

A303 Amesbury to Berwick Down

Statement of Matters issued 30 November 2021:
Applicant's response to the matters on which the Secretary of State
invites further representations (Paragraph 2)

Response to Bullet Point Two – Policy

Document reference: Redetermination-1.2

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

January 2022

Table of contents

Chapter	Pages
1 Purpose of this document	1
2 Planning Policy Position	1
2.1 National	1
2.2 Local	2
3 Case for the Scheme Review	3
4 Conclusion	44

Table of Tables

Table 1: Updates to Assessment of Accordance with the National Policy Statement for National Networks (Appendix A of the Case for the Scheme as updated [AS-142])	4
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1 Purpose of this document

- 1.1.1 The Secretary of State for Transport (SoS) has requested further representations from National Highways (the Applicant) on certain matters for the purposes of his re-determination of the application. This document deals with the request for further representations on the following: *“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”*.

2 Planning Policy Position

2.1 National

- 2.1.1 The National Policy Statement for National Networks (NPSNN) (DfT, 2014) sets out the need for, and the Government’s policies to deliver, Nationally Significant Infrastructure Projects (NSIPs) on the strategic road and rail networks in England. The NPSNN is used by the Secretary of State as the primary basis for making decisions on Development Consent Order (DCO) applications for strategic road network (highway) NSIPs, in accordance with s104 of the Planning Act 2008.
- 2.1.2 In July 2021, the Secretary of State announced a review of the NPSNN in light of the Government’s legal commitment to net zero, the 10-point plan for a green industrial revolution (HM Government, 2020), the new sixth carbon budget (Committee on Climate Change, 2020) and the Decarbonising Transport plan (DfT, 2021). The review is proposed to continue for completion no later than spring 2023. In the meantime, the NPSNN continues to have effect, therefore there is no change in the overarching policy context for highway NSIPs.
- 2.1.3 The National Planning Policy Framework (NPPF) was first published in 2012 and updated in July 2018. It has also been updated more recently in February 2019 and July 2021, since the DCO application was submitted. However, Paragraph 5 of the NPPF indicates that the NPPF does not contain specific policies for NSIPs. These are determined in accordance with the decision-making framework in the Planning Act 2008 (as amended) and relevant national policy statements for major infrastructure, as well as any other matters that are important and relevant (which may include the NPPF).
- 2.1.4 The updates to the NPPF in 2019 were intended, in summary, to encourage Local Planning Authorities to prepare a Local Plan, and included changes to the wording of the presumption in favour of sustainable development, removal of reference to referendums for Neighbourhood Plans and adding a standard method of calculating housing need, more certainty over five-year land supply, speeding up development where possible, and changes to environmental policy. The changes to environmental policy are the only changes to the NPPF in 2019 which are relevant to the Scheme. These changes are considered in the Applicant’s Response to Bullet Point Four –

Environmental Information Review (Redetermination-1.4) and there is no change to compliance with the NPPF in this regard.

- 2.1.5 The updates to the NPPF in 2021 were mainly aimed at encouraging good design. The Scheme design has taken account of the need to incorporate good design as set out in the Design and Access Statement [APP-295] and as secured in the design principles and design development process set out in the OEMP [AS-130] with the high-level design principles being:
- a) Collaborative approach to design development;
 - b) Considering the wider context as well as the detail;
 - c) Respecting the World Heritage Site;
 - d) One identity for the route, while acknowledging challenging landscapes;
 - e) Sustainable design; and
 - f) Accessible and connected network.

Therefore, the Scheme complies with the revised NPPF and in particular paragraph 126 and 130 in that the Scheme is *“sympathetic to local character and history, including the surrounding built environment and landscape setting”*.

- 2.1.6 An updated Waste Management Plan for England was adopted in 2021. Targets set in the previous version remain the same and those targets were being met at the time of publication.
- 2.1.7 All other national policy documents referred to in the Case for the Scheme [APP-294] have not been updated or replaced since the DCO decision in November 2020, and indeed not since the application was submitted in October 2018.
- 2.1.8 In November 2020, the National Infrastructure Strategy (HMT, 2020) confirmed the Government’s commitment to dualling the A303 to the south west (foreword, page 6). The levelling up agenda included an objective to connect the regions and nations of the UK, including record investment in strategy roads such as the Scheme.

2.2 Local

- 2.2.1 The adopted development plan for Wiltshire comprises the Wiltshire Core Strategy incorporating saved policies from the district local plans and this position has not changed since the DCO application was submitted. There has been a consultation to inform the Wiltshire Local Plan Review (13 January 2021 to 09 March 2021) but this is in the early stages of plan preparation and therefore carries little weight.
- 2.2.2 As of 14 December 2021, Winterbourne Stoke, Berwick St James and Wilsford cum Lake remain undesignated parishes. The only parishes in the area which have commenced the neighbourhood plan process are Shrewton and Amesbury. Designated parish status was achieved in 2016

for Shrewton and in 2021 for Amesbury. No further progress has been made since then on preparing these neighbourhood plans.

- 2.2.3 Therefore, the local planning policy context has not changed since the DCO application of October 2018 or the making of the DCO in November 2020.

3 Case for the Scheme Review

- 3.1.1 The Applicant has undertaken a full review of all parts of Appendices A and B of the Case for the Scheme and NPS Accordance application document [APP-294], and the updated NPSNN Accordance Table submitted during the course of the Examination [AS-142] to check that the Scheme continues to comply with national and local policy. This includes consideration of all matters, not just those related to Environmental Impact Assessment (EIA), which are reviewed in more detail in the Applicant's Response to Bullet Point Four – Environmental Information Review (Redetermination-1.4). We have identified those policy documents that have been updated since the DCO application was submitted in 2018 (as described in Section 1 above) and also those aspects of the baseline information and conclusions relevant to the Scheme that have been updated since November 2020, as considered in the response to the Statement of Matters including the Applicant's Response to Bullet Points Three – Carbon (Redetermination-1.3) and Four – Environmental Information Review (Redetermination-1.4). The following table includes extracts of the NPSNN Accordance Table that we have updated.
- 3.1.2 In this table, the Applicant has presented only rows for which there are updates to the Assessment of Accordance with the National Policy Statement for National Networks (based on Appendix A of the Case for the Scheme as updated in examination [AS-142]) on this basis.
- 3.1.3 The Applicant acknowledges that the Examining Authority (in paragraph 7.2.3 of their Report of Findings and Conclusions and Recommendation to the Secretary of State) concurred with the general conclusions set out in the NPSNN compliance tracker [APP-294 and AS-143], with the exception of matters relating to the historic environment. The Secretary of State set out his consideration of the cultural heritage impacts of the Scheme in paragraphs 26 to 34 of his decision letter. Reference should be made to NPSNN Paragraph 5.134 in Table 1 below which addresses the discrepancy between the Examining Authority's Report and the Secretary of State's Decision. For the avoidance of doubt, other matters relating to cultural heritage have not been referred to in Table 1 below as the Applicant's position on compliance with cultural heritage policies has not changed, as explained in the Applicant's Response to Bullet Points One – Alternatives (Redetermination-1.1) and Four – Environmental Information Review (Redetermination-1.4).

Table 1: Updates to Assessment of Accordance with the National Policy Statement for National Networks (Appendix A of the Case for the Scheme as updated [AS-142])

NPSNN Para no.	Requirement of the NPSNN	Compliance with the NPSNN	Update for purposes of responding to the Statement of Matters (January 2022)
The need for development of the national networks and Government's policy			
2.10	The Government has therefore concluded that at a strategic level there is a compelling need for development of the national networks - both as individual networks and as an integrated system. The Examining Authority and the Secretary of State should therefore start their assessment of applications for infrastructure covered by this NPS on that basis.	The A303 forms one of two strategic routes between the South East and South West regions of the UK, the other being the M4/M5 corridor. Together with the A30 and A358, the A303 plays a vital role in supporting the economy of the South West peninsula and the wider South West region. The Government’s aim, announced in the Road Investment Strategy for the 2015/16 to 2019 Road Period (“RIS1”) is to upgrade all remaining single carriageway sections of the A303 between the M3 and the A358 to create a high quality dual carriageway route to the South West on which mile-a-minute journeys are the norm. Full details on the need for the Scheme are provided in Chapter 3 of this Case for the Scheme (Application Document 7.1).	The second Road Investment Strategy (“RIS2”) covering the period from 2020 to 2025 was published in March 2020. The Scheme is included within RIS2 with a view to starting construction within the RIS period and therefore this position has not changed from RIS1.

NPSNN Para no.	Requirement of the NPSNN	Compliance with the NPSNN	Update for purposes of responding to the Statement of Matters (January 2022)
2.24	The Government’s policy on development of the Strategic Road Network is not that of predicting traffic growth and then providing for that growth regardless. Individual Schemes will be brought forward to tackle specific issues, including those of safety, rather than to meet unconstrained traffic growth (i.e. ‘predict and provide’).	The Government’s aim, announced in the Road Investment Strategy for the 2015/16 to 2019 Road Period (“RIS1”) is to upgrade all remaining single carriageway sections of the A303 between the M3 and the A358 to create a high quality dual carriageway route to the South West on which mile-a-minute journeys are the norm, and to tackle specific issues on this section of the SRN. In pursuit of this aim, eight improvement schemes have been identified. It is proposed that these will form a staged programme of improvement. Three of the schemes, including A303 Amesbury to Berwick Down, are included in the current (2015/16 to 2020/21) Road Period	The second Road Investment Strategy (“RIS2”) covering the period from 2020 to 2025 was published in March 2020. The Scheme is included within RIS2 with a view to starting construction within the RIS period and therefore this position has not changed from RIS1.
Environmental Impact Assessment			
4.16	When considering significant cumulative effects, any environmental statement should provide information on how the	Chapter 15 Cumulative Effects of the Environmental Statement (Application Document 6.1) sets out the how the effects of the Scheme would combine and interact with	An updated PINS Advice Note 17 Cumulative Effects Assessment was published August

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	<p>effects of the applicant’s proposal would combine and interact with the effects of other development (including projects for which consent has been granted, as well as those already in existence). The Examining Authority may also have other evidence before it, for example from a Transport Business Case, appraisals of sustainability of relevant NPSs or development plans, on such effects and potential interactions. Any such information may assist the Secretary of State in reaching decisions on proposals and on mitigation measures that may be required.</p>	<p>the effects of other development. The cumulative effects assessment has been undertaken in accordance with PINS Advice Note 17: Cumulative Effects Assessment published December 2015.</p> <p>The cumulative assessment has identified a number of receptors where in combination impacts may arise, particularly during construction where works would be in close proximity to receptors. These effects may include visual, noise and dust effects. Due to the nature of the works, there are limited opportunities for mitigation measures to avoid these potentially significant effects during construction. It should be noted that the visual impacts alone are currently anticipated to result in significant effects on the identified receptors. The additional adverse impacts due to noise and (in some cases) dust may be expected to combine resulting in an effect</p>	<p>2019. There are no substantive changes in the guidance pertaining to cumulative effects.</p> <p>The Applicant’s Response to Bullet Point Four – Environmental Information Review (Redetermination-1.4) updates the cumulative assessment carried out for the 2018 ES in accordance with the updated assessment methodology and to account for new developments that have been identified. Some of the short listed developments (see Appendix 15.2 of the 2018 ES [APP-291]) that were identified in the 2018 ES and included in the cumulative scenario, would now be included in the baseline or future baseline. Some developments included in the future baseline scenario would now also be included within the baseline.</p> <p>The Environmental Information Review (Redetermination-1.4) found that taking account of the environmental information</p>

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		<p>of greater magnitude, but which would vary during the construction period due to the phasing of works. The combined effects reported in the assessment therefore represent the ‘worst case’ construction period.</p> <p>During operation, a significant effect is likely to remain in respect of recreational users on byways within the River Till floodplain and the residents of Countess Farm.</p> <p>Beneficial effects due to combined impacts have also been identified once the Scheme is operational, related to the removal of existing A303 traffic from Winterbourne Stoke and from the central section of the WHS.</p> <p>Chapter 15 Cumulative Effects of the Environmental Statement (Application Document 6.1) indicates that a review of the planning applications and proposed developments within the Scheme’s Zone of</p>	<p>before the Secretary of State, including the Review, no further environmental information is required to be submitted for consideration by the Secretary of State in relation to cumulative developments, in order for a decision to be made on the Scheme.</p>

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		<p>Influence, which generally extends to 2km was undertaken to identify other developments where effects could combine or interact with the effects of the Scheme. These are presented in Appendix 15.2 of the Environmental Statement. The predicted traffic flows associated with the developments identified have been included in the traffic data used for the noise, air quality, water, and people and communities assessments. As such, these assessments are inherently cumulative.</p> <p>Of the nine other developments identified with the potential for combined impacts, none are anticipated to result in significant adverse cumulative effects with the proposed scheme during construction or operation.</p>	
Alternatives			

NPSNN Para no.	Requirement of the NPSNN	Compliance with the NPSNN	Update for purposes of responding to the Statement of Matters (January 2022)
4.26	<p>Applicants should comply with all legal requirements and any policy requirements set out in this NPS on the assessment of alternatives. In particular:</p> <ul style="list-style-type: none"> - The EIA Directive requires projects with significant environmental effects to include an outline of the main alternatives studied by the applicant and an indication of the main reasons for the applicant's choice, taking into account the environmental effects. - There may also be other specific legal requirements for the consideration of alternatives, for example, under the Habitats and Water Framework Directives. 	<p>Chapter 3 Assessment of Alternatives of the Environmental Statement (Application Document 6.1) sets out the main alternatives considered and how the preferred option was determined through consideration of environmental effects. Table 3-1 identifies those route options which were not taken forward, and environmental and other reasons why these were not progressed. Chapter 3 of this Case for the Scheme document also sets out the alternative options considered and how the preferred option was determined.</p> <p>In terms of other specific legal requirements for the consideration of alternatives:</p> <ul style="list-style-type: none"> - Appendix 11.2 Water Framework Directive Compliance Assessment of the Environmental Statement Appendices (Application Document 6.3) demonstrates that the Scheme does not lead to any 	<p>Please refer to the Applicant's Response to Bullet Point One – Alternatives (Redetermination-1.1) which presents a summary of information the Applicant has previously put before the Examining Authority along with a review of information and any updates pertaining to the specific alternative routes discussed at examination.</p> <p>The Applicant's Response to Bullet Point One – Alternatives (Redetermination-1.1) demonstrates that alternatives has been properly considered throughout the process and there has been no relevant change since the Secretary of State's decision in respect of alternatives and that the Scheme has complied with all legal requirements in considering such alternatives.</p>

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	<p>- There may also be policy requirements in this NPS, for example the flood risk sequential test and the assessment of alternatives for developments in National Parks, the Broads and Areas of Outstanding Natural Beauty (AONB).</p>	<p>deterioration in the status of any quality element for surface or ground water bodies; nor would it lead to a delay in compliance of WFD objectives for the relevant water bodies. As such, the alternatives test under the WFD is not engaged.</p> <p>- Appendices 8.24 and 8.25 of the Environmental Statement (the Assessment of Implications for European Sites, Application Document 6.3) was produced to comply with the Habitat Regulations and concludes that no likelihood of significant effects, or no adverse effect on the integrity of the relevant European Site arises from the Scheme. As such, the alternatives test under these Regulations is not engaged.</p> <p>- The Statement of Reasons (Application Document 4.1) considers the application of the alternatives test in a compulsory acquisition context; and</p>	

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		<p>demonstrates that all of the permanent land within the Order limits is required for the Scheme and that no alternative exists to the compulsory acquisition proposed.</p> <p>Appendix 11.5 Level 3 Flood Risk Assessment of the Environmental Statement (document 6.3) details the application of the sequential test. The Scheme is not located within a National Park, the Broads or an Area of Outstanding Natural Beauty.</p>	
4.27	<p>All projects should be subject to an options appraisal. The appraisal should consider viable modal alternatives and may also consider other options (in light of the paragraphs 3.23 to 3.27 of this NPS). Where projects have been subject to full options appraisal in achieving their status within Road or Rail Investment Strategies or other</p>	<p>Prior to the A303's inclusion within the Government's Road Investment Strategy, the Government Office for the South West produced the <i>London to South West and South Wales Multi Modal Study (SWARMMS)</i> (2012), which considered alternative modes of transport on the wider transport network in the area, included on the rail network in order to improve transport connections between the south west, south wales and London. This</p>	<p>Please refer to the Applicant's Response to Bullet Point One – Alternatives (Redetermination-1.1) which presents a summary of information the Applicant has previously put before the Examining Authority along with a review of information and any updates pertaining to the specific alternative routes discussed at examination.</p>

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	<p>appropriate policies or investment plans, option testing need not be considered by the examining authority or the decision maker. For national road and rail Schemes, proportionate option consideration of alternatives will have been undertaken as part of the investment decision making process. It is not necessary for the Examining Authority and the decision maker to reconsider this process, but they should be satisfied that this assessment has been undertaken.</p>	<p>included consideration of a multi-modal transport corridor including rail and road connections between London and Exeter, London and Bristol & Severn Estuary, Bristol and Exeter, and Exeter and Penzance. The primary alternative mode for the dominant long-distance trips on the A303 corridor would be rail. The SWARMMS strategy identified improvements required to these lines, and a number of these have been implemented. Whilst further improvements would deal with existing capacity and speed issues, it would be impossible for a rail improvement to entirely solve the identified problems in the Scheme location.</p> <p>Prior to options identification, the A303 was included within the Department for Transport (DfT) Road Investment Strategy (December 2014), in which the DfT committed to undertaking feasibility study for the A303 to <i>“help identify and fund solutions to tackle</i></p>	<p>The Applicant’s Response to Bullet Point One – Alternatives (Redetermination-1.1) demonstrates that alternatives has been properly considered throughout the process and there has been no relevant change since the Secretary of State’s decision.</p>

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		<p><i>some of the most notorious and long-standing road hot spots in the country". The commitment was to undertake "construction of a twin-bored tunnel at least 1.8 miles long as the road passes Stonehenge and a bypass for Winterbourne Stoke to link the existing dual carriageway section around Amesbury with the dual carriageway at Berwick Down."</i></p> <p>The Scheme options were appraised as per the response to NPSNN Paragraph 4.26 of this Appendix. The process for options identification was undertaken through several stages, and involved a full options appraisal, as described within Section 3.2, Chapter 3 of the Environmental Statement Chapter 3 (Application Document 6.1). The process of options identification and route selection leading to the Scheme is summarised below. The process followed the following stages:</p> <ul style="list-style-type: none"> - Corridor identification and initial sifting of corridors (Stage 1); 	

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		<ul style="list-style-type: none"> - Design development of route options within preferred corridors (Stage 2); - Route options appraisal and sifting to identify options to take forward for further appraisal (Stage 3); - The selection of two preferred routes, which were taken to non-statutory public consultation in January/March 2017 (Stage 4); - The selection of a Preferred Route which was announced by the Secretary of State in September 2017 and which forms the basis of the Scheme (Stage 5). <p>The Secretary of State announced the Preferred Route on 12th September 2017 and it is this route which forms the basis for the Scheme. Full details of the earlier work undertaken to inform the Secretary of State's decision, including options identification and selection process and the development of the</p>	

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		<p>subject to the same delays as cars. Hence, where a car is available, using the coach is relatively unattractive for most users of the A303. Also, the capacity of the coach services provided is relatively small in comparison with the number of people that can be accommodated in vehicles using an improved dual carriageway.</p> <p>Rail is considered the only modal alternative which can seriously compete with road for the types of journey being made by A303 road users. However, there is no planned or prospective rail scheme or investment which would offer a solution to existing and future anticipated traffic problems.</p>	
Carbon emissions			
5.17	Carbon impacts will be considered as part of the appraisal of Scheme options (in the business case), prior to the submission of an application	Assessment of GHG emissions was undertaken as part of the appraisal of route alignment options using the WebTAG Environmental Assessment methodology.	The Applicant's Response to Bullet Point Three – Carbon (Redetermination-1.3) confirms total predicted emissions from construction remain the same as in the DCO

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	<p>for DCO. Where the development is subject to EIA, any Environmental Statement will need to describe an assessment of any likely significant climate factors in accordance with the requirements in the EIA Directive. It is very unlikely that the impact of a road project will, in isolation, affect the ability of Government to meet its carbon reduction plan targets. However, for road projects applicants should provide evidence of the carbon impact of the project and an assessment against the Government's carbon budgets.</p>	<p>Chapter 14 Climate of the Environmental Statement (Application Document 6.1) presents an assessment of greenhouse gas emissions arising from the construction and operation of the Scheme. Table 14.16 identifies the national level carbon budgets at different project stages. It is concluded that the GHG impact of the Scheme would not have a material impact on the Government meeting its carbon reduction targets.</p>	<p>application. However, they will now fall under the 4th and 5th carbon budget periods rather than the 3rd and 4th due to a shift in the construction timeline.</p> <p>The conclusion to Chapter 14 Climate Change of the 2018 ES remains valid and therefore no further environmental information is required to be submitted for consideration by the Secretary of State in relation to carbon emissions, in order for a decision to be made on the DCO application.</p>
5.18	<p>The Government has an overarching national carbon reduction strategy (as set out in the Carbon Plan 2011) which is a credible plan for meeting</p>		<p>The Applicant's Response to Bullet Point Three – Carbon (Redetermination-1.3) presents an updated assessment of the contribution of GHG emissions resulting from</p>

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	<p>carbon budgets. It includes a range of non-planning policies which will, subject to the occurrence of the very unlikely event described above, ensure that any carbon increases from road development do not compromise its overall carbon reduction commitments. The Government is legally required to meet this plan. Therefore, any increase in carbon emissions is not a reason to refuse development consent, unless the increase in carbon emissions resulting from the proposed scheme are so significant that it would have a material impact on the ability of Government to meet its carbon reduction targets.</p>		<p>the Scheme. This has been assessed as 0.02% of the 4th carbon budget, 0.0066% of the 5th carbon budget and 0.0092% of the 6th carbon budget. Given that these contributions are very small, the Applicant does not consider CO2 emissions resulting from the Scheme to have a material impact on the Government's ability to comply with the carbon budgets or to have a material effect on the UK meeting its carbon reduction targets.</p>
The historic environment			

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5.134	Where the proposed development will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.	<p>Chapter 6 Cultural Heritage of the Environmental Statement (Application Document 6.1) identifies less than ‘substantial harm’ to the significance of heritage assets relating to negative changes to their setting, arising from the presence of the new road and its associated infrastructure, and/or from changes to the visual and aural impact of traffic during its operation. These effects are summarised in tables 6.11 and 6.12 of the Environmental Statement.</p> <p>Less than substantial harm is anticipated to affect designated and non-designated assets, including those within the WHS as summarised below.</p> <ul style="list-style-type: none"> - Barrow groups and ring ditches at Winterbourne Stoke West, Winterbourne Stoke Hill, Diamond Barrows, Countess Farm Barrows, and Normanton Gorse Barrows. These contain scheduled monuments and 	<p>With regard to harm to designated and non-designated assets the Applicant’s cultural heritage assessment concluded as follows [AS-142]: [5.132] <i>“Less than substantial harm is anticipated to affect designated and non-designated assets, including those within the WHS [World Heritage Site] and this is considered below as per NPSNN Paragraph 5.134. The Scheme does not identify any instance of ‘substantial harm’ or total loss of significance to a designated asset”.</i></p> <p>In November 2020, the Secretary of State published his decision to make, with modifications, a DCO granting development consent for the proposals in the application [TR010025-002180-STON]. The Examining Authority’s report, published at the same time, recommended refusal of the DCO application on the grounds that it would result in substantial harm to the Outstanding Universal</p>

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		<p>contribute to expressing Attributes of the OUV of the WHS.</p> <ul style="list-style-type: none"> - The setting of non-designated assets conveying Attributes of OUV, comprising a series of non-designated undated ring ditches north and northwest of Vespasian’s Camp. - The setting of listed buildings, including those located close to Countess Roundabout and at Countess Farm, or to the existing A303 in Amesbury. - The setting of Amesbury Conservation Area, and Amesbury Abbey Registered Park and Garden. - The loss of archaeological remains within the Scheme footprint, which collectively contribute to the understanding of activity in this part of the WHS, but are not considered to contribute to OUV. <p>The Scheme would also result in significant beneficial effects on the setting of Asset Groups and on designated isolated and</p>	<p>Value of the WHS, in particular its integrity and authenticity, which it found would be irreversible.</p> <p>The Secretary of State set out his consideration of the cultural heritage impacts of the Scheme in paragraphs 26 to 34 of his decision letter, concluding in paragraph 34:</p> <p><i>“34. The Secretary of State notes the differing positions of the ExA and Historic England, who has a duty under the provisions of the National Heritage Act 1983 (as amended) to secure the preservation and enhancement of the historic environment. He agrees with the ExA that there will be harm on spatial, visual relations and settings that weighs against the Development. However, he notes that there is no suggestion from Historic England that the level of harm would be substantial. Ultimately, the Secretary of State prefers Historic England’s view on this matter for the reasons</i></p>

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		<p>discrete assets which contribute to the OUV of the WHS. These are detailed in Heritage Impact Assessment Sections 6.9 and 6.10, and summarised in Section 9.4, Chapter 9 of the Heritage Impact Assessment. Chapter 11 of the Heritage Impact Assessment sets out the overall impact and significance of effect of the Scheme on the OUV of the WHS.</p> <p>Alignment with the 2015 Stonehenge, Avebury and Associated Sites WHS Management Plan vision, aims and policies is considered in Section 12.3 of the Heritage Impact Assessment.</p> <p>The Scheme is assessed to have beneficial effects for a number of designated heritage assets on the route of the present A303 between Longbarrow Roundabout and the junction with Stonehenge Road. These include Grade I and Grade II Listed structures, including milestones and markers. In each case the beneficial effect is due to</p>	<p><i>given [ER 5.7.62 – 5.7.69] and considers it is appropriate to give weight to its judgment as the Government’s statutory advisor on the historic environment, including world heritage. The Secretary of State is satisfied therefore that the harm on spatial, visual relations and settings is less than substantial and should be weighed against the public benefits of the Development in the planning balance.”</i></p> <p>The Applicant’s cultural heritage assessment was compiled in accordance with relevant guidance in response to scoping opinions received from UK statutory authorities. The 2018 ES assessment and Heritage Impact Assessment (HIA), as updated by the 2020 ES Addendum and HIA Addendum, remains comprehensive. One additional large beneficial likely significant effect has now been identified in respect of possible</p>

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		<p>the conversion of the present A303 to a restricted byway.</p> <p>There is a long-standing, fully evidenced need for the benefits of this Scheme to be realised, as demonstrated by a numerous policy documents which define the need for the scheme. The design of the scheme strikes an appropriate balance between delivering the Scheme requirements and minimising harm to designated heritage assets in this historically important location, whilst delivering overall heritage benefits as described in 5.137 below.</p> <p>In addition to the heritage benefits, the Scheme would deliver a range of substantial economic, transport, environmental and community benefits, which are summarised in Table 5-1, Chapter 5 of this Case for the Scheme document. These benefits are considered to outweigh the less than substantial harm.</p>	<p>Bronze Age barrows or ring ditches in the vicinity of Stonehenge Bottom (see Applicant’s Response to Bullet Point Four – Environmental Information Review (Redetermination-1.4)). The significance of the effects identified in the 2018 ES is otherwise not altered. The Applicant’s position on ‘harm’ (as set out in the NPSNN Accordance Table submitted with the application [APP-294]) is also not altered.</p> <p>It is noted that paragraph 5.133 is not relevant to this assessment.</p>

NPSNN Para no.	Requirement of the NPSNN	Compliance with the NPSNN	Update for purposes of responding to the Statement of Matters (January 2022)
Landscape and Visual Impacts			
5.156	<p>Outside nationally designated areas, there are local landscapes that may be highly valued locally and protected by local designation. Where a local development document in England has policies based on landscape character assessment, these should be given particular consideration. However, local landscape designations should not be used in themselves as reasons to refuse consent, as this may unduly restrict acceptable development.</p>	<p>Chapter 7 Landscape and Visual Impact Assessment of the Environmental Statement (Application Document 6.1) considers the effects of the Scheme on local landscape character including a Special Landscape Area in Section 7.9. The effects on Local Character Areas (LCA) are summarised in Table 7.11 (Construction), 7.12 (Operation – Year 1), at 7.13 (Operation – Year 15).</p> <p>Regarding construction effects, Chapter 7 concludes that construction activities would have likely significant temporary adverse effects on the rural landscape, including in terms of direct changes to landform and tranquility. This would be particularly noticeable across the River Till valley and at Longbarrow junction.</p>	<p>The Applicant’s Response to Bullet Point Four – Environmental Information Review (Redetermination-1.4) found that the conclusions of the 2018 Landscape and Visual Impact Assessment (LVIA) and the environmental information supporting it remain valid with regard to the legislative and policy framework, and baseline environmental information, including in respect of local character areas.</p> <p>The change in methodology from the 2018 LVIA is acknowledged. Further environmental information has been submitted to inform the Secretary of State’s redetermination of the DCO application.</p> <p>As identified in the Environmental Information Review (Redetermination-1.4), in some instances, this change in the methodology</p>

NPSNN Para no.	Requirement of the NPSNN	Compliance with the NPSNN	Update for purposes of responding to the Statement of Matters (January 2022)
		<p>Regarding operational effects, Chapter 7 concludes that the Scheme would have the following effects:</p> <ul style="list-style-type: none"> - significant adverse effects on the rural landscape between Berwick Down and Longbarrow Junction in the opening year, including for effects to landform and tranquility; - significant permanent adverse effects on the landscape of the River Till valley; - significant permanent beneficial effects on the townscape within Winterbourne Stoke; <p>significant permanent beneficial effects on the pattern, tranquillity and connectivity of the landscape within the WHS.</p>	<p>results in new significant (moderate or above) effects being identified (both adverse and beneficial), for an impact where no significant effect was identified within the 2018 LVIA. These changes to effects are due to a change in the assessment methodology, rather than a revised professional judgement.</p> <p>As a result of the change in methodology, the Environmental Information Review (Redetermination-1.4) concludes that the Scheme would include the following new significant landscape effects:</p> <p>During Construction:</p> <ul style="list-style-type: none"> - Durrington Down Ridges (LCA 19): The construction effect would increase to moderate adverse, a new significant effect. <p>During Operation:</p>

NPSNN Para no.	Requirement of the NPSNN	Compliance with the NPSNN	Update for purposes of responding to the Statement of Matters (January 2022)
			<ul style="list-style-type: none"> - Lesser Cursus and the Packway Ridges (LCA 09): In year 1 the impact would now become moderate adverse, a new significant effect. The impact would also increase to moderate adverse, a new significant effect, in year 15. - Durrington Down Ridges (LCA 19): The effects in year 1 increase to moderate beneficial which is a new significant effect. Similarly, year 15 effects increase to moderate beneficial a new significant effect. - Countess Farm Dry Valleys (LCA 20): The construction impact remains significant, but year 1 effect increases to moderate adverse which is a new significant effect.

NPSNN Para no.	Requirement of the NPSNN	Compliance with the NPSNN	Update for purposes of responding to the Statement of Matters (January 2022)
			<ul style="list-style-type: none"> - Avon Valley Floodplain and Meadows (LCA 22): In year 15 there would be a new moderate adverse significant effect
5.157	<p>In taking decisions, the Secretary of State should consider whether the project has been designed carefully, taking account of environmental effects on the landscape and siting, operational and other relevant constraints, to avoid adverse effects on landscape or to minimise harm to the landscape, including by reasonable mitigation.</p>	<p>Chapter 6 of the DAS (Application Document 7.2) describes how landscape and appearance has been taken into consideration within various elements of the Scheme to ensure the Scheme is sensitive to its setting. As described within Chapter 6 of the DAS, a central aim of the Scheme has been to remove the existing A303 from the part of the WHS around Stonehenge to improve its setting and relationships with the site’s wider landscape in order to enhance the OUV of the WHS. The new A303 alignment has been designed to sit comfortably within the WHS, with minimal visibility in the wider landscape setting. This has been achieved through the provision of a carefully positioned tunnel. Further landscape</p>	<p>The Applicant’s Response to Bullet Point Four – Environmental Information Review (Redetermination-1.4) found that the conclusions of the 2018 Landscape and Visual Impact Assessment (LVIA) and the environmental information supporting it remain valid with regard to the legislative and policy framework, and baseline environmental information.</p> <p>The change in methodology from the 2018 LVIA is acknowledged. Further environmental information has been submitted to inform the Secretary of State’s redetermination of the DCO application.</p> <p>As identified in the Environmental Information Review (Redetermination-1.4), in some</p>

NPSNN Para no.	Requirement of the NPSNN	Compliance with the NPSNN	Update for purposes of responding to the Statement of Matters (January 2022)
		<p>and visual mitigation which is proposed to reduce the Scheme's effects during construction and operation is described in Tables 7.4 and 7.5 Chapter 7 Landscape and Visual Impact Assessment of the Environmental Statement (Application Document 6.1) and secured in the OEMP.</p> <p>Table 7.11, 7.12, at 7.13 in Chapter 7 Landscape and Visual Impact Assessment of the Environmental Statement (Application Document 6.1) describes the effects on LCAs. Of the 13 LCAs considered, effects would range from very large to moderate adverse effects during construction and large adverse to large beneficial effects during the opening year. However, these effects would become more beneficial as landscaping matures, and all but one character area considered would experience beneficial effects in year 15 of operation. At the Upper</p>	<p>instances, this change in the methodology results in new significant (moderate or above) effects being identified (both adverse and beneficial), for an impact where no significant effect was identified within the 2018 LVIA. These changes to effects are due to a change in the assessment methodology, rather than a revised professional judgement.</p> <p>As a result of the change in methodology, the Environmental Information Review (Redetermination-1.4) concludes that the Scheme would include new significant landscape effects which have been noted at 5.157.</p> <p>The Environmental Review confirms that the mitigation and monitoring measures reported in the 2018 LVIA remain applicable and no additional mitigation or monitoring measures are required.</p>

NPSNN Para no.	Requirement of the NPSNN	Compliance with the NPSNN	Update for purposes of responding to the Statement of Matters (January 2022)
		<p>Till Floodplains and Meadows LCA the impact would remain large adverse.</p> <p>Construction and operational mitigation is described within Tables 7.5 and 7.6 of the Chapter 7 Landscape and Visual Impact Assessment of the Environmental Statement (Application Document 6.1).</p>	
5.158	<p>The Secretary of State will have to judge whether the visual effects on sensitive receptors, such as local residents, and other receptors, such as visitors to the local area, outweigh the benefits of the development...</p>	<p>Tables 7.11, 7.12, and 7.13, Chapter 7 Landscape and Visual Impact Assessment of the Environmental Statement (Application Document 6.1) describe the visual effects on identified receptors. At many of the viewpoints considered there would be very large to moderate adverse effects during construction and a range of large adverse to large beneficial effects during the opening year. However, the majority of these adverse effects would reduce as landscape planting matures, and the visual receptors within the WHS would experience beneficial effects</p>	<p>The Applicant’s Response to Bullet Point Four – Environmental Information Review (Redetermination-1.4) found that the conclusions of the 2018 LVIA and the environmental information supporting it remain valid with regard to the legislative and policy framework, and baseline environmental information.</p> <p>The change in methodology from the 2018 LVIA is acknowledged. Further environmental information has been submitted to inform the</p>

NPSNN Para no.	Requirement of the NPSNN	Compliance with the NPSNN	Update for purposes of responding to the Statement of Matters (January 2022)
		ranging from moderate to large beneficial in year 15 of operation.	<p>Secretary of State’s redetermination of the DCO application.</p> <p>As identified in the Environmental Information Review (Redetermination-1.4), in some instances, this change in the methodology results in new significant (moderate or above) effects being identified (both adverse and beneficial), for an impact where no significant effect was identified within the 2018 LVIA. These changes to effects are due to a change in the assessment methodology, rather than a revised professional judgement.</p> <p>As a result of the change in methodology, the Environmental Information Review (Redetermination-1.4) concludes that the Scheme would include the following new significant visual effects:</p> <p>During Construction:</p>

NPSNN Para no.	Requirement of the NPSNN	Compliance with the NPSNN	Update for purposes of responding to the Statement of Matters (January 2022)
			<ul style="list-style-type: none"> - View north-east from Byway AMES11 at Normanton Down (18): The construction effect is moderate adverse, a new significant effect. - Visitors, tourists and recreational users at the WHS interpretation panel viewpoint located to the south of the Stones (19): The construction effect is moderate adverse, a new significant effect. - Visitors, tourists and recreational users at the WHS interpretation panel located on Byway AMES12 adjacent to the Cursus (20): The construction effect is moderate adverse, a new significant effect. - Visitor, tourists and recreational users on the footpath alongside the existing A303, between King Barrow Ridge and Stonehenge Bottom (21): The

NPSNN Para no.	Requirement of the NPSNN	Compliance with the NPSNN	Update for purposes of responding to the Statement of Matters (January 2022)
			<p>construction effect is moderate adverse, a new significant effect.</p> <ul style="list-style-type: none"> - Recreational users on the permissive path across Coneybury Hill tumulus (24): The construction effect is moderate adverse, a new significant effect. - Residential properties adjacent to Countess Road west nos. 61 to 145 (29A): This construction effect is a moderate adverse, new significant effect but temporary. - Residential properties adjacent to the A345 (Countess Road) west nos. 23 to 59 Including Tollgate Close) (29B): This construction effect is a moderate adverse, new significant effect but temporary. - View north-west from the permissive path adjacent to Fargo Plantation View to Rolleston (35): The construction

NPSNN Para no.	Requirement of the NPSNN	Compliance with the NPSNN	Update for purposes of responding to the Statement of Matters (January 2022)
			<p>effect is moderate adverse, a new significant effect.</p> <p>During Operation:</p> <ul style="list-style-type: none"> - Tourists and visitors at the Stonehenge Visitor Centre (12): The operation year 1 effect is moderate adverse, a new significant effect. - Tourists, visitors and recreational users in WHS at the World Heritage Site interpretation panel (13): The year 15 effect is moderate adverse, a new significant effect. - Recreational users on Bridleway AMES39 and residential properties at Strangways (25): The operation year 1 effect is moderate beneficial, a new significant effect. - Visitors, tourists and recreational users at the WHS interpretation panel viewpoint in open access land

NPSNN Para no.	Requirement of the NPSNN	Compliance with the NPSNN	Update for purposes of responding to the Statement of Matters (January 2022)
			<p>approximately 100m west of Woodhenge monument (28): The year 1 effect is moderate adverse, a new significant effect.</p> <ul style="list-style-type: none"> - Bowles Hatches (31B): The operation year 1 effect is moderate adverse, a new significant effect. <p>Therefore, although there has been a change in likely significant effects, the Scheme still complies with this paragraph of the NPS and the benefits of the Scheme on the landscape, and particularly the WHS, will still outweigh these adverse effects.</p>
Land use including open space, green infrastructure and Green Belt			
5.168	Applicants should take into account the economic and other benefits of the best and most versatile agricultural land (defined as land in grades 1, 2 and 3a of the Agricultural	Chapter 13 People and Communities in the Environmental Statement (Application Document 6.1) indicates: <ul style="list-style-type: none"> - During construction, the Scheme would result in disturbance to approximately 	The Applicant’s Response to Bullet Point Four – Environmental Information Review (Redetermination-1.4) has provided further environmental information in relation to people and communities for consideration by the

NPSNN Para no.	Requirement of the NPSNN	Compliance with the NPSNN	Update for purposes of responding to the Statement of Matters (January 2022)
	<p>Land Classification). Where significant development of agricultural land is demonstrated to be necessary, applicants should seek to use areas of poorer quality land in preference to that of a higher quality. Applicants should also identify any effects, and seek to minimise impacts, on soil quality, taking into account any mitigation measures proposed. Where possible, developments should be on previously developed (brownfield) sites provided that it is not of high environmental value. For developments on previously developed land, applicants should ensure that they have considered the risk posed by land contamination</p>	<p>268ha of Best and Most Versatile (BMV) agricultural land (Grade 1, Grade 2 and 3a). The overall temporary effect of the Scheme on BMV agricultural land is significant adverse.</p> <ul style="list-style-type: none"> - Following construction and restoration, the area of agricultural land that would be permanently required for the Scheme is approximately 38.5ha. Of this 38.5ha, the permanent requirement for 30ha of BMV land in Grade 2 and 3a is assessed as an impact of major magnitude. The overall permanent effect of the Scheme on BMV agricultural land is significant adverse. <p>The Scheme was identified through a thorough options identification process, as described in Chapter 3 Assessment of Alternatives in the Environmental Statement (Application Document 6.1). The appraisal of alternative options involved consideration of</p>	<p>Secretary of State. The updated assessment methodology has changed the conclusions of the 2018 ES in the following way:</p> <ul style="list-style-type: none"> - During construction, the temporary effect of the Scheme on best and most versatile agricultural land would increase to a very large adverse effect from a large adverse effect reported in the 2018 ES. - Following construction and restoration, the permanent effect on best and most versatile agricultural land would increase to a large or very large adverse effect from the moderate adverse effect reported in the 2018 ES. <p>The Environmental Information Review (Redetermination-1.4) concludes that while the level of effect reported would be different, there are no new significant effects in relation to best and most versatile agricultural land introduced</p>

NPSNN Para no.	Requirement of the NPSNN	Compliance with the NPSNN	Update for purposes of responding to the Statement of Matters (January 2022)
	<p>and how it is proposed to address this.</p>	<p>environmental effects, including effects on agricultural land. Although the preferred route, which forms the basis of the Scheme, involved loss of agricultural land it performed better from a heritage, landscape and biodiversity perspective. These were the primary basis for determining the location of the Scheme. Due to the Scheme's location within a rural area, it has not been possible to use brownfield sites ahead of agricultural land.</p> <p>Chapter 10 Geology and Soils of the Environmental Statement (Application Document 6.1) identifies the potential sources of land contamination within and in the vicinity of the Order Limits (Table 10.9 and Figure 10.2 illustrate the study area). It also assesses the impacts on soil quality and the risks posed by the Scheme as a result of land contamination and sources of</p>	<p>as a result of the change in assessment methodology.</p> <p>However, the updated assessment methodology does predict impacts on County Wildlife Site (CWS) soils. The 2018 ES assessed the effect on soil resources as slight adverse. The Environmental Information Review (Redetermination-1.4) reports the change in methodology which now means these would be moderate or large adverse, therefore new significant effects.</p> <p>The Environmental Information Review (Redetermination-1.4) confirms that the mitigation and monitoring measures reported in the 2018 ES remain applicable and no additional mitigation or monitoring measures are required. Therefore, although there has been a change in likely significant effects, the Scheme still complies with this paragraph of the NPS.</p>

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		<p>contamination. As a result of appropriate control measures during construction which are identified in Appendix 2.2 OEMP of the Environmental Statement Appendices (Application Document 6.3), there are not expected to be any significant adverse effects on soil quality; or significant risks posed by disturbance of land suspected to be contaminated such as military sites and fuel stations; interaction with the High Pressure Oil Pipeline; or as a result of the storage of potentially hazardous materials on construction compounds.</p> <p>The design of the Scheme also includes measures that will contain and control any releases of contaminants along the highway and its associated infrastructure during operation e.g. drainage design to prevent/minimise the risk of discharging</p>	<p>This update also demonstrates compliance with NPSNN Paragraph 5.176.</p>

NPSNN Para no.	Requirement of the NPSNN	Compliance with the NPSNN	Update for purposes of responding to the Statement of Matters (January 2022)
		pollutants into the chalk aquifer via drainage pathways.	
Noise and vibration			
5.189	<p>Where a development is subject to EIA and significant noise impacts are likely to arise from the proposed development, the applicant should include the following in the noise assessment, which should form part of the environment statement:</p> <ul style="list-style-type: none"> - a description of the noise sources including likely usage in terms of number of movements, fleet mix and diurnal pattern. For any associated fixed structures, such as ventilation fans for tunnels, information about the noise sources including the identification of any distinctive tonal, impulsive or low 	<p>Chapter 9 Noise and Vibration of the Environmental Statement (Application Document 6.1) considers the potential impacts of the Scheme on noise and vibration. The assessment has been undertaken in accordance with the relevant standards and guidance, in particular, British Standards 5228 parts 1 and 2 and DMRB, HD213/11 which covers the various aspects required by NPSNN 5.189, and is proportionate to the effects which are anticipated. The assessment covers daytime and night-time periods.</p> <p>Chapter 9 Noise and Vibration of the Environmental Statement describes the baseline for the Scheme area as</p>	<p>The Applicant's Response to Bullet Point Four – Environmental Information Review (Redetermination-1.4) has provided further environmental information in relation to noise and vibration for consideration by the Secretary of State. Updated traffic data, as well as the more recently published assessment methodology, have changed the conclusions of the 2018 ES in the following way (pursuant to the carrying out of a sensitivity test):</p> <p>During construction there are no differences in the construction phase noise effects when compared with those reported in the 2018 ES.</p> <p>During operation:</p>

NPSNN Para no.	Requirement of the NPSNN	Compliance with the NPSNN	Update for purposes of responding to the Statement of Matters (January 2022)
	<p>frequency characteristics of the noise. identification of noise sensitive premises and noise sensitive areas that may be affected.</p> <ul style="list-style-type: none"> - the characteristics of the existing noise environment. - a prediction on how the noise environment will change with the proposed development: <ul style="list-style-type: none"> o In the shorter term such as during the construction period; o in the longer term during the operating life of the infrastructure; o at particular times of the day, evening and night as appropriate. 	<p>predominantly rural in nature. Road traffic noise from the A303 affects the setting of the WHS, particularly in the vicinity of Stonehenge. The existing A303 passes close to residential properties at Amesbury and Winterbourne Stoke and the high existing noise levels along the A303 through Winterbourne Stoke are reflected in the designation of two ‘Noise Important Areas’ (areas identified by the government as being most exposed to noise) in the vicinity. Noise sensitive receptors, including premises and areas are identified in Section 9.6, Chapter 9 Noise and Vibration of the Environmental Statement (Application Document 6.1):</p> <ul style="list-style-type: none"> • An estimated total of 1,777 residential buildings are located within the 600m noise prediction study area; 	<ul style="list-style-type: none"> - There is an increase in the number of residential buildings experiencing a minor increase in traffic noise in the opening year. These are not identified as resulting in significant adverse effects. - The number of moderate and major increases in traffic noise at residential properties in the opening year increases from 22 to 25 (the three properties are located on Church Street in Amesbury), while the number of major increases reduces from five to one (the four properties are located towards the northern end of the High Street in Amesbury). - As a result of a change in the methodology, the number of residential properties identified as experiencing a significant benefit has doubled. This includes the Church in Winterbourne

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	<ul style="list-style-type: none"> - an assessment of the effect of predicted changes in the noise environment on any noise sensitive premises and noise sensitive areas. - measures to be employed in mitigating the effects of noise. Applicants should consider using best available techniques to reduce noise impacts. - the nature and extent of the noise assessment should be proportionate to the likely noise impact. 	<ul style="list-style-type: none"> • Five noise important areas (two in Winterbourne Stoke on the A303 and three in Amesbury on the A345). <p>Sources of noise are described in Section 9.9, Chapter 9 Noise and Vibration of the Environmental Statement (Application Document 6.1), and include:</p> <ul style="list-style-type: none"> • Construction noise and vibration; • Operational traffic noise; • Operational plant/ fan noise associated with the tunnel. <p>Section 9.9, Chapter 9 Noise and Vibration of the Environmental Statement (Application Document 6.1) describes how the noise environment would change, during both construction and operational. The results of this assessment are summarised in Table 9.25, and Table 9.26, and described below:</p>	<p>Stoke which is identified as experiencing a new significant benefit. in the sensitivity test.</p> <ul style="list-style-type: none"> - The significant beneficial effect at 40 residential buildings on the section of B390 between Chitterne and Shrewton (outside of the detailed traffic noise modelling study area) is no longer anticipated in the sensitivity test, these have been downgraded to minor beneficial. <p>The Applicant’s Response to Bullet Point Four – Environmental Information Review (Redetermination-1.4) confirms that the mitigation and monitoring measures reported in the 2018 ES remain applicable and no additional mitigation or monitoring measures are required. Therefore, although there has been a change in likely significant effects, the</p>

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		<p>Construction effects:</p> <ul style="list-style-type: none"> - construction activities would have likely significant temporary adverse noise effects for nearby residential properties in close proximity to the works. Including those properties closest to the Countess Roundabout and a property at the northern edge of Winterbourne Stoke; - significant adverse vibration effects are not anticipated. <p>Operational effects:</p> <ul style="list-style-type: none"> - significant adverse noise effects for a single property on the northern edge of Winterbourne Stoke closest to the section of the A303 which is realigned to the north of the village. - significant adverse noise effects for the closest properties along Church Street and High Street in Amesbury due to the 	<p>Scheme still complies with this paragraph of the NPS.</p>

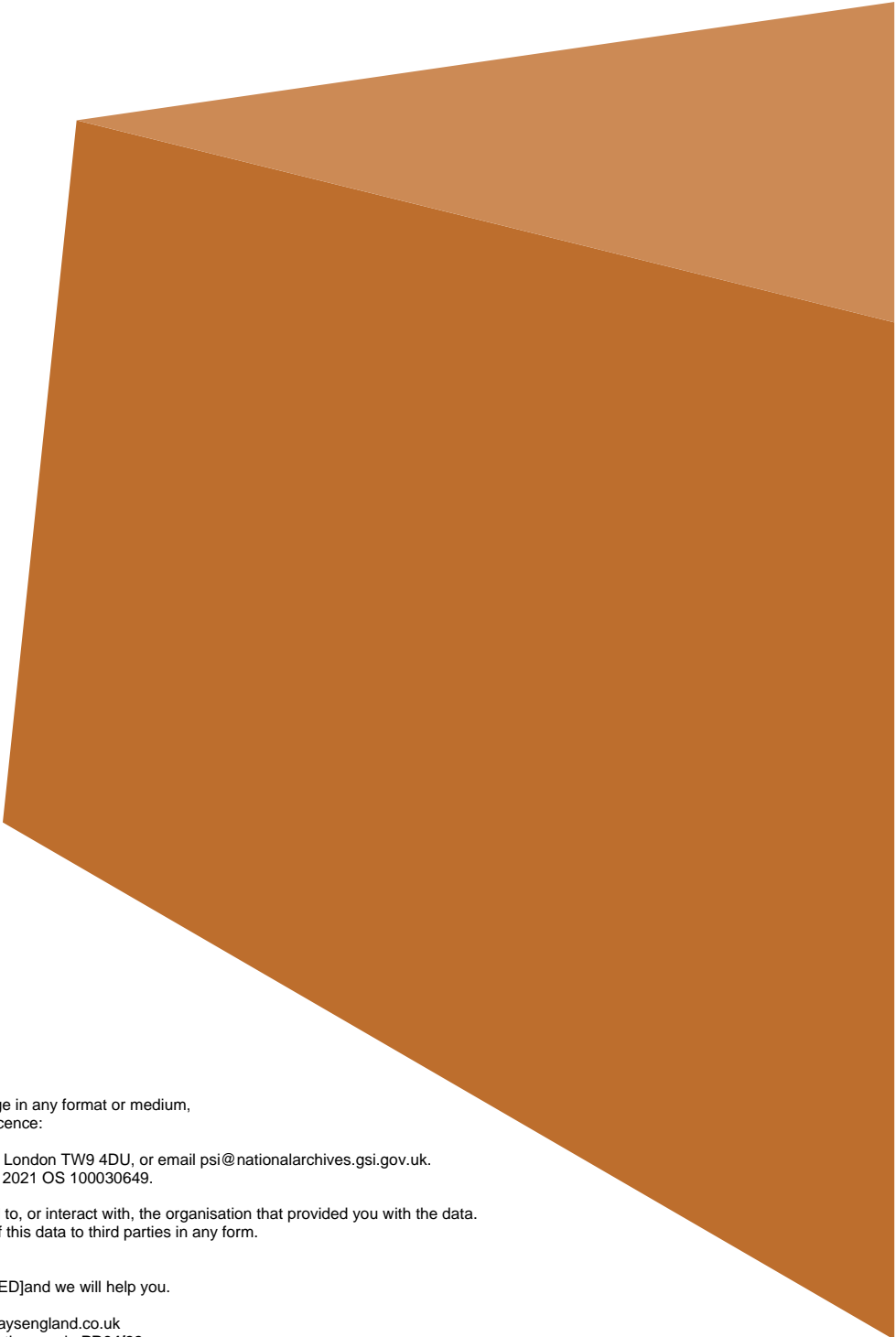
NPSNN Para no.	Requirement of the NPSNN	Compliance with the NPSNN	Update for purposes of responding to the Statement of Matters (January 2022)
		<p>closure of the Stonehenge Road access onto the A303</p> <ul style="list-style-type: none"> - significant beneficial noise effects for residents of Winterbourne Stoke located in close proximity to the existing A303 through the centre of the village. - significant beneficial noise effects for visitors to the WHS and residents at Stonehenge Cottages/northern end of Stonehenge Road. - significant beneficial noise effects for residents of properties on the B390 between Shrewton and Chitterne. <p>Design mitigation and enhancement measures are described within Section 9.8, Chapter 9 Noise of the Environmental Statement (Application Document 6.1), and are summarised below.</p>	

NPSNN Para no.	Requirement of the NPSNN	Compliance with the NPSNN	Update for purposes of responding to the Statement of Matters (January 2022)
		<p>During construction, these include best practice measures to ensure compliance with measures to limit noise and vibration. These measures are specified within the Appendix 2.2 OEMP of the Environmental Statement Appendices (Application Document 6.3).</p> <p>During operation, a range of noise reduction measures have been incorporated within the Scheme including:</p> <ul style="list-style-type: none"> - Selection of a route alignment which takes the road away from residential receptors in Winterbourne Stoke; - Use of false cuttings north of Winterbourne Stoke; - Setting the route within a tunnel and deep cutting within the WHS; - Use of thin road surfacing which results in lower levels of noise generation than a standard hot rolled asphalt surface; 	

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		<ul style="list-style-type: none"> - Noise barriers at Countess flyover on both sides of the road between the slip roads; - A solid parapet on the southern side of the Till viaduct, tying into screening earthworks on either side. 	

4 Conclusion

4.1.1 Following a review of all of the updated and new relevant policy documents referred to in the Case for the Scheme and updated NPSNN Accordance Table [APP-294 and AS-142] and consideration of the environmental information presented in the response to Bullet Points 3 and 4 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 development consent for the Scheme should therefore be granted.



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