Council
South Newton & Stoford Parish Council	Wiltshire Council

Rotary Club Custodian of The Nile Clumps located on Park and Countess Farms / Resident of Amesbury	Fovant Parish Council
Custodian of Nile Clumps	Rollestone Crossroads
Councillor, Bulford Parish Council	Shrewton Community Speed Watch
Chair	Amesbury Town Council
Orcheston Parish Council	Chairman Compton Chamberlaye
South West Wiltshire Community Areas Transport Group	Countess Road Residents' Group
Chair: Wilsford Cum Lake Parish Council Meeting	Dinton Parish Council
Vice Chair of the Sedgehill and Semley Parish council (SSPC)	Shrewton Traffic Action Group
Chitterne Parish Council	Shrewton's Traffic Working Group
Fonthill Gifford Parish Council	Councillor for Till and Wylde Valley
Councillor, Amesbury Town Council / Chairman, Stonehenge World Heritage Site Committee	Trail Riders' Association
Berwick St James	Berwick St James Community Interest Group

## **Appendix I - Letters - Request for consent to inclusion of additional land in the development consent order (NMC-06)**

Kate Logan  
English Heritage  
Stonehenge Visitor Centre  
Amesbury  
Salisbury  
SP4 7DE

13 Aug 2019

Highways England  
Temple Quay House  
Temple Quay  
Bristol  
BS1 6PN

Dear Mrs Logan,

**Re: A303 Amesbury – Berwick Down: Proposed Non-Material Changes to the Application – NMC-06: public right of way to Stonehenge Visitor Centre**

**REQUEST FOR CONSENT TO INCLUSION OF ADDITIONAL LAND IN THE DEVELOPMENT CONSENT ORDER (NMC-06)**

I write in connection with Highways England's application for development consent for the A303 Amesbury to Berwick Down scheme ('the Scheme') which was accepted for examination by a panel of Inspectors ('the Examining Authority') appointed by the Planning Inspectorate, on behalf of the Secretary of State for Housing Communities and Local Government on 16 November 2018. The examination of the application is currently underway.

**Proposed Changes Application and Consultation**

As you will be aware, on 26 July 2019 (Deadline 6 of the examination) Highways England launched a non-statutory consultation in respect of eight proposed minor, non-material changes to the Scheme. The Proposed Changes Consultation Booklet is available online ([www.highwaysengland.co.uk/a303-stonehenge/home](http://www.highwaysengland.co.uk/a303-stonehenge/home)); English Heritage was notified of the consultation and invited to participate in it. The consultation is ongoing: the closing date for responses is 26 August 2019 (at 11:59pm).

On 5 August 2019, Highways England submitted to the Examining Authority a request to make these eight changes to the Scheme. The Proposed Changes Application – examination document references AS-066 and AS-067 – is available on the Planning Inspectorate's website. On 8 August 2019 the Examining Authority issued a Procedural Decision [PD-016] to vary the



Mrs Logan,



13 August 2019

Page 2

examination timetable, to assist the examination of the changes to the application proposed by Highways England in the Proposed Changes Application.

The need for the proposed changes has arisen from Highways England's ongoing engagement with persons affected by the Scheme. As English Heritage is aware, one of the proposed changes – identified as NMC-06 (Options A and B) in the Consultation Booklet and in the Proposed Changes Application – is proposed in response to English Heritage's objection to a part of the Scheme which would deliver a new public right of way ('PRoW') for non-motorised users running north/south alongside the A360 between the Longbarrow roundabout and the Stonehenge Visitor Centre. Highways England's objective in proposing change NMC-06 is to deliver a PRoW solution which responds to that objection. A number of alternative PRoW proposals were considered – NMC-06 Options A and B, which have been selected as the preferred options, were previously referred to in discussions between the parties involved as Options 10 and 11.

### **Additional land needed to deliver NMC-06**

I am writing to you now because NMC-06 Options A or B both require a small amount of 'additional land' (as defined by the Infrastructure Planning (Compulsory Acquisition Regulations 2010)). In order to deliver either Options A or B (in NMC-06) Highways England needs the consent of all those with an interest in the 'additional land'.

'Additional land' is land which is located *outside the Order limits* (red line boundary) as shown on the Land Plans [APP-005]. A need for 'additional land' may also arise where land which is already included in the Order limits is *needed in a different way*. In relation to NMC-06, this is the case in relation to plot 14-09, which is within the Order limits shown on the Land Plans, and is shaded blue, denoting it as land which is proposed to be subject to a power enabling Highways England to create and acquire new rights over it (for the purpose of facilitating the diversion of statutory undertakers' apparatus). However, for the purposes of NMC-06 (Options A and B), Plot 14-09 would need to be subject to an '*upgraded*' power of compulsory acquisition, and shaded pink on the Land Plans accordingly.

This would enable Highways England to acquire plot 14-09 for the purpose of delivering part of the extended length of the proposed new PRoW which, instead of terminating on the eastern side of the Airman's Corner roundabout, would continue eastwards through plot 14-09 and then on land outside the Order limits but within the highway boundary on the south side of the C560 (the former A344). This extension of the proposed PRoW, running towards and beyond the entrance to the Stonehenge Visitor Centre, would also require further additional land, outside the Order limits but within the existing highway boundary, to provide a safe PRoW for non-motorised users, preventing conflict with vehicles accessing the Stonehenge Visitor Centre car and coach parks. The proposed PRoW would be a shared-use cycle facility.

Details of the additional land required for NMC-06 are as follows:

### **NMC-06 Option A**

1. **35 square metres of land outside the Order limits lying to the east and north of the dew pond** on the east side of the existing A360, as shown on the enclosed drawing

entitled 'NMC-06 Option A – A360 to Stonehenge Visitor Centre – Additional Land Areas'. This land is currently owned by the Guinness family, whose consent to its acquisition by Highways England is needed to enable NMC-06 Option A to be delivered.

2. **Land within plot 14-09** (706 square metres), which would need to be 'upgraded' and acquired (rather than subject to new rights only) as explained above. The land in plot 14-09 is unregistered land and comprises part of the highway known as the C560 (formerly the A344) which runs east/west along the northern perimeter of the Stonehenge Visitor Centre, and in respect of which Wiltshire Council is the local highway authority. As this highway land is unregistered, the *ad medium filum* presumption applies, such that the owners of land adjoining the highway are presumed to own the subsoil beneath the highway.

In the context of NMC-06, this means that the consent of adjoining landowners Wiltshire Council (on the north side) and of the Guinness family (as freehold owner) and English Heritage Trust (as leasehold owner) (on the south side) is required, in addition to Wiltshire Council's consent as occupier of the land (as highway authority) and the consent of BT Group plc, which is understood to have an interest in the land in relation to apparatus located beneath the highway.

3. **652 square metres of land comprising part of the highway verge on the south side of the C560 (former A344)**, extending eastwards from the eastern boundary of plot 14-09 towards and beyond the entrance to the Stonehenge Visitor Centre, as shown on the enclosed drawing entitled 'NMC-06 Option A – A360 to Stonehenge Visitor Centre – Additional Land Areas'. This area of additional land is unregistered highway and therefore the *ad medium filum* presumption applies (on the basis explained above in relation to plot 14-09) such that the consent of Wiltshire Council, the Guinness family, English Heritage Trust and BT Group plc is required to authorise the acquisition and use of the land, as necessary for NMC-06.

### **NMC-06 Option B**

1. **Land within plot 14-09** (706 square metres) would need to be 'upgraded' and acquired (rather than subject to new rights) as for NMC-06 Option A (see above).
2. **652 square metres of land comprising part of the highway verge on the south side of the C560 (former A344)** would be required, as for NMC-06 Option A (see above).

With the exception of the 'additional land' identified above, the remaining elements of NMC-06 Options A and B are capable of being delivered on land within the existing Order limits.

### **Requirement for consent to the inclusion of additional land in the DCO application**

Highways England is required to obtain the written consent of all relevant affected persons to the inclusion of the additional land in the Order limits for the DCO application. As English Heritage Trust has an interest in the additional land by virtue of the application of the *ad medium*

Mrs Logan,



13 August 2019

Page 4

*filum* presumption as described above (i.e. NMC-06 Option A – items 2 and 3; and NMC-06 Option B – items 1 and 2) Highways England seeks consent from English Heritage for the acquisition and use of the land, as necessary for NMC-06.

If English Heritage Trust is willing to give its consent to the inclusion of the additional land within the Order limits, Highways England should be grateful if English Heritage Trust would provide confirmation of that consent by **completing and signing the enclosed copy of this letter** and returning it to Highways England, Temple Quay House, Temple Quay, Bristol, BS1 6PN, email:

[A303stonehenge@highwaysengland.com](mailto:A303stonehenge@highwaysengland.com). It would be helpful if English Heritage Trust's position could be confirmed to Highways England on or before the close of the Proposed Changes Consultation (26 August 2019), as this would enable Highways England to report to the Examining Authority as required, in its Proposed Changes Consultation Report, which is to be submitted at Deadline 8 (6 September 2019).

If you require any further information about NMC-06, or have any general questions or comments relating to the Scheme, you can contact Highways England on 0300 123 5000 or [A303Stonehenge@highwaysengland.co.uk](mailto:A303Stonehenge@highwaysengland.co.uk).

Yours sincerely

[Redacted signature]

Derek Parody

Encs:

- Drawings showing:
  - NMC-06 Option A – A360 to Stonehenge Visitor Centre – Additional Land Areas
  - NMC-06 Option B – A360 to Stonehenge Visitor Centre – Additional Land Areas

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### **Consent to inclusion in the DCO application of additional land required for NMC-06**

English Heritage Trust understands that its consent to the inclusion in the DCO application of additional land (as identified above) is required to facilitate both Option A and Option B for NMC-06 and **hereby confirms its consent to the acquisition and use of the additional land** for the purposes of NMC-06 (whether Option A or Option B is taken forward).

Please note that English Heritage Trust's preference is for [**NMC-06 Option A**] [**NMC-06 Option B**] (please delete as applicable) to be taken forward as part of the Scheme, subject to the necessary consents being obtained by Highways England.

Signed on behalf of and authorised by English Heritage Trust:

Mrs Logan,

13 August 2019

Page 5



Name: -----

Position: -----

Date: -----

Richard Stephens  
BT  
Project Engineer Openreach  
T: 0207 322 3109

13 Aug 2019

Highways England  
Temple Quay House  
Temple Quay  
Bristol  
BS1 6PN

Dear Mr Stephens,

**Re: A303 Amesbury – Berwick Down: Proposed Non-Material Changes to the Application – NMC-06: public right of way to Stonehenge Visitor Centre**

**REQUEST FOR CONSENT TO INCLUSION OF ADDITIONAL LAND IN THE DEVELOPMENT CONSENT ORDER (NMC-06)**

I write in connection with Highways England's application for development consent for the A303 Amesbury to Berwick Down scheme ('the Scheme') which was accepted for examination by a panel of Inspectors ('the Examining Authority') appointed by the Planning Inspectorate, on behalf of the Secretary of State for Housing Communities and Local Government on 16 November 2018. The examination of the application is currently underway.

**Proposed Changes Application and Consultation**

As you will be aware, on 26 July 2019 (Deadline 6 of the examination) Highways England launched a non-statutory consultation in respect of eight proposed minor, non-material changes to the Scheme. The Proposed Changes Consultation Booklet is available online ([www.highwaysengland.co.uk/a303-stonehenge/home](http://www.highwaysengland.co.uk/a303-stonehenge/home)); BT Group plc was notified of the consultation and invited to participate in it. The consultation is ongoing: the closing date for responses is 26 August 2019 (at 11:59pm).

On 5 August 2019, Highways England submitted to the Examining Authority a request to make these eight changes to the Scheme. The Proposed Changes Application – examination document references AS-066 and AS-067 – is available on the Planning Inspectorate's website. On 8 August 2019 the Examining Authority issued a Procedural Decision [PD-016] to vary the

Mr Stephens,



13 August 2019

Page 2

examination timetable, to assist the examination of the changes to the application proposed by Highways England in the Proposed Changes Application.

The need for the proposed changes has arisen from Highways England's ongoing engagement with persons affected by the Scheme. In particular, one of the proposed changes – identified as NMC-06 (Options A and B) in the Consultation Booklet and in the Proposed Changes Application – is proposed in response to English Heritage's objection to a part of the Scheme which would deliver a new public right of way ('PRoW') for non-motorised users running north/south alongside the A360 between the Longbarrow roundabout and the Stonehenge Visitor Centre. Highways England's objective in proposing change NMC-06 is to deliver a PRoW solution which responds to that objection. A number of alternative PRoW proposals were considered – NMC-06 Options A and B, which have been selected as the preferred options, were previously referred to in discussions between the parties involved as Options 10 and 11.

### **Additional land needed to deliver NMC-06**

I am writing to you now because NMC-06 Options A or B both require a small amount of 'additional land' (as defined by the Infrastructure Planning (Compulsory Acquisition Regulations 2010)). In order to deliver either Options A or B (in NMC-06) Highways England needs the consent of all those with an interest in the 'additional land'.

'Additional land' is land which is located *outside the Order limits* (red line boundary) as shown on the Land Plans [APP-005]. A need for 'additional land' may also arise where land which is already included in the Order limits is *needed in a different way*. In relation to NMC-06, this is the case in relation to plot 14-09, which is within the Order limits shown on the Land Plans, and is shaded blue, denoting it as land which is proposed to be subject to a power enabling Highways England to create and acquire new rights over it (for the purpose of facilitating the diversion of statutory undertakers' apparatus). However, for the purposes of NMC-06 (Options A and B), Plot 14-09 would need to be subject to an '*upgraded*' power of compulsory acquisition, and shaded pink on the Land Plans accordingly.

This would enable Highways England to acquire plot 14-09 for the purpose of delivering part of the extended length of the proposed new PRoW which, instead of terminating on the eastern side of the Airman's Corner roundabout, would continue eastwards through plot 14-09 and then on land outside the Order limits but within the highway boundary on the south side of the C560 (the former A344). This extension of the proposed PRoW, running towards and beyond the entrance to the Stonehenge Visitor Centre, would also require further additional land, outside the Order limits but within the existing highway boundary, to provide a safe PRoW for non-motorised users, preventing conflict with vehicles accessing the Stonehenge Visitor Centre car and coach parks. The proposed PRoW would be a shared-use cycle facility.

Details of the additional land required for NMC-06 are as follows:

### **NMC-06 Option A**

1. **35 square metres of land outside the Order limits lying to the east and north of the dew pond** on the east side of the existing A360, as shown on the enclosed drawing entitled 'NMC-06 Option A – A360 to Stonehenge Visitor Centre – Additional Land Areas'. This land is currently owned by the Guinness family, whose consent to its acquisition by Highways England is needed to enable NMC-06 Option A to be delivered.
2. **Land within plot 14-09** (706 square metres), which would need to be 'upgraded' and acquired (rather than subject to new rights only) as explained above. The land in plot 14-09 is unregistered land and comprises part of the highway known as the C560 (formerly the A344) which runs east/west along the northern perimeter of the Stonehenge Visitor Centre, and in respect of which Wiltshire Council is the local highway authority. As this highway land is unregistered, the *ad medium filum* presumption applies, such that the owners of land adjoining the highway are presumed to own the subsoil beneath the highway.

In the context of NMC-06, this means that the consent of adjoining landowners Wiltshire Council (on the north side) and of the Guinness family (as freehold owner) and English Heritage Trust (as leasehold owner) (on the south side) is required, in addition to Wiltshire Council's consent as occupier of the land (as highway authority) and the consent of BT Group plc, which is understood to have an interest in the land in relation to apparatus located beneath the highway.

3. **652 square metres of land comprising part of the highway verge on the south side of the C560 (former A344)**, extending eastwards from the eastern boundary of plot 14-09 towards and beyond the entrance to the Stonehenge Visitor Centre, as shown on the enclosed drawing entitled 'NMC-06 Option A – A360 to Stonehenge Visitor Centre – Additional Land Areas'. This area of additional land is unregistered highway and therefore the *ad medium filum* presumption applies (on the basis explained above in relation to plot 14-09) such that the consent of Wiltshire Council, the Guinness family, English Heritage Trust and BT Group plc is required to authorise the acquisition and use of the land, as necessary for NMC-06.

### **NMC-06 Option B**

1. **Land within plot 14-09** (706 square metres) would need to be 'upgraded' and acquired (rather than subject to new rights) as for NMC-06 Option A (see above).
2. **652 square metres of land comprising part of the highway verge on the south side of the C560 (former A344)** would be required, as for NMC-06 Option A (see above).

With the exception of the 'additional land' identified above, the remaining elements of NMC-06 Options A and B are capable of being delivered on land within the existing Order limits.

### **Requirement for consent to the inclusion of additional land in the DCO application**

Mr Stephens,



13 August 2019

Page 4

Highways England is required to obtain the written consent of all relevant affected persons to the inclusion of the additional land in the Order limits for the DCO application. As BT Group plc has an interest in the additional land as described above (i.e. NMC-06 Option A – items 2 and 3; and NMC-06 Option B – items 1 and 2) Highways England seeks BT Group plc's consent to the acquisition and use of the land, as necessary for NMC-06.

If BT Group plc is willing to give its consent to the inclusion of the additional land within the Order limits, Highways England should be grateful if BT Group plc would provide confirmation of that consent by **completing and signing the enclosed copy of this letter** and returning it to Highways England, Temple Quay House, Temple Quay, Bristol, BS1 6PN, email:

[A303stonehenge@highwaysengland.com](mailto:A303stonehenge@highwaysengland.com). It would be helpful if BT Group plc's position could be confirmed to Highways England on or before the close of the Proposed Changes Consultation (26 August 2019), as this would enable Highways England to report to the Examining Authority as required, in its Proposed Changes Consultation Report, which is to be submitted at Deadline 8 (6 September 2019).

If you require any further information about NMC-06, or have any general questions or comments relating to the Scheme, you can contact Highways England on 0300 123 5000 or [A303Stonehenge@highwaysengland.co.uk](mailto:A303Stonehenge@highwaysengland.co.uk).

Yours sincerely

[Redacted signature]

Derek Parody

Encs:

- Drawings showing:
  - NMC-06 Option A – A360 to Stonehenge Visitor Centre – Additional Land Areas
  - NMC-06 Option B – A360 to Stonehenge Visitor Centre – Additional Land Areas

---

### **Consent to inclusion in the DCO application of additional land required for NMC-06**

BT Group plc understands that its consent to the inclusion in the DCO application of additional land (as identified above) is required to facilitate both Option A and Option B for NMC-06 and **hereby confirms its consent to the acquisition and use of the additional land** for the purposes of NMC-06 (whether Option A or Option B is taken forward).

Signed on behalf of and authorised by BT Group plc:



Mr Stephens,

13 August 2019

Page 5



Name: -----

Position: -----

Date: -----

Guinness Family  
Ben Myerscough, on behalf of Guinness Family  
Carter Jonas LLP  
93 High Street  
Marlborough  
SN8 1HD

13 August 2019

Highways England  
Temple Quay House  
Temple Quay  
Bristol  
BS1 6PN

Dear Mr Myerscough,

**Re: A303 Amesbury – Berwick Down: Proposed Non-Material Changes to the Application  
– NMC-06: public right of way to Stonehenge Visitor Centre**

**REQUEST FOR CONSENT TO INCLUSION OF ADDITIONAL LAND IN THE DEVELOPMENT  
CONSENT ORDER (NMC-06)**

I write in connection with Highways England's application for development consent for the A303 Amesbury to Berwick Down scheme ('the Scheme') which was accepted for examination by a panel of Inspectors ('the Examining Authority') appointed by the Planning Inspectorate, on behalf of the Secretary of State for Housing Communities and Local Government on 16 November 2018. The examination of the application is currently underway.

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Mr Myerscough,



13 August 2019

Page 2

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The need for the proposed changes has arisen from Highways England's ongoing engagement with persons affected by the Scheme. In particular, one of the proposed changes – identified as NMC-06 (Options A and B) in the Consultation Booklet and in the Proposed Changes Application – is proposed in response to English Heritage's objection to a part of the Scheme which would deliver a new public right of way ('PRoW') for non-motorised users running north/south alongside the A360 between the Longbarrow roundabout and the Stonehenge Visitor Centre. Highways England's objective in proposing change NMC-06 is to deliver a PRoW solution which responds to that objection. A number of alternative PRoW proposals were considered – NMC-06 Options A and B, which have been selected as the preferred options, were previously referred to in discussions between the parties involved as Options 10 and 11.

### **Additional land needed to deliver NMC-06**

I am writing to you now because NMC-06 Options A or B both require a small amount of 'additional land' (as defined by the Infrastructure Planning (Compulsory Acquisition Regulations 2010)). In order to deliver either Options A or B (in NMC-06) Highways England needs the consent of all those with an interest in the 'additional land'.

'Additional land' is land which is located *outside the Order limits* (red line boundary) as shown on the Land Plans [APP-005]. A need for 'additional land' may also arise where land which is already included in the Order limits is *needed in a different way*. In relation to NMC-06, this is the case in relation to plot 14-09, which is within the Order limits shown on the Land Plans, and is shaded blue, denoting it as land which is proposed to be subject to a power enabling Highways England to create and acquire new rights over it (for the purpose of facilitating the diversion of statutory undertakers' apparatus). However, for the purposes of NMC-06 (Options A and B), Plot 14-09 would need to be subject to an '*upgraded*' power of compulsory acquisition, and shaded pink on the Land Plans accordingly.

This would enable Highways England to acquire plot 14-09 for the purpose of delivering part of the extended length of the proposed new PRoW which, instead of terminating on the eastern side of the Airman's Corner roundabout, would continue eastwards through plot 14-09 and then on land outside the Order limits but within the highway boundary on the south side of the C560 (the former A344). This extension of the proposed PRoW, running towards and beyond the entrance to the Stonehenge Visitor Centre, would also require further additional land, outside the Order limits but within the existing highway boundary, to provide a safe PRoW for non-motorised users, preventing conflict with vehicles accessing the Stonehenge Visitor Centre car and coach parks. The proposed PRoW would be a shared-use cycle facility.

Details of the additional land required for NMC-06 are as follows:

### **NMC-06 Option A**

1. **35 square metres of land outside the Order limits lying to the east and north of the dew pond** on the east side of the existing A360, as shown on the enclosed drawing entitled 'NMC-06 Option A – A360 to Stonehenge Visitor Centre – Additional Land Areas'. This land is currently owned by the Guinness family, whose consent to its acquisition by Highways England is needed to enable NMC-06 Option A to be delivered.
2. **Land within plot 14-09** (706 square metres), which would need to be 'upgraded' and acquired (rather than subject to new rights only) as explained above. The land in plot 14-09 is unregistered land and comprises part of the highway known as the C560 (formerly the A344) which runs east/west along the northern perimeter of the Stonehenge Visitor Centre, and in respect of which Wiltshire Council is the local highway authority. As this highway land is unregistered, the *ad medium filum* presumption applies, such that the owners of land adjoining the highway are presumed to own the subsoil beneath the highway.

In the context of NMC-06, this means that the consent of adjoining landowners Wiltshire Council (on the north side) and of the Guinness family (as freehold owner) and English Heritage Trust (as leasehold owner) (on the south side) is required, in addition to Wiltshire Council's consent as occupier of the land (as highway authority) and the consent of BT Group plc, which is understood to have an interest in the land in relation to apparatus located beneath the highway.

3. **652 square metres of land comprising part of the highway verge on the south side of the C560 (former A344)**, extending eastwards from the eastern boundary of plot 14-09 towards and beyond the entrance to the Stonehenge Visitor Centre, as shown on the enclosed drawing entitled 'NMC-06 Option A – A360 to Stonehenge Visitor Centre – Additional Land Areas'. This area of additional land is unregistered highway and therefore the *ad medium filum* presumption applies (on the basis explained above in relation to plot 14-09) such that the consent of Wiltshire Council, the Guinness family, English Heritage Trust and BT Group plc is required to authorise the acquisition and use of the land, as necessary for NMC-06.

#### **NMC-06 Option B**

1. **Land within plot 14-09** (706 square metres) would need to be 'upgraded' and acquired (rather than subject to new rights) as for NMC-06 Option A (see above).
2. **652 square metres of land comprising part of the highway verge on the south side of the C560 (former A344)** would be required, as for NMC-06 Option A (see above).

With the exception of the 'additional land' identified above, the remaining elements of NMC-06 Options A and B are capable of being delivered on land within the existing Order limits.

#### **Requirement for consent to the inclusion of additional land in the DCO application**

Mr Myerscough,



13 August 2019

Page 4

Highways England is required to obtain the written consent of all relevant affected persons to the inclusion of the additional land in the Order limits for the DCO application. As the Guinness family has an interest in the additional land, both in the vicinity of the dew pond and by virtue of the application of the *ad medium filum* presumption as described above (i.e. NMC-06 Option A – items 1, 2 and 3; and NMC-06 Option B – items 1 and 2) Highways England seeks consent from the Guinness family for the acquisition and use of the land, as necessary for NMC-06.

If the Guinness family is willing to give its consent to the inclusion of the additional land within the Order limits, Highways England should be grateful if the Guinness family would provide confirmation of that consent by **completing and signing the enclosed copy of this letter** and returning it to Highways England, Temple Quay House, Temple Quay, Bristol, BS1 6PN, email:

[A303stonehenge@highwaysengland.com](mailto:A303stonehenge@highwaysengland.com). It would be helpful if the Guinness family's position could be confirmed to Highways England on or before the close of the Proposed Changes Consultation (26 August 2019), as this would enable Highways England to report to the Examining Authority as required, in its Proposed Changes Consultation Report, which is to be submitted at Deadline 8 (6 September 2019).

If you require any further information about NMC-06, or have any general questions or comments relating to the Scheme, you can contact Highways England on 0300 123 5000 or [A303Stonehenge@highwaysengland.co.uk](mailto:A303Stonehenge@highwaysengland.co.uk).

Yours sincerely

A black rectangular box redacting the signature of Derek Parody.

Derek Parody

Encs:

- Drawings showing:
  - NMC-06 Option A – A360 to Stonehenge Visitor Centre – Additional Land Areas
  - NMC-06 Option B – A360 to Stonehenge Visitor Centre – Additional Land Areas

---

### **Consent to inclusion in the DCO application of additional land required for NMC-06**

The Guinness family understands that its consent to the inclusion in the DCO application of additional land (as identified above) is required to facilitate both Option A and Option B for NMC-06 and **hereby confirms its consent to the acquisition and use of the additional land** for the purposes of NMC-06 in respect of the following:

- NMC-06 Option A (land identified as 1, 2 and 3 above); **OR**
- NMC-06 Option B (land identified as 2 and 3 above).

(Please delete Option A or Option B as appropriate.)

Signed on behalf of and authorised by the Guinness family:

Mr Myerscough,

13 August 2019

Page 5



Name: -----

Position: -----

Date: -----

Dr Helen Woodhouse  
Team Leader - Development Advice  
Regions Group  
Historic England | South West Office  
29 Queen Square  
Bristol  
BS1 4ND

15 Aug 2019

Highways England  
Temple Quay House  
Temple Quay  
Bristol  
BS1 6PN

Dear Dr Woodhouse

**Re: A303 Amesbury – Berwick Down: Proposed Non-Material Changes to the Application – NMC-06: public right of way to Stonehenge Visitor Centre**

**REQUEST FOR CONSENT TO INCLUSION OF ADDITIONAL LAND IN THE DEVELOPMENT CONSENT ORDER (NMC-06)**

I write in connection with Highways England's application for development consent for the A303 Amesbury to Berwick Down scheme ('the Scheme') which was accepted for examination by a panel of Inspectors ('the Examining Authority') appointed by the Planning Inspectorate, on behalf of the Secretary of State for Housing Communities and Local Government on 16 November 2018. The examination of the application is currently underway.

**Proposed Changes Application and Consultation**

As you will be aware, on 26 July 2019 (Deadline 6 of the examination) Highways England launched a non-statutory consultation in respect of eight proposed minor, non-material changes to the Scheme. The Proposed Changes Consultation Booklet is available online ([www.highwaysengland.co.uk/a303-stonehenge/home](http://www.highwaysengland.co.uk/a303-stonehenge/home)); The Historic Buildings and Monuments Commission For England was notified of the consultation and invited to participate in it. The consultation is ongoing: the closing date for responses is 26 August 2019 (at 11:59pm).

15 August 2019

Page 2

On 5 August 2019, Highways England submitted to the Examining Authority a request to make these eight changes to the Scheme. The Proposed Changes Application – examination document references AS-066 and AS-067 – is available on the Planning Inspectorate’s website. On 8 August 2019 the Examining Authority issued a Procedural Decision [PD-016] to vary the examination timetable, to assist the examination of the changes to the application proposed by Highways England in the Proposed Changes Application.

The need for the proposed changes has arisen from Highways England’s ongoing engagement with persons affected by the Scheme. In particular, one of the proposed changes – identified as NMC-06 (Options A and B) in the Consultation Booklet and in the Proposed Changes Application – is proposed in response to English Heritage’s objection to a part of the Scheme which would deliver a new public right of way (‘PRoW’) for non-motorised users running north/south alongside the A360 between the Longbarrow roundabout and the Stonehenge Visitor Centre. Highways England’s objective in proposing change NMC-06 is to deliver a PRoW solution which responds to that objection. A number of alternative PRoW proposals were considered – NMC-06 Options A and B, which have been selected as the preferred options, were previously referred to in discussions between the parties involved as Options 10 and 11.

#### **Additional land needed to deliver NMC-06**

I am writing to you now because NMC-06 Options A or B both require a small amount of ‘additional land’ (as defined by the Infrastructure Planning (Compulsory Acquisition Regulations 2010)). In order to deliver either Options A or B (in NMC-06) Highways England needs the consent of all those with an interest in the ‘additional land’.

‘Additional land’ is land which is located *outside the Order limits* (red line boundary) as shown on the Land Plans [APP-005]. A need for ‘additional land’ may also arise where land which is already included in the Order limits is *needed in a different way*. In relation to NMC-06, this is the case in relation to plot 14-09, which is within the Order limits shown on the Land Plans, and is shaded blue, denoting it as land which is proposed to be subject to a power enabling Highways England to create and acquire new rights over it (for the purpose of facilitating the diversion of statutory undertakers’ apparatus). However, for the purposes of NMC-06 (Options A and B), Plot 14-09 would need to be subject to an ‘*upgraded*’ power of compulsory acquisition, and shaded pink on the Land Plans accordingly.

This would enable Highways England to acquire plot 14-09 for the purpose of delivering part of the extended length of the proposed new PRoW which, instead of terminating on the eastern side of the Airman’s Corner roundabout, would continue eastwards through plot 14-09 and then on land outside the Order limits but within the highway boundary on the south side of the C560 (the former A344). This extension of the proposed PRoW, running towards and beyond the entrance to the Stonehenge Visitor Centre, would also require further additional land, outside the Order limits but within the existing highway boundary, to provide a safe PRoW for non-motorised users, preventing conflict with vehicles accessing the Stonehenge Visitor Centre car and coach parks. The proposed PRoW would be a shared-use cycle facility.

Details of the additional land required for NMC-06 are as follows:



### NMC-06 Option A

1. **35 square metres of land outside the Order limits lying to the east and north of the dew pond** on the east side of the existing A360, as shown on the enclosed drawing entitled 'NMC-06 Option A – A360 to Stonehenge Visitor Centre – Additional Land Areas'. This land is currently owned by the Guinness family, whose consent to its acquisition by Highways England is needed to enable NMC-06 Option A to be delivered.
2. **Land within plot 14-09** (706 square metres), which would need to be 'upgraded' and acquired (rather than subject to new rights only) as explained above. The land in plot 14-09 is unregistered land and comprises part of the highway known as the C560 (formerly the A344) which runs east/west along the northern perimeter of the Stonehenge Visitor Centre, and in respect of which Wiltshire Council is the local highway authority. As this highway land is unregistered, the *ad medium filum* presumption applies, such that the owners of land adjoining the highway are presumed to own the subsoil beneath the highway.

In the context of NMC-06, this means that the consent of adjoining landowners Wiltshire Council (on the north side) and of the Guinness family (as freehold owner), The Historic Buildings and Monument Commission for England (as leasehold owner) and English Heritage Trust (as sub-leasehold owner) (on the south side) is required, in addition to Wiltshire Council's consent as occupier of the land (as highway authority) and the consent of BT Group plc, which is understood to have an interest in the land in relation to apparatus located beneath the highway.

3. **652 square metres of land comprising part of the highway verge on the south side of the C560 (former A344)**, extending eastwards from the eastern boundary of plot 14-09 towards and beyond the entrance to the Stonehenge Visitor Centre, as shown on the enclosed drawing entitled 'NMC-06 Option A – A360 to Stonehenge Visitor Centre – Additional Land Areas'. This area of additional land is unregistered highway and therefore the *ad medium filum* presumption applies (on the basis explained above in relation to plot 14-09) such that the consent of Wiltshire Council, the Guinness family, English Heritage Trust and The Historic Buildings and Monuments Commission For England is required to authorise the acquisition and use of the land, as necessary for NMC-06.

### NMC-06 Option B

1. **Land within plot 14-09** (706 square metres) would need to be 'upgraded' and acquired (rather than subject to new rights) as for NMC-06 Option A (see above).
2. **652 square metres of land comprising part of the highway verge on the south side of the C560 (former A344)** would be required, as for NMC-06 Option A (see above).

15 August 2019

Page 4

With the exception of the 'additional land' identified above, the remaining elements of NMC-06 Options A and B are capable of being delivered on land within the existing Order limits.

### **Requirement for consent to the inclusion of additional land in the DCO application**

Highways England is required to obtain the written consent of all relevant affected persons to the inclusion of the additional land in the Order limits for the DCO application. As The Historic Buildings and Monuments Commission For England has an interest in the additional land as described above (i.e. NMC-06 Option A – items 2 and 3; and NMC-06 Option B – items 1 and 2) Highways England seeks The Historic Buildings and Monuments Commission For England's consent to the acquisition and use of the land, as necessary for NMC-06.

If The Historic Buildings and Monuments Commission For England is willing to give its consent to the inclusion of the additional land within the Order limits, Highways England should be grateful if The Historic Buildings and Monuments Commission For England would provide confirmation of that consent by **completing and signing the enclosed copy of this letter** and returning it to Highways England, Temple Quay House, Temple Quay, Bristol, BS1 6PN, email:

[A303stonehenge@highwaysengland.co.uk](mailto:A303stonehenge@highwaysengland.co.uk). It would be helpful if The Historic Buildings and Monuments Commission For England's position could be confirmed to Highways England on or before the close of the Proposed Changes Consultation (26 August 2019), as this would enable Highways England to report to the Examining Authority as required, in its Proposed Changes Consultation Report, which is to be submitted at Deadline 8 (6 September 2019).

If you require any further information about NMC-06, or have any general questions or comments relating to the Scheme, you can contact Highways England on 0300 123 5000 or [A303Stonehenge@highwaysengland.co.uk](mailto:A303Stonehenge@highwaysengland.co.uk).

Yours sincerely



Derek Parody  
(cc Kate Logan, English Heritage)

Encs:

- Drawings showing:
  - NMC-06 Option A – A360 to Stonehenge Visitor Centre – Additional Land Areas
  - NMC-06 Option B – A360 to Stonehenge Visitor Centre – Additional Land Areas

---

### **Consent to inclusion in the DCO application of additional land required for NMC-06**

The Historic Buildings and Monuments Commission For England understands that its consent to the inclusion in the DCO application of additional land (as identified above) is required to facilitate both Option A and Option B for NMC-06 and **hereby confirms its consent to the**

Dr Woodhouse



15 August 2019

Page 5

**acquisition and use of the additional land** for the purposes of NMC-06 (whether Option A or Option B is taken forward).

Signed on behalf of and authorised by The Historic Buildings and Monuments Commission For England:

Name: -----

Position: -----

Date: -----

Richard Broadhead  
Wiltshire Council  
Bythesea Road  
Trowbridge  
Wiltshire  
BA14 8JN

13 Aug 2019

Highways England  
Temple Quay House  
Temple Quay  
Bristol  
BS1 6PN

Dear Mr Broadhead,

**Re: A303 Amesbury – Berwick Down: Proposed Non-Material Changes to the Application – NMC-06: public right of way to Stonehenge Visitor Centre**

**REQUEST FOR CONSENT TO INCLUSION OF ADDITIONAL LAND IN THE DEVELOPMENT CONSENT ORDER (NMC-06)**

I write in connection with Highways England's application for development consent for the A303 Amesbury to Berwick Down scheme ('the Scheme') which was accepted for examination by a panel of Inspectors ('the Examining Authority') appointed by the Planning Inspectorate, on behalf of the Secretary of State for Housing Communities and Local Government on 16 November 2018. The examination of the application is currently underway.

**Proposed Changes Application and Consultation**

As you will be aware, on 26 July 2019 (Deadline 6 of the examination) Highways England launched a non-statutory consultation in respect of eight proposed minor, non-material changes to the Scheme. The Proposed Changes Consultation Booklet is available online ([www.highwaysengland.co.uk/a303-stonehenge/home](http://www.highwaysengland.co.uk/a303-stonehenge/home)); the Council was notified of the consultation and invited to participate in it. The consultation is ongoing: the closing date for responses is 26 August 2019 (at 11:59pm).

On 5 August 2019, Highways England submitted to the Examining Authority a request to make these eight changes to the Scheme. The Proposed Changes Application – examination document references AS-066 and AS-067 – is available on the Planning Inspectorate's website.

Mr Broadhead,



13 August 2019

Page 2

On 8 August 2019 the Examining Authority issued a Procedural Decision [PD-016] to vary the examination timetable, to assist the examination of the changes to the application proposed by Highways England in the Proposed Changes Application.

The need for the proposed changes has arisen from Highways England's ongoing engagement with persons affected by the Scheme. In particular, one of the proposed changes – identified as NMC-06 (Options A and B) in the Consultation Booklet and in the Proposed Changes Application – is proposed in response to English Heritage's objection to a part of the Scheme which would deliver a new public right of way ('PRoW') for non-motorised users running north/south alongside the A360 between the Longbarrow roundabout and the Stonehenge Visitor Centre. Highways England's objective in proposing change NMC-06 is to deliver a PRoW solution which responds to that objection. A number of alternative PRoW proposals were considered – NMC-06 Options A and B, which have been selected as the preferred options, were previously referred to in discussions between the parties involved as Options 10 and 11.

### **Additional land needed to deliver NMC-06**

I am writing to you now because NMC-06 Options A or B both require a small amount of 'additional land' (as defined by the Infrastructure Planning (Compulsory Acquisition Regulations 2010)). In order to deliver either Options A or B (in NMC-06) Highways England needs the consent of all those with an interest in the 'additional land'.

'Additional land' is land which is located *outside the Order limits* (red line boundary) as shown on the Land Plans [APP-005]. A need for 'additional land' may also arise where land which is already included in the Order limits is *needed in a different way*. In relation to NMC-06, this is the case in relation to plot 14-09, which is within the Order limits shown on the Land Plans, and is shaded blue, denoting it as land which is proposed to be subject to a power enabling Highways England to create and acquire new rights over it (for the purpose of facilitating the diversion of statutory undertakers' apparatus). However, for the purposes of NMC-06 (Options A and B), Plot 14-09 would need to be subject to an '*upgraded*' power of compulsory acquisition, and shaded pink on the Land Plans accordingly.

This would enable Highways England to acquire plot 14-09 for the purpose of delivering part of the extended length of the proposed new PRoW which, instead of terminating on the eastern side of the Airman's Corner roundabout, would continue eastwards through plot 14-09 and then on land outside the Order limits but within the highway boundary on the south side of the C560 (the former A344). This extension of the proposed PRoW, running towards and beyond the entrance to the Stonehenge Visitor Centre, would also require further additional land, outside the Order limits but within the existing highway boundary, to provide a safe PRoW for non-motorised users, preventing conflict with vehicles accessing the Stonehenge Visitor Centre car and coach parks. The proposed PRoW would be a shared-use cycle facility.

Details of the additional land required for NMC-06 are as follows:

### NMC-06 Option A

1. **35 square metres of land outside the Order limits lying to the east and north of the dew pond** on the east side of the existing A360, as shown on the enclosed drawing entitled 'NMC-06 Option A – A360 to Stonehenge Visitor Centre – Additional Land Areas'. This land is currently owned by the Guinness family, whose consent to its acquisition by Highways England is needed to enable NMC-06 Option A to be delivered.
2. **Land within plot 14-09** (706 square metres), which would need to be 'upgraded' and acquired (rather than subject to new rights only) as explained above. The land in plot 14-09 is unregistered land and comprises part of the highway known as the C560 (formerly the A344) which runs east/west along the northern perimeter of the Stonehenge Visitor Centre, and in respect of which Wiltshire Council is the local highway authority. As this highway land is unregistered, the *ad medium filum* presumption applies, such that the owners of land adjoining the highway are presumed to own the subsoil beneath the highway.

In the context of NMC-06, this means that the consent of adjoining landowners Wiltshire Council (on the north side) and the Guinness family (as freehold owner) and English Heritage Trust (as leasehold owner) (on the south side) is required, in addition to Wiltshire Council's consent as occupier of the land (as highway authority) and the consent of BT Group plc, which is understood to have an interest in the land in relation to apparatus located beneath the highway.

3. **652 square metres of land comprising part of the highway verge on the south side of the C560 (former A344)**, extending eastwards from the eastern boundary of plot 14-09 towards and beyond the entrance to the Stonehenge Visitor Centre, as shown on the enclosed drawing entitled 'NMC-06 Option A – A360 to Stonehenge Visitor Centre – Additional Land Areas'. This area of additional land is unregistered highway and therefore the *ad medium filum* presumption applies (on the basis explained above in relation to plot 14-09) such that the consent of Wiltshire Council, the Guinness family, English Heritage Trust and BT Group plc is required to authorise the acquisition and use of the land, as necessary for NMC-06.

### NMC-06 Option B

1. **Land within plot 14-09** (706 square metres) would need to be 'upgraded' and acquired (rather than subject to new rights) as for NMC-06 Option A (see above).
2. **652 square metres of land comprising part of the highway verge on the south side of the C560 (former A344)** would be required, as for NMC-06 Option A (see above).

With the exception of the 'additional land' identified above, the remaining elements of NMC-06 Options A and B are capable of being delivered on land within the existing Order limits.

Mr Broadhead,



13 August 2019

Page 4

### **Requirement for consent to the inclusion of additional land in the DCO application**

Highways England is required to obtain the written consent of all relevant affected persons to the inclusion of the additional land in the Order limits for the DCO application. As Wiltshire Council has an interest in the additional land as described above (i.e. NMC-06 Option A – items 2 and 3; and NMC-06 Option B – items 1 and 2) Highways England seeks Wiltshire Council's consent to the acquisition and use of the land, as necessary for NMC-.

If Wiltshire Council is willing to give its consent to the inclusion of the additional land within the Order limits, Highways England should be grateful if Wiltshire Council would provide confirmation of that consent by **completing and signing the enclosed copy of this letter** and returning it to Highways England, Temple Quay House, Temple Quay, Bristol, BS1 6PN, email:

[A303stonehenge@highwaysengland.com](mailto:A303stonehenge@highwaysengland.com). It would be helpful if Wiltshire Council's position could be confirmed to Highways England on or before the close of the Proposed Changes Consultation (26 August 2019), as this would enable Highways England to report to the Examining Authority as required, in its Proposed Changes Consultation Report, which is to be submitted at Deadline 8 (6 September 2019).

If you require any further information about NMC-06, or have any general questions or comments relating to the Scheme, you can contact Highways England on 0300 123 5000 or [A303Stonehenge@highwaysengland.co.uk](mailto:A303Stonehenge@highwaysengland.co.uk).

Yours sincerely

[Redacted signature]

Derek Parody

Encs:

- Drawings showing:
  - NMC-06 Option A – A360 to Stonehenge Visitor Centre – Additional Land Areas
  - NMC-06 Option B – A360 to Stonehenge Visitor Centre – Additional Land Areas

---

### **Consent to inclusion in the DCO application of additional land required for NMC-06**

Wiltshire Council understands that its consent to the inclusion in the DCO application of additional land (as identified above) is required to facilitate both Option A and Option B for NMC-06 and **hereby confirms its consent to the acquisition and use of the additional land** for the purposes of NMC-06 (whether Option A or Option B is taken forward).

Please note that Wiltshire Council's preference is for [**NMC-06 Option A**] [**NMC-06 Option B**] (please delete as applicable) to be taken forward as part of the Scheme, subject to the necessary consents being obtained by Highways England.

Signed on behalf of and authorised by Wiltshire Council:

Mr Broadhead,

13 August 2019

Page 5

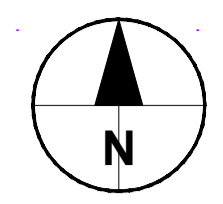
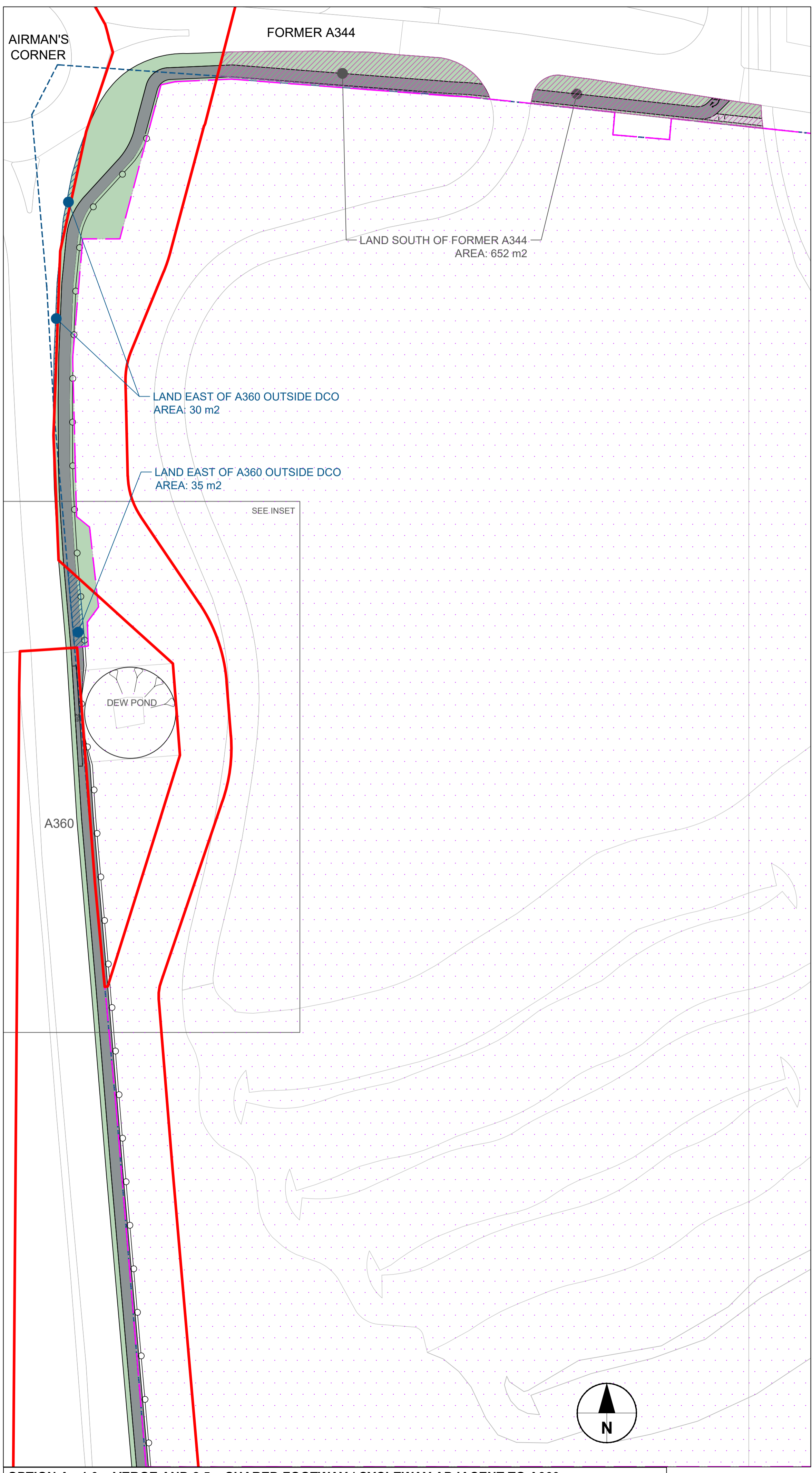


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Position: -----

Date: -----





- NOTES**
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  4. AREAS ARE BASED ON PRELIMINARY DESIGN AND ARE SUBJECT TO CONFIRMATION FOLLOWING DETAILED DESIGN

- KEY**
- GRASS
  - OPTION A - 1.0m VERGE AND 2.5m SHARED FOOTWAY / CYCLEWAY
  - FREEHOLD BOUNDARY
  - ENGLISH HERITAGE LEASEHOLD BOUNDARY
  - DCO REDLINE BOUNDARY
  - LAND EAST OF A360 OUTSIDE DCO
  - LAND SOUTH OF A344 OUTSIDE DCO
  - LAND LEASED BY ENGLISH HERITAGE

Revision Details	By	Check	Date	Suffix
First Issue	WC	AV	13/08/19	P01

**KEYPLAN**

Purpose of issue  
**FOR INFORMATION**

Client  
**highways england**

Project Title  
**A303  
Amesbury to Berwick Down**

Drawing Title  
**NMC-06 OPTION A  
A360 TO STONEHENGE  
VISITOR CENTRE  
ADDITIONAL LAND AREAS**

Designed WC	Drawn WC	Checked AV	Approved AV	Date 13/08/19
Internal Project No. 60541439	Suitability S2			
Scale @ A1 AS SHOWN	Zone Scheme Wide			

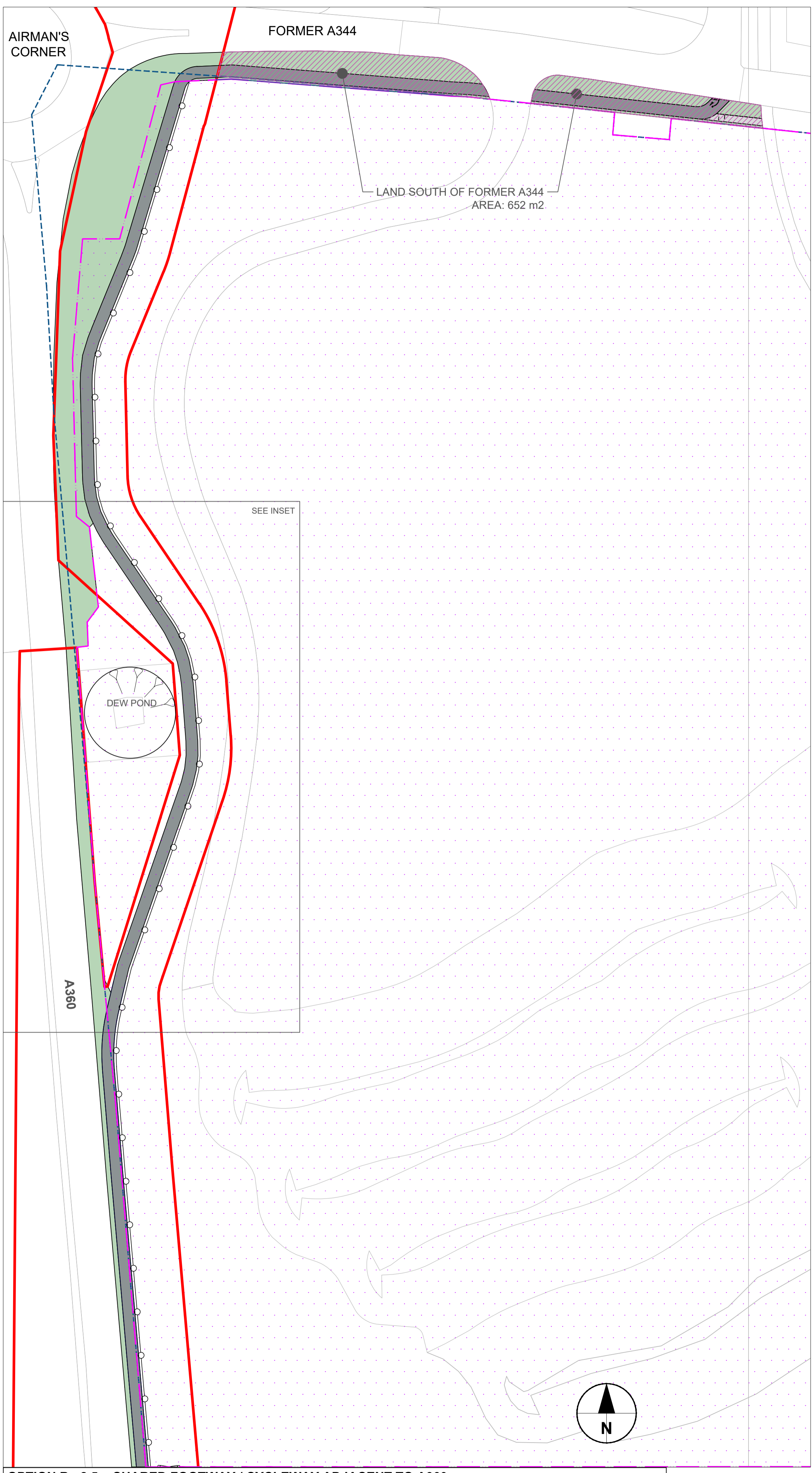
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Highways England Project Office  
Temple Quay House  
2 The Square, Temple Quay  
Bristol, BS1 6HA

**AmW**  
AECOM + mace + WSP

Drawing Number <b>HE551506 -AMW -ENM -SW_GN_000_Z</b>	1 Originator	1 Volume	Rev <b>P01</b>
Location <b>-SK-CH-0400</b>	1 Type	1 Role	1 Number

Plot Time: 10:00  
 File Name: C:\P\AmW\Projects\A303\A303\_06\A303\_06\_Z\_SK-CH-0400  
 File Name: C:\P\AmW\Projects\A303\A303\_06\A303\_06\_Z\_SK-CH-0400



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  4. AREAS ARE BASED ON PRELIMINARY DESIGN AND ARE SUBJECT TO CONFIRMATION FOLLOWING DETAILED DESIGN

- KEY**
- GRASS
  - OPTION B - 2.5m SHARED FOOTWAY / CYCLEWAY
  - FREEHOLD BOUNDARY
  - ENGLISH HERITAGE LEASEHOLD BOUNDARY
  - DCO REDLINE BOUNDARY
  - LAND EAST OF A360 OUTSIDE DCO
  - LAND SOUTH OF A344 OUTSIDE DCO
  - LAND LEASED BY ENGLISH HERITAGE

Revision Details	By	Check	Date	Suffix
First Issue	WC	AV	13/08/19	P01

**KEYPLAN**

Purpose of issue  
**FOR INFORMATION**



Project Title  
**A303  
Amesbury to Berwick Down**

Drawing Title  
**NMC-06 OPTION B  
A360 TO STONEHENGE  
VISITOR CENTRE  
ADDITIONAL LAND AREAS**

Designed WC	Drawn WC	Checked AV	Approved AV	Date 13/08/19
Internal Project No. 60541439		Suitability S2		
Scale @ A1 AS SHOWN		Zone Scheme Wide		

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Highways England Project Office  
Temple Quay House  
2 The Square, Temple Quay  
Bristol, BS1 6HA

AECOM + mace + WSP

Drawing Number HE551506 -AMW -ENM -SW_GN_000_Z	1 Originator	1 Volume	Rev P01
Location	I Type	I Role	I Number

Plot Time: 10:00  
 File Name: C:\P\WORKING\AMW\ENM-SW\_GN\_000\_Z-SK-CH-0401

**OPTION B - 2.5m SHARED FOOTWAY / CYCLEWAY ADJACENT TO A360**

**INSET  
(SCALE 1:200)**

## **Appendix J - Letters received for consent to inclusion of additional land in the development consent order (NMC-06)**



Richard Stephens  
BT  
Project Engineer Openreach  
T: 0207 322 3109

13 Aug 2019

Highways England  
Temple Quay House  
Temple Quay  
Bristol  
BS1 6PN

Dear Mr Stephens,

**Re: A303 Amesbury – Berwick Down: Proposed Non-Material Changes to the Application – NMC-06: public right of way to Stonehenge Visitor Centre**

**REQUEST FOR CONSENT TO INCLUSION OF ADDITIONAL LAND IN THE DEVELOPMENT CONSENT ORDER (NMC-06)**

I write in connection with Highways England's application for development consent for the A303 Amesbury to Berwick Down scheme ('the Scheme') which was accepted for examination by a panel of Inspectors ('the Examining Authority') appointed by the Planning Inspectorate, on behalf of the Secretary of State for Housing Communities and Local Government on 16 November 2018. The examination of the application is currently underway.

**Proposed Changes Application and Consultation**

As you will be aware, on 26 July 2019 (Deadline 6 of the examination) Highways England launched a non-statutory consultation in respect of eight proposed minor, non-material changes to the Scheme. The Proposed Changes Consultation Booklet is available online ([www.highwaysengland.co.uk/a303-stonehenge/home](http://www.highwaysengland.co.uk/a303-stonehenge/home)); BT Group plc was notified of the consultation and invited to participate in it. The consultation is ongoing: the closing date for responses is 26 August 2019 (at 11:59pm).

On 5 August 2019, Highways England submitted to the Examining Authority a request to make these eight changes to the Scheme. The Proposed Changes Application – examination document references AS-066 and AS-067 – is available on the Planning Inspectorate's website. On 8 August 2019 the Examining Authority issued a Procedural Decision [PD-016] to vary the

Mr Stephens,



13 August 2019

Page 2

examination timetable, to assist the examination of the changes to the application proposed by Highways England in the Proposed Changes Application.

The need for the proposed changes has arisen from Highways England's ongoing engagement with persons affected by the Scheme. In particular, one of the proposed changes – identified as NMC-06 (Options A and B) in the Consultation Booklet and in the Proposed Changes Application – is proposed in response to English Heritage's objection to a part of the Scheme which would deliver a new public right of way ('PRoW') for non-motorised users running north/south alongside the A360 between the Longbarrow roundabout and the Stonehenge Visitor Centre. Highways England's objective in proposing change NMC-06 is to deliver a PRoW solution which responds to that objection. A number of alternative PRoW proposals were considered – NMC-06 Options A and B, which have been selected as the preferred options, were previously referred to in discussions between the parties involved as Options 10 and 11.

#### **Additional land needed to deliver NMC-06**

I am writing to you now because NMC-06 Options A or B both require a small amount of 'additional land' (as defined by the Infrastructure Planning (Compulsory Acquisition Regulations 2010)). In order to deliver either Options A or B (in NMC-06) Highways England needs the consent of all those with an interest in the 'additional land'.

'Additional land' is land which is located *outside the Order limits* (red line boundary) as shown on the Land Plans [APP-005]. A need for 'additional land' may also arise where land which is already included in the Order limits is *needed in a different way*. In relation to NMC-06, this is the case in relation to plot 14-09, which is within the Order limits shown on the Land Plans, and is shaded blue, denoting it as land which is proposed to be subject to a power enabling Highways England to create and acquire new rights over it (for the purpose of facilitating the diversion of statutory undertakers' apparatus). However, for the purposes of NMC-06 (Options A and B), Plot 14-09 would need to be subject to an '*upgraded*' power of compulsory acquisition, and shaded pink on the Land Plans accordingly.

This would enable Highways England to acquire plot 14-09 for the purpose of delivering part of the extended length of the proposed new PRoW which, instead of terminating on the eastern side of the Airman's Corner roundabout, would continue eastwards through plot 14-09 and then on land outside the Order limits but within the highway boundary on the south side of the C560 (the former A344). This extension of the proposed PRoW, running towards and beyond the entrance to the Stonehenge Visitor Centre, would also require further additional land, outside the Order limits but within the existing highway boundary, to provide a safe PRoW for non-motorised users, preventing conflict with vehicles accessing the Stonehenge Visitor Centre car and coach parks. The proposed PRoW would be a shared-use cycle facility.

Details of the additional land required for NMC-06 are as follows:

Mr Stephens,

13 August 2019

Page 3



### NMC-06 Option A

1. **35 square metres of land outside the Order limits lying to the east and north of the dew pond** on the east side of the existing A360, as shown on the enclosed drawing entitled 'NMC-06 Option A – A360 to Stonehenge Visitor Centre – Additional Land Areas'. This land is currently owned by the Guinness family, whose consent to its acquisition by Highways England is needed to enable NMC-06 Option A to be delivered.
2. **Land within plot 14-09** (706 square metres), which would need to be 'upgraded' and acquired (rather than subject to new rights only) as explained above. The land in plot 14-09 is unregistered land and comprises part of the highway known as the C560 (formerly the A344) which runs east/west along the northern perimeter of the Stonehenge Visitor Centre, and in respect of which Wiltshire Council is the local highway authority. As this highway land is unregistered, the *ad medium filum* presumption applies, such that the owners of land adjoining the highway are presumed to own the subsoil beneath the highway.

In the context of NMC-06, this means that the consent of adjoining landowners Wiltshire Council (on the north side) and of the Guinness family (as freehold owner) and English Heritage Trust (as leasehold owner) (on the south side) is required, in addition to Wiltshire Council's consent as occupier of the land (as highway authority) and the consent of BT Group plc, which is understood to have an interest in the land in relation to apparatus located beneath the highway.

3. **652 square metres of land comprising part of the highway verge on the south side of the C560 (former A344)**, extending eastwards from the eastern boundary of plot 14-09 towards and beyond the entrance to the Stonehenge Visitor Centre, as shown on the enclosed drawing entitled 'NMC-06 Option A – A360 to Stonehenge Visitor Centre – Additional Land Areas'. This area of additional land is unregistered highway and therefore the *ad medium filum* presumption applies (on the basis explained above in relation to plot 14-09) such that the consent of Wiltshire Council, the Guinness family, English Heritage Trust and BT Group plc is required to authorise the acquisition and use of the land, as necessary for NMC-06.

### NMC-06 Option B

1. **Land within plot 14-09** (706 square metres) would need to be 'upgraded' and acquired (rather than subject to new rights) as for NMC-06 Option A (see above).
2. **652 square metres of land comprising part of the highway verge on the south side of the C560 (former A344)** would be required, as for NMC-06 Option A (see above).

With the exception of the 'additional land' identified above, the remaining elements of NMC-06 Options A and B are capable of being delivered on land within the existing Order limits.

### Requirement for consent to the inclusion of additional land in the DCO application

Mr Stephens,

13 August 2019

Page 4



Highways England is required to obtain the written consent of all relevant affected persons to the inclusion of the additional land in the Order limits for the DCO application. As BT Group plc has an interest in the additional land as described above (i.e. NMC-06 Option A – items 2 and 3; and NMC-06 Option B – items 1 and 2) Highways England seeks BT Group plc's consent to the acquisition and use of the land, as necessary for NMC-06.

If BT Group plc is willing to give its consent to the inclusion of the additional land within the Order limits, Highways England should be grateful if BT Group plc would provide confirmation of that consent by **completing and signing the enclosed copy of this letter** and returning it to Highways England, Temple Quay House, Temple Quay, Bristol, BS1 6PN, email:

[A303stonehenge@highwaysengland.com](mailto:A303stonehenge@highwaysengland.com). It would be helpful if BT Group plc's position could be confirmed to Highways England on or before the close of the Proposed Changes Consultation (26 August 2019), as this would enable Highways England to report to the Examining Authority as required, in its Proposed Changes Consultation Report, which is to be submitted at Deadline 8 (6 September 2019).

If you require any further information about NMC-06, or have any general questions or comments relating to the Scheme, you can contact Highways England on 0300 123 5000 or [A303Stonehenge@highwaysengland.co.uk](mailto:A303Stonehenge@highwaysengland.co.uk).

Yours sincerely

Derek Parody

Encs:

- Drawings showing:
  - NMC-06 Option A – A360 to Stonehenge Visitor Centre – Additional Land Areas
  - NMC-06 Option B – A360 to Stonehenge Visitor Centre – Additional Land Areas

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### **Consent to inclusion in the DCO application of additional land required for NMC-06**

BT Group plc understands that its consent to the inclusion in the DCO application of additional land (as identified above) is required to facilitate both Option A and Option B for NMC-06 and **hereby confirms its consent to the acquisition and use of the additional land** for the purposes of NMC-06 (whether Option A or Option B is taken forward).

Signed on behalf of and authorised by BT Group plc:

Mr Stephens,



13 August 2019

Page 5

Name: [REDACTED]

Position: [REDACTED]

Date: 20-08-19



29<sup>th</sup> August 2019

Derek Parody  
Project Director  
A303 Stonehenge  
Highways England  
Temple Quay House  
2 The Square  
Bristol  
BS1 6HA

Highways and Environment  
County Hall  
Bythesea Road  
Trowbridge  
Wiltshire  
BA14 8JN

Your ref: NMC-06 Additional Land Consent  
Our ref: A303-NMC-06 Consent for Additional  
Land in DCO Application 29.08.19

Dear Mr Parody

**Re: A303 Amesbury to Berwick Down: Proposed Non-Material Changes to the Application – Request for Consent to Inclusion of Additional Land in the Development Consent Order (NMC-06)**

We refer to your letter of 13<sup>th</sup> August 2019 addressed to our Mr Broadhead (copy attached with plans).

The Council confirms as follows:

Wiltshire Council understands that its consent to the inclusion in the DCO application of additional land (as identified in Highways England's letter of 13<sup>th</sup> August 2019 addressed to Mr Broadhead of Wiltshire Council) is required to facilitate both Option A and Option B for NMC-06 and **hereby confirmed its consent as Land Owner and adjoining Land Owner to the acquisition and use of the additional land** for the purposes of NMC-06 (whether Option A or Option B is taken forward). However as Local Highway Authority (LHA) the restricted width in the vicinity of the Dew Pond shown in Option A is a cause for concern for Wiltshire Council as LHA in road safety terms. The proposed route is intended to be a cycle track and to accommodate both pedestrians and cyclists. It is likely that cyclists will be reluctant to dismount to allow any opposing pedestrian movement a right of way in this area, which could result in either being displaced onto the live carriageway of the A360. On this basis alone, Option A is not supported.

Please note that Wiltshire Council's preference is for [~~NMC-06 Option A~~] [**NMC-06 Option B**] (please delete as applicable) to be taken forward as part of the Scheme, subject to the necessary consents being obtained by Highways England for the reasons set out above.

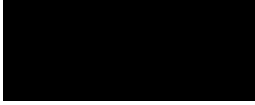
Signed on behalf of and authorised by Wiltshire Council:

Name: ...Parvis Khansari.....

Position: ...Director Highways and Environment.....

Date: ...29<sup>th</sup> August 2019.....

Yours sincerely,



Parvis Khansari  
Director  
Highways and Environment

Direct line: [Redacted]  
Email: [Redacted]

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

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If you have any enquiries about this publication email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or call **0300 123 5000**.\*

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