

Our ref: Redetermination-1.0

Sent by e-mail to
A303Stonehenge@planninginspectorate.gov.uk:
Natasha Kopala
Head of Transport Infrastructure Planning Unit
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Derek Parody
A303 Stonehenge Project Director
National Highways
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6HA

Tel: [REDACTED]
11 January 2022

Dear Ms Kopala

**Planning Act 2008 and The Infrastructure Planning (Examination Procedure)
Rules 2010**

**Re-determination of the Application for an Order granting Development Consent
for the construction of a new two-lane dual carriage way for the A303 between
Amesbury and Berwick Down in Wiltshire (“A303 Stonehenge Scheme”)**

Statement of Matters issued 30 November 2021: Applicant’s response cover letter

I write with reference to your letter of 30 November 2021 issuing, on behalf of the Secretary of State for Transport (the SoS), the Statement of Matters relating to the re-determination of the A303 Stonehenge Scheme. Highways England was renamed National Highways in August 2021, and therefore this response and future correspondence will identify the Applicant as National Highways. In response to the Statement of Matters, please find accompanying this cover letter the further representations requested from National Highways.

The table at the end of this letter lists each of the matters on which the SoS invited further representations for the purposes of his re-determination of the application for the A303 Stonehenge Scheme, as set out in the bullet points at paragraph 2 of the Statement of Matters. It also provides the document names and references for the response documents, identifying how they relate to each of the matters representations were requested for.

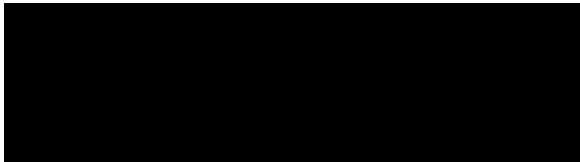
In respect of the next steps in the re-determination process, the Applicant notes that the response to Bullet Point Four of paragraph 2 of the Statement of Matters, accompanying this letter, references a number of technical reports that have been undertaken by the Applicant to provide an updated understanding of the baseline environment in which the Scheme is proposed to be constructed and operated.

In order that the SoS can have all relevant environmental information before him in making his re-determination in respect of the Scheme, it is the Applicant's intention to submit these reports. The Applicant anticipates that these reports will be submitted within a few weeks and will confirm the proposed date of submission as soon as possible after the date of this letter.

The Applicant proposes that, once these reports are submitted, a consultation process which conforms with the requirements of Regulation 20 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 should be carried out in respect of the information submitted by the Applicant. Further details of these consultation proposals will follow.

If you have any queries, please do not hesitate to contact me.

Yours sincerely



Derek Parody
A303 Stonehenge Project Director
Email: A303Stonehenge@highwaysengland.co.uk

Table

| Statement of Matters text - paragraph 2: matters on which the Secretary of State invites further representations | | Response document name | Response document reference | Response document summary conclusion |
|--|--|---|-----------------------------|--|
| Bullet point 1 | Any updates Interested Parties consider to be material to the information relating to alternatives considered by the Examining Authority in section 5.4 of their report (including the relative merits of a longer tunnel option); and any further information that Interested Parties consider to be material for the Secretary of State to take into account in his re-determination of the application relating to the relative merits of alternatives to the Development | Response to Bullet Point One – Alternatives | Redetermination-1.1 | This document presents a summary of the information the Applicant has previously put before the Examining Authority with regard to the consideration of alternatives, along with a review of information and any updates pertaining to the specific alternative routes discussed at examination. The comprehensive and robust process of option identification and selection is summarised in the document. The Applicant's overall position on each of the alternatives – including to exclude the cut and cover tunnel extension and the extended bored tunnel alternatives from further development - remains unchanged. |
| Bullet point 2 | Any change in whether the Development would be consistent with the requirements and provisions of relevant local or national policies, given the time since the examination closed | Response to Bullet Point Two - Policy | Redetermination-1.2 | The Applicant has reviewed all of the updated and new relevant policy documents referred to in the Application's Case for the Scheme including the National Policy Statement for National Networks Accordance Table (as updated during Examination), and considered the environmental information presented in the responses to Bullet Points Three and Four of the Statement of Matters. The Applicant has concluded that the position presented in the Case for the Scheme with regard to the Scheme's compliance with national and local policy remains unchanged and |

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| | | | | development consent for the Scheme should therefore be granted . |
| Bullet point 3 | <ul style="list-style-type: none"> • Any update to: <ul style="list-style-type: none"> o the assessment of the impact of the scheme on the carbon budgets to take account of the sixth carbon budget; and o the direct, indirect and cumulative likely significant effects of the development with other existing and/or approved projects on climate, including greenhouse gas emissions and climate change adaptation, in light of the requirements set out in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations') and in light of paragraphs 5.17 and 5.18 of the National Policy Statement for National Networks | Response to Bullet Point Three – Carbon | Redetermination 1.3 | <p>This document considers updates in respect of climate policy and guidance, including the updated guidance in the Design Manual for Roads and Bridges.</p> <p>The Applicant concludes that the updated assessment which has been carried out in light of the changes to policy and guidance do not change the conclusions reached in the 2018 Environmental Statement. The updated assessment still concludes that the increase in carbon emissions resulting from the proposed Scheme are not significant and would not have a material impact on the ability of Government to meet its carbon reduction targets. As a result, in accordance with the National Policy Statement for National Networks, any increase in carbon emissions associated with the Scheme compared to the position if the Scheme were not constructed is not a reason to refuse development consent.</p> |
| Bullet point 4 | Other than where already covered by the matters set out above, the adequacy of the environmental information produced in support of the application for the Development and whether any further or updated environmental information is now necessary given the time since the examination closed | Response to Bullet Point Four – Environmental Information Review | Redetermination-1.4 | This document considers the adequacy of the environmental information produced in support of the application for the Scheme (including the 2018 ES and all information submitted in the pre-Examination, Examination and post-Examination periods) and identifies whether there is any further or updated environmental information to be considered by the SoS given the time since the examination closed. In doing so, the matters that this review has identified and considered |

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| | | | | include changes to legislation and policy, changes to methodology and any further environmental information including updated baseline and new cumulative information In summary, this review has found that further environmental information is required to be submitted for consideration by the SoS, in order for a decision to be made on the Scheme. Overall, the 2018 ES and the environmental information supporting it submitted in the pre-Examination, Examination and post-Examination period, as supplemented by this review, are adequate to inform the SoS's redetermination of the application. |
| | | Response to Bullet Point Four – Environmental Information Review Appendix: Transport Assessment Review | Redetermination-1.4.1 | This document considers changes in policy / guidance, key modelling assumptions and traffic forecasts since the Transport Assessment was submitted to assess whether any of the changes affect the conclusions of the Transport Assessment. The changes in the impact of the A303 Stonehenge Scheme identified as part of this review are not considered to be material in traffic terms. |
| Bullet point 5 | Any other matters arising since 12 November 2020 which Interested Parties consider are material for the Secretary of State to take into account in his re-determination of the application | Response to Bullet Point Five – Any Other Matters | Redetermination-1.5 | This document deals with: a) The decision of the 44th session of the World Heritage Committee (WHC) in July 2021; and b) Biodiversity Net Gain in terms of the Environment Act 2021. It concludes that: |

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| | | | | <p>a) While we expect that the SoS will take the World Heritage Committee Decision 44 COM 7.B.61 into account in his redetermination of the application for the A303 Stonehenge Scheme, the points raised in the decision do not affect the case for the Scheme and development consent can and should be granted; and</p> <p>b) Statutory biodiversity net gain pursuant to the Environment Act 2021 is not required for the A303 Stonehenge Scheme and so the developments relating to statutory biodiversity net gain do not affect the SoS's ability to re-grant development consent for the Scheme.</p> |
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