

A303 Stonehenge

Amesbury to Berwick Down

Report on Public Consultation

Volume 1

September 2017

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Executive summary

Background context

The A303 Stonehenge scheme is part of a programme of improvements along the A303 route aimed at improving connectivity between London and the South East and the South West. The programme, as set out in the Government's Road Investment Strategy, will create a dual-carriageway 'expressway' along the route by upgrading all the existing single carriageway sections.

Public consultation on proposals for the A303 Stonehenge improvement between Amesbury and Berwick Down was carried out between 12 January 2017 and 5 March 2017. This report records how the consultation was undertaken, the feedback received and Highways England's response to the feedback. The report identifies the key considerations raised that (a) feed into the choice of preferred route, and (b) will be taken into account as part of the continuing development of the scheme.

This non-statutory consultation was the precursor of the statutory consultation that will mark the start of the Development Consent Order process, when everyone will be able to comment on more detailed proposals of the scheme intended to be taken forward for construction. This next stage of statutory consultation is currently planned for early 2018.

Scheme proposals presented for consultation

The proposals put forward for consultation are illustrated on Figure E-1 below.

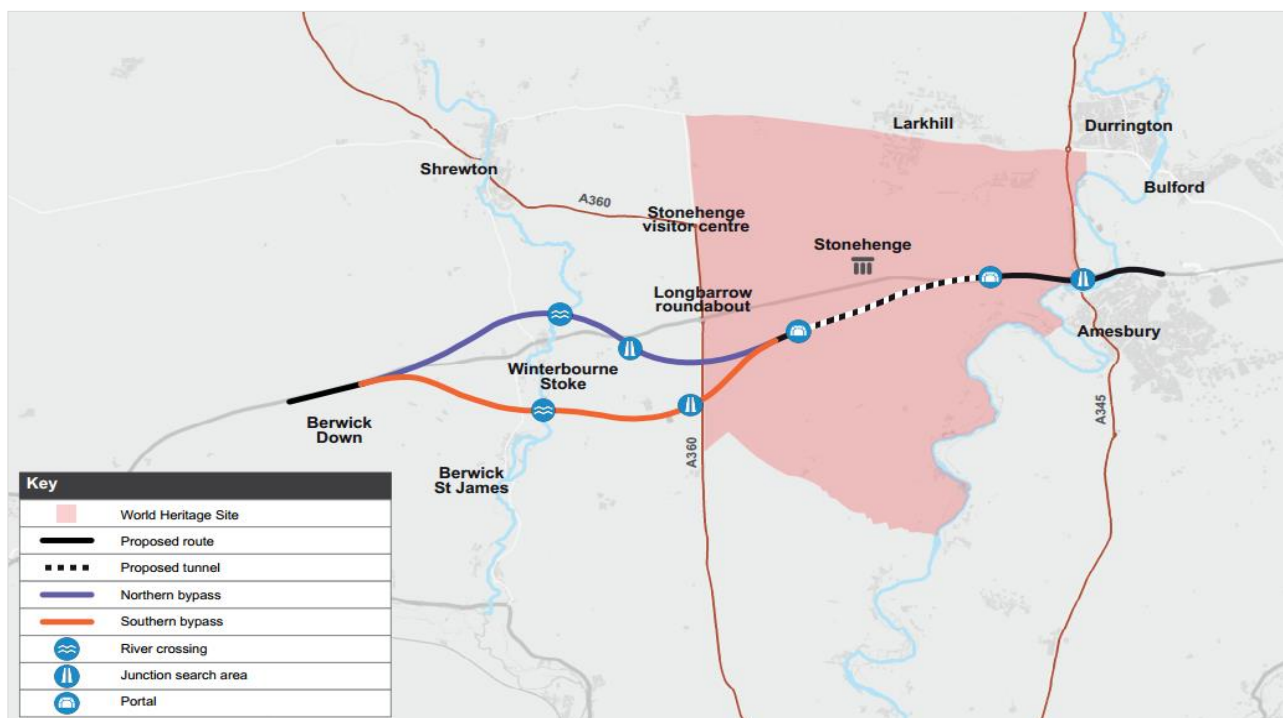


Figure E-1: Consultation proposals for A303 Stonehenge improvement

The main features on which views were invited are, from west to east:

- A bypass north or south of Winterbourne Stoke, with a new viaduct crossing of the Till Valley;
- A new grade-separated junction between the A303 and A360, also accommodating access from Winterbourne Stoke to the A303;

- A 1.8 mile (2.9 kilometre) long, twin-bore tunnel, with west and east portals located within the World Heritage Site (WHS), but out-of-sight from Stonehenge; and
- A new grade-separated junction between the A303 and A345.

The proposals were explained in a Public Consultation Booklet published in January 2017 (www.highways.gov.uk/a303stonehengepra).

Consultation arrangements

A variety of methods were used to inform everyone about the consultation, including a leaflet sent to 17,000 addresses, adverts in local, regional and national newspapers, and use of social media. Public exhibitions of the scheme proposals were also held on ten occasions at eight different venues, mainly in the local vicinity of the scheme, but also further west along the A303 route in Mere, south of the scheme in Salisbury, and in London at the Society of Antiquaries to accommodate wider audience participation. Some 2,500 people attended the exhibitions.

A consultation website (www.highways.gov.uk/a303stonehenge/consultation) was maintained throughout the consultation period to provide information on the scheme and to enable people to submit their feedback questionnaires online. People were also able to submit their feedback by Freepost or email.

Consultation response

More than 9,000 people responded to the consultation, by:

- questionnaire responses;
- email or letter correspondence; or
- proforma-type email responses, using templates provided by Friends of the Earth (FoE) or the Stonehenge Alliance expressing opposition to the scheme proposals.

A breakdown of the total response numbers is provided in Table E-1.

Table E-1: Breakdown of total consultation responses

Response format	Number of responses received
Questionnaire responses via the consultation webpage	2,547
Questionnaire responses received by hand or by Freepost	956
Emails and letters	111
Emails using Stonehenge Alliance proforma	1,686
Emails using Friends of the Earth proforma	3,943
Total	9,243

The questionnaire responses revealed a wide range of public opinion about the scheme proposals as a whole, as shown on Figure E-2 below.

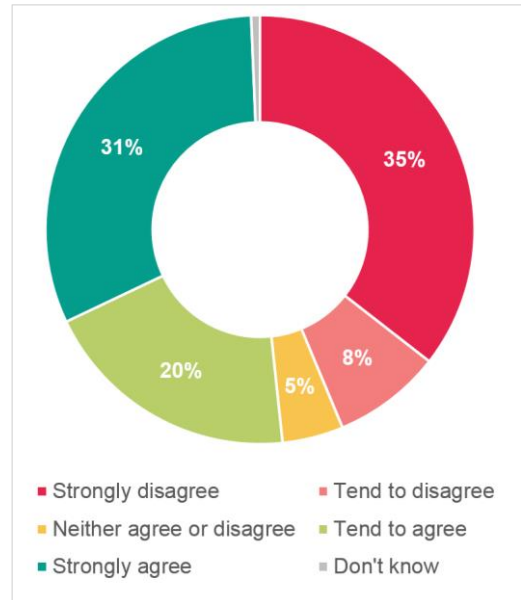
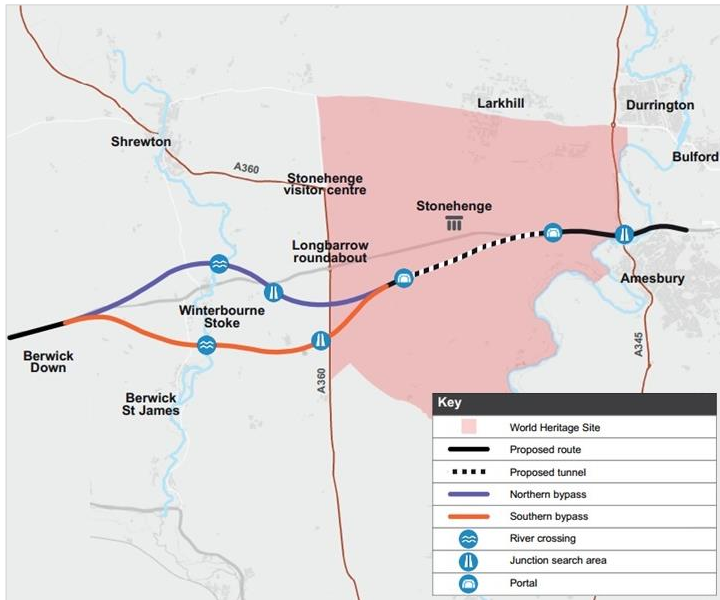


Figure E-2: Views on scheme proposals from questionnaire responses

The feedback revealed much agreement about the need to address the problems on the A303, but there were differences over what should be done. Views ranged from: dualling the existing road, to building a longer tunnel, to diverting the A303 outside the WHS, to options that do not involve building new roads.

Notwithstanding the wide-range of views expressed about the scheme as a whole, there was little disagreement about the need for Winterbourne Stoke to have a bypass. However, there were strong local views about whether a northern (Option 1N) or southern (Option 1S) route should be chosen. The balance of preference from the questionnaire responses is illustrated on Figure E-3 below.

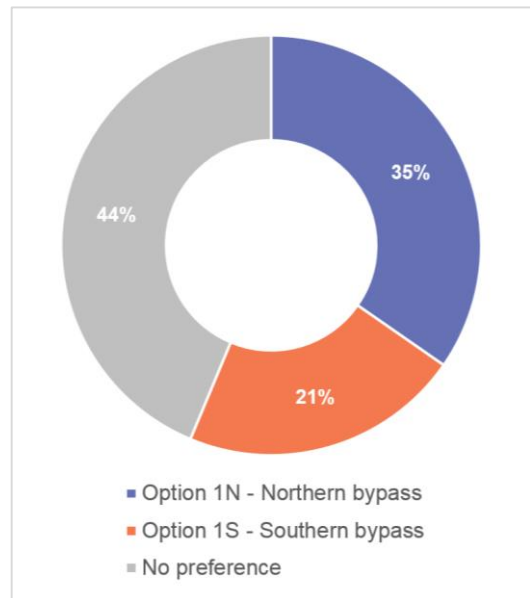
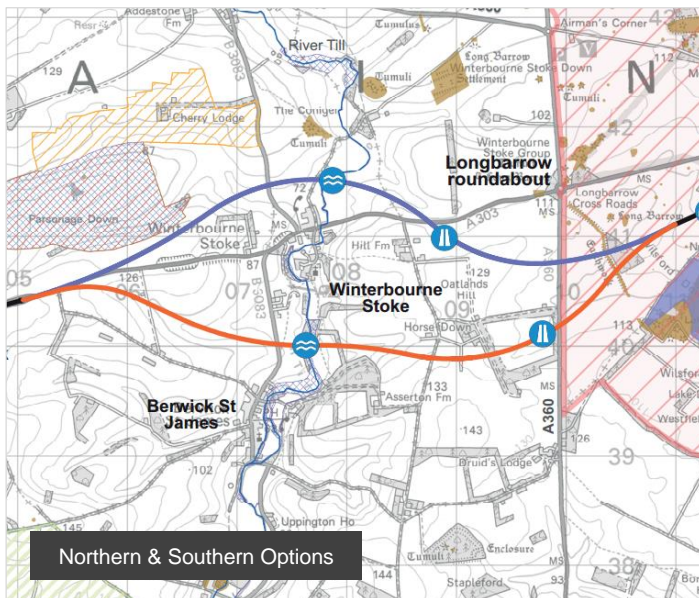


Figure E-3: Preferences for Winterbourne Stoke bypass

Key considerations

Aside from expressions of support or opposition to the scheme proposals put forward for consultation, comments received have fallen broadly into three categories:

- Comments relating to options that have previously been considered and discounted as part of the option appraisal and sifting undertaken prior to consultation;
- Comments raising issues that have informed the further appraisal and assessment of options, leading to the choice of preferred route; and
- Comments about the scheme that will be taken into consideration as part of its continuing development.

Comments which have informed the choice of preferred route have been separated into key considerations relating to (a) the choice of a northern or southern bypass for Winterbourne Stoke and (b) the choice of route through the western part of the WHS, as summarised in the Table E-2 below.

Table E-2: Key considerations informing choice of preferred route

Route section	Key considerations
North vs. South of Winterbourne Stoke	<ul style="list-style-type: none"> • Impacts on the local communities of Winterbourne Stoke and Berwick St James, including the effects of traffic noise on people in and outside their homes. • Environmental impacts on protected sites, including the River Till Special Area of Conservation (SAC) & Site of Special Scientific Interest (SSSI), Parsonage Down National Nature Reserve/SAC/SSSI and the scheduled Barrow Groups north of Winterbourne Stoke. • Landscape considerations, in terms of integrating the new road into the local topography as much as possible, including minimising the visual and physical intrusion of the viaduct crossing of the Till. • Ease of road access to and from Winterbourne Stoke and Berwick St James via the A360, avoiding the possibility of generating rat-running traffic using the B3083 from Shrewton. • Effects on local businesses and amenities.
Route through western part of WHS	<ul style="list-style-type: none"> • Effects on the Outstanding Universal Value (OUV) attributes of the WHS, arising from impacts of the western tunnel portal and new expressway on the integrity and authenticity of the Neolithic and Bronze Age funerary landscape, with its unique concentration and disposition of Barrow Groups. • Impact on the winter solstice alignment viewed from Stonehenge, as the single most important sightline in the WHS. • Damage to undiscovered buried archaeology. • Impact on the RSPB reserve on Normanton Down. • Effects arising from possible junction locations with the A360 adjacent to the WHS.

These considerations have been reviewed alongside the findings of further archaeological and ecological surveys undertaken during and since consultation. This review has informed the choice of preferred route.

Effectiveness and benefits of consultation

The widespread promotion was successful in reaching, informing and engaging the audience sought. This can be seen from the wide distribution of responses received from across the country shown on Figure E-4 below.

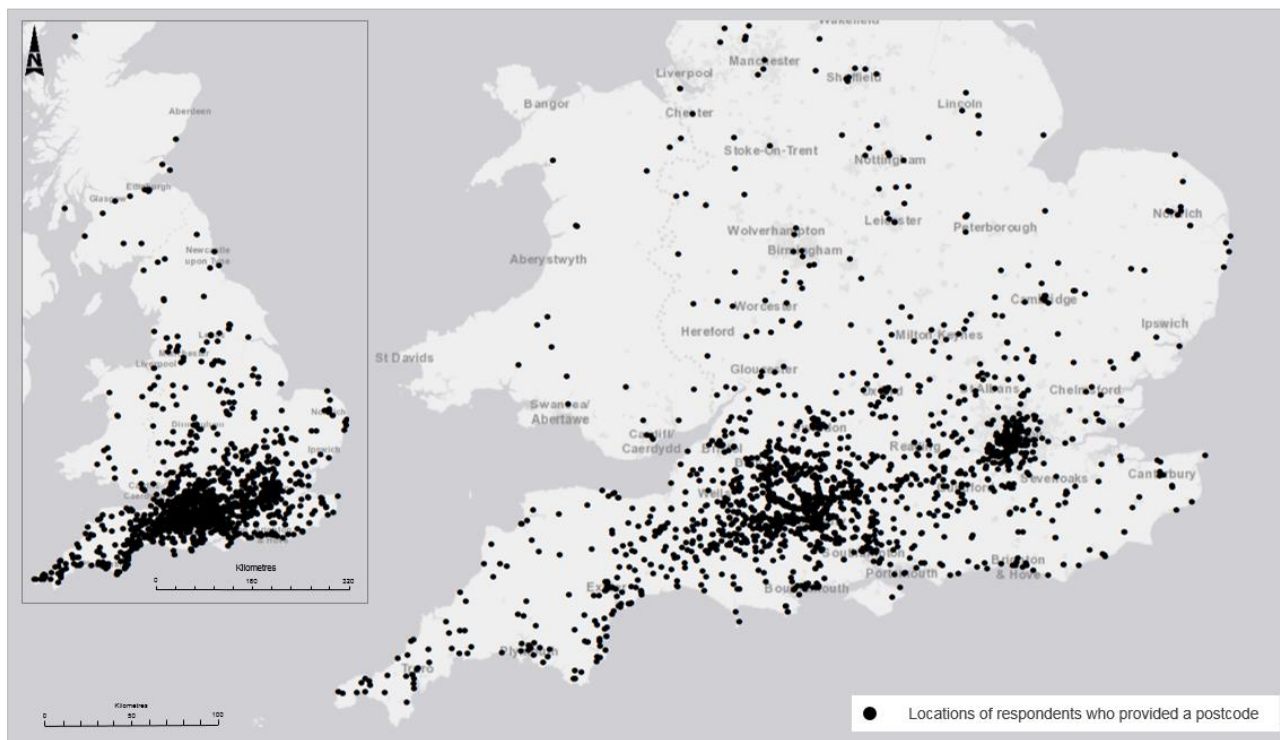


Figure E-4: Distribution of consultation responses¹

Many attending the public exhibitions were complimentary about the quality of the display material and the professionalism of staff in attendance. There were also comments challenging: the validity of the consultation; whether it had reached a wide enough audience; or whether it had run for a long enough period with sufficient options and information.

In terms of its purpose, this phase of non-statutory consultation has been successful. It has proved effective in informing a wide audience about the planned scheme and in securing valuable feedback that has informed the assessment of route options and the selection of the preferred route.

1

1 Introduction

- 1.1.1 This report has been prepared to record the public consultation held by Highways England between 12 January 2017 and 5 March 2017 on its proposals for the A303 Stonehenge improvement scheme.
- 1.1.2 The A303 Stonehenge scheme is part of a programme of improvements along the A303 route, aimed at improving connectivity between London and the South East and the South West. The programme, as set out in the Government's Road Investment Strategy (RIS) (<https://www.gov.uk/government/publications/road-investment-strategy-for-the-2015-to-2020-road-period>), is designed to address transport problems along the route by upgrading single carriageway sections to dual carriageway standard and creating an expressway where 'mile-a-minute' journeys are the norm. The route and the individual schemes along it, to where the A303 connects with the M5 at Taunton via the A358, are shown on Figure 1-1 below:



Figure 1-1: A303/A358 programme of improvements

- 1.1.3 The A303 Stonehenge scheme was the first to be consulted upon, closely followed by the A303 Sparkford to Ilchester and A358 Taunton to Southfields schemes. The remaining schemes are planned to follow for the entire programme to be delivered in the next 15 years.
- 1.1.4 The consultation follows on from the identification and sifting of corridor and route options set out in the Technical Appraisal Report (see TAR at www.highways.gov.uk/a303stonehenge/consultation) at the end of 2016. The TAR marks the conclusion of the Option Identification Stage in Highways England's process map for the development and delivery of major projects – see Figure 1-2 below. The results of TAR's identification and sifting of options are the scheme proposals taken forward for public consultation in early 2017.

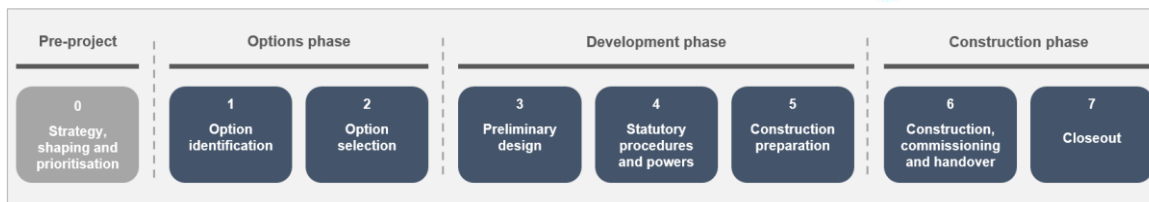


Figure 1-2: Highways England's Project Control Framework Structure

1.1.5 The public consultation marks the start of the next Option Selection Stage in the scheme's development process. At this still early stage in the development of the scheme, Highways England chose to carry out a non-statutory consultation, the purpose of which was to inform the choice of preferred route to be taken forward for further development and design, through the statutory (Development Consent Order - DCO) process towards a start of construction, currently planned for 2021.

1.1.6 This report is set out as follows:

Chapter 2 – Scheme Proposals

Chapter 2 summarises the scheme proposals that were put forward for consultation.

Chapter 3 – How we undertook consultation

Chapter 3 sets out:

- who was consulted; and
- how consultation was carried out.

Chapter 4 – Overview of consultation feedback

Chapter 4 presents the overall number of responses received and the preferences expressed by people responding via the feedback questionnaire and other submitted responses, including letters and emails.

Chapter 5 – Matters raised and Highways England's response

Chapter 5 sets out the specific matters raised by members of the public, statutory and non-statutory organisations, and by landholders, along with Highways England's response to all the matters raised.

Chapter 6 – Summary of Feedback and Key Issues

Chapter 6 summarises feedback views received and the key issues that have informed the choice of preferred route for the scheme and its continued development.

Chapter 7 – Conclusions

Chapter 7 concludes on the effectiveness of the consultation, in raising awareness of the scheme proposals and securing feedback that has helped inform the choice of preferred route.

2 A303 Stonehenge: Amesbury to Berwick Down Scheme proposals

2.1 Scheme proposals

2.1.1 The scheme proposals put forward for consultation are illustrated on Figure 2-1 below:

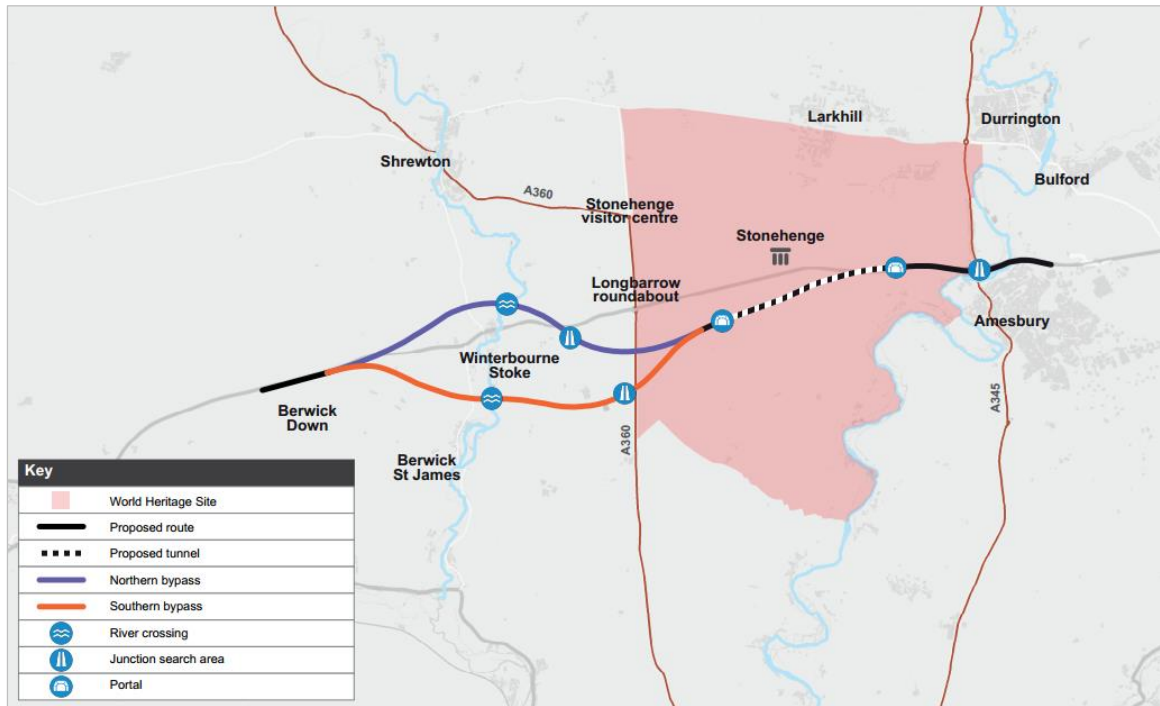


Figure 2-1: Consultation proposals for A303 Stonehenge improvement

2.1.2 The proposals emerged from a detailed review and sifting of a full range of improvement options north and south of the existing A303, both within and outside the boundaries of the Stonehenge, Avebury and Associated Sites World Heritage Site (WHS). Full details of the review are contained in the TAR that was published at the start of consultation on 12 January 2017, with a summary being presented in the Consultation Booklet that was also published at the same time. Chapter 3 (section 3.3) provides more details on what was published to inform the public about the proposals taken forward for consultation.

2.1.3 The main features of the scheme proposals that were the subject of consultation are, from west to east:

- A bypass north or south of Winterbourne Stoke, with a new viaduct crossing of the Till Valley;
- A new grade-separated junction between the A303 and A360, also accommodating access from Winterbourne Stoke to the A303;
- A 1.8 mile (2.9 kilometre) long twin-bore tunnel, with west and east portals located within the WHS, but out-of-sight from Stonehenge; and
- A new grade-separated junction between the A303 and A345.

2.1.4 The TAR sets out how the above scheme proposals emerged from a comprehensive sifting of a large number of options. All options considered were given individual reference numbers within the TAR. The northern (blue) route

option for bypassing Winterbourne Stoke on Figure 2-1 above was Route D061 in the TAR, while the southern (red) option was Route D062. Both the D061 and D062 routes came together at the location of the western tunnel portal within the WHS to continue on the same alignment eastwards, towards the existing Countess Roundabout junction between the A303 and A345 at the eastern end of the scheme.

3 How we undertook consultation

3.1 When we consulted

3.1.1 Consultation on the scheme proposals was held over a seven-week period from 12 January 2017 to 5 March 2017.

3.2 Who we consulted

3.2.1 Various groups and organisations were contacted and invited to participate in the consultation to seek their views on the proposals. The groups and organisations were:

- People who live and work in the vicinity of the proposed option;
- Elected representatives;
- Hard-to-reach groups;
- Statutory bodies;
- Other organisations;
- Landholders; and
- The wider public.

People who live and work in the vicinity of the proposed options

3.2.2 Residents and businesses located in the immediate area of the options were contacted. This included all those living and working within an identified 'Consultation Zone'. This zone extended some 5km from the A303 and WHS with small extensions to ensure that villages and groups of houses were included.

3.2.3 The Consultation Zone contained over 17,000 residential and business properties. The area of the Consultation Zone is shown on Figure 3-1 below.

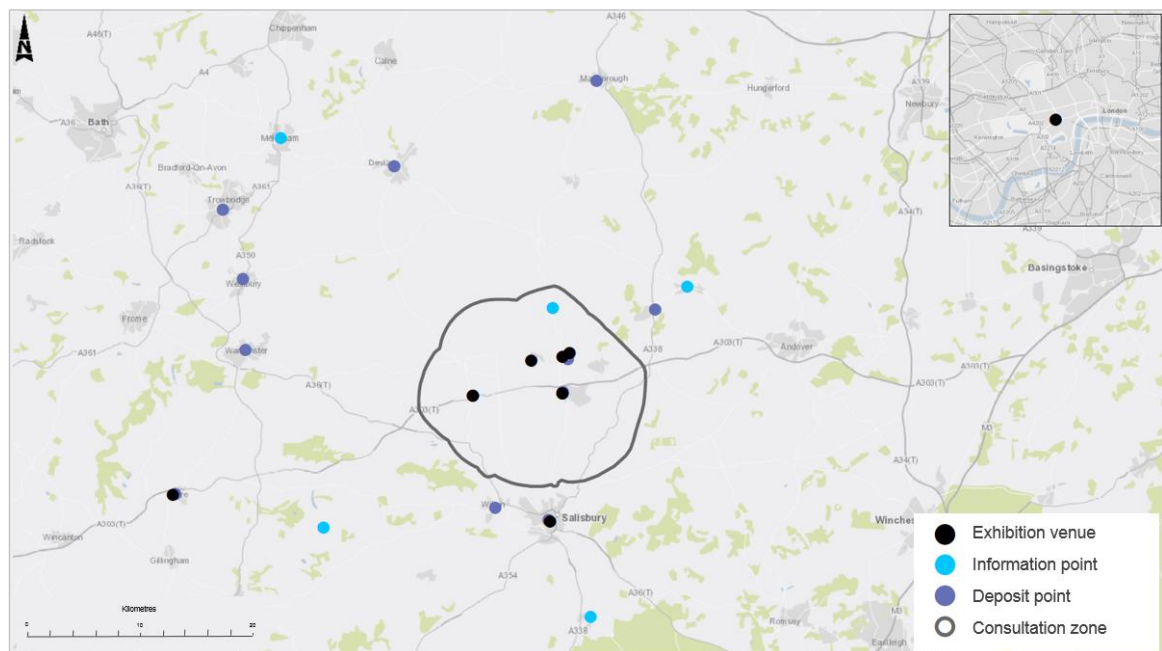


Figure 3-1: Consultation Zone, Information and Deposit Points².

Elected representatives

3.2.4 Elected representatives whose constituents live or work within the Consultation Zone were contacted and asked to take part in the consultation. This included:

- Members of Parliament (MP);
- Members of the European Parliament (MEP); and
- Local ward councillors.

3.2.5 Details of the MPs, MEPs and ward councillors contacted can be found in Appendix A.1.

Hard-to-reach groups

3.2.6 Hard-to-reach groups can be broadly defined as those that may have specific requirements to access consultation information in comparison to other local residents, or may be less likely to become involved in consultation in comparison to other local residents. It was on this basis that the hard-to-reach groups and organisations were identified for consultation.

3.2.7 In advance of the launch of consultation, the planned approach was shared with Wiltshire Council. The Council provided input to the approach and suggested specific groups to contact.

3.2.8 The identified groups can be categorised as follows:

- Geographically isolated communities;
- Young people;
- Older people;
- People with disabilities;
- Ethnic minorities;
- Holiday home owners, tourists and visitors;
- Time poor/busy working people;
- Seasonal road users;
- Commuters;
- Gypsies and travellers; or
- Small businesses.

3.2.9 81 specific hard-to-reach groups were invited to take part in consultation, of which eight subsequently stated that they did not want to be involved. A summary of the hard-to-reach groups contacted can be found in Appendix A.2.

Statutory bodies

3.2.10 Although this phase of public consultation was non-statutory, all the relevant bodies who would be statutory consultees at the next stage of statutory consultation were contacted directly and invited to participate.

3.2.11 Appendix A.3 lists bodies who would be statutory consultees under Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the Regulations). This includes relevant Parish Councils as required by the Regulations, namely those who will host the proposed scheme in this case. For this scheme, the following bodies would be statutory consultees:

- Amesbury Town Council;
- The Parish of Berwick St James;
- Canal and River Trust (Kennet and Avon Waterways);
- Civil Aviation Authority;
- Cranborne Chase Area of Outstanding Natural Beauty;
- Disabled Persons Transport Advisory Committee (DPTAC);
- Environment Agency;
- Esso Petroleum Company, Limited;
- Health and Safety Executive;
- Highways England;
- Local Resilience Forum - Wiltshire and Swindon;
- Natural England;
- North Wessex Downs Area of Outstanding Natural Beauty;
- Office of Gas and Electricity Markets (Ofgem);
- Ofwat - The Water Services Regulation Authority;
- Public Health England;
- Steeple Langford Parish Council;
- The Crown Estate Commissioners (Devizes Rural);
- The Equality and Human Rights Commission;
- The Forestry Commission (South West Area);
- The Historic Buildings and Monuments Commission for England;
- Wilsford cum Lake Parish Council;
- Wiltshire Council;
- Wiltshire Fire & Rescue;
- Wiltshire Police; and
- Winterbourne Stoke Parish Council.

3.2.12 In addition, the following local authorities were invited to participate in line with the definitions set out in Section 43 of the Planning Act 2008, as neighbouring councils to the host authority, Wiltshire Council (see Appendix A.4).

- Bath and North East Somerset Council;
- Cotswold District Council;
- East Dorset District Council;
- Mendip District Council;
- New Forest District Council;
- New Forest National Park Authority;
- North Dorset District Council;
- South Gloucestershire Council;
- South Somerset Council;
- Swindon Borough Council;
- Test Valley Borough Council;
- Vale of White Horse District Council;
- West Berkshire Council;
- Dorset County Council;
- Gloucestershire County Council;
- Hampshire County Council; and
- Somerset County Council.

3.2.13 The following neighbouring parish councils were also being treated as if they could be statutory consultees, due to their proximity to the scheme, and were all individually invited to participate (see Appendix A.5):

- Alderbury Parish Council;
- Allington Parish Council;
- Bulford Parish Council;
- Cholderton Parish;
- Clarendon Park Parish;
- Durnford Parish Council;
- Durrington Town Council;
- Figheldean Parish Council;
- Great Wishford Parish Council;
- Idminton Parish Council;
- Laverstock and Ford Parish Council;
- Milston Parish Meeting;
- Newton Tony Parish Council;
- Orcheston Parish Council;
- South Newton Parish Council;
- Stapleford Parish Council;
- Woodford Parish Council; and
- Wylve Parish Council.

Other organisations

3.2.14 In addition to the above identified consultees, various other organisations were invited to take part in the consultation, including cultural interest groups, tourism representatives and local interest groups.

3.2.15 A list of non-statutory organisations and groups contacted can be found in Appendix A.6.

Landholders

3.2.16 As part of the consultation, all known landholders who have land within 67 metres of the route centre line of the proposed options were contacted and invited to respond to the consultation. This 67 metre safeguarding buffer zone either side of the centre line would become a 134 metre-wide corridor protected from any potential development via a TR111 notice issued under Article 15 of the Town & Country Planning General Development Order 1995.

3.2.17 We identified 35 estates within the safeguarding buffer zone, with 48 known landholders.

The wider public

3.2.18 The benefits of the proposed expressway would be enjoyed by a much wider audience than just those that live in the local area. Visitors to Stonehenge and the area, and existing and future users of the A303 were therefore identified as stakeholders for this consultation.

3.3 How consultation was carried out

Consultation documents

- 3.3.1 To enable everyone to have a clear understanding of the background to the project, the options being consulted on and the way that feedback could be provided, the following documents were made available (all can be found at: www.highways.gov.uk/a303stonehenge/consultation):
- Creating an expressway to the South West: the case for the A303/A358 corridor;
 - A303 Stonehenge: Amesbury to Berwick Down: the case for the scheme;
 - Consultation Booklet;
 - Factsheets;
 - Feedback Questionnaire Form; and
 - Technical Appraisal Report.
- 3.3.2 The booklet 'Creating an expressway to the South West: the case for the A303/A358 corridor' provided a high-level overview of the entire A303/A358 corridor, setting out the need for improvement.
- 3.3.3 The booklet 'A303 Stonehenge: Amesbury to Berwick Down: the case for the scheme' summarised the need for improvement on the section of the A303 between Amesbury and Berwick Down past Stonehenge.
- 3.3.4 The Consultation Booklet explained how the scheme proposals have been developed, where more detailed information could be found and how feedback could be provided using the Feedback Questionnaire Form.
- 3.3.5 In addition to the above booklets, a series of six factsheets were also produced, covering construction impacts, ecology, economics, historic environment, landscape and traffic.
- 3.3.6 A Feedback Questionnaire Form was used to help collect people's views during the consultation process. The feedback form was set out as a questionnaire and enabled feedback to be provided on the issues which were important at this stage of the scheme's development. It allowed people to make comments to support their responses. The feedback form was available as a printed version and also on-line on the scheme website.
- 3.3.7 All these materials were written in plain English and in a style intended to enable people to access information at a comfortable, non-technical level.
- 3.3.8 The TAR for the scheme was also produced and published. It detailed the identification, sifting and appraisal of route options to determine which should be taken forward to this round of consultation.
- #### Additional promotional materials
- 3.3.9 A Consultation Leaflet explaining the public consultation, details of the public exhibitions and how to get involved was produced. A large poster with the same information was also produced. For both documents see www.highways.gov.uk/a303stonehenge/consultation.

Making information available and consultation promotion

- 3.3.10 The following activities were undertaken to raise awareness of the consultation and inform people about the scheme:
- 3.3.11 *Mailing to consultation zone:* At the beginning of the consultation, Highways England sent the Consultation Leaflet to all 17,000 addresses located in the consultation zone.
- 3.3.12 *Website:* To enable people to access the range of consultation materials, all the documents and booklets detailed in paragraph 3.3.1 were available to download from the consultation website throughout the consultation period.
- 3.3.13 *Information Points:* Highways England set up a number of Information Points to extend the reach of the consultation promotion to locations where people were likely to visit. The Information Points had copies of the Consultation Booklet displayed. They were unmanned, but were visited regularly to ensure adequate copies were kept available. Their locations are shown on Figure 3-1 above.
- 3.3.14 *Deposit Points:* A small number of Deposit Points were also established at key locations in the Consultation Zone and the wider Wiltshire area. At each of the Deposit Points all consultation documents were available for visitors to view. Copies of the Consultation Booklet were also available to take away. The locations of the Deposit Points are shown on Figure 3-1 above.
- 3.3.15 *Media advertising:* Media adverts were placed in local, regional and national newspapers.
- 3.3.16 *Media releases:* The consultation was launched by the Department for Transport (DfT) via a media release on the first day of consultation. To further promote the consultation Highways England hosted a media event at Stonehenge Visitor Centre on 12 January 2017. The media were given a briefing on the consultation launch and given one-to-one interviews with spokespeople from the team.
- 3.3.17 Highways England responded positively to requests for further information and clarification from the press throughout the consultation. A press release was also issued just over one week before the end of the consultation to remind people about the deadline for feedback to be submitted.
- 3.3.18 *Social media:* Highways England used the scheme social media accounts Twitter and Facebook to raise awareness of the consultation and to signpost people to the scheme website. People who submitted feedback or queries via the social media channels were advised to resubmit their correspondence using either the online feedback form or the scheme email address.
- 3.3.19 *Challenge videos:* Two videos were produced for the consultation which outlined the scheme challenge and the benefits of a potential solution. The videos included interviews with local residents, councillors and representatives from English Heritage and National Trust.
- 3.3.20 *Exhibitions:* Public exhibitions (or events) were held to give the public an opportunity to view information about the scheme and speak with members of the project team, as well as to provide comments on the scheme proposals. The exhibitions were run as 'drop-in' sessions, where attendees could turn up at any point within the advertised times.

- 3.3.21 Printed copies of all the consultation documents were made available at each of the public exhibitions, including hard copies of the Consultation Booklet, Feedback Questionnaire Forms and Freepost envelopes.
- 3.3.22 A total of ten exhibitions were held at a range of times and locations to increase the number of opportunities for people to attend an exhibition, including in the evenings and on Saturdays.
- 3.3.23 These exhibitions, detailed in Table 3-1 below, were attended by some 2,500 people.

Table 3-1: Public Exhibitions

Location	Date	Time
The Manor Barn High St, Winterbourne Stoke, SP3 4SZ	Saturday 14 January 2017	11am to 5pm
Antrobus House 39 Salisbury Rd, Amesbury, SP4 7HH	Wednesday 18 January 2017	2pm to 8pm
Shrewton Village Hall Recreation Ground, The Hollow, Shrewton, SP3 4JY	Friday 20 January 2017	5pm to 9pm
Avon Valley College Recreation Rd, Durrington, SP4 8HH	Saturday 21 January 2017	11am to 5pm
Larkhill Primary School Wilson Road, Larkhill, SP4 8QB	Tuesday 24 January 2017	5pm to 9pm
The Manor Barn High St, Winterbourne Stoke, SP3 4SZ	Friday 27 January 2017	2pm to 8pm
The Guildhall The Market Place, Salisbury, SP1 1JH	Saturday 28 January 2017	11am to 5pm
Grove Hall The Grove Building, Church Street, Mere, BA12 6DS	Saturday 4 February 2017	11am to 5pm
Society of Antiquaries Burlington House, Piccadilly, London, W1J 0BE	Monday 6 February 2017	2pm to 8pm
Antrobus House 39 Salisbury Rd, Amesbury, SP4 7HH	Wednesday 8 February 2017	2pm to 8pm

- 3.3.24 Exhibition banners were displayed at each event, providing attendees with an overview of the scheme and the following information:

- About Highways England;
- The case for improving the A303/A358 corridor;
- The case for the A303 Stonehenge scheme;
- The need for investment: economic growth;
- The need for investment: transport;
- The need for investment: cultural heritage;
- The need for investment: environment and community;
- How we identified the proposed option: overview;
- How we identified the proposed option: step 1 identifying corridors;
- How we identified the proposed option: step 2 assessing corridors;

- How we identified the proposed option: step 3 developing route options;
- How we identified the proposed option: step 4 assessing route options;
- The proposed option: junctions;
- The proposed option: the tunnel;
- The proposed option: tunnel portals;
- The proposed option: portal design;
- The proposed option: Winterbourne Stoke bypass;
- How to have your say; and
- What happens next?

3.3.25 Copies of the exhibition banners can be found in Appendix A.7.

3.3.26 In addition to the banners, larger maps of the proposed option were made available for people to view. At each of the exhibitions, attendees were able to find out more about the scheme using a range of interactive tools and videos. These included:

3.3.27 *Touch-screen displays:* These displays featured an interactive map of the scheme proposals, with buttons providing more information on specific aspects, such as portal locations, junctions and the two Winterbourne Stoke bypass options. The touch-screen displays also showed before and after photomontages at specific locations along the scheme.

3.3.28 *Fly-through videos:* Two fly-through videos were produced to show what the proposed option might look like in the landscape. One showed a northern bypass of Winterbourne Stoke and the other a southern option. The fly-through videos were displayed on loops on two large screen TVs and were also available online.

3.3.29 *Traffic animation:* An animation showing the effect of the scheme improvement on the local traffic network was produced. This was shown on large screen TVs at the exhibitions.

3.3.30 All attendees at the exhibitions were encouraged to complete and return a Feedback Questionnaire Form.

Elected representatives

3.3.31 Highways England wrote to the ward councillors, Members of Parliament (MPs) and Members of the European Parliament (MEPs) whose constituents live within the consultation zone to let them know about the start of consultation (see paragraph 3.2.5 above).

3.3.32 The elected representatives were invited to attend an exhibition preview event on 13 January 2017 where they could meet the project team, view the exhibition materials and ask questions about the proposed options.

Hard-to-reach groups

3.3.33 In order that all hard-to-reach groups and individuals were aware of the consultation and able to take part, Highways England undertook the following activities to encourage their involvement:

- All written information distributed to consultees was written in plain English.
- All meetings and public exhibitions were held at times and places convenient and accessible to as many people as possible.

- Posters publicising the consultation were displayed at village halls, tourist information centres and local doctors' surgeries.
- Media releases about the consultation were issued to local and regional press.
- Press releases were sent to relevant local newsletters/publications.
- Advertisements were placed in local newspapers/publications.
- Information was sent directly to people's homes in the consultation zone.
- Social media was used to providing key scheme updates and to encourage engagement.
- Hard copies of documents and information were made easily available at Information Points Deposit Points.
- Although no requests were received, Highways England was prepared to provide key information documents in alternative formats on request. This included large print, Braille and alternative languages.
- A translation service was available, although no requests for this were received.

3.3.34 In addition to the above activities, representatives of hard-to-reach groups were contacted directly by members of the project team prior to the consultation launch to establish the best means of communication with their group. Wherever possible, the representatives were contacted by telephone. Where the project team failed to make contact by phone, or where a number was not available, an email was sent. An example of the email sent can be found in Appendix A.9.

3.3.35 At the start of public consultation, correspondence was sent to all those hard-to-reach groups who had indicated they wanted to take part. This correspondence delivered the core information around the scheme, including the key messages of the consultation, the details of the public exhibitions and the consultation contact and information channels.

Landholders

3.3.36 Landholders identified within the 134 metre-wide buffer zone (see 3.2.16) were sent information about the consultation and the public exhibitions via post. They were also sent a map of the route options in relation to their land and offered a meeting to discuss the scheme proposals, with some taking up the offer.

3.3.37 Landholders who are also stakeholder bodies (e.g. National Trust) were engaged with by other means. Some landholders could not be contacted despite all reasonable attempts being made.

Feedback mechanisms

3.3.38 During consultation feedback was invited through a range of channels:

- by completing and handing in the feedback questionnaire available at public exhibitions, or returning them by post using the Freepost address;
- by completing and submitting the feedback questionnaire on-line;
- by downloading the feedback questionnaire on the scheme website, completing it and sending via email to the scheme email address
- by email to A303Stonehenge@highwaysengland.co.uk; and
- by writing to the Freepost address at Freepost A303 STONEHENGE CONSULTATION.

4 Overview of consultation feedback

4.1 General

4.1.1 In relation to the scheme proposals summarised in Chapter 2, under the consultation arrangements set out in Chapter 3, the public and stakeholders were invited to respond via a Feedback Questionnaire Form to the following ten questions:

1. To what extent do you agree with our proposed option?
2. To what extent do you agree with our proposed location of the eastern portal?
3. To what extent do you agree with our proposed location of the western portal?
4. Of the two possible routes for the Winterbourne Stoke bypass which do you consider is the best route?
5. What are the most important issues for you as we develop our proposals for the A303/A345 Countess junction?
6. What are the most important issues for you as we develop our proposals for the A303/A360 Longbarrow junction?
7. Do you have any other comments?
8. Feedback on this consultation: How did you hear about this consultation?
9. Do you have any feedback on this consultation – events, information provided, advertising etc.?
10. Equality and diversity: Gender; Disability; Ethnicity; Age.

4.1.2 This chapter is divided into sections presenting:

- the preferences expressed against questions 1-4 above;
- the themes identified through reading and analysing the views expressed against questions 1-7 above; and
- the data gained from the responses to questions 8-10 above.

4.2 Breakdown of total responses

4.2.1 Over nine thousand responses were received in total. A breakdown of these are shown in Table 4-1 below.

Table 4-1: Number of consultation responses received by format

Response format	Number of responses received
Questionnaire responses via the consultation webpage	2,547
Questionnaire responses received by hand or by Freepost	956
Emails and letters	111
Emails using Stonehenge Alliance proforma	1,686
Emails using FoE proforma	3,943
Total	9,243

4.3 Questionnaire responses: Questions 1-4

4.3.1 This section summarises the opinions expressed against Questions 1-4 from all the questionnaire responses (on-line and written), a total of 3,503 responses. Responses using Stonehenge Alliance and FoE proformas have also been included as expressions of opposition to the scheme proposals against Question 1. (The Stonehenge Alliance and FoE proforma templates are added to their own respective consultation responses which are included with the responses from other organisations in Appendix C.)

Question 1: To what extent do you agree with our proposed option?

4.3.2 The feedback revealed that a wide range of public opinion exists about the scheme as a whole, in terms of those who agree with the proposals and those who disagree. A total of 3,456 questionnaire responses answered this question, 99% of the total questionnaire responses. Of those who answered the question, 51% strongly or tend to agree with the proposal and 43% strongly or tend to disagree. Figure 4-1 below gives more detail.

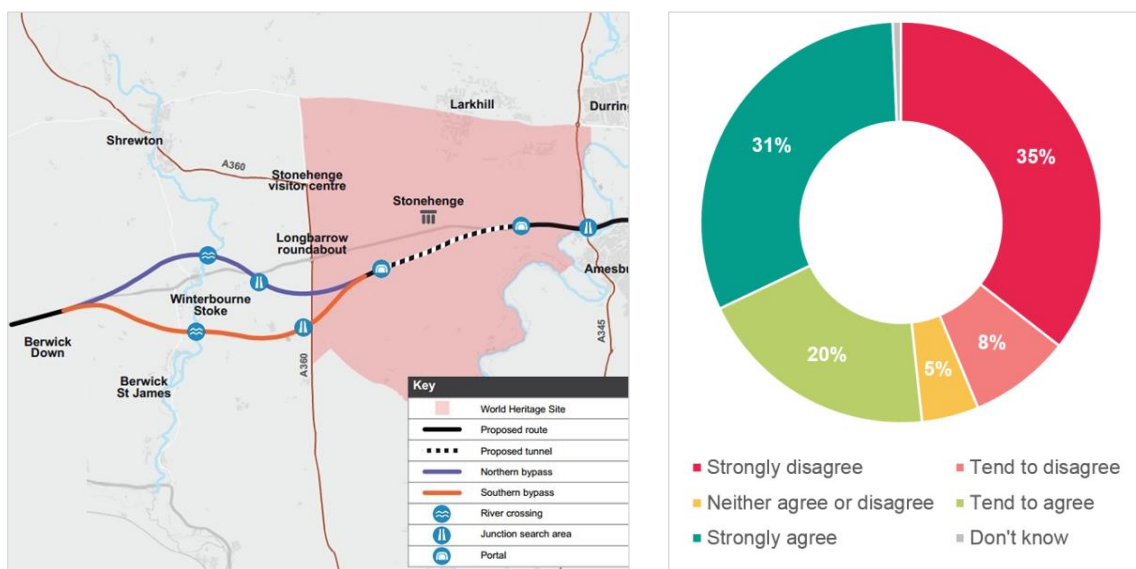


Figure 4-1: Preferences on scheme proposals from questionnaire responses

4.3.3 When the numbers of Stonehenge Alliance and FoE proformas, with expressions of opposition to the scheme proposals, are fed into the breakdown of support and opposition, the picture changes to that represented in Figure 4-2 below.

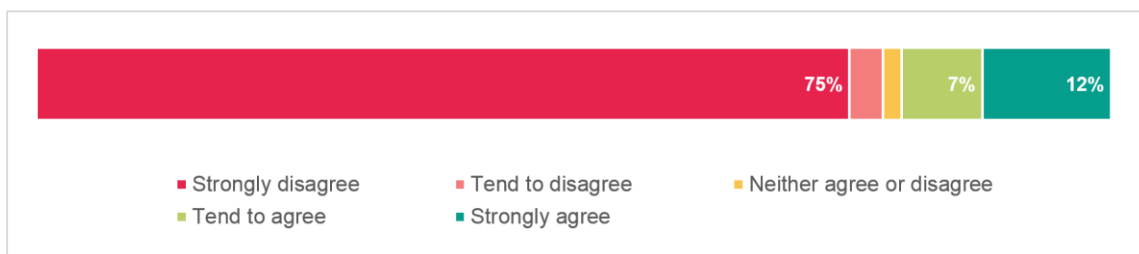


Figure 4-2: Preferences on scheme proposals (including proforma responses)

Question 2: To what extent do you agree with our proposed location of the eastern portal?

4.3.4 A total of 3,292 questionnaire responses answered this question, 94% of the total questionnaire responses. Of those who answered the question, 49% strongly or

tend to agree with the proposal and 31% strongly or tend to disagree. Figure 4-3 below provides more detail.

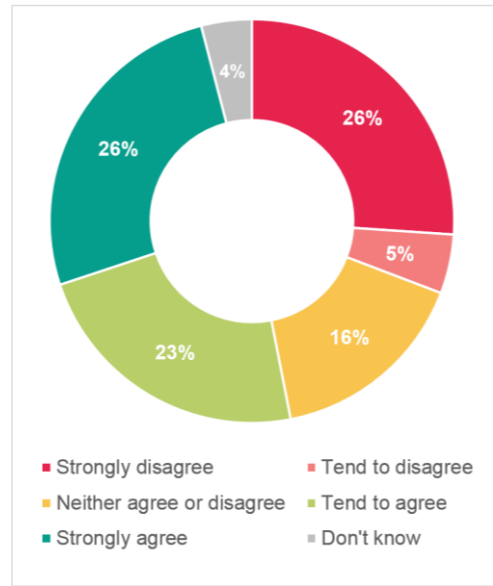
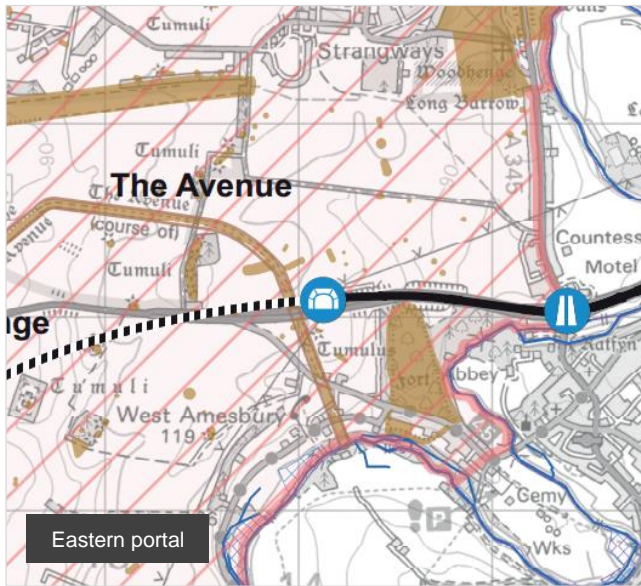


Figure 4-3: Preferences on location of eastern tunnel portal

Question 3: To what extent do you agree with our proposed location of the western portal?

4.3.5 A total of 3,331 questionnaire responses answered this question, 95% of the total questionnaire responses. Of those who answered the question, 42% strongly or tend to agree with the proposal and 38% strongly or tend to disagree. Figure 4-5 below provides more detail.

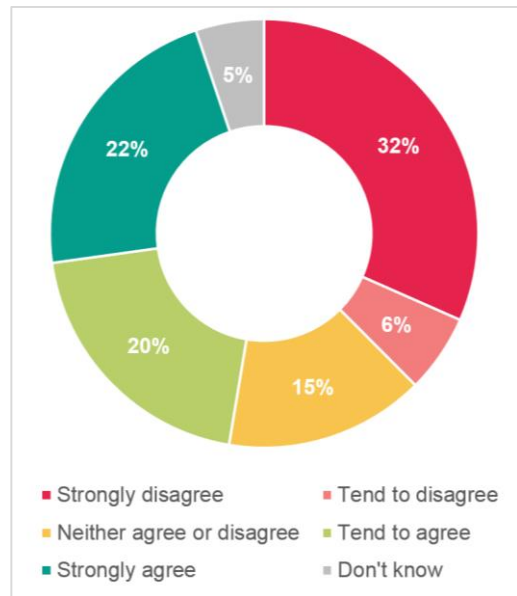


Figure 4-5: Preferences on location of western tunnel portal

Question 4: Of the two possible routes for the Winterbourne Stoke bypass which do you consider is the best route?

4.3.6 A total of 3,361 questionnaire responses answered this question, 96% of the total questionnaire responses. Of those who answered the question, 35% consider the

northern Option 1N is the best route, 21% consider the southern Option 1S is the best route and 44% have no preference, as shown on Figure 4-7 below.

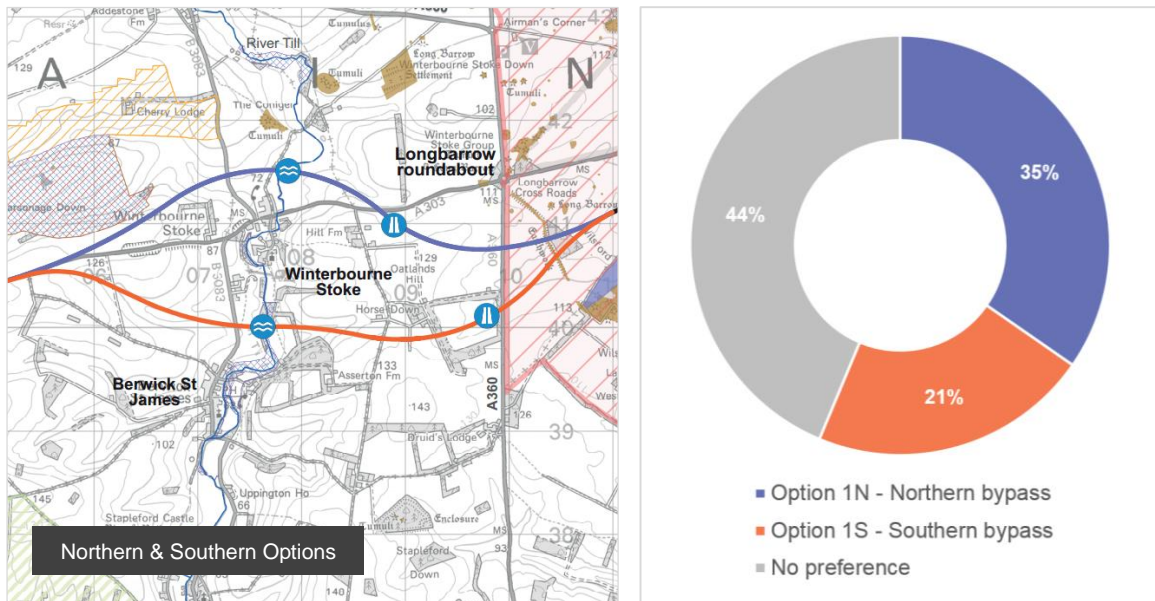


Figure 4-7: Preferences for Winterbourne Stoke bypass

4.4 Themes arising from comments made against Questions 1-7

4.4.1 Questions 1-7 also invited respondents to provide comments in support of their preferences expressed against Questions 1-4, along with any views they wished to express about the proposed junctions with the A360 and A345 and about the scheme proposals in general. Analysis of the many comments made against Questions 1-7, and from non-questionnaire responses, gives rise to identifiable themes that capture the essence of all comments made, as listed below:

- Suggestions for alternative solutions;
- Impacts on cultural heritage;
- Temporary construction impacts;
- Challenges to the non-statutory consultation process;
- Issues about the economic performance of the scheme;
- Concerns over the engineering design;
- Environmental impacts;
- Requirements for land acquisition;
- Comments relating to the scheme’s legacy;
- Views about the need for the A303 to be improved; and
- Issues about traffic and transport generally.

4.4.2 These themes have been used in Chapter 5 for collating and tabulating all specific matters raised by the public, statutory and non-statutory stakeholders, and by landholders, along with Highways England’s responses to these matters.

4.5 Feedback data from Questions 8-10

4.5.1 The data gained from Questions 8-10 are presented below:

Question 8: Feedback on consultation – How did you hear about the consultation?

4.5.2 A total of 3,380 questionnaire responses answered this question, 97% of the total questionnaire responses. Figure 4-9 indicates the wide range of ways that people found out about the consultation.

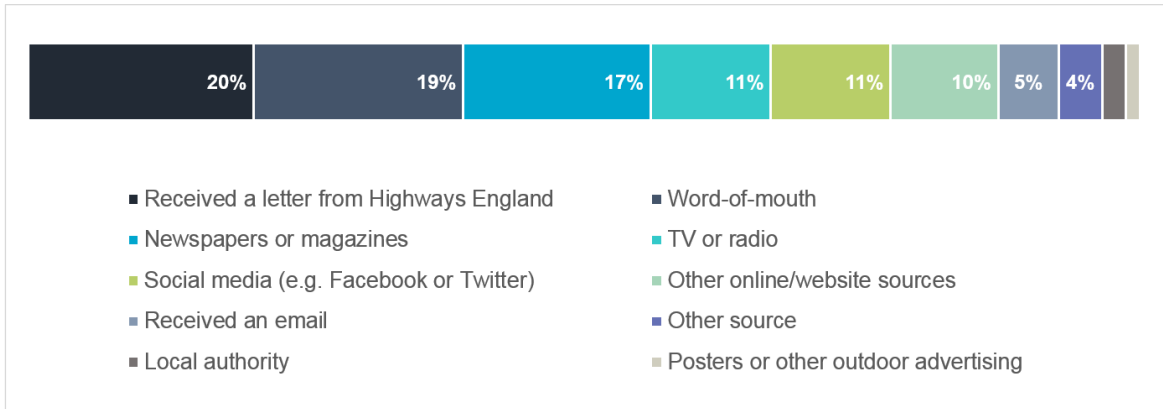


Figure 4-9: How people heard about consultation

4.5.3 The success of the promotional reach, achieved via the employment of the wide range of traditional and modern channels set out in Chapter 3, is evidenced by the distribution of responses received from across the country as shown on Figure 4-10 below.

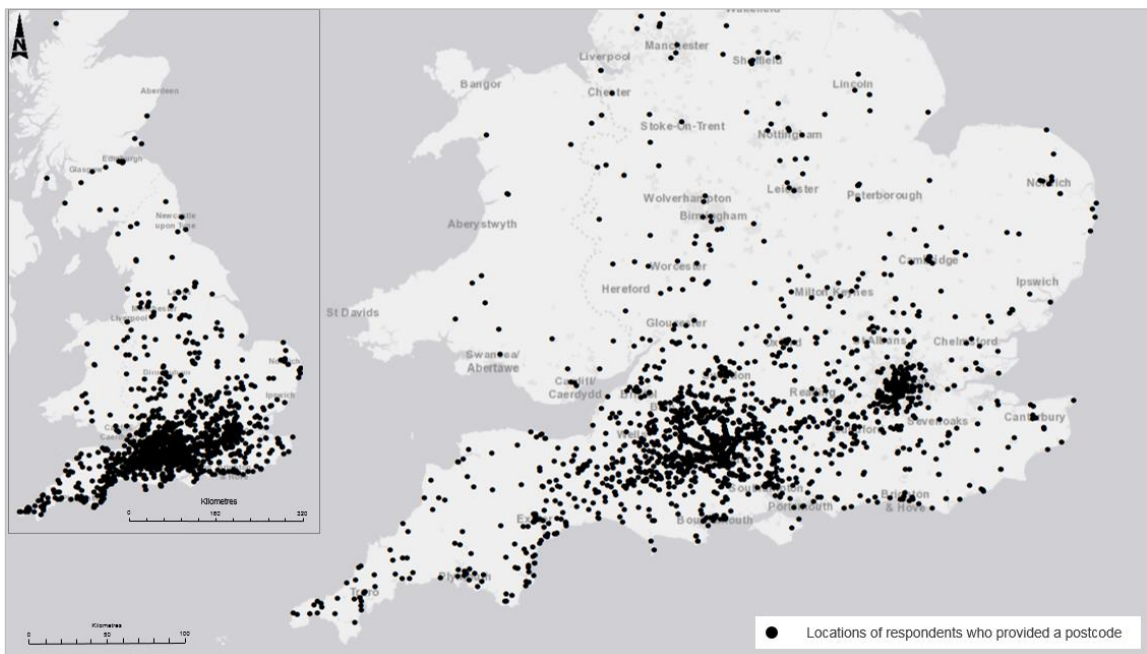


Figure 4-10: Distribution of consultation responses³

3

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. CLIENT NAME: Highways England LICENCE NUMBER: 100030649 [2016]

Question 9: Do you have any feedback on this consultation – events, information provided, advertising etc.?

- 4.5.4 Comments provided in response to Question 9 are included in Table 5-1 in Chapter 5.
- 4.5.5 Many attending the public exhibitions were complimentary about the quality of the display material and the professionalism of staff in attendance.
- 4.5.6 There were also a number of less positive comments (including from people using the Stonehenge Alliance and FoE proformas for their responses) challenging: the validity of the consultation; whether it had reached a wide enough audience; and whether it had run for a long enough period with sufficient options and sufficient information. However, the consultation has been successful in meeting its purpose, namely in reaching, informing and engaging a wide audience to secure the feedback sought to inform the choice of preferred route. This feedback, as set out in the following Chapters 5 and 6, wholly satisfies the purpose of the consultation.

Question 10: Gender of respondents

- 4.5.7 A total of 3,202 respondents answered this question, 91% of the total questionnaire responses. Of those who answered the question, 57% are male, 38% are female, and 5% prefer not to say, as shown in Figure 4-11 below.

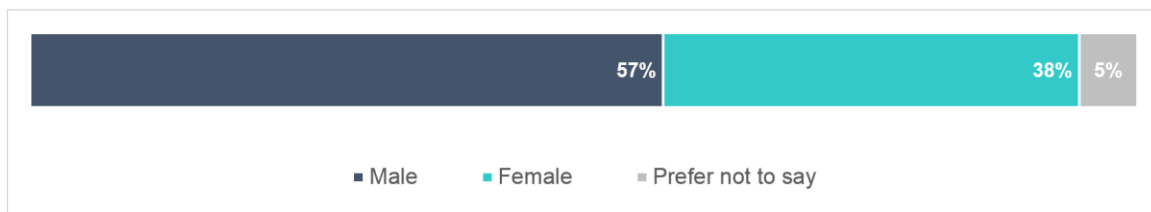


Figure 4-11: Gender of (questionnaire) respondents

Question 10: Age of respondents

- 4.5.8 A total of 3,190 respondents answered this question, 91% of the total questionnaire responses. Of those who answered the question, 10% are under 25 years of age, 15% are aged between 25 and 45 years, 26% are aged between 46 and 60 years, and 42% are aged 61 years and over. See Figure 4-12 below.

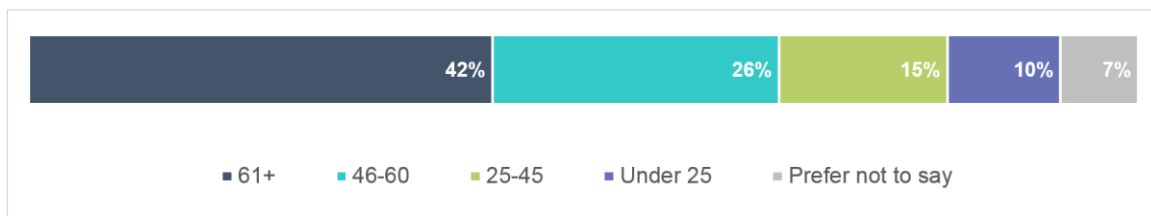


Figure 4-12: Ages of (questionnaire) respondents

Question 10: Disability of respondents

- 4.5.9 A total of 3,151 respondents answered this question, 90% of the total questionnaire responses. Of those who answered the question, 89% stated that

they have no disability, 6% prefer not to say, and 5% stated they do have a disability, as shown in Figure 4-13 below.

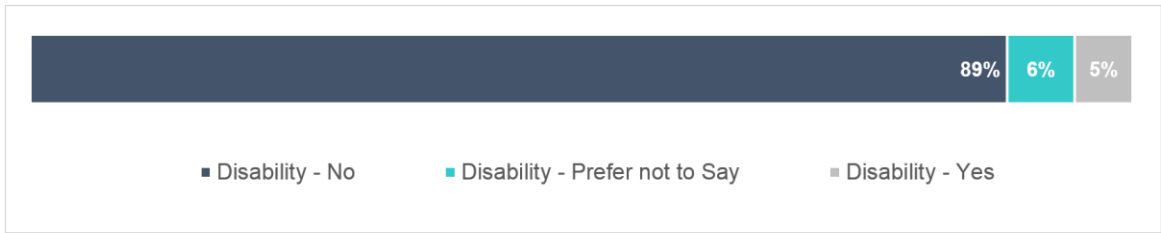


Figure 4-13: Disability of (questionnaire) respondents

Question 10: Ethnicity of respondents

4.5.10 A total of 3,170 respondents answered this question, 91% of the total questionnaire responses. Of those who answered the question, 89% are white, 9% prefer not to say, and 2% are other backgrounds, as shown in Figure 4-14 below.



Figure 4-14: Ethnicity of (questionnaire) respondents

4.5.11 The Stonehenge Alliance and FoE proforma responses do not provide any additional data that can be added to the above Question 10 analysis.

5 Matters raised and Highways England response

5.1 General

5.1.1 This chapter identifies the matters arising from the consultation, sets them against the identified headline themes (as listed in Chapter 4, section 4.4) and presents Highways England's response to them.

5.1.2 The matters raised are identified and responded to by the following groupings:

- Feedback from all individual members of the public;
- Feedback from bodies who would be statutory consultees when the scheme proceeds to the next stage of statutory consultation;
- Feedback from all other organisations and groups; and
- Feedback from landholders who may be potentially affected by the scheme proposals.

5.1.3 Each grouping is addressed under the following sections to this chapter.

5.2 Matters raised by the public with Highways England's response

5.2.1 The following Table 5-1, presented by feedback question and headline theme, sets out the matters raised by the public along with Highways England's response to them. (Where letters and other forms of response have been submitted by individual members of the public rather than feedback questionnaire, these have been analysed and the matters raised included under the relevant question below.) Comments that simply endorse the scheme proposals are not necessarily included in the table.

Table 5-1: Matters raised by the public

Question 1: To what extent do you agree with our proposed option?		
Theme	Matters raised	Highways England response
Alternative proposals	Tunnel is prohibitively expensive and/or a waste of money - A303 should simply be dualled, either with a new carriageway alongside the existing A303, or by diverting the new road further away from Stonehenge. Preferences for a surface solution include suggestions with or without screening from Stonehenge, by placing the road in cutting, or by creating mounding, or by including planting, or in a 'culvert', or by other permutations and combinations of these, even with dramatic elevated sections, and possibly with an underpass for pedestrians. Similar suggestions include keeping the existing A303 for westbound or eastbound traffic, and adding a detached, separated (rather than adjacent, parallel) new route, for eastbound or westbound traffic as appropriate, where the new route would cause least damage, including outside the WHS or re-opening the closed A344 past Stonehenge.	A dual carriageway through the World Heritage Site (WHS) without a tunnel is not possible, no matter how well landscaped or screened. This is because such options would cause unacceptable damage to the Outstanding Universal Value (OUV) of the WHS, would be in contravention of the World Heritage Convention and would not receive development consent, being in conflict with national and local planning policies. (See TAR, Chapter 5) Additionally, keeping the existing A303 open past Stonehenge would retain the damaging impact that the existing road has on the OUV of the WHS. It would not address one of the fundamental aims of the scheme, which is to remove the sight and sound of traffic from Stonehenge and other parts of the WHS and reconnect the northern and southern parts of the WHS.
	Make whole A303 a motorway.	The Government's strategy (see Road Investment Strategy) is to transform the A303 into a dual-carriageway expressway, where mile-a-minute journeys are the norm, providing the high level of service sought by users of the route. Funds are being made available to deliver this strategy and not a motorway, which would cost considerably more.
	With or without accompanying suggestions about tunnel length or surface routes westwards of Amesbury, alternatives to a flyover at Countess Roundabout were suggested, ranging from no grade-separation of the A303 and A345 to taking the A303 under the A345 rather than over.	All options for making improvements at Countess Roundabout will be considered at the next stage in the development of the scheme, ensuring no conflict with the operation of the Solstice Park junction a short distance to the east on the A303. The optimised solution will be presented at the next stage of public consultation.
	Move tunnel route from under WHS.	The reason for the tunnel is to hide the road and the traffic on it as it runs past Stonehenge and through much of the WHS. The cost of a tunnelled route outside the WHS could not be justified. As set out in the TAR, routes outside the WHS were discounted before consultation as they would not address the problems and deliver the scheme objectives as well as the proposed scheme.

	<p>Realign tunnel route through WHS to run parallel with existing A303.</p>	<p>As set out in the SAR, this suggestion has been considered as part of the assessment undertaken to determine the choice of preferred route.</p>
	<p>Move the tunnel route away from under the Stonehenge site.</p>	<p>The tunnel route does not pass under Stonehenge. The tunnel would be further away from the stones than the existing A303.</p>
	<p>Upgrade the A303 past Stonehenge to a dual carriageway, but not to expressway standard.</p>	<p>As set out in the Government’s Road Investment Strategy (RIS), the Stonehenge improvement scheme is part of a programme of improvement schemes along the A303 designed to upgrade the entire route to a dual carriageway expressway between the M3 and the M5 at Taunton. Not to upgrade the A303 between Amesbury and Berwick Down to expressway standard would be inconsistent with the strategy for the entire route.</p>
	<p>Do nothing at Stonehenge, or pursue smaller-scale localised measures such as: just constructing separate road for local traffic alongside and to south of existing A303, or reducing dual carriageway west of Countess Roundabout to single carriageway, or just provide screening alongside existing A303 to hide Stonehenge - use the money to fix all ruined roads in Wiltshire.</p>	<p>The Government has set a strategy (see RIS) to upgrade the A303 route to a dual carriageway expressway. Doing nothing or just pursuing small-scale local measures are not options that meet this strategy. The other roads in Wiltshire fall to Wiltshire Council to maintain.</p>
	<p>Pursue wider package of sustainable transport measures and targeted interventions, including: local walking, cycling and public transport measures; demand management and modal shift measures; or other innovative solutions rather than road building, encouraging greater use of less polluting transport modes. This could include measures such as upgrading the Salisbury to Exeter railway line for it to be dual tracked and electrified to dramatically increase frequency and speed.</p>	<p>The problems along the A303 need road improvement solutions consistent with the National Policy Statement for National Networks (NPSNN), as pursued via the Government’s strategy (contained within the RIS) for upgrading the A303 to a dual carriageway expressway. Alternative transport measures would make little headway in addressing the problems on the A303; instead the proposed road improvement is needed to address the problems and deliver the objectives set for the scheme.</p>
	<p>Suggestions for a smart road running past the stones or simply improving the existing A303. This includes widening existing road to 'smart' 3-lane carriageway, able to accommodate westerly or easterly 2-way flow as needed</p>	<p>Chapter 5 of the TAR discounts surface routes within the WHS due to their impacts on the OUV of the WHS. The volumes of traffic on the A303 and problems of congestion require a dual 2-lane carriageway solution, making a tunnel scheme the only possible solution within the WHS. An improved single carriageway, even with accompanying 'smart' technology would not deliver the improved service levels that the Government is seeking through investing a programme to upgrade the A303 route to a dual carriageway expressway to the South West.</p>

	A cut-and-cover tunnel would be a cheaper solution than a bored tunnel.	A cut-and-cover tunnel solution has been ruled out for the proposed 2.9 km long tunnel because it would mean excavating a swathe across the entire width of the WHS between the A345 and A360 boundaries, creating too much risk of archaeological harm within the WHS. Also taking the new road below Stonehenge Bottom would mean that the depth of trenching through the valley sides would be extensive, and could potentially give rise to greater costs being incurred than with a bored tunnel.
	2.9 km long tunnel is not long enough and should be extended, with suggestions for varying extended lengths, taking either or both portals close to or beyond the boundaries of the WHS.	A longer tunnel extending close to or beyond the width of the WHS would not be affordable within the Government's budget for the scheme and would represent very poor value for money.
	Align tunnel further south, aligning A303 south of existing dual carriageway west of Countess Roundabout, and taking eastern portal entrance south of existing A303.	Taking the A303 south of the existing road to the west of Countess Roundabout on the approach to the eastern portal would mean intruding on Amesbury Abbey (and its parkland setting), Vespasian's Camp and Blick Mead which are located immediately to the south of the road. This would create unacceptable impacts.
	Revise the locations of either or both of the western and eastern tunnel portal locations to create less damaging impacts.	The western portal has been relocated to a position alongside the existing A303. The locations and designs of both eastern and western portals will continue to be reviewed as part on the ongoing development of the scheme. The optimised locations and designs will be presented at the next consultation stage.
	Revert to 2004 public inquiry scheme.	The 2004 scheme included a 2.1 km long tunnel which has now been assessed to have unacceptable impacts on the Outstanding Universal Value of the WHS, with a longer tunnel being needed to avoid such unacceptable impacts. As set out in the SAR, the suggestion for realigning the tunnelled route to run parallel with the existing A303 has been considered as part of the assessment undertaken to determine the choice of preferred route.
	With the northern option for bypassing Winterbourne Stoke, move A360 junction closer towards existing A360 to avoid prospect of traffic from Shrewton rat-running down B3083 through Winterbourne Stoke to gain access to the A303.	As set out in the SAR, this consideration has been part of the assessment informing the choice of route for bypassing Winterbourne Stoke.
	2.9 km long tunnel is too long and too costly, and should be shorter, including a suggestion that the length should be no longer than 1.1 km, if needed at all.	A dual carriageway through the WHS without a sufficiently-long tunnel is not possible. This is because such a scheme, with a 1.1 km long tunnel, would cause unacceptable damage to the OUV of the WHS, would be in contravention of the World Heritage Convention

		and would not receive development consent, being in conflict with national and local planning policies. (See TAR, Chapter 5.)
	Suggestion for a longer tunnel with no ventilation shafts as ventilation can be achieved from tunnel ends.	A longer tunnel that would be long enough to need intrusive ventilation shafts is not affordable within the budget set for the scheme and would represent very poor value for money. Ventilation will be needed in the tunnel, and proposals will be developed at the next stage of design. It is anticipated that ventilation will be operated via longitudinal jet fans, that shafts will be not be needed for the tunnel length under consideration.
	Improve A303 to the north of Stonehenge (via Corridor A), including around Bulford and Larkhill.	As set out in the TAR, routes to the north of the existing A303 and WHS were discounted before consultation as they would not deliver the scheme objectives.
	Build huge roundabout around Stonehenge, with westbound traffic using existing A303 and eastbound traffic through Larkhill.	This alternative has not previously received serious consideration. It is an impractical solution which would harm the OUV of the WHS as well as having significant impacts on people and property.
	Preference for the A303 to be diverted to the south of the WHS, to follow the Option 2 (F010) alignment shown in the Consultation Booklet.	As set out in the TAR and summarised in the Consultation Booklet, route Option 2 (F010) was discounted before consultation as it would not deliver the scheme objectives as well as the proposed scheme. F010 would run through nearly 14 miles of largely tranquil, high quality, unspoilt countryside. This would necessitate crossings of the Till Valley between Berwick St James and Winterbourne Stoke and of the Woodford Valley between Great Durnford and Upper Woodford on substantial viaducts. Both are a Special Area of Conservation and Sites of Special Scientific Interest (SSSI). The overall environmental impact would be much greater, in terms of effects on local communities, conservation areas, listed buildings, landscape, biodiversity and environmentally designated sites, and with risks of impact on an area rich in archaeology despite being outside the boundary of the WHS. Journey times, travel costs, incidents of accidents and emissions would be higher. Also, because the route doesn't link to existing local roads near the current A303, there would be more traffic and rat-running on those roads rather than less.

	<p>New routes, such as (a) from Andover following A343 and A30 to bypass Salisbury to the north and re-join A303 east of Chicklade, keeping existing A303 through WHS open to cars, screened so road users can see Stonehenge but keeping vehicles hidden, or (b) from M3 via Winchester, south of Salisbury and on to Yeovil.</p>	<p>Such alternatives would still leave the existing A303 open to traffic from the M3 westwards. They would be wholly new routes across a swathe of southern England and would be inconsistent with the Government’s strategy (see RIS) to upgrade the single carriageway sections on the existing A303 to create a dual carriageway expressway. Additionally, keeping the existing A303 open past Stonehenge would retain the damaging impact that the existing road has on the OUV of the WHS (no matter how well screened). It would not address one of the fundamental aims of the scheme, which is to remove the existing road and traffic from much of the WHS and to reconnect the northern and southern parts of the WHS.</p>
	<p>Preference for routes to the south (or north) of the existing A303 and/or south (or north) of the WHS, including routes extending as far southwards towards Salisbury, with or without the existing or new small road kept open in WHS (tolled if necessary) to accommodate retained views of Stonehenge.</p>	<p>As set out in the TAR, routes well to the south (or north) of the existing A303 and WHS were discounted before consultation as they would not deliver the scheme objectives. Also, keeping a road open to surface traffic across the WHS would not achieve the heritage and environmental objectives sought for Stonehenge and the WHS.</p>
	<p>Preference for Route F, taking into consideration the need for a bypass of Salisbury, while keeping the existing A303 open to traffic, but as a downgraded ‘B’ road.</p>	<p>As set out in the TAR, routes well to the south of the existing A303 and WHS were discounted before consultation as they would not deliver the scheme objectives. Furthermore, keeping the existing A303 open to traffic would not achieve the heritage and environmental objectives sought for Stonehenge and the WHS.</p>
	<p>Preference for the A303 to be diverted much further south towards Salisbury, to interact with the local road network in a way that could provide some traffic relief for Salisbury itself.</p>	<p>This option was considered as part of the route corridor sifting within the TAR prior to consultation. Such a route would not be a satisfactory solution to addressing the problems on the A303 and in delivering the scheme objectives. (See TAR, Chapter 5.)</p>
	<p>With the northern option for bypassing Winterbourne Stoke, move A360 junction to a location closer to the existing Longbarrow Roundabout.</p>	<p>The optimal location and design for the junction between the A303 and A360 will be considered as part of the ongoing development of the scheme, with proposals presented at the next consultation stage.</p>
	<p>The western tunnel portal should be moved northwards towards the existing A303, from where, continuing westwards through the WHS, the route should run parallel to the existing road, with the dualling taking place on the south side of the road.</p>	<p>As set out in the SAR, this suggestion has been considered as part of the assessment undertaken to determine the choice of preferred route. The exact location of the portal will be determined as part of the continuing development of the scheme, with the details published at the next stage of consultation.</p>

	<p>Move western portal north-westwards towards the existing A303 with longer tunnel.</p>	<p>As set out in the SAR, this suggestion has been considered as part of the assessment undertaken to determine the choice of preferred route. The exact location of the portal and length of the tunnel will be determined as part of the continuing development of the scheme, with the details published at the next stage of consultation.</p>
	<p>Add to the scheme proposals with a small road that provides a vista from where the stones can be viewed, including picnic area.</p>	<p>The objectives of the scheme are geared towards addressing the problems on the A303 in a way that also brings benefit to the WHS, without introducing more infrastructure within the WHS than is necessary. Any additional measures within the WHS would be considered as part of future revisions of the WHS Management Plan.</p>
	<p>Pursue longer tunnel and leave existing A303 in place as heritage route.</p>	<p>A longer tunnel extending close to or beyond the width of the WHS would not be affordable within the Government's budget for the scheme and would represent very poor value for money. The proposed scheme anticipates that the existing A303 would become a 'green' byway for non-motorised use, except for access by agricultural and utility vehicles to adjacent farmland and services.</p>
	<p>Construct single tunnel bore for one carriageway and use existing A303 for the other carriageway.</p>	<p>This would retain the damaging impact that the existing road has on the OUV of the WHS, and would not address one of the fundamental aims of the scheme, namely to remove the sight and sound of traffic from much of the WHS and to remove much of the severance between the northern and southern parts of the WHS.</p>
	<p>In order to avoid damage to archaeology within the WHS, use the existing A303 for the eastbound carriageway, placing it in a tunnel of 2.9 km (or shorter) to emerge east of The Avenue, and bore a tunnel of 4.5 km for the westbound carriageway, from east of The Avenue to emerge west of the WHS.</p>	<p>This option would take more time and would cost significantly more to construct, making it unaffordable within the Government's budget for the scheme and very poor value for money. The 4.5km long westbound bore would have to be constructed and completed first to carry all A303 traffic flowing in both directions, while the construction of the shorter eastbound tunnelled carriageway would then follow on sequentially, potentially adding years to the total construction period. Putting all A303 traffic in a single bore, even though temporary, would be the equivalent of putting the existing single carriageway congestion problems into a 4.5km tunnel for a long period of time, which would be far from ideal. Savings arising from not having to construct circa 1.5km of new surface dual carriageway through the western part of the WHS would be more than offset, by a substantial margin, by the additional length of bored tunnel carrying the westbound carriageway. Even if the eastbound tunnelled length was to be reduced from 2.9km by up to 400m, there would still be an</p>

		additional circa 1km overall length of carriageway in tunnel, adding significantly to the cost.
Cultural heritage	The proposed option should not pass through the WHS, due to conflicts with the Cultural Heritage objectives of the scheme. This includes suggestions that a longer tunnel would remove this objection.	While a longer tunnel would bring greater benefits to the WHS, it is not affordable within the Government’s budget for the scheme and, overall, would represent very poor value for money. And the assessment of options set out in the TAR concludes, in Chapters 9 & 18, that a 2.9 km long tunnel would make a beneficial contribution to the cultural heritage objective for the scheme.
	Amend the portal locations in order to make the proposed option more acceptable in the WHS.	As set out in the SAR, this suggestion has been considered in relation to the western portal, as part of the re-assessment of route options, taking into account the responses received from consultation and the results of recently undertaken surveys. The location for the eastern portal will be kept under review and optimised during the continued development of the scheme. The associated details for both portals will be presented at the next consultation stage on the scheme.
	Objection to the use of a cut-and-cover tunnel, and the impacts this would have on archaeology and landscape.	A bored rather than cut-and-cover tunnel is proposed for the tunnel within the WHS. Any-cut-and cover construction would only be pursued to mitigate the impacts of the scheme in the WHS, perhaps for instance by extending the length of the proposed 2.9 km long tunnel a little if this proved to be the most appropriate mitigation, and then only after careful assessment of the acceptability of the cut-and-cover construction.
	Concern regarding damage caused by the scheme to known and unknown archaeology in the WHS, including the impact on the features of Outstanding Universal Value in the WHS.	The solution in the WHS will be selected on the basis of Heritage Impact Assessment showing that the scheme brings benefits without creating unacceptable impacts, taking into consideration archaeological and other survey work already undertaken. In line with best practice, further investigations will be carried out during the development of the scheme and prior to construction.
	Impact of the proposed option on the WHS would be in contravention of planning policy and the Convention Concerning the Protection of World Cultural and Natural Heritage.	Compliance with planning policy has been assessed for the proposed scheme and reported in the TAR (Chapter 9). It is considered that the proposals would not contravene policy or the Convention on the basis that the benefits would outweigh the impacts on the WHS. This will be tested further through the DCO process.

Use the results of an archaeological dig from 1967/68 to inform the route.	All available relevant past data accompanied by up-to-date archaeological investigations have informed the choice of route and will continue to inform the future development of the scheme.
Concern regarding impacts on the 'Wilsford Shaft'.	This has been and will continue to be taken into account in the development of the scheme.
Design should prioritise the use of natural materials over concrete to minimise effects on the WHS.	This will be taken into account at the next stage of design and assessment.
Concern about the proposed option due to its impact on the winter solstice alignment from Stonehenge, along with impacts on practices of cultural, spiritual or religious significance.	As set out in the SAR, this concern has been taken into consideration as part of the assessment informing the choice of preferred route. The concern will be also be taken into consideration as part of the scheme's continuing development.
Concern about the direct or indirect impact on Blick Mead and/or Vespasian's Camp, as a result of construction, or through changes to the water table.	These concerns will be taken into consideration as part of the continued development of the scheme, including undertaking all the surveys and studies necessary to inform the assessment of its impacts. The associated details will be presented at the next consultation stage on the scheme.
Concern about the lack of priority given to the preservation and enhancement of historic assets in choosing the proposed option.	The proposals have been assessed against all the scheme objectives, including the protection and enhancement of cultural heritage. The scheme's compliance with National Policy Statement for National Networks (NPSNN), which requires the protection and enhancement of cultural heritage assets, will be assessed and demonstrated as part of the next stage of development and as part of the planning process.
Concern about the loss of the view of Stonehenge from the existing A303, along with concerns about the cost of visiting the stones.	The concern about the loss of view is recognised and has been taken into consideration as part of the assessment of scheme options. It is part of the balance to be drawn in removing the sight and sound of traffic from Stonehenge. The scheme will support the aims of the WHS Management Plan to make the wider landscape more accessible for the public, making the visitor experience more enjoyable.
Concern about the impact of the necessary works to the adjacent road network (A360 and A345), along with general concerns about the impact of construction on the WHS.	Construction methods and phasing will be considered at the next stage of design and assessment, with a view to ensuring that impacts are minimised, including impacts on the WHS.

	<p>Objection to Option 1S due to the historic value of the connection between Winterbourne Stoke and Berwick St James.</p>	<p>As set out in the SAR, the relative impacts on the Winterbourne Stoke and Berwick St James communities been taken fully into account in the appraisals of Option 1N vs. Option 1S to inform the choice of northern bypass.</p>
	<p>The status of the WHS does not justify the scheme and/or cost of the tunnel. This includes comments that the low significance of the impact of the current road on the WHS does not justify the solution.</p>	<p>The UK is a signatory of the UNESCO World Heritage Convention which defines the kind of natural or cultural sites which can be inscribed on the World Heritage List because of their Outstanding Universal Value to all humanity. The Stonehenge, Avebury and Associated Sites became a cultural World Heritage Site in 1986 at the UK's request. The UK's pledge to protect World Heritage Sites is enshrined within national and local planning policies. It would not be possible to upgrade the A303 through the WHS without placing much of it in tunnel; a surface solution would cause damage to the OUV of the WHS, in conflict with the World Heritage Convention and UK planning policies.</p>
	<p>Support for the proposals on the basis that the scheme will:</p> <ul style="list-style-type: none"> • remove the current levels of congestion affecting the WHS; • serve to preserve and enhance the setting of Stonehenge and/or the WHS; • increase safety as a result of removing the view of Stonehenge from the A303; • deliver transport benefits outweighing potential impacts on the WHS. 	<p>These matters have been considered in the assessment of the scheme.</p>
<p>Construction</p>	<p>Concern about disruption to local residents and the wider area during construction in relation to:</p> <ul style="list-style-type: none"> • any increase in traffic from construction-related activity; • the impact on small businesses in the area; • construction noise during construction; • the potential for general traffic disruption. <p>Suggestion that the sooner construction starts, the sooner it will be finished. This includes concerns about the duration of construction, and concerns that the tunnel option could easily be delayed once started, possibly as a result of archaeological discoveries. It is suggested that a dual carriageway in cutting rather than a tunnel would reduce the construction period.</p>	<p>Construction methods and phasing and methodology will be taken into account at the next stage design and assessment, with a view to ensuring that impacts are minimised, Impacts (as they are understood at the time) as a result of spoil removal, heavy load movements, and the effects of noise, vibration and traffic will be addressed at the next phase of consultation.</p> <p>The timescale associated with achieving planning consent and procuring/mobilising a contractor means that construction is unlikely to start before 2021. Construction methods and phasing will be considered at the next stage of design and assessment. The need to minimise the period of construction will be taken into account. A dual carriageway solution, whether or not in cutting, would not be a deliverable solution within the WHS. It would cause damage to the</p>

		OUV of the WHS, would be in contravention of the World Heritage Convention and would not receive development consent in conflict with national and local planning policies.
	Concern that construction will disturb important archaeological sites, including concern about vibrations during construction (or subsequently during operation) disturbing the stones themselves or other features within the WHS.	All areas where the ground would be disturbed will be subject to extensive survey and close monitoring, for archaeological rescue to be undertaken before any intrusive earthworks/construction activity is pursued. Neither Stonehenge itself, nor other features in the WHS, will be under any risk of disturbance through construction vibration, or subsequently during the operation and maintenance of the new road/tunnel.
	Southern bypass of Winterbourne Stoke (Option 1S) is the best option as it means less disruption to the A303 regarding roadworks.	As set out in the SAR, this consideration has been taken into account in the appraisals of Option 1N vs. Option 1S to inform the choice of bypass for Winterbourne Stoke.
	Concern about crossing the A303 to get to Salisbury during construction.	Traffic flows along and across the A303 will be maintained during construction. Relevant traffic management requirements (related to levels of service that will have to be maintained during construction) will be developed and included in the construction contract
Consultation process	Concern that insufficient information has been provided, including noise data and modelling relating to the impacts of Option 1S.	The assessments presented in the TAR are sufficient to inform the selection of options put forward for public consultation. The purpose of the (non-statutory) consultation was then to give people the opportunity to express views about matters that will be taken into consideration in the further assessments that inform the choice of preferred route. Environmental assessments will be carried out on the developed preferred route, and the results of these, as they are known at the time, will be consulted on as part of the next phase of consultation.
	Concern that consultation must be taken into account, including comments raising doubts that this would be the case.	The consultation responses have been taken into account as indicated in this report.
	Concern regarding the perpetual planning and consultation process that the scheme has endured.	The long history of the scheme is evidence of how difficult it has been to secure a solution for improving the A303 past Stonehenge. It is important though that the choice of route is informed by the views of the public. Further to this, it is a requirement of the Planning Act 2008 that pre-application consultation is carried out before an application for development consent is made. The pre-application (statutory) consultation is planned for early 2018.

	<p>Suggestion that the consultation [exhibitions] should have been held nationwide and every National Trust and Heritage England member should have been consulted.</p>	<p>The National Trust and English Heritage were consulted on the proposals; it would be for these bodies to consult their members to inform their own responses. Chapter 3 of this report sets out how the consultation was carried out to ensure those with an interest were able to respond. It was open for every member of the National Trust and English Heritage to submit their own individual responses if they wished to do so.</p>
	<p>Concern that a decision has already been made as there are no alternative route options presented at consultation.</p>	<p>The consultation afforded the opportunity for the public to express their views before a decision on the preferred route was taken. The TAR presents the assessment of the options that were considered prior to this consultation. In order to meet the objectives of the scheme, and comply with national planning policies, a tunnel through the WHS was assessed to be the best solution. It would not have been appropriate to consult on the discounted options, as that would have given a false impression of what was still under consideration as a potential solution that could be taken forward. But all matters raised have been considered to assess whether anything has been missed in the development of the scheme proposals up to the consultation stage, and to inform the choice of route for bypassing Winterbourne Stoke.</p>
	<p>As the scheme has yet to be registered with the Planning Inspectorate as a Nationally Significant Infrastructure Project (NSIP), the selection of a single route option for the tunnel is possibly in breach of the Planning Act legislations applying to the process/pursuit of a Development Consent Order.</p>	<p>This non-statutory consultation has been undertaken at an early stage in the development of the scheme to help the selection of the preferred route and to inform the ongoing development of the scheme. There will be a further statutory consultation held after the scheme has been registered with the Planning Inspectorate and before the DCO application is submitted. Any concerns raised about the proposals published for statutory consultation will be reviewed and addressed appropriately before the DCO application.</p>
	<p>Greater weight should be given to the views of local residents with regard to the bypass options.</p>	<p>Exhibitions were held locally and all issues raised in the consultation have been taken into account, along with the outcome of the assessments against the scheme objectives and NPSNN. The assessment of relevant issues, including local considerations, is presented in the SAR. It is also intended to establish a local community forum to inform the ongoing development of the scheme.</p>
	<p>Impressions that the consultation booklet was biased towards the southern route (Option 1S), and that transport and economic benefit has been prioritised before heritage and community/environment issues.</p>	<p>There was no bias in the Consultation Booklet which presented balanced information about the proposed options. At the time of consultation there was no preference between the northern and southern bypass options for Winterbourne Stoke. Also transport and</p>

		economic benefits are not being given undue priority over heritage and community/environment issues, especially when considering that these issues are behind the significant planned investment in the cost of the proposed tunnel.
	One poster shown indicated traffic and people very much out of perspective, indicating people could see cars on the east side hill of the A303 much closer than in real life.	The photographs presented were taken from verified viewpoints to show the impacts of traffic on the A303 within the WHS landscape.
	Concern that the consultation period was not long enough.	The Planning Act 2008 prescribes a minimum of 28 days for a period of statutory consultation. This non-statutory consultation was open for 39 days in order to provide those with an interest in the scheme an opportunity to comment. The period was long enough to secure views that have helped to inform the choice of preferred route, which was the purpose of the consultation.
	Concern that too few stakeholders have been invited to respond.	Chapter 3 of this report sets out how the consultation was carried out to ensure those with an interest were able to respond. Many stakeholders were contacted direct and there were no limits on the numbers who could have responded.
	Concern that English Heritage and National Trust have too much influence.	English Heritage and the National Trust are naturally key heritage stakeholders who provide expert advice, but their views are taken into consideration with those of others to create a balanced overall picture and framework for the scheme's development.
	Concern that there has not been a sufficient level of communication with active archaeological researchers with interests in the WHS. As a result, a considerable body of knowledge and experience that is germane to assessing the impact of the proposals has been side-lined.	Engagement with key heritage stakeholders (including an UNESCO/ICOMOS advisory mission in autumn 2015), supplemented by archaeological survey results, informed the proposals consulted on, all as set out in the TAR. The wider archaeological community has engaged with the consultation, as can be seen in this report. Relevant issues raised, along with the findings of further surveys, have informed the choice of the preferred route as set out in the SAR. The archaeological community will also be given opportunity to continue to be engaged as the scheme moves forward. A Scientific Committee of eminent archaeologists will provide advice throughout the scheme's ongoing development and there will be further UNESCO/ICOMOS advisory missions.

	<p>Concern that the Consultation Document is often disingenuous, taking as its starting point that bigger faster roads improve the quality of life while 'degrading' the areas they pass through.</p>	<p>The need for a well-functioning road network is established in NPSNN. The RIS identifies those road schemes which are needed for the effective functioning of the road network. Improvement proposals are always developed taking into consideration the balance of benefits and disbenefits that may arise to determine the optimum solution.</p>
	<p>Concern that the local people of Amesbury have not been consulted.</p>	<p>Every household in Amesbury was notified by letter about the consultation, as detailed at Chapter 3 of this report. In addition, two public exhibitions were held in Amesbury itself and 6 others in the near vicinity.</p>
<p>Economic</p>	<p>Objection to the scheme proposals on the basis of the tunnel being prohibitively expensive and/or a waste of money. Cost issues raised include: a cheaper cut-and-cover solution could be pursued; a dual carriageway on the surface with screening/bunding, or lowered into a cutting, or realigned further south would be more cost effective; the cost of the tunnel is disproportionate to the benefits; cost of the tunnel would not benefit the local community; cost to date of previous proposals; suggestion that stimulation of the economy is insufficient justification for the cost of the project; the project cost estimate has doubled since last estimate; support for the northern bypass route as this will reduce cost; and that lifetime running costs of a tunnel will be higher than a dual carriageway.</p>	<p>The extensive sifting of corridors and routes set out in the TAR has shown that a tunnel is the best way of securing the needed improvement of the A303 past Stonehenge. A route across the WHS would not be possible without a tunnel. The cost of the tunnel is justified by the heritage benefits the scheme would bring as well as the transport and economic benefits.</p>
	<p>Prioritise investment elsewhere on other transport projects or on other public services.</p>	<p>The Government has a National Infrastructure Plan and the A303 expressway is one of the Government's top 40 infrastructure investments identified in the plan. This A303 Stonehenge improvement scheme is an essential part of the programme of improvements along the A303 needed to deliver this top 40 infrastructure investment.</p>
	<p>Opposition to the economic benefits of the proposed option on the basis: it would cause too much disruption to local businesses; specifically that the southern bypass (Option 1S) will impact local businesses; it would not bring sufficient economic benefits.</p>	<p>The economic benefits of the scheme have been assessed as part of the production of the business case. As well as benefits associated with easing congestion, there are heritage benefits which reflect the overall positive impact the tunnel will have in the WHS and also benefits to surrounding communities through relief from rat-running traffic and opening up opportunities for improving tourism, supporting local businesses. Potential impacts on local businesses have been taken into consideration in assessing the choice of preferred route, as set out in the SAR. In overall terms, by relieving congestion on the</p>

		A303, the scheme will bring much benefit to local industry as well as to the wider region.
	Support for the proposed option due its benefits for economic growth. This includes comments relating to: benefits for the South West from the corridor improvements; traffic in villages affects house prices; doing nothing would damage economy of South West; benefits to the business community; and benefits for the local and south western tourist industry.	These expressions of support all align with the expected benefits of the scheme.
	Questions about whether there will there be a toll for the tunnel, including suggestions that tolling could raise funds for a longer tunnel.	There is no intention to introduce tolling or charging on the A303.
	Suggestions that Historic England finance the proposal, including suggestions that the proposed option will be of economic benefit to English Heritage.	The Government’s funding arrangements for the scheme are being made via the Department for Transport and Highways England (rather than via the Department for Culture, Media & Sport and Historic England) to address problems on the strategic road network and to create an expressway along the A303 route to the South West.
	Supports upgrade to A303 as it would reduce costs to NHS because of a reduced number of accidents.	A free flowing A303 past Stonehenge would increase safety on the route.
	Suggestions that Countess roundabout and the A303 currently have a negative economic impact on business	This is an expected benefit of the scheme.
	A bypass of Salisbury would provide a massive boost for the local and South West economy	This was considered in the corridor assessments in Chapter 5 of the TAR. A route deviating this far south of the current alignment would not deliver the scheme objectives.
	Tunnel would reduce income of Stonehenge because the loss of sight of the stones from the A303 would mean a reduction in non-pre-booked visits.	Stonehenge will be clearly signposted from the improved A303 and English Heritage do not believe the scheme would reduce visitor numbers.
	Lifetime running costs of a tunnel will be higher than a dual carriageway.	It is true to say that a tunnel would incur higher running costs than a surface dual carriageway. Those higher costs have been factored into the assessment of options for improving the A303 past Stonehenge. A dual carriageway through the WHS without a tunnel is not possible. This is because such options would cause damage to the OUV of the WHS, would be in contravention of the World Heritage Convention and would not receive development consent, being in conflict with national and local planning policies. (See TAR, Chapter 5.)

	The current budget allocated to this work significantly understates the economic and heritage value of the WHS.	Through a survey of public views (See Chapter 11, Section 2 of the TAR), the assessment of value for money of the scheme has taken into account the economic and cultural value placed on the benefits the scheme would bring to the WHS.
Engineering	Concern about tunnel safety and access to tunnel by emergency services in event of accident, fire or terrorist incident.	Chapter 14 of the TAR sets out the safety assessment of the tunnel option and the benefits for safety compared to the current situation. The tunnel and road will be designed to the highest safety standards, with the emergency services being fully engaged in the design for them to be wholly confident in the contingency and response planning arrangements when the tunnel is in operation.
	Concern that an accident would close the whole tunnel.	The tunnel will be constructed with twin-bores, one accommodating eastbound traffic and the other westbound traffic. While an incident may cause one bore to close, it would normally be possible to operate the second bore under traffic contraflow. The dual carriageway solution will provide more resilience and flexibility than the existing single carriageway which is currently exposed to a greater risk of total closure if an incident occurs.
	Lack of appraisal of single carriageway improvement, possibly including climbing lanes.	The Government's strategy (contained within the RIS) is for the A303 route to be upgraded to a dual carriageway expressway. The TAR (Chapter 10) also indicates current and future stress levels on the single carriageway A303, indicating the need for a dual carriageway improvement.
	Suggestions that the dual carriageway improvement should be dual 3-lane in both directions, rather than dual 2-lane.	With forecast levels of traffic in the future, it is anticipated that a dual 2-lane road will provide sufficient capacity. This will be kept under review during the continued development of the scheme, prior to firm proposals being presented at the next consultation stage.
	Tunnel will provide a safer more efficient route.	This is an expected benefit of the scheme.
	Concern about no air vents in tunnel.	The tunnel will be ventilated using longitudinal jet fans housed in the roof of the tunnel. The associated details will be developed at the next stage of design.
	Concern about fire hazard in tunnel.	This concern will be addressed as part of the continued development of the scheme, working closely with the emergency services over the design of the tunnel and the arrangements that will be put in place to facilitate the most effective response in the event of a fire in the tunnel. The relevant details will be presented at the next consultation stage on the scheme.

	Concern that there will not be a 3rd rescue tunnel.	There will be frequent cross-passages between both bores of the tunnel, and associated safety procedures will be considered at the next stage of design in close liaison with the emergency services.
	Landscaping of proposal needs to use natural materials to blend with surroundings.	This will be considered as part of the continuing development of the scheme.
	Concern about the tunnel collapsing	The design and construction of the tunnel will ensure this is not a possibility.
Environment	Concerns about higher levels of pollution (caused by an increase in traffic and/or due to the length of the tunnel, or a flyover at Countess roundabout) on Stonehenge and other features which contribute to the Outstanding Universal Value of the WHS, or at other receptors outside the WHS, such as in Winterbourne Stoke or adjacent to Countess.	Detailed air quality assessment will be carried out during the next design stage of the scheme, with results presented at the next consultation stage.
	Support for the reduction in the impact of pollution as a result of the scheme on Stonehenge, and other features which contribute to the Outstanding Universal Value of the WHS.	This is an expected benefit of the scheme.
	Concern regarding the air quality within the tunnel itself.	Ventilation within the tunnel will ensure there are no air quality issues, and experience from previous road tunnel projects prove this is entirely manageable.
	Opposition to the scheme as there is little current impact of pollution from the road on the WHS, therefore a solution is not required.	The need for the scheme goes well beyond issues of air quality as can be seen from its objectives.
	Support for the reduction in air pollution as a result of a reduction in congestion, and from reduced rat running.	This is an expected benefit of the scheme.
	Consideration that Option 1N would have a lesser impact on residents through a reduction in air quality than Option 1S.	As set out in the SAR, this consideration has been taken into account in the appraisals of Option 1N vs. Option 1S to inform the choice of bypass for Winterbourne Stoke. There is little difference between northern and southern options in terms of air quality.
	Opposition to the proposals on the basis that benefits of the scheme in respect of noise do not outweigh its monetary cost, due to the availability of alternative proposals, and/or that the WHS does not require the solution to reduce noise.	While the effects of traffic noise are an important consideration, the need for the scheme is much broader as can be seen from its objectives. The tunnel option is the best solution for addressing the problems and delivering the objectives as set out in the TAR. This includes removing the sight and sound of traffic from much of the WHS.
	Opposition to the proposals due to increased traffic levels and impacts of noise on local communities as a result of proposals at Countess Roundabout, and/or generally along the scheme.	Detailed noise assessment will be carried out during the next design stage of the scheme, with results presented at the next consultation stage. Mitigation measures to reduce noise levels at affected

		receptors will also be considered as part of the next stage of design and assessment.
	Opposition to noise impacts from the raised and other sections of the Winterbourne Stoke bypass, including suggestions that the height of the proposed road should be lowered.	As set out in the SAR, noise impacts have been taken into account in the appraisals of Option 1N vs. Option 1S to inform the choice of bypass for Winterbourne Stoke. More detailed assessment will be carried out during the next design stage of the scheme, with results presented at the next consultation stage. Mitigation measures will also be considered as part of the next stage of design and assessment, which will include optimising the height of the new road.
	Opposition to the proposals due to increased traffic levels and noise impacts on the WHS, including that the proposed solution is not acceptable without a longer tunnel.	Detailed noise assessment will be carried out during the next design stage of the scheme, with results presented at the next consultation stage. Mitigation measures to reduce noise levels at affected receptors will also be considered as part of the next stage of design and assessment, but these will not include a longer tunnel that exceeds the budget set by the Government for the scheme and would represent very poor value for money. There are expected to be extensive benefits arising from the proposed tunnel within the WHS, with limited adverse noise effects.
	Opposition to the impacts of noise from the scheme proposals on ecological receptors.	The potential impacts of traffic noise on ecological receptors will be carried out in detail during the next design stage of the scheme, with results presented at the next consultation stage. Mitigation measures to reduce noise levels at affected receptors will also be considered as part of the next stage of design and assessment.
	Opposition to the scheme proposals on the basis that any benefits from a reduction in noise from the road would be negated by noise impacts of army operations on Salisbury Plain.	Detailed noise assessment will be carried out during the next design stage of the scheme, with results presented at the next consultation stage. The MoD operations in the area will be included in the assessment, but are likely to make very little difference to overall results and the expected benefits at receptors in the WHS.
	Support for Option 1N on the basis that the effects of noise on residents in Winterbourne Stoke and Berwick St James would be less than Option 1S.	As set out in the SAR, noise impacts have been taken into account in the appraisals of Option 1N vs. Option 1S to inform the choice of bypass for Winterbourne Stoke. More detailed assessment will be carried out during the next design stage of the scheme, with results presented at the next consultation stage. Mitigation measures will also be considered as part of the next stage of design and assessment.

	<p>Support for the benefits of the scheme in reducing noise in the World Heritage Site, including comments that the tunnel should be longer to increase this benefit.</p>	<p>There will be significant benefits for certain areas of the WHS in terms of reduced traffic noise. A longer tunnel across the entire WHS would increase noise benefits within the WHS but would exceed the budget set by the Government for the scheme and would represent very poor value for money.</p>
	<p>Support for the benefits of the scheme in terms of a reduction in noise impacts on the local community.</p>	<p>These are among the expected benefits of the scheme.</p>
	<p>Opposition to the scheme proposals due to impacts on ecology, within the WHS, on the Normanton Down RSPB Reserve, and other areas. These impacts are considered to occur due to the effects of increased noise and light, and/or a reduction in air quality.</p>	<p>As set out in the SAR, potential ecological impacts have been taken into consideration in assessing the choice of preferred route, avoiding the Normanton Down RSPB reserve and seeking to minimise any impacts. More detailed assessment will be carried out during the next design stage of the scheme, with results presented at the next consultation stage. Appropriate mitigation measures will also be considered in the next stage of design and assessment.</p>
	<p>Opposition to Option 1S due to ecological impacts on the River Till SSSI and other ecology along the route, particularly near to Berwick St James, and including specific species. These impacts are considered to occur as a result of the direct loss of habitat, and/or the effects of noise, air and/or light pollution.</p>	<p>As set out in the SAR, these considerations have been taken into account in the appraisals of Option 1N vs. Option 1S to inform the choice of bypass for Winterbourne Stoke. More detailed assessment will be carried out during the next design stage of the scheme, with results presented at the next consultation stage. Mitigation measures will also be considered as part of the next stage of design and assessment.</p>
	<p>Opposition to Option 1N due to ecological impacts on Parsonage Down and other areas. These impacts are considered to occur as a result of the direct loss of habitat, and/or the effects of noise, air and/or light pollution.</p>	<p>As set out in the SAR, these considerations have been taken into account in the appraisals of Option 1N vs. Option 1S to inform the choice of bypass for Winterbourne Stoke. More detailed assessment will be carried out during the next design stage of the scheme, with results presented at the next consultation stage. Mitigation measures will also be considered as part of the next stage of design and assessment.</p>
	<p>Support for the scheme proposals on the basis of benefits for ecology and biodiversity as a result of the removal of the current A303 past Stonehenge, and the inherent positive effects of reuniting the landscape.</p>	<p>This is an expected benefit of the scheme.</p>
	<p>Opposition to the proposed tunnel on the basis that the impacts on the landscape from a surface route do not outweigh the cost of a tunnel solution.</p>	<p>A dual carriageway through the WHS without a tunnel is not possible. This is because such options would cause damage to the OUV of the WHS, would be in contravention of the World Heritage Convention and would not receive development consent, being in conflict with national and local planning policies. (See TAR, Chapter 5.)</p>

	Support for the removal of the current road and the benefit for the landscape of the WHS, including that which contributes to its Outstanding Universal Value.	This is an expected benefit of the scheme.
	Opposition to the proposed scheme on the basis of impacts to the landscape of the WHS, including that which contributes to its Outstanding Universal Value. Impacts are considered to be a result of the height/visibility of the road either side of the tunnel, the position of the portals, or solely the presence of the road within the WHS.	As set out in the SAR, potential landscape impacts have been taken into consideration in assessing the choice of preferred route through the WHS, seeking to minimise associated impacts. More detailed assessment will be carried out during the next design stage of the scheme, with results presented at the next consultation stage. Appropriate mitigation measures will also be considered in the next stage of design and assessment.
	Opposition to Option 1S due to its position in the Till Valley, and impacts of this on landscape viewpoints in Winterbourne Stoke and Berwick St James. This impact is related to the height of the proposed road, severance of the present landscape, and/or proximity of the road to the receptors.	As set out in the SAR, these considerations have been taken into account in the appraisals of Option 1N vs. Option 1S to inform the choice of bypass for Winterbourne Stoke. More detailed assessment will be carried out during the next design stage of the scheme, with results presented at the next consultation stage. Mitigation measures will also be considered as part of the next stage of design and assessment, which will include optimising the height of the new road.
Land requirements	Preference for a dual carriageway through the WHS along the existing alignment, as it will only require minimal land take, of agricultural land.	A dual carriageway through the WHS without a tunnel is not possible. This is because such options would cause damage to the OUV of the WHS, would be in contravention of the World Heritage Convention and would not receive development consent, being in conflict with national and local planning policies. (See TAR, Chapter 5.)
	Concerns that landholders will be able to access their land, should the existing A303 become a byway within the WHS.	Discussions will be held with affected landholders during the continued development of the scheme and appropriate arrangements will be accommodated with the scheme proposals to maintain access to adjacent land. This will include land within the WHS that is currently accessed from the existing A303.
Legacy	Proposal to convert the existing A303 within the WHS into an HGV restricted, 30 mph speed limit road, with pedestrian crossings, in order to maintain the view of the stones.	The continued use of the existing A303 within the WHS past Stonehenge by motorised vehicles would fail to meet the heritage and environment and community objectives of the scheme. Instead it is planned to downgrade the existing A303 (between the A360 and Stonehenge Road, Amesbury) to a 'green' byway for non-motorised use, save by occasional agricultural vehicles and utility vehicles needing access to adjacent land and services.
	Proposal to convert the existing A303 alignment through the WHS into a cycle track, with a tarmacked, as opposed to a grassed surface.	It is planned to downgrade the existing A303 (between the A360 and Stonehenge Road, Amesbury) to a 'green' byway for non-motorised use, save by occasional agricultural vehicles and utility vehicles

		needing access to adjacent land and services. While the byway design has yet to be developed, it will include a suitable surface of sufficient width to accommodate cyclists, as well as provision for pedestrians and equestrians.
	Opposition to removing and grassing over the existing A303 alignment, in order to keep the view of the stones.	The continued use of the existing A303 within the WHS past Stonehenge by motorised vehicles would fail to meet the heritage and environment and community objectives of the scheme. It is not possible to remove the sight and sound of traffic from Stonehenge without removing the ability of A303 users to see the stones from their vehicles.
	With or without accompanying suggestions about tunnel length or surface routes, suggestions for creating opportunities for people to be able to stop and view Stonehenge without having to drive to the Visitor Centre.	Arrangements for people being able to view Stonehenge and other parts of the WHS will be considered as part of ongoing reviews and updates of the WHS Management Plan, taking into consideration the legacy that will result from the improvement of the A303. A surface dual-carriageway through the WHS is not possible, so any suggestions for accompanying vista laybys are equally not possible.
	All public rights-of-way should be maintained.	Maintaining connectivity to and between rights-of-way will be a key consideration in the continuing development of the scheme. Relevant details will be presented at the next consultation stage on the scheme.
	Proposal to convert the existing A303 through Winterbourne Stoke into a cycle route to Amesbury.	This suggestion will be considered as part of the continued development of the scheme, in liaison and discussion with the local community. Any relevant details will be presented at the next consultation stage on the scheme.
	Support for grassing over the existing alignment, for the benefit of wildlife, horse riders and cyclists.	This proposal will be developed further as part of the next design stage of the scheme.

<p>Need</p>	<p>Many of the comments were supportive of the urgent need for the A303 to be improved but there were also some challenging comments to the following effect:</p> <ul style="list-style-type: none"> • This is a total waste of money. • Money being spent on this project could be better spent elsewhere. • Challenging the need for the scheme - disagrees that all this expense and raping of historical land is needed at all – doesn't need to happen. • Feels the Government's priorities are somewhat skewed. • This is a cosmetic project which should be postponed until the country has corrected the serious lack of investment in the country's infrastructure. • Many more important schemes that should have more of a priority over the A303 - never been distracted by the traffic on the A303 and feels there are far more important issues to be addressed. • The funds would be put to better use repairing the infrastructure and raising the status of other roads. • There is no need to change anything about the A303. I use it daily, there never seems to be any problem with moving traffic. • This is not something that is vital, urgent or necessary. • The current roads are fine; I don't think it's worth ruining historical sites for the aesthetic. • The traffic queues are a nuisance but bearable and help mitigate the general volume of traffic – leave as it is. • Scheme would be of little benefit to road users. • Not addressing the correct areas of congestion. 	<p>This scheme is part of the Government's National Infrastructure Plan in which it has prioritised infrastructure investment for the UK against the competing demands from other public services. In its published Road Investment Strategy, the Government has indicated its commitment to this scheme as part of a programme of improvements needed to upgrade the A303 route to expressway standard.</p> <p>The congestion problems on the A303 past Stonehenge are self-evident, as are other problems along the route. The need for improvement of the route was examined by a 2014 study commissioned by the Government. Based on its findings, the Government decided to include the upgrading of the A303 to an expressway in its Road Investment Strategy. The improvement of the A303 past Stonehenge is part the programme of eight schemes identified as being needed to upgrade the entire route to become an expressway where mile-a-minute journeys are the norm.</p> <p>Not pursuing the scheme would mean:</p> <ul style="list-style-type: none"> • The A303 would remain congested. • High volumes of traffic would continue to rat-run along unsuitable local roads affecting safety and the quality of everyday life in local communities. • Poor connectivity to the South West would continue to drag down the region's economy. • The existing road past Stonehenge would continue to have an unacceptable impact on the OUV of the WHS. • Winterbourne Stoke would remain without the bypass it has been seeking for several decades.
<p>Traffic and transport</p>	<p>Concern that imposing a toll for the tunnel would cause rat-running through local villages.</p> <p>Support for the scheme on the basis that it will reduce congestion, unacceptable delays, impact on Amesbury and Winterbourne Stoke, and all congestion-related issues, including rat running through a number of nearby villages and local communities.</p>	<p>There is no intention to impose a toll on the A303.</p> <p>Removing congestion along the A303 and rat-running from nearby affected communities are among the scheme's key benefits.</p>

	Concern that the scheme will cause congestion to move to where the road next narrows to single carriageway.	The scheme is part of a programme of improvements designed to upgrade the entire A303 route to an expressway between the M3 and the M5 at Taunton, which will alleviate congestion along the whole route.
	Concern that rat running will continue through Bulford, Larkhill, Shrewton, Sutton Veney and the Deverilles.	The scheme is expected to reduce rat running in the surrounding villages, but further detailed traffic modelling and assessment will be undertaken as part of its continued development. Updated results will be presented at the next consultation stage.
	Suggestion that severe congestion will continue east of Amesbury roundabout unless it is converted to a grade-separated junction.	Countess roundabout will be a grade-separated junction. The design details will be presented at the next consultation stage.
	Concern about tourist coaches going through Shrewton and Chitterne.	The use of the A303 for access to the Stonehenge Visitor Centre will be considered further in the next stage of design and assessment. Concerns about how the local road network is used to interact with the A303 will also be the subject of discussion with Wiltshire Council as highway authority for the local network.
	Questions whether the scheme will prevent bottlenecking on A303.	Upgrading the A303 to a dual carriageway will remove the congestion that arises where the road currently reduces in standard from dual to single carriageway.
	Build a 20-foot-high fence alongside existing A303 pending the tunnel being built.	The extensive congestion problems on the A303 are not caused by drivers 'rubber-necking' Stonehenge; rather the problems are a simple function of the single-carriageway road past the stones not having enough capacity to cope with the volumes of traffic at different times.
	Suggestion that proposed tunnel option will cause parts of Amesbury to become very congested.	The scheme will remove congestion and will reduce rat-running through Amesbury, hence alleviating traffic problems rather than increasing them. Further detailed traffic modelling and assessment will also be undertaken as part of the scheme's continued development, and updated results will be presented at the next consultation stage.
	Concern that accidents, maintenance and cleaning in the tunnel will cause future rat running.	The tunnel will be constructed with twin-bores, one accommodating eastbound traffic and the other westbound traffic. Regular maintenance and cleaning of the tunnel would be undertaken at night in one bore, while traffic is kept flowing on the A303 in contraflow via the second of the twin bores. There will be no need for traffic to divert and there will be fewer delays than occur currently when maintenance has to be carried out on the existing road. Additionally, while an incident may cause one bore to close, it would normally be

		possible to operate the second bore under traffic contraflow. The dual carriageway solution will provide more resilience and flexibility than the existing single carriageway which is currently exposed to a greater risk of total closure if an incident occurs, or disruption when maintenance is needed.
	Scheme proposals will make traffic worse on A345.	Our traffic modelling indicates that the opposite should be true, with the proposed grade-separation of Countess Roundabout removing congestion at this junction and making it easier for A345 traffic to flow across or join the A303.
	Suggestion that A345 be made a 30mph limit with larger speed signs.	Concerns about how the local road network is used to interact with the A303 will be the subject of discussion with Wiltshire Council as highway authority for the local network. The Council will decide whether any associated changes are needed on the local network to facilitate effective interaction.
	A345 takes excess A303 traffic and would be worse during construction.	This concern will be taken into account in the next phase of design and assessment, when the construction phasing is planned, seeking to ensure traffic conditions on the A345 and other interacting local roads are not made worse during construction.
	Suggestion that road leading to Stonehenge Visitor Centre be suitable for all traffic to and from the centre.	The scheme design will ensure full and adequate access arrangements via the new grade-separated junction with the A360 for all traffic wishing to travel to the Stonehenge via the A303.
	Scheme proposals do not address congestion issues on A36 and A360.	The objectives of the scheme are to resolve the issues on the A303 between Amesbury and Berwick Down, as part of the A303 corridor upgrade. Improvements to other routes are not within the scope of this scheme.
	A short tunnel will not improve traffic flow.	The assessments of the scheme proposals (set out in the TAR and SAR) show that the proposed scheme will significantly improve flow of traffic between Amesbury and Berwick Down.
	Support for a flyover at Countess Roundabout as this will free up local traffic.	The optimum solution for a grade-separated junction at Countess Roundabout will be developed during the next design stage on the scheme, and the proposals will be presented at the next consultation stage.
	Questions what provision there will be for cyclists with the tunnel option.	Cyclists will not be permitted to travel along the A303 through the tunnel. Instead cyclists will be directed to use the new 'green' byway proposed between the A360 and Stonehenge Road, Amesbury.

	Concern about impact tunnel will have on pedestrians.	Pedestrians will not be permitted to walk along the A303 through the tunnel. Instead pedestrians will be directed to use the new 'green' byway proposed between the A360 and Stonehenge Road, Amesbury. In addition pedestrians will be able to move freely and safely along rights-of-way between the northern and southern halves of the WHS without having to cross the A303 as they must do today.
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Question 2: To what extent do you agree with our proposed location of the eastern portal?		
Theme	Matters raised	Highways England response
Alternative proposals	Move eastern portal further east towards Countess to reduce impact on the setting of a reinstated Avenue.	The location for the eastern portal will be kept under review and optimised during the continued development of the scheme, taking into consideration the findings from further archaeological surveys. The associated details will be presented at the next consultation stage on the scheme. The portal location is unlikely to be extended much further east as that would create greater impacts on features such as Vespasian's Camp and Blick Mead. Increasing the length of the tunnel would also make the scheme unaffordable, and it would become impractical in terms of accommodating improvement of the Countess Roundabout junction between the A303 and A345 if the tunnel carrying the A303 was to extend that far.
	Move portal location onto the line of the existing A303.	This suggestion would mean that the existing road would have to be diverted around the portal location to keep traffic flowing while the portal and the tunnel are being constructed. However, the exact location for the eastern portal will be kept under review and optimised during the continued development of the scheme, with the associated details presented at the next consultation stage.
	Move portal location to the south of the existing A303.	This suggestion would mean aligning the A303 south of the existing road. Any realignment back towards Countess Roundabout would be limited by the need to avoid unacceptable impacts on Vespasian's Camp, Amesbury Abbey (and its parkland setting) and Blick Mead which are located immediately to the south of the A303. However, the exact location for the eastern portal will be kept under review and optimised during the continued development of the scheme, with the associated details presented at the next consultation stage.

	<p>Move eastern portal to west side of The Avenue (which no longer exists), to reduce the length of tunnel, to allow sight of Stonehenge first, or to enable the western portal (at a fixed tunnel length of 2.9km) to move further west in order to reduce more extensive impacts on OUV in west part of WHS.</p>	<p>The proposed location of the eastern portal aims to accommodate the reconnection of The Avenue, which is currently severed by the existing A303. Moving the location westwards to enable drivers to view Stonehenge before entering the tunnel would defeat one of the fundamental benefits of the tunnel, namely to hide traffic from visitors to the stones. However, the exact location for the eastern portal will be kept under review and optimised during the continued development of the scheme, with the associated details presented at the next consultation stage. The choice of route at the western end and west portal location has also been reviewed, and the portal location there will also be optimised during the continued development of the scheme.</p>
	<p>Move eastern portal further east closer to or beyond the eastern boundary of the WHS, to avoid new construction and impacts within the WHS, and/or to reduce noise impacts to the adjacent community.</p>	<p>Extending the length of tunnel closer to or beyond the eastern boundary of the WHS would make the scheme unaffordable within the budget set for it, notwithstanding a number of other difficulties that arise, such as impacts on the groundwater regime adjacent to the Avon and Blick Mead and the practicality of creating a junction with the A345.</p>
	<p>2.9 km long tunnel is not long enough and should be extended, taking either or both portals closer to or beyond the boundaries of the WHS.</p>	<p>A longer tunnel extending close to or beyond the width of the WHS would not be affordable within the Government's budget for the scheme and would represent very poor value for money.</p>
	<p>Portals are not needed because there is no need for the A303 to be improved, or should only be subject to small-scale improvements, or other transport measures should be pursued, or there should be combinations of other measures that do not necessitate a tunnelled solution under the WHS.</p>	<p>The problems along the A303 need road improvement solutions consistent with the National Policy Statement for National Networks (NPSNN), as pursued via the Government's strategy (contained within the RIS) for upgrading the A303 to a dual carriageway expressway. Doing nothing or small-scale improvements are not options that fit with this strategy and alternative transport measures would make little headway in addressing the problems on the A303; instead the proposed road improvement is needed to address the problems and deliver the objectives set for the scheme.</p>
	<p>Portals are not needed because other non-tunnel surface options should be pursued.</p>	<p>A dual carriageway through the WHS without a tunnel is not possible, no matter how well landscaped or screened. This is because such options would cause unacceptable damage to the OUV of the WHS, would be in contravention of the World Heritage Convention and would not receive development consent, being in conflict with national and local planning policies. (See TAR, Chapter 5.) Also as set out in the TAR, alternative surface routes outside the WHS have been appraised and discounted because they perform less well in</p>

		addressing the problems on the A303 and in delivering the overall scheme objectives.
Cultural heritage	Concern about the proximity of the portal to Blick Mead/Vespasian's Camp, and the impact in terms of direct damage due to changes in the water table, and/or as a result of visual, noise and pollution effects.	This concern will be taken into consideration as part of the continued development of the scheme, including undertaking all the surveys and studies necessary to inform the assessment of its impacts. The associated details will be presented at the next consultation stage on the scheme.
	Concern about the proximity of the portal to, and/or resultant impact on, Stonehenge, The Avenue, or other features of the WHS, including those which contribute to its Outstanding Universal Value.	Removing the road past Stonehenge, with the portals located out-of-sight from the stones, ensures there will be significant benefit for the setting of the monument. Also, in enabling the re-connection of The Avenue where it is currently severed by the existing A303, the location of the portal ensures that there will also be significant benefit for that monument. Any adverse effects will be minimised by sensitive design, ensuring that overall there will be benefit for the OUV of the WHS.
	There is little practical benefit in reinstating The Avenue across the existing A303 as its archaeology at that point was destroyed by the previous road construction and it is not possible to re-create its complete route from the River Avon to Stonehenge due to the location of listed buildings and the fact that part of its line lies on private property with no public access.	UNESCO/ICOMOS have recommended reinstating the line of The Avenue as far as possible, an ambition that is supported by the bodies with responsibilities for the WHS. The Avenue is part of the original 1986 inscription for the Stonehenge WHS. Its reconnection, where it is currently severed by the existing A303, has been identified as a major benefit for the WHS.
	Suggestion that the position should be moved further from any known archaeology, scheduled monuments (including Stonehenge) or features which contribute to the OUV of the WHS.	This has been and will continue to be taken into account in optimising the location and design of the portal. More detailed proposals will be put forward at the next stage of consultation.
	Suggestion that the position should avoid the tumulus and barrow near to the Countess Motel.	Features near the Countess Motel should not be directly affected.
	Suggestion that the position should be closer to Stonehenge, as the impact of the portal on the stones would not be significant enough to justify the cost of a longer tunnel.	The proposals would be assessed as having an unacceptable impact on the OUV of the WHS. As such the scheme would not receive development consent, being in conflict with national and local planning policies.
	Suggestion that the position of the portal would have a detrimental effect on cultural, spiritual or religious practices and/or ancient land and burial grounds.	This has been taken into account in determining the proposed length of tunnel and the portal locations, and will continue to be taken into account during the next stage of design and assessment.

	<p>Concern about the loss of the view of Stonehenge from the existing A303, along with concerns about the cost of visiting the stones.</p>	<p>The concern about the loss of view is recognised and has been taken into consideration as part of the assessment of scheme options. It is part of the balance to be drawn in removing the sight and sound of traffic from Stonehenge. The scheme will support the aims of the WHS Management Plan to make the wider landscape more accessible for the public, making the visitor experience more enjoyable.</p>
	<p>Concern about the landscape and/or visual impact of the portal due to its location, in relation to Stonehenge and/or the WHS.</p>	<p>The assessment of options carried out in Chapters 9 & 18 of the TAR shows that the proposals will bring benefit to the WHS, by removing the road from much of the WHS. The benefits will outweigh the impacts caused by the new construction in the WHS.</p>
	<p>Concern about the impact on the integrity/OUV of the WHS as a whole.</p>	<p>The assessment of options carried out in Chapters 9 & 18 of the TAR shows that the proposals will bring benefit to the WHS, by removing the road from much of the WHS. The benefits will outweigh the impacts caused by the new construction in the WHS.</p>
	<p>Concern about the impact of the proposed position of the portal on known and/or unknown archaeology.</p>	<p>Best practice archaeological investigations have been carried out to inform the selection of preferred route and choice of portal location, and will continue to be carried out as part of the scheme's ongoing development to confirm the portal's optimum location.</p>
	<p>Opposition to the requirement for a portal in this location on the basis that the features to the south of the WHS do not hold any intrinsic value (and therefore the benefits are not relevant).</p>	<p>Features of OUV are present throughout the WHS, north and south of the existing A303, and the preferred route has been chosen to minimise the impact on these.</p>
	<p>Support for the position of the portal in relation to the avoidance of known archaeology.</p>	<p>These matters have been taken into account in the assessment of the preferred route, and will continue to be reviewed during the ongoing development of the scheme.</p>
	<p>Support for the position in terms of traffic benefits, and/or consistency with the current road alignment.</p>	
	<p>Support for the position of the portal and its distance from Stonehenge, and/or in terms of reducing visual and/or noise impacts in the WHS.</p>	
	<p>Support for the proposed position on the basis that it does not affect Blick Mead.</p>	
	<p>Support for the portal location in relation to the reconnection of The Avenue.</p>	

	<p>Support for the position in relation to increased road safety, either as a result of its location on the current alignment or by removing the view of Stonehenge.</p>	See response on previous page.
	<p>Support for the location of the portal due to the reduced impact it will have on the operation of the A303 during construction.</p>	
Construction	<p>Believes the construction will be delayed due to archaeological discoveries, including questions as to how the construction will be achieved without damaging prehistoric sites in the area, with a preference for construction that minimises impact on local archaeology and heritage.</p>	<p>Further archaeological surveys will continue to be carried out to inform the scheme design and assessment, and to manage risks during construction. Extensive surveys and close monitoring will be carried out in any area where ground will be disturbed, so that any archaeological finds can be rescued and investigated before intrusive earthworks take place.</p>
	<p>Prefers construction that minimises local disruption, including from construction traffic on the surrounding roads.</p>	<p>Construction methods and phasing will be developed at the next stage of the scheme's design, aiming to minimise disruption. Accompanying details will be presented at the next consultation stage.</p>
	<p>Prefers that construction impact on the water table is minimised, including suggestions that the construction will have an adverse impact on Blick Mead and its surroundings; and that the effect of construction on Blick Mead has not been adequately investigated.</p>	<p>This consideration will be taken into account as part of the continued development of the scheme, including undertaking all the surveys and studies necessary to inform the assessment of its impacts during and post-construction. The associated details will be presented at the next consultation stage.</p>
	<p>Questions how or to where the spoil would be removed.</p>	<p>This will be answered by the next stage of scheme design, in terms of the quantities of excavated material and how it will be used or disposed. Details will be provided at the next consultation stage.</p>
	<p>Believes the location will cause little disruption to existing traffic during construction.</p>	<p>The aim is for two-way traffic along the A303 to be maintained at all times during construction.</p>
Economic	<p>Suggests that money should not be spent on the appearance of the tunnel portals.</p>	<p>The design of the portal will be an essential part of delivering an acceptable, attractive solution within the WHS landscape.</p>
	<p>Believes that the tunnel should be long enough to avoid construction within the WHS, despite the cost.</p>	<p>A tunnel extending the width of the WHS would not be affordable within the Government's budget for the scheme and would represent very poor value for money.</p>
	<p>Suggests that the cost of the current option is acceptable, compared to a longer tunnel.</p>	<p>The optimum portal location and precise tunnel length will be determined as part on the ongoing scheme development.</p>
Engineering	<p>Believes that the existence of lighting at the portal will impact on the WHS, and that the portal should not be illuminated.</p>	<p>There are no plans for lighting the approaches to the portals outside the tunnel itself.</p>

	Belief that the portal design/location should prioritise the driver experience.	This consideration will be taken into account during the next stage of design and assessment. The portal design will balance the driver experience with its impact in the WHS. The details will be presented at the next consultation stage.
	Believes that portal design should prioritise fitting in with the local environment, including preference for the 'grass-roofed' portal design.	The design of the portals and associated landscaping works will take place at the next stage of design, taking into account the need to reduce the impact of the portals on the surrounding area.
	Supports portal proposals that use local building materials and limit use of concrete.	This will be considered at the next stage of design, with relevant details presented at the next consultation stage.
	Believes the design should feature grassy embankments, and that the design should account for sunshine patterns, including the need to protect drivers from sun glare	The design of the portals and associated landscaping works will be undertaken as part of the scheme's ongoing development, taking into account these considerations.
Environment	Support or opposition to the location of the portal on the basis of an assumed improvement or worsening in air quality and the effects this may have on Stonehenge and other features which contribute to the OUV of the WHS.	Full air quality assessments will be undertaken at the next design stage with the results being presented at the next consultation stage. The results are unlikely to be material in terms of any impacts on features within the WHS.
	Support or opposition to the portal location on the basis reduced traffic noise or on the assumption that it will not sufficiently reduce impacts of noise on the WHS and its features which contribute to the OUV, specifically The Avenue and Stonehenge.	Full noise assessments will be undertaken at the next design stage with the results being presented at the next consultation stage. The location of the portal, and associated length of tunnel, will mean traffic noise levels at Stonehenge and other features in the WHS will be greatly reduced. The Avenue is currently severed by the existing A303, so the benefits of removing the existing road are certain to be significant.
	Opposition to the portal location on the basis of noise impacts on Blick Mead/Vespasian's Camp.	It is not expected that the location of the portal will give rise to significant noise impact on Blick Mead or Vespasian's Camp. This will be assessed and mitigation measures outlined at the next stage of the scheme's development.
	Opposition to the portal location due to its impact on ecology, including designated sites on the River Avon. This is as a result of the proximity of the proposal to ecological receptors and consequent impact of an increase in noise and light pollution, and/or a reduction in air quality.	The scheme will be designed, with accompanying mitigation measures, to ensure there are no unacceptable impacts on the River Avon SAC and SSSI. Environmental assessments will be undertaken at the next design stage with corresponding results presented at the next consultation stage.

	Support or opposition to the portal location due to conflicting opinions on its visual and landscape impact. This includes visual impacts on Stonehenge and other receptors within the WHS, and impact on the landscape which contributes to the OUV of the WHS.	Environmental assessments will be undertaken at the next design stage with corresponding results presented at the next consultation stage. The aim is to produce an overall beneficial effect for the WHS, taking into consideration landscape impacts as well as heritage impacts.
Land requirements	Preference for a dual carriageway through the WHS along the existing alignment, as it will only require minimal land take, of agricultural land.	A dual carriageway through the World Heritage Site without a tunnel is not possible, no matter how well landscaped or screened. This is because such options would cause unacceptable damage to the OUV of the WHS, would be in contravention of the World Heritage Convention and would not receive development consent, being in conflict with national and local planning policies. (See TAR Chapter 5.)
Legacy	Concern that if the existing A303 is downgraded, there will be no alternative route should the tunnel be affected by a road traffic incident.	The tunnel will be constructed with twin-bores, one for eastbound traffic and the other westbound. It will be capable of operating contra-flow during planned and unplanned closures, so that local roads don't need to be used for diversion, except in exceptional circumstances. The dual carriageway will be more resilient and flexible than the existing single carriageway which is currently at a greater risk of total closure if an incident occurs.
	Link Stonehenge Road with the A303 before the portal.	The intention is to close the access from Stonehenge Road onto the A303. Instead Stonehenge Road will become a cul-de-sac for motorised use where it currently joins the A303, but would continue as a non-motorised byway across the top of the tunnel affording safe, easy pedestrian, cycling and equestrian access from Amesbury into the WHS. Improved, safe access from Amesbury on to the A303 will be accommodated via the upgraded junction at Countess.
Need	Spend money on repairing present infrastructure.	This scheme is part of the Government's National Infrastructure Plan in which it has prioritised infrastructure investment for the UK against the competing demands from other public services. In its published Road Investment Strategy, the Government has indicated its commitment to this scheme as part of a programme of improvements needed to upgrade the A303 route to expressway standard.
	The A303 is absolutely fine and more than sufficient.	The congestion problems on the A303 past Stonehenge are self-evident, as are other problems along the route. The need for improvement of the route was examined by a 2014 study commissioned by the Government. Based on its findings, the Government decided to include the upgrading of the A303 to an
	Do nothing.	
	The wrong section of the A303 is being addressed.	

		expressway in its Road Investment Strategy. The improvement of the A303 past Stonehenge is part the programme of eight schemes identified as being needed to upgrade the entire route to become an expressway where mile-a-minute journeys are the norm.
Traffic and transport	Does not believe the proposals will ease congestion on the surrounding roads, including concern that if the existing A303 is downgraded, there will be no alternative route should the tunnel be affected by a road traffic incident. Also, suggestion that the proposals will promote rat-running on nearby roads.	Much of the rat-running on the local road network happens when the A303 is congested. The scheme will remove today's congestion and will remove the cause for rat-running, bringing much relief to local communities. The main alternative routes to the A303 will remain as they are today, but the new dual carriageway will be far more resilient than the existing single carriageway, meaning that instances of traffic needing to divert will be few and far between. The tunnel will be capable of operating contra-flow during closures of one bore, so the need for diversion will only arise in exceptional circumstances if an incident causes both tunnel bores to be closed.
	Wish for existing access and public Rights-of-Way to be maintained; this includes concerns that byway access may be restricted by the proposals.	Rights-of-way affected by the scheme will be maintained. These rights-of-way will remain in the jurisdiction of Wiltshire Council and there will be close liaison with the Council to agree how they can be best maintained and improved for all users. Discussions will also be held with affected parties to determine how all local accesses can be best maintained.
	Approval of the proposals because they will help ease traffic congestion past Stonehenge and more generally. This includes improving the traffic flow around Countess Roundabout and improving existing road access.	The scheme will remove congestion from the A303. The proposals at Countess will be confirmed at the next design stage and the traffic modelling results will be updated to reflect the design proposals. The results will be presented at the next consultation stage.
	Belief that the location will allow motorists adequate time to prepare for entering the tunnel or anticipating the junction when using the road.	This has been and will continue to be taken into account in determining the optimum location of the portal and the design of the new junction at Countess, ensuring sufficient safe distance between the two.
	Belief that the location would prevent people from slowing down to view Stonehenge.	A key benefit of the scheme is the removal of the sight and sound of traffic from Stonehenge.
	Suggestions for various shorter-term or interim measures to improve the operation of the existing road and its junctions pending the scheme's construction.	The suggestions have been passed on to the team in Highways England responsible for the operation and maintenance of the existing road.

Question 3: To what extent do you agree with our proposed location of the western portal?		
Theme	Matters raised	Highways England response
Alternative proposals	Extend the length of tunnel and move the portal location further west to take it further away from and reduce impact on the Normanton Down Barrow Group.	As set out in the SAR, this suggestion has been taken into consideration in the assessment undertaken to determine the choice of preferred route. The location for the western portal will be kept under review and optimised during the continued development of the scheme, taking into consideration the findings from further archaeological surveys.
	Move the western portal to the north or north-west closer to the existing A303.	As set out in the SAR, this suggestion has been taken into consideration in the assessment undertaken to determine the choice of preferred route. The location for the western portal will be kept under review and optimised during the continued development of the scheme, taking into consideration the findings from further archaeological surveys.
	Extend tunnel length westwards to secure an improved location for the western portal (avoiding interference with the winter solstice alignment) and/or create a gap in the middle of the tunnel to allow ventilation without the need for ventilation shafts, effectively having consecutive tunnels some 1.6km in length.	As set out in the SAR, achieving an improved location for the western portal has been a significant factor informing the assessment and choice of preferred route. The precise length of tunnel and associated ventilation will be determined during the next design stage on the scheme, with details presented at the next consultation stage. There are unlikely to be any circumstances that would give rise to a need to consider having a gap in the middle of the tunnel, which would anyway be impractical given the topography across the Stonehenge Bottom valley running southwards from the stones.
	Move the portal location southwards.	As set out in the SAR, this suggestion has been part of the assessment of modified route options undertaken since consultation to determine the choice of preferred route. The location for the western portal will be kept under review and optimised during the continued development of the scheme, taking into consideration the findings from further archaeological surveys.
	Move the portal eastwards and reduce the tunnel length.	This suggestion would mean the portal would emerge within the Normanton Down Barrow Group itself, or, if further east, would mean the portal and the traffic would become visible from Stonehenge. In either circumstance, the impact would be unacceptably damaging on the OUV of the WHS.

	<p>2.9 km long tunnel is not long enough and should be extended, taking either or both portals closer to or beyond the boundaries of the WHS.</p>	<p>A longer tunnel extending close to or beyond the width of the WHS would not be affordable within the Government's budget for the scheme and would represent very poor value for money.</p>
	<p>Portals are not needed because there is no need for the A303 to be improved, or only should only be subject to small-scale improvements, or other transport measures should be pursued, or there should be combinations of other measures that do not necessitate a tunnelled solution under the WHS.</p>	<p>The problems along the A303 need road improvement solutions consistent with the National Policy Statement for National Networks (NPSNN), as pursued via the Government's strategy (contained within the RIS) for upgrading the A303 to a dual carriageway expressway. Doing nothing or small-scale improvements are not options that fit with this strategy and alternative transport measures would make little headway in addressing the problems on the A303; instead the proposed road improvement is needed to address the problems and deliver the objectives set for the scheme.</p>
	<p>Portals are not needed because other non-tunnel surface options should be pursued.</p>	<p>A dual carriageway through the WHS without a tunnel is not possible, no matter how well landscaped or screened. This is because such options would cause unacceptable damage to the OUV of the WHS, would be in contravention of the World Heritage Convention and would not receive development consent, being in conflict with national and local planning policies. (See TAR, Chapter 5.) Also, as set out in the TAR, alternative surface routes outside the WHS have been appraised and discounted because they perform less well in addressing the problems on the A303 and in delivering the overall scheme objectives.</p>
<p>Cultural heritage</p>	<p>Concern about the position of the portal and the alignment of the winter solstice, in relation to light pollution, visual impact and landscape, and/or interruption of cultural, spiritual or religious practices, with detrimental impacts on ancient land and burial grounds.</p>	<p>As set out in the SAR, this has been an important consideration in the decision to move the portal location closer to the existing A303, with the preferred route then running alongside the existing road through the western part of the WHS. This will ensure there is no intrusion on the winter solstice sunset alignment viewed from Stonehenge.</p>
	<p>Concern about the proximity of the proposed position of the portal on known and/or unknown archaeology.</p>	<p>This has been an important consideration in the decision to move the portal location closer to the existing A303, with the preferred route then running alongside the existing road through the western part of the WHS. This will reduce the impacts on known archaeology and reduce the risks of finding unknown archaeology along a corridor which has been surveyed in the past. Further surveys will also be carried out during the ongoing development of the scheme to ensure the risk is fully addressed and mitigated.</p>

	<p>Opposition to the portal's proximity to the Normanton Down Barrows, Bush Barrow, and/or Diamond Wood in terms of potential impacts to known and unknown historical assets. Also opposition to the position of the portal due to the required alignment of the surface route through the WHS as a result of its placement.</p>	<p>As set out in the SAR, these considerations have been heavily influential in the decision to move the portal location closer to the existing A303, with the preferred route then running alongside the existing road through the western part of the WHS.</p>
	<p>Suggestion that the elevation of the portal is too far Above Ordinance Datum.</p>	<p>The optimum location and design of the portal, including the extent to which it is sunk into the ground adjacent to the existing A303, will be determined at the next design stage, with the details presented at the next consultation stage.</p>
	<p>Concern about the loss of the view of Stonehenge from the existing A303, along with concerns about the cost of visiting the stones.</p>	<p>The concern about the loss of view is recognised and has been taken into consideration as part of the assessment of scheme options. It is part of the balance to be drawn in removing the sight and sound of traffic from Stonehenge. The scheme will support the aims of the WHS Management Plan to make the wider landscape more accessible for the public, making the visitor experience more enjoyable.</p>
	<p>Support for the position of the portal and its distance from Stonehenge in terms of reducing visual and/or noise impacts in the WHS.</p>	<p>These considerations have been re-assessed in relation to the impact of the portal and route alignment in the western part of the WHS. This has led to the portal being relocated adjacent to the existing A303, with the preferred route then continuing to run parallel to the existing road through the western part of the WHS.</p>
	<p>Support for the position of the portal in relation to the use of the topography to minimise landscape and visual impacts.</p>	
	<p>Support for the location of the portal in terms of travel and economic objectives.</p>	
Construction	<p>Support for Option 1S as it keeps construction traffic away from busy A303.</p>	<p>As set out in the SAR, this consideration has been taken into account in the appraisal of Option 1N vs. Option 1S, with the northern option emerging as the better option in balancing the relative advantages and disadvantages against a range of considerations.</p>
	<p>Concern for impact of construction disturbing Normanton Down Barrows, including the need to avoid the impact of construction on local environment and archaeology.</p>	<p>This consideration has been taken into account in deciding to move the portal location adjacent to the existing A303. The aim of minimising the construction impact of the portal in its revised location will be informed by further surveys to be carried out during the ongoing scheme design and prior to construction.</p>
	<p>Concern for construction access and need to keep current A303 open.</p>	<p>This will be kept under review during the scheme's ongoing development, with construction planning undertaken to secure access to the site while ensuring the A303 remains open at all times.</p>

	Concern for construction in the area due to impact on local environment and communities.	Construction plans will be drawn up with the aim of minimising impacts, and will include mitigation measures to be explored at the next stage of design and assessment.
	Concern for construction impact of western tunnel portal on RSPB stone-curlew reserve.	The proximity of the RSPB reserve on Normanton Down has influenced to relocation of the western portal adjacent to the existing A303. The need to avoid impacts on the reserve will feature within the design and construction plans for the scheme. More details will be presented at the next consultation stage.
	Belief that this will require massive construction areas, which should not be permissible in a WHS.	The construction planning will seek to minimise the construction footprint within the WHS, with the area around the portal protected, so there is no wider disturbance to the ground beyond that needed for the excavation of the portal adjacent to the existing A303.
Economic	Belief that tunnel exit should not be chosen by cost, including preferences for portal to be located further west, such as closer to the A360 junction, and statements that it is understood this is not within budget.	The proposed length of tunnel and portal locations have been determined on the basis of what would deliver an optimum solution in securing the scheme objectives, providing overall benefits for the WHS through a significant length of the existing A303 being removed from the site. The Government's budget and value-for-money criteria have been set accordingly. A longer tunnel extending close to or beyond the width of the WHS would not be affordable and would represent very poor value for money.
	Belief that construction will be a waste of money if there is not a cloverleaf junction at Longbarrow.	The junction at Longbarrow will be designed to secure a free flowing A303, whilst also accommodating all movements with the A360.
	Statement that Western portal location directly affects the business of a pig farmer.	Moving the location of the portal adjacent to the existing A303 means that it will be less disruptive to local farming operations adjacent to the existing road.
	Belief that taking away farmland will cause local job loss.	The preferred route alignment through the WHS will minimise the disruption to adjacent farming activity. Potential impacts on farming and local business activities have been taking into consideration in preferring a northern route for bypassing Winterbourne Stoke. The ongoing development of the scheme will seek to minimise impacts caused by the route.
	Belief that western portal is an expensive compromise for the proposed 'benefits'.	Locating the portal adjacent to the existing A303 means it is best located to secure the optimal solution and benefits delivered by the scheme.

Engineering	Belief that there should be a cloverleaf junction at Longbarrow	The optimal layout for the A360 junction will be determined at the next design stage, with the details presented at the next consultation stage.
	Concern as to whether the tunnel will even work at resolving A303 constant bottlenecking, including that that the proposal will carry congestion to the next junction.	Upgrading the existing A303 to a dual, 2-lane carriageway will provide sufficient capacity to remove existing congestion. The A360 and A345 junctions will be far enough away from the tunnel portals for drivers to adjust lanes safely, without disrupting the free-flow of traffic, if seeking to exit at the junctions.
	Belief that if western portal moves west there is a need for ventilation system and fire risk monitoring.	It is not anticipated that the tunnel would be long enough for there to be any need to consider midpoint ventilation shafts being required in addition to the longitudinal (jet-fan) ventilation system extending to the ends of the tunnel. The tunnel will be continually monitored post-opening – the associated measures will be developed during the next design stage.
	Statement that the tunnel gap would solve the ventilation problem.	There are unlikely to be any issues to do with the ventilation of the tunnel that would give rise to a need for consideration of a tunnel-gap solution.
Environment	Support or opposition to the location of the portal on the basis of an assumed improvement or worsening in air quality and the effects this may have on Stonehenge and other features which contribute to the OUV of the WHS.	Detailed air quality assessments will be undertaken at the next design stage with the results being presented at the next consultation stage. The results are unlikely to be material in terms of any impacts on features within the WHS.
	Support or opposition to the portal location on the basis reduced traffic noise or on the assumption that it will not sufficiently reduce impacts of noise on the WHS and its features which contribute to the OUV.	Detailed noise assessments will be undertaken at the next design stage with the results being presented at the next consultation stage. The location of the portal, and associated length of tunnel, will mean traffic noise levels at Stonehenge and other features in the WHS will be greatly reduced.
	Opposition to the proposed location due to its proximity to the RSPB reserve at Normanton Down, and the potential impacts on stone-curlews and other habitats and species.	This consideration has been taken into account in moving the location of the portal adjacent to the existing A303.
	Opposition to the proposed location on the basis that it would impact Barn Owl populations through direct losses as a result of collisions with cars.	This has informed the choice of preferred route running parallel to the existing A303, and to the north of Winterbourne Stoke away from the main Barn Owl habitats/populations. This will be further assessed at the next stage of design and assessment.

	<p>Objection to the impacts of the portal position on landscape outside of the World Heritage Site. This includes landscapes which contribute to the OUV of the WHS, or other landscapes which do not.</p>	<p>Overall landscape impacts have been taken into consideration by the decision to move the portal location alongside the existing A303 and by keeping the preferred route running alongside the existing A303 through the WHS.</p>
	<p>Objection to the portal location due to its visual and landscape impact. This includes visual impacts of the position on Stonehenge and other receptors within the WHS, and impact on the landscape which contributes to the OUV of the WHS. This includes the winter solstice sunset.</p>	<p>Overall landscape impacts have been taken into consideration by the decision to move the portal location alongside the existing A303 and by keeping the preferred route running alongside the existing A303 through the WHS. This ensures that there will be no conflict with the winter solstice sunset alignment viewed from Stonehenge.</p>
	<p>Opposition to the portal position due to visual impacts on Normanton Barrows, Bush Barrow, and other funerary features of the WHS, including those which contribute to its OUV.</p>	<p>These considerations have been taken into account by the decision to move the portal location alongside the existing A303 and by keeping the preferred route running alongside the existing A303 through the WHS.</p>
	<p>Support for the position of the portal on the basis that it is of a sufficient distance away from Stonehenge and other features which contribute to the OUV of the WHS to minimise landscape and visual impacts.</p>	<p>Moving the portal and the preferred route alongside the existing A303 will improve the overall benefits for the WHS.</p>
Land requirements	<p>Concerns that land take for the western portal should be minimised.</p>	<p>This consideration will be pursued as part of the scheme's ongoing development.</p>
	<p>Preference for a dual carriageway through the WHS along the existing alignment, as it will only require minimal land take, of agricultural land.</p>	<p>A dual carriageway through the World Heritage Site without a tunnel is not possible. This is because such options would cause unacceptable damage to the OUV of the WHS, and would not receive development consent, being in conflict with national and local planning policies. (See TAR Chapter 5.)</p>
Legacy	<p>Concerns that if the existing A303 is downgraded, there will be no alternative route should the tunnel be affected by a road traffic incident.</p>	<p>The tunnel will be constructed with twin-bores, one for eastbound traffic and the other westbound. It will be capable of operating contra-flow during planned and unplanned closures, so that local roads don't need to be used for diversion, except in exceptional circumstances. The dual carriageway will be more resilient and flexible than the existing single carriageway which is currently at a greater risk of total closure if an incident occurs.</p>
Need	<p>Leave it as it is. Spend the money on the elderly and sick in the area.</p>	<p>This scheme is part of the Government's National Infrastructure Plan in which it has prioritised infrastructure investment for the UK against the competing demands from other public services. In its published Road Investment Strategy, the Government has indicated its</p>
	<p>The wrong section of the A303 is being addressed.</p>	

		commitment to this scheme as part of a programme of improvements needed to upgrade the entire A303 route to expressway standard. There is no wrong section of A303 being addressed, as the entire route is to be upgraded, with the most congested sections being prioritised first.
	Do nothing – the A303 is absolutely fine and more than sufficient.	<p>There are significant congestion problems on the A303 past Stonehenge. Not pursuing the scheme would mean:</p> <ul style="list-style-type: none"> • The A303 would remain congested. • High volumes of traffic would continue to rat-run along unsuitable local roads affecting safety and the quality of everyday life in local communities. • Poor connectivity to the South West would continue to drag down the region’s economy. • The existing road past Stonehenge would continue to have an unacceptable impact on the OUV of the WHS. • Winterbourne Stoke would remain without the bypass it has been seeking for several decades.
Traffic and transport	Statement that any road in sight of Stonehenge causes distracted drivers and congestion.	Stonehenge will not be visible from the preferred route.
	Belief that bypassing Winterbourne Stoke village will benefit residents.	There is a recognised need to bypass Winterbourne Stoke, which will be secured by the preferred route.
	Belief that traffic flow problem will not be solved, including that it will cause congestion.	The scheme will remove congestion from the A303 and will reduce rat running in adjacent towns and villages, improving the quality of life in local communities.
	Concern that the western portal will make Woodford Valley into a shortcut.	With the move of the western portal and preferred route alongside the existing A303, the new junctions with the A360 and A345 will be near the existing roundabout junctions. There will be no reason why routes via the Woodford Valley should become shorter for local journeys.
	Support for western portal in ensuring traffic flow and/or as long as it does not interfere with Amesbury 12 byway.	The design of the dual-carriageway, twin-bore tunnel, with the portal locations as proposed will ensure the safe and free flow of traffic. Amesbury ‘Byway 12’ will also remain open to use across the top of the tunnel, improving its safety and amenity.
	Concern that traffic can view stones before entering western portal which will cause congestion issues.	This consideration does not arise. Stonehenge will not be visible from the new A303 before traffic enters the tunnel.

	<p>Belief that portal exit needs to point west/north west creating a more logical junction with the A360.</p>	<p>This consideration has been taken into account by the decision to move the portal location and preferred route alongside the existing A303.</p>
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<p>Question 4: Of the two possible routes for the Winterbourne Stoke bypass which do you consider is the best route?</p>		
<p>Theme</p>	<p>Matters raised</p>	<p>Highways England response</p>
<p>Alternative proposals</p>	<p>Adopt the 2004 public inquiry scheme and/or reduce the heights of the viaduct crossings of the River Till, plus take all steps to minimise the impacts of the chosen route.</p>	<p>The proposals drawn up for consultation were indicative only. These suggestions will be taken into consideration as part of the continuing development of the scheme, with the associated optimised design details and accompanying mitigation measure presented at the next stage of public consultation.</p>
	<p>With the northern bypass, move A303/A360 new junction location further away from Winterbourne Stoke and closer to Longbarrow.</p>	<p>The location and layout of the A303/A360 junction will be optimised during the next design stage on the scheme, with the details presented at the next consultation stage.</p>
	<p>Keep existing road as well as new bypass.</p>	<p>The existing road through Winterbourne Stoke will be retained for local access to and from the new A303, but it will not be available for through traffic as no junction is proposed on the west side of the village with the A303. There will be no need for through traffic to use the old road as the new dual carriageway will have sufficient capacity and resilience.</p>
	<p>Widen or dual the existing A303 through Winterbourne Stoke on the line of the existing road.</p>	<p>Winterbourne Stoke has long awaited a bypass. This suggestion would increase the severance caused by the existing road passing through the heart of the community and could involve the demolition of property. It would not provide a bypass and is not an option.</p>
	<p>Do nothing and leave the existing A303 as it is, or pursue low-cost small-scale measures, or pursue mini-scale bypass, or pursue alternative transport measures, including “<i>affordable flying cars</i>”.</p>	<p>Doing nothing would leave Winterbourne Stoke severed by the A303 and pursuing alternative measures would do little to reduce traffic on the road. The village needs a full bypass, and the problems along the A303 need road improvement solutions consistent with the National Policy Statement for National Networks (NPSNN), as pursued via the Government’s strategy (contained within the RIS) for upgrading the A303 to a dual carriageway expressway. Doing nothing or small/mini-scale improvements are not options that fit with this strategy and alternative transport measures would make little headway in</p>

		addressing the problems on the A303, with the technology for flying cars having a little way to go before this can provide an answer.
	Pursue non-tunnel surface options of various alignments that would connect with bypass Options 1N or 1S for Winterbourne Stoke.	As set out in the TAR, whether inside or outside the WHS, non-tunnel surface options were discounted prior to consultation because they would not deliver the overall scheme objectives as well as the tunnel option put forward for consultation. Additionally, surface routes through the WHS are not possible, no matter how well landscaped or screened. This is because such options would cause unacceptable damage to the OUV of the WHS, would be in contravention of the World Heritage Convention and would not receive development consent, being in conflict with national and local planning policies.
	Move line of Option 1N further north away from Winterbourne Stoke.	There are protected features to the north of Winterbourne Stoke such as the Parsonage Down National Nature Reserve (also part of the Salisbury Plain Special Area of Conservation and a Site of Special Scientific Interest) and the scheduled Coniger Barrow cemetery which constrain how far north the line of a northern bypass can extend before it would have unacceptable impacts on these features. The northern alignment is far enough away from Winterbourne Stoke to bring significant benefits to the local community whilst avoiding unacceptable environmental impacts.
	Move line of Option 1N further south through farm yard of Manor Farm and build new farm yard to north.	As well as causing unnecessary damage to Manor Farm, this suggestion would mean the new road passing much closer to Winterbourne Stoke itself, causing a significant degree of intrusion and adverse impacts that can be avoided by taking the route further north.
	Consider single lane routes north and south.	Providing routes north and south would mean introducing environmental impacts on both sides of Winterbourne Stoke and in the vicinity of Berwick St James to the south. There seems little merit in this when a dual carriageway can be accommodated on a single route alignment giving rise to far fewer impacts than would arise from two new route footprints.
	Pursue more southerly route options for the A303 improvement (including options that would build-in a bypass for Salisbury) that would take a more southerly line than Option 1S, passing south of Berwick St James before re-joining the A303 west of Winterbourne Stoke.	As set out in the TAR, all such southerly routes were discounted prior to consultation because they would not deliver the scheme objectives, including options passing to the south of Berwick St James.

	Extend tunnel under WHS to west of A360 to varying lengths and alignments and continue beyond the tunnel to bypass Winterbourne Stoke to the north or south of the village.	Such options do not arise because tunnels of such length extending beyond the western boundary of the WHS are not affordable within the Government's budget for the scheme and would represent very poor value for money. The choice of preferred route for the Winterbourne Stoke bypass has been assessed and determined on the basis of a tunnel with its western portal located to the east of the A360 in the WHS.
	Re-route A360 past Shrewton to join A303 Option 1N west of Till Viaduct and extend western boundary of WHS up to B3083.	Such a re-routing of the A360 would be a significant investment in infrastructure in its own right which is beyond the scope and brief of this A303 Stonehenge improvement scheme. Potential revisions of the WHS boundary would fall within the scope of the WHS Management Plan for consideration.
	Extend tunnel westwards of Winterbourne Stoke, removing the need for a surface bypass north or south of the village.	The tunnel is only being proposed to secure benefits within the WHS. A tunnel extending through the WHS to the west of Winterbourne Stoke cannot be justified, would be unaffordable within the budget set for the scheme and would represent very poor value for money.
Cultural heritage	Belief that neither Option 1N nor 1S is acceptable, due to the impact on the WHS in terms of known and unknown archaeology and/or landscape, including that the tunnel should be longer.	Option 1N has been modified for the preferred route to run alongside the existing A303 through the WHS in order to address archaeological concerns. This also facilitates the choice of preferred bypass routing to the north of Winterbourne Stoke.
	Both options should be further north or south to avoid impacts on the historic landscape.	The options presented for consultation were the best routes emerging from the detailed sifting process set out in the TAR. Taking the preferred route further to the north of Winterbourne Stoke would bring it closer to scheduled monuments to the north of the village.
	The chosen option should be furthest from Stonehenge.	This will be achieved by the preferred route being in a tunnel past Stonehenge, and the portals being beyond the horizons of the stones, so out-of-sight from the monument.
	The chosen option should avoid burial sites, known and unknown archaeology, and other features of the WHS.	This consideration has been taken into account by moving the preferred route to run alongside the A303 through the WHS. The decision on the preferred has been informed by archaeological surveys undertaken to date, and the design and mitigation measures will be informed by further surveys to be undertaken during the ongoing development of the scheme.

	<p>Support for Option 1N due to it providing a quicker route to Stonehenge Visitor Centre from home.</p> <p>Support for Option 1N due to it having lesser impact on cultural heritage, including known and unknown archaeology, landscape, and/or features of the WHS.</p> <p>Support for Option 1N as impacts on residents of the villages outweigh archaeological impacts of the route.</p> <p>Support for Option 1S due to it having fewer impacts during construction.</p> <p>Support for Option 1S due to lesser landscape impacts on the WHS.</p> <p>Support for Option 1S on the basis that there are fewer general impacts on the WHS.</p> <p>Support for Option 1S on the basis that there are fewer impacts on known or unknown archaeology compared.</p> <p>Support for Option 1S but raised concerns around impacts on the winter solstice alignment, known/unknown archaeology including the Wilsford Shaft.</p>	<p>Regardless of whether the matters raised here accompany expressions of support or opposition for Options 1N or 1S, as appropriate and relevant, these considerations have been taken into account in the appraisal of the Options as set out in the SAR, with the northern bypass for Winterbourne Stoke emerging as the preferred route in balancing the relative advantages and disadvantages against a range of considerations. Following the choice of northern bypass, mitigation measures will be incorporated into the scheme design as part of its ongoing development to keep any adverse effects to a minimum, including in relation to the matters raised here about the potential impacts of a northern bypass. Associated details will be presented at the next consultation stage.</p>
Construction	<p>Suggests northern route will be more disruptive during construction, and that southern route will be less disruptive to the current A303 and local residents during construction; this includes that it will be easier to construct.</p> <p>Believes the northern option will produce a higher volume of spoil and construction traffic.</p> <p>Believes the construction of the northern route will lead to an adverse impact on the A303 flow and cause rat running through Shrewton.</p>	<p>There are no differing engineering challenges between the northern and southern bypass options that would make one more difficult or easier to construct than the other. Any impacts during construction have been taken into consideration in weighing the relative advantages and disadvantages of the northern vs. southern routes in determining the northern preferred route.</p> <p>Both options would generate similar volumes of spoil and construction traffic. These were not material considerations in the comparison of the northern and southern options.</p> <p>The existing A303 and Longbarrow Roundabout will remain open throughout construction. There is no reason for a northern route to cause increased rat-running through Shrewton, compared with a southern route, during construction. Post-construction, the modified preferred route running alongside the existing A303 past Longbarrow will enable the new junction to be located close enough to the existing A360 to avoid any risk of rat-running from Shrewton via the B3083.</p>

	<p>Believes the construction of the southern route will have an adverse effect on local wildlife and environment, including the rivers.</p> <p>Believes the construction of the northern route will be able to avoid polluting the river if it is carried out when it is dry.</p> <p>Does not believe that construction of the northern option will cause more disruption to the A303 flow.</p> <p>Believes the construction disruption of the northern route will be outweighed by the benefits.</p> <p>Believes the construction of the southern option will adversely affect the floodplain grazing marsh.</p> <p>Believes construction disruption should not be a deciding factor.</p>	<p>As set out in the SAR, these considerations, as relevant, have been taken into account in the appraisal of Option 1N vs. Option 1S, with the northern bypass for Winterbourne Stoke emerging as the preferred route in balancing the relative advantages and disadvantages against a range of considerations. Following the choice of northern bypass, mitigation measures will be incorporated into the scheme design as part of its ongoing development to keep any adverse effects to a minimum, including in relation to the concerns raised here about the potential impacts of a northern bypass. Associated details will be presented at the next consultation stage.</p>
Consultation Process	<p>It was stated that more weight should be given to the views of local respondents than those respondents who are not from the local area. The choice is best influenced by the views and opinions of local people.</p>	<p>Local respondents have been able to respond with more knowledge of those matters that have been taken into consideration in comparing the relative merits of the northern and southern options, including local community and local environmental considerations.</p>
Economic	<p>Believes the cheaper route should be chosen.</p> <p>Believes the route that provides the best value for money should be selected.</p> <p>Believes the northern route will be cheaper.</p> <p>Believes the southern route will be cheaper.</p> <p>Believes the northern route will cause fewer local properties to lose value.</p> <p>The northern route will have more impact on adjacent businesses and the local economy.</p> <p>The southern route will have more impact on adjacent businesses and the local economy.</p>	<p>There is little material difference between the northern and southern options in terms of cost and value-for-money. It is more the overall balance of community and environmental considerations that has determined the choice of preferred route to the north of Winterbourne Stoke.</p> <p>As set out in the SAR, these considerations have been taken into account in the appraisal of Option 1N vs. Option 1S, with the northern bypass for Winterbourne Stoke emerging as the preferred route in balancing the relative advantages and disadvantages against a range of considerations. Following the choice of northern bypass, mitigation measures will be incorporated into the scheme design as part of its ongoing development to keep any adverse effects to a minimum, including in relation to the concerns raised here about the potential impacts of a northern bypass on the local economy and property values.</p>
Engineering	<p>Believes the southern route will be unsafe as night-time headlights from cars and planes (from the airstrip by Yarnbury Castle) will point towards one another on the southern route.</p>	<p>This consideration did not need further investigation as the overall balance of community and environmental considerations has pointed to the choice of preferred route north of Winterbourne Stoke.</p>

	Believes the northern route should be adopted, with design that is as low into the ground as possible, with measures to shield it from view.	This suggestion will be taken into consideration at the next design stage on the scheme, with the accompanying details presented at the next consultation stage.
	Believes the southern route will block the sunlight that the Site of Special Scientific Interest will receive due to visual screening measures.	This consideration does not arise following the choice of preferred route to the north of Winterbourne Stoke.
	Believes the northern route viaduct needs to be lower, based in a cutting.	The optimum vertical alignment for the viaduct crossing will be set as part of the continuing development of the scheme, though the road would not be in a cutting below river level as it crosses the River Till. Accompanying details presented at the next consultation stage.
Environment	Opposition to both proposed options on the basis that they would cause unacceptable impacts from noise on local residents. This is due to the height of embankments and proximity to homes.	There is an acknowledged need for a bypass of Winterbourne Stoke. The preferred northern route has emerged as the best option from a thorough appraisal and sifting process. The concerns raised here will be taken into consideration as part of optimising the design of the preferred route, with accompanying mitigation measures ensuring there are no unacceptable impacts. Detailed proposals will be presented at the next consultation stage.
	Consideration that Option 1N would have a lesser impact on residents in Winterbourne Stoke and/or Berwick St James through a reduction in air quality compared with Option 1S.	Irrespective of whether the matters raised here accompany expressions of support or opposition for Options 1N or 1S, as appropriate and relevant, these considerations have been taken into account in the appraisal of the Options as set out in the SAR, with the northern bypass for Winterbourne Stoke emerging as the preferred route in balancing the relative advantages and disadvantages against a range of considerations. Following the choice of northern bypass, mitigation measures will be incorporated into the scheme design as part of its ongoing development to keep any adverse effects to a minimum, including in relation to the matters raised here about the potential impacts of a northern bypass. Associated details will be presented at the next consultation stage.
	Support for Option 1N on the basis that Option 1S would have greater effects on residents of Winterbourne Stoke and/or Berwick St James through a reduction in air quality, as a result of prevailing south westerly winds.	
	Support for Option 1S, due to the greater effects of a reduction in air quality on Parsonage Down which are likely to occur as a result of option 1N.	
	Opposition to Option 1S on the basis that impacts from noise on the local residents of Winterbourne Stoke and/or Berwick St James are unacceptable, and/or that the impact from option 1N is less. Noise impacts are considered likely to occur as a result of the proximity of the road to Winterbourne Stoke and/or Berwick St James, and/or as a result of the prevailing south-westerly winds.	
Impact of noise on Stonehenge Campsite, and the consequent economic impact from the loss of business.		

	<p>Opposition to Option 1N on the basis that impacts from noise will be greater than Option 1S. This includes noise from Option 1N affecting Shrewton, and that the option is elevated above a flat landscape which provides little noise attenuation.</p> <p>Opposition to Option 1S on the basis of impacts on the River Till SSSI, including impacts on: swans (individual tags referenced), barn owls, marsh plants, liverworts and mosses, the wet meadow system, and/or birds such as red kites, herons, ravens, buzzards and little egrets. Further features of the SSSI have also been highlighted. These impacts are considered likely to occur as a result of the effects of an increase in noise and light pollution, reduction in air quality, direct loss of habitat, and/or due to habitat severance.</p> <p>Opposition to 1N on the basis of impacts on Parsonage Down NNR, including specific impacts on named features of the NNR. These impacts are considered likely to occur as a result of proximity to the NNR, and resultant effects from noise, air and light pollution.</p> <p>Opposition to Option 1S due to impacts on the landscape surrounding Berwick St James/Winterbourne Stoke, and also visual impact of the road on residents in the villages. This includes comments regarding the elevation of the road in the Till Valley, the proximity to the villages and resulting impacts on residents. Belief the southern route would generally be visually intrusive.</p> <p>Support for Option 1N (or a route following the 2004 proposal) which would have a lesser impact on the village of Berwick St James and/or Winterbourne Stoke, on the basis that it is further away, with lesser impacts on residents and/or there are more opportunities for mitigating the landscape impact than with Option 1N. Belief that the northern route would generally blend better with the surrounding environment.</p> <p>Opposition to Option 1N due to impacts on the landscape surrounding Winterbourne Stoke and/or Shrewton, and visual impacts on residents of the two villages. This includes comments regarding more intrusion in the landscape and visual impacts on Parsonage Down, and the height of the proposed elevations shown in the visualisation.</p>	<p>See response on previous page.</p>
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	Support for Option 1S on the basis that impacts on the landscape would be mitigated by its position in the Till Valley, and that it would have a lesser impact on the residents of Winterbourne Stoke. Also belief that the southern route would be generally less intrusive and more harmonious with the existing landscape.	See response on page 72.
Land requirements	Concerns that the northern bypass route will impact on the farm businesses that it crosses.	The preferred northern bypass route will be designed taking fully into consideration the need to minimise the impact on affected farming and business operations. Discussions will be held with affected landholders during the next design stage.
	Requesting amendments to the route to maintain access for affected landholders.	Access arrangements will form part of the discussions to be held with affected landholders during the next design stage.
	Concerns that there is little land available for the northern bypass route, thus making it too close to Shrewton.	The precise extent of land required for the scheme to be constructed along the preferred northern route will be determined at the next design stage, but the route will remain well away from Shrewton.
	Preference for the bypass of Winterbourne Stoke to go through the land of wealthier owners.	The determination of the preferred northern route has been made on a wholly impartial basis as set out in the SAR.
	Preference for the Southern route, due to its perceived shorter length, should the necessary land be acquired.	The appraisal of the northern vs. southern options is set out in the SAR, showing the balance of community and environmental considerations that have determined the choice of the preferred northern route.
Legacy	Wish for Winterbourne Stoke to derive maximum benefit from the downgrading of existing A303 through village, including improved, safe non-motorised access between the village and the WHS.	With the communities directly affected by and adjacent to the scheme, we will look to set up a local community forum to discuss and agree how we can best deliver proposals to accompany the scheme that will secure the best legacy we can achieve for the communities.
	Concern that the existing A303 through Winterbourne Stoke will need to remain in place with either bypass route.	The existing A303 will be downgraded so it becomes a cul-de-sac to the west of Winterbourne Stoke and just serves as a local access road to the east of the village for access to the A303 and A360.
	Believes that any existing public rights-of-way should be preserved by either route.	The scheme proposals will ensure existing rights-of-way are maintained. Details will be presented at the next consultation stage.
Need	Leave it as it is. Spend the money on the elderly and sick in the area.	This scheme is part of the Government's National Infrastructure Plan in which it has prioritised infrastructure investment for the UK against the competing demands from other public services. In its published Road Investment Strategy, the Government has indicated its
	Postpone until lack of infrastructure is dealt with first.	

		commitment to this scheme as part of a programme of improvements needed to upgrade the A303 route to expressway standard.
	Do nothing – we have enough roads as it is.	<p>There are significant congestion problems on the A303 past Stonehenge. Not pursuing the scheme would mean:</p> <ul style="list-style-type: none"> • The A303 would remain congested. • High volumes of traffic would continue to rat-run along unsuitable local roads affecting safety and the quality of everyday life in local communities. • Poor connectivity to the South West would continue to drag down the region’s economy. • The existing road past Stonehenge would continue to have an unacceptable impact on the OUV of the WHS. • Winterbourne Stoke would remain without the bypass it has been seeking for several decades.
	A303 is absolutely fine.	
Traffic and Transport	Believes the northern route is preferable because it will not block existing footpaths between surrounding villages.	Plans for the existing alignment of the A303 through Winterbourne Stoke have not be finalised at this time, however, they will be developed as the scheme progresses.
	Believes the northern route will not tackle rat-running.	The preferred northern route will remove congestion from the A303 and will reduce the rat-running along local roads through nearby towns and villages. Concerns raised about the potential for traffic to rat-run via the B3083 from Shrewton to reach the new A360 junction located as proposed with Option 1N have been addressed by the modification made to the preferred route for it to run alongside the existing A303 past the A360 Longbarrow Roundabout. This means that the roundabout can be replaced by a new junction located closer to the A360 than shown at consultation on Option 1N.
	Prefers the northern route, due to the number of public rights-of-way that would be disrupted by the southern route.	The appraisal of the northern vs. southern options is set out in the SAR, showing the balance of community and environmental considerations that have determined the choice of the preferred northern route. All existing rights-of-way will be maintained.
	Believes the northern route provides better access from the A303 to the A360.	Ensuring easy access to the A303 via the A360 has been influential in the choice of preferred route alignment.

Question 5: What are the most important issues for you as we develop our proposals for the A303/A345 Countess junction?		
Theme	Matters raised	Highways England response
Alternative proposals	<p>Instead of A303 flyover:</p> <ul style="list-style-type: none"> take the A345 on a flyover above the A303 which should be kept at ground level to minimise impacts on Amesbury Abbey and Blick Mead; take the A303 under the existing Countess Roundabout, keeping the A345 at ground level; take the A345 under the existing Countess Roundabout (including possible use of the existing subway), keeping the A303 at ground level; introduce a slip road and remove the roundabout; introduce a slip road from Solstice Park westward; keep solution simple 	<p>These options will be considered as part of the continued development of the scheme. The optimised solution will then be presented at the next stage of public consultation.</p>
	<p>Retain separation between A303/A345 junction and existing Solstice Park junction to the east.</p>	<p>The interaction of the A303/A345 and Solstice Park junctions will be reviewed as part of optimising the design proposals during the continued development of the scheme. The optimised solution will then be presented during the next stage of public consultation.</p>
	<p>Combine A345 and Solstice Services accesses.</p>	<p>The interaction of the A303/A345 and Solstice Park junctions will be reviewed as part of optimising the design proposals during the continued development of the scheme. The optimised solution will then be presented during the next stage of public consultation.</p>
	<p>Suggestions to:</p> <ul style="list-style-type: none"> introduce a slip road and remove the roundabout; introduce a slip road from Solstice Park westward; separate the A303 from the A345 without having roundabout on A345 or any slip road connections between the A303 and A345; separate the A303 and A345 at Countess without connecting the two roads, instead using the Solstice Park junction for local access to and from the A303; retain traffic lights; 	<p>Except for having a conning tower with armed guards, such suggestions will be considered in determining the optimum layout and design for the junction between the upgraded A303 and the A345, with the associated details presented at the next consultation stage on the scheme.</p>

<ul style="list-style-type: none"> • remove traffic lights; • stop-up Countess Road either side of A303, keeping underpass for pedestrians and cyclists, using Solstice Park junction for north-south traffic and A303 access; • have a third lane for exiting traffic • have armed guards in conning tower arresting speeding drivers. 	<p>See response on previous page.</p>
<p>Keep existing roundabout, modifying it as necessary or possibly making it larger, with or without enhanced entrances and exits, but without grade-separating the A303 and A345 after the dualling of the A303 has been extended further west past Stonehenge.</p>	<p>It is anticipated that grade-separation between the A303 and A345 is needed to avoid congestion at Countess Roundabout. Further analysis of traffic movements will inform the optimised design during the continued development of the scheme, with the emergent proposals presented at the next stage of public consultation.</p>
<p>Improve landscaping of the existing roundabout, with possible ‘mini-Stonehenge experience’.</p>	<p>The landscaping of the upgraded junction will be carefully designed, but leaving the roundabout as it is will not address the queuing and congestion problems at Countess.</p>
<p>Suggestions for routing the A303 north or south of Amesbury by varying degrees (including northwards towards Larkhill or southwards towards Salisbury), thereby removing the need for grade-separation with the A345 at Countess Roundabout.</p>	<p>As set out in the TAR, routes to the north or south of the existing A303 past Amesbury (including those outside the WHS) were discounted before consultation as they would not deliver the scheme objectives.</p>
<p>Do nothing and leave the existing A303 as it is, or pursue low-cost small-scale measures, or introduce traffic management to control or divert traffic, or pursue alternative transport measures encouraging use of alternative modes, including walking and cycling.</p>	<p>The problems along the A303 need road improvement solutions consistent with the National Policy Statement for National Networks (NPSNN), as pursued via the Government’s strategy (contained within the RIS) for upgrading the A303 to a dual carriageway expressway. Doing nothing or small-scale improvements are not options that fit with this strategy and alternative traffic management or transport measures would make little headway in addressing the problems on the A303.</p>
<p>Suggestions for longer tunnel through WHS extending to the east of the A345, thereby removing the intersection of the A303 with the A345 at Countess Roundabout.</p>	<p>This scenario does not arise because a longer tunnel extending beyond the width of the WHS would not be affordable within the Government’s budget for the scheme and would represent very poor value for money.</p>
<p>Regardless of location/design preference for A303/A345 junction, wish for A303 to be upgraded to a dual carriageway through the WHS without a tunnel.</p>	<p>As set out in the TAR, whether inside or outside the WHS, non-tunnel surface options were discounted prior to consultation because they would not deliver the overall scheme objectives as well as the tunnel option put forward for consultation. Additionally, surface routes</p>

		through the WHS are not possible, no matter how well landscaped or screened. This is because such options would cause unacceptable damage to the OUV of the WHS, would be in contravention of the World Heritage Convention and would not receive development consent, being in conflict with national and local planning policies.
Cultural heritage	Concerns about the impact of the junction on Blick Mead in terms of: proximity; visual impact; noise and disturbance; loss of serenity; and/or detriment to known and unknown archaeology.	These considerations will be taken into account as part of the continued development of the scheme, seeking to avoid any unacceptable impacts. The optimum solution for a grade-separated junction at Countess Roundabout will be developed during the next design stage on the scheme, and the proposals will be presented at the next consultation stage.
	Traffic benefits should outweigh any impacts on known and unknown archaeology in the consideration of the junction.	
	Traffic benefits should be the most significant issue in the consideration of the junction, plus disruption during construction should be minimised.	
	The protection of known and unknown archaeology and features of the WHS, including Stonehenge, are significant issues in the consideration of the junction, and the design of the junction should seek to enhance the WHS.	
	Concerns about the proximity of the junction to, and/or resultant impact on, Stonehenge, The Avenue, or other features of the WHS including effects on the landscape.	
	Support for the junction proposals if they contribute to the removal of the current A303 from the landscape and provide the associated landscape benefits in the WHS.	
	Support for a junction solution which ensures free flowing traffic, with reference to benefits for the local community and/or the WHS and landscape.	
Construction	Disruption should be kept to a minimum during construction, especially during summer months.	Construction will be carefully planned and controlled at all times to minimise any disruption. All potential risks will be identified (e.g. noise, vibration, groundwater flows and pollution, dust and mud) and measures introduced to avoid any risk of unacceptable impacts. Full and safe access will be maintained throughout for all movements, motorised or non-motorised, including for children walking to school. The A303, A345 and connecting local roads will remain open, with the movement of construction materials and site traffic restricted to defined routes and prescribed times. Relevant construction planning
	Minimise construction impact for local people.	
	Concern that local roads will not have sufficient capacity during construction.	
	Concern over traffic management and safety for children walking to school.	
	Concern over impact on Blick Mead.	

	Concern over impact on River Avon - work to be done outside spawning and hatching season.	details will be presented at the next consultation stage on the scheme.
	Suggests use of temporary link road during construction.	This is unlikely to be necessary, but the movement of construction materials and site traffic will be carefully planned and controlled.
Economic	Flyover is the most cost effective solution, and/or that keeping the existing roundabout would save most cost.	The optimum solution for a grade-separated junction at Countess Roundabout will be developed during the next design stage on the scheme, and the proposals will be presented at the next consultation stage.
Engineering	Road signs will need to be well thought out.	The optimum solution for a grade-separated junction at Countess Roundabout will be developed during the next design stage on the scheme, taking into account these considerations. The detailed proposals will be presented at the next consultation stage.
	Any slip roads should avoid sharp bends just before high speed carriageway.	
	Flyover needs to be landscaped sensitively to the surrounding area.	
	Junction needs to separate east/west and north/south traffic.	
	Supports grade-separated junction.	
Supports flyover - design needs to be sensitive to noise and light impact.		
Environment	Opposition to proposals for a flyover and/or raised section of road and resultant reduction in air quality. This is particularly on the basis of impacts this would have on local communities.	The optimum solution for a grade-separated junction at Countess Roundabout will be developed during the next design stage on the scheme, accompanied by detailed environmental assessments including the air quality, noise, visual, lighting, biodiversity, water, and amenity considerations raised. Mitigation measures will be incorporated as appropriate. The proposals, and assessment results, will be presented at the next consultation stage for further comment and consideration.
	Support for the junction on the basis of an improvement in air quality due to a decrease in congestion, and the associated benefits for the local community.	
	Opposition to the junction on the basis that it would cause a reduction in air quality, and the associated impacts on Stonehenge and other features which contribute to the OUV of the WHS, including Blick Mead.	
	Support for the junction on the basis of an improvement in air quality due to a decrease in congestion, and the associated benefits for the Stonehenge and other features which contribute to the OUV of the WHS.	
	Support for a flyover solution on the basis that it would reduce noise impacts from the level currently experienced.	

	<p>Support for a flyover solution in principle, subject to the provision of noise mitigation measures to minimise impacts on Amesbury, Amesbury Abbey, and other communities in close proximity.</p> <p>Opposition to the construction of a flyover, which would increase the height at which traffic is travelling at 70mph from the current level, and the resulting noise impacts on Amesbury, Amesbury Abbey and other communities in close proximity to the junction. This includes suggestions that this could be mitigated through the construction of a bridge for the A345 and/or the lowering of the A303.</p> <p>Opposition to the proposed solutions at the flyover, on the basis that impacts to ecological receptors outweigh the need for a free flowing expressway in the area of the junction.</p> <p>Support for the anticipated ecological benefits arising from the reduction in noise and light pollution and improved air quality, as a result of the removal of congestion from the road.</p> <p>Support in principle for a flyover solution at Countess Roundabout, subject to concerns about the impact on the River Avon and receptors including birds and fish populations, and other protected features of the SAC. These are considered likely to occur as a result of the effects of noise, light and air pollution, and potential for the contamination of water during construction and operation and a decrease in water quality.</p> <p>Objection due to general landscape and visual impacts of the proposed solution on the surrounding area.</p> <p>Concern raised over the impacts of the junction on the WHS, including impacts on the landscape and its contribution to the OUV of the WHS, and visual impacts on particular features including Stonehenge and The Avenue.</p> <p>Objection to a flyover solution on the basis of visual impacts on Blick Mead.</p> <p>Objection to a flyover solution due to landscape and visual impacts on Amesbury and its residents, including specifically on Lord's Walk.</p> <p>Support in principle for a flyover, subject to suitable mitigation for visual impacts, including suggestions for road design, planting and other solutions.</p>	See response on previous page.
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	Support for the flyover solution in terms of the benefits for landscape and visual impacts due to a decrease in congestion, in Amesbury and/or the WHS, including Stonehenge and other features which contribute to its OUV.	See response on page 79.
Land requirements	Concerns that an east/west flyover would require more land in an archeologically sensitive area than a north/south flyover.	The optimum solution for a grade-separated junction at Countess Roundabout will be developed during the next design stage on the scheme, including consideration of whether the A303 should pass over the A345 or whether the A345 should pass over the A303. The aim will be to keep the optimised junction layout within the boundaries of the existing highways at Countess Roundabout as far as possible. The optimised layout will be presented at the next consultation stage.
	Concerns that there is insufficient land to enable a north/south flyover of A345 traffic.	
	Concerns that the junction should affect the least amount of land possible, in this archeologically sensitive area, whilst still enabling free flowing traffic.	
	Desire to reduce the current landtake of the Countess Roundabout.	
Legacy	Support for removing the existing A303 through the WHS, once the new scheme is complete, including support for converting the existing road past Stonehenge into a route for non-motorised users.	It is planned to transform the existing A303 (between the A360 and Stonehenge Road, Amesbury) to a 'green' byway for non-motorised use, save by occasional agricultural vehicles and utility vehicles needing access to adjacent land and services. While the byway design has yet to be developed, it will include a suitable surface of sufficient width to accommodate cyclists, as well as provision for pedestrians and equestrians.
	Concerns about impacts on Lords Walk.	Maintaining the amenity for users of Lords Walk will be an important consideration in developing the optimum junction layout for grade-separating the A303 and A345 at Countess Roundabout.
Need	Thinks whole Stonehenge A303 area does not represent a national infrastructure problem and disagrees with these proposals.	This scheme is part of the Government's National Infrastructure Plan in which it has prioritised infrastructure investment for the UK against the competing demands from other public services. In its published Road Investment Strategy, the Government has indicated its commitment to this scheme as part of a programme of improvements needed to upgrade the A303 route to expressway standard.
	Wrong section of A303 being addressed.	The need for improvement of the A303 route was examined by a 2014 study commissioned by the Government. Based on its findings, the Government decided to include the upgrading of the entire route to an expressway in its Road Investment Strategy. The improvement of the A303 past Stonehenge is part the programme of eight schemes identified as being needed to upgrade the route to become an expressway where mile-a-minute journeys are the norm.
	Got enough roads as it is.	

	<p>Do nothing.</p> <p>Do nothing at existing roundabout.</p>	<p>Not pursuing the scheme would mean:</p> <ul style="list-style-type: none"> • The A303 would remain congested. • High volumes of traffic would continue to rat-run along unsuitable local roads affecting safety and the quality of everyday life in local communities. • Poor connectivity to the South West would continue to drag down the region's economy. • The existing road past Stonehenge would continue to have an unacceptable impact on the OUV of the WHS. • Winterbourne Stoke would remain without the bypass it has been seeking for several decades. <p>Also, if the existing roundabout is left as it is, it would continue to be a source of congestion, with resulting adverse consequences for the efficient operation of the A303 and Amesbury and other nearby local communities.</p>
<p>Traffic and transport</p>	<p>Good road signs required to avoid rat-running through Larkhill.</p> <p>Suggests the junction needs to separate the east/west and north/south traffic to remove bottleneck.</p> <p>Traffic flow north to south is important due to the army re-basing to the north and commercial traffic to and from Solstice Park.</p> <p>Important that access for cyclists, pedestrians and horse riders is improved.</p> <p>Suggests it is very important to separate east-west traffic and have this on a dedicated expressway through to South West</p>	<p>These considerations will be taken into account as part of the scheme's continuing development. The optimised solution will then be presented at the next stage of public consultation.</p>

Question 6: What are the most important issues for you as we develop our proposals for the A303/A360 Longbarrow junction?		
Theme	Matters raised	Highways England response
Alternative proposals	With Option 1N, or with realigned routes closer to the line of the existing A303, locate the junction as close as possible to the existing A360.	As set out in the SAR, the A303/A360 junction will be closer to the existing A360 with the chosen preferred route than with Option 1N, as shown at consultation. The location and design of the grade-separated junction will be optimising during the continued development of the scheme to best accommodate traffic movements (addressing any risk of rat-running) while balancing impacts on the WHS. The optimised solution will then be presented at the next stage of public consultation.
	<p>Suggestions to:</p> <ul style="list-style-type: none"> locate A360 junction westwards of Longbarrow to have least impact on WHS; have A303 and A360 connect at a single junction; take A303 under A360 or vice versa, using cuttings, underpass/short tunnel; have A303 or A360 flyover with slip roads; adopt ‘hamburger’ design; avoid visually intrusive flyover. 	Such suggestions will be taken into consideration in optimising the location and design of the grade-separated junction with the A360 during the continued development of the scheme to minimise impacts. The optimised solution will then be presented at the next stage of public consultation.
	Move the A360 junction to the north for it to be closer to the Stonehenge Visitor Centre.	This suggestion would mean taking the route of the A303 improvement to the north of the existing road through the WHS. Such alternative alignments were considered and discounted prior to consultation for reasons set out in the TAR.
	Adopt full motorway standards for the junction design.	The A303 will be built to expressway rather than motorway standards, but it is intended that the A303 traffic will flow straight through without interruption, with slip road connections from the A303 accommodating movements in all directions to and from the A360.
	Dual the A303 either side of the A360 but keep existing roundabout, modifying it as necessary or possibly making it larger, with or without enhanced entrances and exits, and with or without grade-separation between the A303 and A360.	It is anticipated that grade-separation between the A303 and A360 is needed to avoid congestion at the A360 junction. Further analysis of traffic movements will inform the optimised location and design during the continued development of the scheme, but this is unlikely to be exactly at the location of the existing roundabout. The emergent proposals will be presented at the next stage of public consultation.

	<p>Do nothing and leave the existing A303 as it is, or pursue low-cost small-scale measures, or introduce traffic management to control or divert traffic, or pursue alternative transport measures encouraging use of alternative modes, including walking and cycling, or develop “affordable flying cars”.</p>	<p>The problems along the A303 need road improvement solutions consistent with the National Policy Statement for National Networks (NPSNN), as pursued via the Government’s strategy (contained within the RIS) for upgrading the A303 to a dual carriageway expressway. Doing nothing or small-scale improvements are not options that fit with this strategy and alternative traffic management or transport measures would make little headway in addressing the problems on the A303, with the technology for flying cars having a little way to go before this can provide an answer.</p>
	<p>Suggestions for longer tunnel through WHS extending to the west of the A360, thereby possibly removing the intersection of the A303 with the A360.</p>	<p>This scenario does not arise because a longer tunnel extending beyond the width of the WHS would not be affordable within the Government’s budget for the scheme and would represent very poor value for money.</p>
	<p>Suggestions for routing the A303 further north or south of the WHS by varying degrees, including as far south as Salisbury, thereby removing the need for grade-separation with the A360 adjacent to the western boundary of the WHS, or leaving the existing roads/junctions in place, or even removing the need for any connection with the A360.</p>	<p>As set out in the TAR, routes to the north or south of the WHS were discounted before consultation as they would not deliver the scheme objectives as well as the proposals presented for consultation.</p>
	<p>Suggestions for A303 to be upgraded to a dual carriageway through the WHS without a tunnel on varying alignments, with the location and design of the A303/A360 junction tailored to suit the suggested alignment of the A303 where it crosses the A360.</p>	<p>As set out in the TAR, whether inside or outside the WHS, non-tunnel surface options were discounted prior to consultation because they would not deliver the overall scheme objectives as well as the tunnel option put forward for consultation. Additionally, surface routes through the WHS are not possible, no matter how well landscaped or screened. This is because such options would cause unacceptable damage to the OUV of the WHS, would be in contravention of the World Heritage Convention and would not receive development consent, being in conflict with national and local planning policies.</p>
<p>Construction</p>	<p>Concern about rat running through Bulford, Larkhill, Shrewton and other local villages during construction</p>	<p>Construction will be carefully planned and controlled at all times to minimise disruption and to avoid instances of increased rat-running. The A303 will remain open throughout, with the movement of construction materials and site traffic restricted to defined routes at prescribed times. Relevant construction planning details will be presented at the next consultation stage on the scheme.</p>

<p>Cultural heritage</p>	<p>Concern about the proximity of the junction to features in the WHS or adjacent landscape, resultant effects on the features and landscape, including potential damage/impacts on known and unknown archaeology.</p> <p>Impact of light pollution on the WHS as a significant issue in relation to the location of the junction.</p> <p>Support for the location of the junction being closer to the WHS, on the basis that traffic benefits outweigh impacts on archaeology. One respondent stated that other developments in the WHS (coach parking) have reduced the significance of the WHS such that a junction proposed in close proximity to it is now acceptable.</p> <p>Need for the junction to maintain and/or improve access to the Stonehenge Visitor Centre.</p> <p>Support for the location of the junction on the basis that it minimises impact on the landscape of the WHS.</p> <p>Support for an elevated highway in order for motorists to enjoy the view of the barrows and the landscape of the WHS.</p>	<p>These considerations will be taken into account when optimising the location and layout of the junction during the next design stage on the scheme. The alignment of the preferred route to run alongside the existing A303 past Longbarrow Roundabout facilitates the new junction being located closer to the line of the existing A360, with the ultimate chosen location/layout being an optimum balance of heritage and landscape impacts and operational efficiency. The new junction will be the signed access route from the A303 to the Stonehenge Visitor Centre. Associated details will be presented at the next consultation stage.</p>
<p>Environment</p>	<p>Opposition to the proposed locations due to a reduction in air quality, including the perception that air quality would worsen because the locations would increase journey times to access the A360 given the distance of the junction from the location of the road.</p> <p>Support for the junction proposals and the resultant improvement in air quality due to the removal of congestion.</p> <p>Support for the junction proposals as they minimise the impacts from noise on the local community.</p> <p>Opposition to the junction locations on the basis of noise impacts arising as a result of their proximity to residents in Winterbourne Stoke/Berwick St James. This includes opposition to noise during construction, and disruption to the Ley Lines present in the area caused by noise impacts.</p> <p>Support for Option 1N but opposition to the location of the proposed junction due to the potential impact of noise on residents of Winterbourne Stoke/Berwick St James due to its proximity to the villages.</p>	<p>These matters, relating to the potential impacts of a new grade-separated junction with the A360, have been taken into consideration in determining the choice of preferred route, as set out in the SAR. They will continue to be taken into consideration in determining the optimum location and layout for the junction during the next design stage on the scheme, informed by detailed environmental assessments, including noise, biodiversity and air quality assessments. Mitigation measures will be incorporated as appropriate. The proposals, and assessment results, will be presented at the next consultation stage for further comment and consideration.</p>

	<p>Support in principle for a junction solution, subject to concerns about the impact on birds including Lapwings, Larks, Barn Owls, Buzzards. Concerns also raised regarding impacts on the designated SAC and SSSI sites in the vicinity of both junctions. Impacts are considered likely to occur as a result of the effects of noise and light pollution, and changes to air quality.</p>	See previous page for response.
	<p>Opposition on the basis that increased traffic speeds will cause noise impacts on residents in close proximity to the route in Winterbourne Stoke and Berwick St James.</p>	
	<p>Opposition to a junction location to the south of the current alignment due to likely impacts on ecology in the woodlands and other areas of the Druids Lodge Estate.</p>	<p>These matters relating to the potential impacts of a new grade-separated junction with the A360 have been taken into consideration in determining the choice of preferred route, as set out in the SAR. With the preferred route running alongside the existing A303 past Longbarrow, a junction to the south with Option 1S is no longer under consideration.</p>
	<p>Opposition to junction location on Option 1S due to loss of mature trees.</p>	
	<p>Support for the junction location for Option 1S on the basis that it is less likely to cause noise impacts on the residents of Winterbourne Stoke/Berwick St James than Option 1N.</p>	
Economic	<p>Concern that the proposed options would have an impact on house prices and local business (due to the removal of passing trade).</p>	<p>The scheme will remove congestion on the A303 which will provide overall benefit to the local economy. The majority of residents in Winterbourne Stoke will also benefit from the removal of existing A303 which cuts the village in two. Potential impacts on adjacent properties and affected businesses will be taken into consideration at the next stage of design and assessment, with mitigation measures introduced where appropriate.</p>
	<p>Concern regarding the cost of the proposed options and previously proposed scheme.</p>	<p>The proposed tunnel adds significantly to the cost of the scheme, but is necessary to accommodate the upgrading of the A303 across the WHS past Stonehenge, and will bring substantial benefit to the WHS.</p>
Land requirements	<p>Use the existing road as much as possible and take as little land as possible.</p>	<p>The chosen preferred route runs alongside the existing A303 through the western part of the WHS and past Longbarrow. This will minimise disruption to landholdings adjacent to the existing road. The area of land needed for the scheme will be determined during its next design stage.</p>
Legacy	<p>Concern about the loss of the view of the stones enjoyed by users of the road. This includes comments related to English Heritage and the cost of visiting the stones.</p>	<p>This concern is appreciated. However, it is a fundamental objective of the scheme to remove the sight and sound of traffic for visitors to Stonehenge, to improve the setting around the monument. This inevitably means losing the view of the stones from the A303, but the</p>

		<p>experience for visitors leaving the A303 and entering the WHS will be considerably enhanced. Arrangements for managing access within the WHS in the future falls to those responsible for implementing the WHS Management Plan.</p>
	<p>Concern for legacy of old A303.</p>	<p>It is planned to downgrade the existing A303 (between the A360 and Stonehenge Road, Amesbury) to a 'green' byway for non-motorised use, save by occasional agricultural vehicles and utility vehicles needing access to adjacent land and services. While the byway design has yet to be developed, it will include a suitable surface of sufficient width to accommodate cyclists, as well as provision for pedestrians and equestrians.</p>
Need	<p>Thinks the whole Stonehenge A303 area does not represent a national infrastructure problem and disagrees with these proposals.</p>	<p>This scheme is part of the Government's National Infrastructure Plan in which it has prioritised infrastructure investment for the UK against the competing demands from other public services. In its published Road Investment Strategy, the Government has indicated its commitment to this scheme as part of a programme of improvements needed to upgrade the entire A303 route to expressway standard. There is no wrong section of A303 being addressed, as the entire route is to be upgraded, with the most congested sections being prioritised first.</p>
	<p>There are much higher priority needs elsewhere.</p>	
	<p>There are enough roads as it is.</p>	
	<p>Wrong section of A303 being addressed.</p>	
	<p>Do nothing.</p>	
	<p>Leave existing roundabout.</p>	<p>Not pursuing the scheme would mean:</p> <ul style="list-style-type: none"> • The A303 would remain congested. • High volumes of traffic would continue to rat-run along unsuitable local roads affecting safety and the quality of everyday life in local communities. • Poor connectivity to the South West would continue to drag down the region's economy. • The existing road past Stonehenge would continue to have an unacceptable impact on the OUV of the WHS. • Winterbourne Stoke would remain without the bypass it has been seeking for several decades. <p>Also, if the existing roundabout is left as the junction between the A303 and A360, it will remain a source of congestion affecting the efficient operation of the strategic east-west route and locally important north-south route with associated adverse consequences for the region and local communities.</p>

Traffic and transport	Support the position of both proposed locations on the basis of the benefits for traffic flow.	The location and layout will be optimised at the next design stage.
	Concern for the preservation of public rights-of-way, and for pedestrian and cyclist users.	This will be taken into account at the next stage of scheme development. The layout of the junction will be designed to ensure cyclists and pedestrians are able to cross safely
	Priority given to the reduction in rat running, access to local attractions, and the preservation of north-south route.	These considerations will be built into the operational efficiency of the junction, which will be reflected in its optimised location and layout, balanced with its environmental effects.

Question 7: Do you have any other comments?		
Theme	Matters raised	Highways England response
Alternative proposals	Rather than a major highway improvement, pursue more localised traffic management measures (including re-opening A344 and/or create gyratory around Stonehenge) and/or local and wider public transport measures, including improving rail connectivity between London and Exeter and/or providing tramways between Salisbury and Stonehenge or between Grately and Amesbury.	The traffic problems along the A303 route corridor were assessed as part of a 2014 feasibility study carried out by DfT, which concluded that road improvements were needed along the corridor to improve connectivity to the South West. The Government's RIS has adopted the findings of the 2014 feasibility study, with this scheme being pursued as part of the programme of improvements planned for the corridor. More localised measures and rail improvements would not address the problems of congestion along the A303 or improve road connectivity that accommodates the majority of journey movements being undertaken. Additional measures, such as tramways, are beyond the remit of this scheme and would fall to others to develop.
	Do nothing at Stonehenge, or just pursue a variety of smaller-scale localised measures, including widening the A303 to a 3-lane single carriageway - use the money to fix all ruined roads in Wiltshire.	The Government has set a strategy (see RIS) to upgrade the A303 route to a dual carriageway expressway. Doing nothing or pursuing localised smaller-scale localised measures instead are not options that meet this strategy. The other roads in Wiltshire fall to Wiltshire Council to maintain.
	Pursue wider package of sustainable transport measures and targeted interventions, including: local walking, cycling and public transport measures; demand management and modal shift measures; or other innovative solutions rather than road building, encouraging greater use of less polluting transport modes. This could include measures such as upgrading the Salisbury to Exeter railway line for it to be dual tracked and electrified to dramatically increase frequency and speed.	The problems along the A303 need road improvement solutions consistent with the National Policy Statement for National Networks (NPSNN), as pursued via the Government's strategy (contained within the RIS) for upgrading the A303 to a dual carriageway expressway. Alternative transport measures would make little headway in addressing the problems on the A303; instead the

		<p>proposed road improvement is needed to address the problems and deliver the objectives set for the scheme.</p>
	<p>Dual carriageway should extend westwards to Honiton/Exeter rather than just to A358, via or to the south of the Blackdown Hills AONB.</p>	<p>The traffic problems along the A303 route corridor were assessed as part of a 2014 feasibility study carried out by DfT, which concluded that road improvements were needed along the corridor to improve connectivity to the South West. This included review of the section of A303/A30 to the west of the A358 through the Blackdown Hills AONB towards Honiton, but the study recommended taking the 'expressway' dualling via the A358 to the M5 at Taunton and pursuing smaller-scale localised improvement of the remaining A303/A30 section to Honiton. The Government's Road Investment Strategy has adopted the findings of the 2014 feasibility study,</p>
	<p>A303 should simply be dualled with no tunnel, in a variety of different forms, including: adjacent to the existing A303, making use of the existing carriageway or a new dual carriageway alongside; further to the north or south of the existing road, inside or outside the WHS extending as far south to include a bypass for Salisbury.</p>	<p>A dual carriageway through the World Heritage Site without a tunnel is not possible, no matter how well landscaped or screened. This is because such options would cause unacceptable damage to the OUV of the WHS, would be in contravention of the World Heritage Convention and would not receive development consent, being in conflict with national and local planning policies. (See TAR, Chapter 5.) Also, keeping the existing A303 open past Stonehenge would retain the damaging impact that the existing road has on the OUV of the WHS. It would not address one of the fundamental aims of the scheme, which is to remove the sight and sound of traffic from Stonehenge and reconnect the northern and southern parts of the WHS.</p> <p>Additionally, as set out in the TAR, routes to the north or south of the WHS were discounted before consultation as they would not deliver the scheme objectives as well as the proposals presented for consultation.</p>
	<p>2.9 km long tunnel is not long enough and should be extended, with suggestions for varying extended lengths, taking either or both portals close to or beyond the boundaries of the WHS.</p>	<p>A longer tunnel extending close to or beyond the width of the WHS would not be affordable within the Government's budget for the scheme and would represent very poor value for money.</p>
	<p>2.9 km long tunnel is too long and too costly, and should be shorter.</p>	<p>A dual carriageway through the WHS without a sufficiently-long tunnel is not possible. This is because such options would cause unacceptable damage to the OUV of the WHS, would be in contravention of the World Heritage Convention and would not receive development consent, being in conflict with national and local planning policies. (See TAR, Chapter 5.)</p>

	Keep surface road open in addition to having a tunnelled solution providing views of the stones can be viewed.	The objectives of the scheme are geared towards addressing the problems on the A303 in a way that also brings benefit to the WHS, removing rather than retaining infrastructure that has damaging effects on the OUV of the WHS.
	Relocate the western portal so it has less damaging impacts in the WHS.	This suggestion has been taken into consideration in determining the choice of preferred route, as set out in the SAR.
	Route the proposed tunnel parallel to the line of the existing A303.	This suggestion has been taken into consideration in determining the choice of preferred route, as set out in the SAR.
	Move Option 1N further north or adopt 2004 route, with A360 junction close to Longbarrow.	These suggestions have been taken into consideration in determining the choice of preferred route, as set out in the SAR.
Construction	Concern about potential impacts of construction on: amenity of local residents including noise and working hours; timescales to avoid the holiday season; traffic management; mud and disruption to roads; light pollution; increased rat-running through Bulford, Durrington, Larkhill and Shrewton; construction diversions not being used; traffic diverting through Shrewton High Street from Rolleston Crossroads; the volume of construction traffic through Larkhill and Shrewton	These concerns will be taken into consideration at the next stage of the scheme's design and assessment. Construction methods and phasing will be planned and controlled to ensure that impacts are minimised. This will include control of working hours for sensitive activities as necessary and restricting construction traffic to certain routes. Details will be presented at the next consultation stage.
	Suggestion that construction should be phased to minimise disruption at the eastern portal.	Construction methods and phasing will be taken into account at the next stage of design and assessment, with a view to ensuring that impacts are minimised.
	Suggestion that a temporary rail line is constructed between the site and the construction compound.	This is unlikely to be necessary, but the movement of construction materials and site traffic will be carefully planned and controlled.
	Request for clarity on what mitigation measures will be implemented during construction to minimise impacts on local people.	The measures will be developed at the next design stage and details will be presented at the next consultation stage.
	Request for local labour and resources to be used as part of the construction.	The extent to which local resources are used will be a matter for the contractor appointed to construct the scheme. It is generally more efficient to source resources locally, and there will be accompanying contract requirements requiring the use of small to medium-sized enterprises and the use of local labour and resources.
	Concern about the transporting, processing and disposing of spoil from the site.	The amount of spoil needing to be disposed of, rather than re-used within the works, will be determined during the next design stage, along with methods for disposal. Accompanying details will be presented at the next consultation stage.
	Concern for mitigation during construction as long diversions will not be used and rat-running will become worse.	This concern will be taken into account in the next phase of design and assessment, when the construction phasing is planned. There is

		no intention to introduce long temporary diversions. Instead the A303 will be kept open throughout, with accompanying traffic management arrangements designed to ensure traffic conditions on the interacting local road network are not made worse during construction. Additionally, the movement of construction traffic will be restricted to certain main routes and times.
	Concern that the construction timescale will hold back other needed improvements.	This concern will be addressed as part of the continuing programming of the improvements along the other sections of the A303, which will become clearer as part of future government spending reviews and spending commitments.
Consultation process	The scheme is being led by the views of English Heritage.	English Heritage is naturally a key stakeholder. Their views are taken into consideration with those of others to create a balanced overall picture and framework for the scheme's development.
	The views and opinions of local people should be listened to.	The purpose of the public consultation was to gather people's views on our initial proposals. Every response has been read and the feedback received has helped inform the choice of preferred route and will also inform the continued development of the scheme. This includes the important feedback from local people.
	The consultation information provided has been helpful.	The response is noted and welcomed.
	More options should have been included in the consultation avoiding damage to the WHS, including - longer tunnels; the route outside the southern boundary of the WHS (F010); multi-modal measures; and demand management measures.	The purpose of the non-statutory consultation was to seek views that could inform the choice of preferred route for the scheme and its subsequent development. The scheme has a long history, with many alternatives having been explored in the past. All reasonable options have been considered as set out in the TAR. The results of that work led to the proposals presented for consultation, with other options having been discounted for reasons explained in the TAR and therefore not meriting being taken forward for public consultation.
	Priority should be given to local community benefits rather than to the WHS.	The scheme objectives are designed to bring benefits to the local communities and to the WHS. The proposals will achieve that. All matters raised in the consultation have been taken into account in determining the choice of preferred route and will continue to inform the ongoing development of the scheme.
Cultural heritage	Stonehenge must be protected.	The scheme will improve the setting of Stonehenge by the removal of the existing A303 and the sight and sound of traffic.
	Archaeology should not be a priority.	Within the context of the WHS, archaeology must inevitably feature large in the assessment of the scheme and the benefits it will deliver.

Concern about damage to Blick Mead, burial mounds and new archaeology.	There will be further surveys and studies accompanying the continuing development of the scheme, with the intention of alleviating such concerns. The findings of the accompanying assessments will be presented at the next consultation stage.
Current infrastructure already damaging.	The scheme is will remove damaging infrastructure from much of the WHS whilst seeking to minimise impacts of new infrastructure.
Construction damaging WHS - portal locations damaging to WHS.	As part of the continuing development of the scheme, the locations and designs of the tunnel portals will be optimised to minimise their impacts within the WHS, along with the approach roads being sensitively designed to mitigate the overall impacts within the WHS.
Disruption of paganism.	Consultation with the pagan community will continue as the full details of the scheme unfold and the overall benefits and impacts can be appreciated.
Global importance of the WHS and Stonehenge.	This is fully recognised within the objectives set for the scheme.
Inconsistent with other heritage.	Ultimately there has to be a balance of benefits and impacts informing the determination of the best solution to address the problems.
Concern about losing views of Stonehenge from the A303.	The concern about the loss of view is recognised and has been taken into consideration as part of the assessment of scheme options. It is part of the balance to be drawn in achieving a fundamental objective of the scheme, namely to remove the sight and sound of traffic from Stonehenge, to improve the setting around the monument. This inevitably means losing the view of the stones from the A303, but the experience for visitors to the WHS will be considerably enhanced.
Risk of losing WHS status, portals interfering with sightlines.	The new infrastructure within the WHS (including the portal designs) will be sensitively designed to avoid unacceptable adverse impacts on the OUV of the WHS, and to ensure the scheme brings benefits to the OUV attributes. This will be done in close liaison with heritage bodies such as Historic England, seeking advice also from UNESCO/ICOMOS, to avoid any risk to WHS status. Instead, the results will be positive, endorsing the Government's commitment to the WHS.
Save Blick Mead.	The intention is to avoid any disturbance to Blick Mead. The relevant findings of further surveys and studies and will be presented at the next consultation stage.

	Stonehenge more important than surrounding countryside.	Stonehenge has a unique place in the landscape, as recognised by its WHS inscription and status. This is reflected in the scheme objectives and proposals. But other countryside impacts are also essential elements of determining the optimum design for the scheme, incorporating full mitigation measures to minimise any adverse effects.
	Worth removing everything from WHS.	This would amount to rerouting the A303 outside the WHS or building a longer tunnel. Such alternatives have been reviewed and appraised, but have been discounted for reasons set out in the TAR.
	Work too close to Stonehenge.	The closest major construction to Stonehenge will be the construction of the tunnel portals, well over a kilometre away from the stones in either direction. The underground tunnel construction would pass further away from the stones than the existing A303.
	Scheme will help to discover archaeology.	Before any surface works are started in the WHS, there will be extensive archaeological surveys to record and rescue any finds.
Economic	Scheme represents poor value for money and would fail to achieve its objectives.	As set out in the SAR, the scheme has been assessed as providing the best value solution to deliver the objectives set by Government.
	More money should be spent on a longer tunnel.	A longer tunnel extending close to or beyond the width of the WHS would not be affordable within the Government's budget for the scheme and would represent very poor value for money.
	The economic viability of the scheme depends on the monetary value of benefits to visitors.	Through a survey of public views, the assessment of value for money has taken into account the economic and cultural value that the scheme would bring to the WHS (see TAR, Chapter 11).
	Queries the Present Value Benefit of £1bn and therefore the economic viability of the short tunnel.	As set out in the SAR, the scheme has been assessed as providing the best value solution to deliver the objectives set by Government. The cost of the scheme and its value for money will be kept under careful scrutiny during its continued development.
	Concern about the certainty of funding this expensive scheme	In its Road Investment Strategy, the Government has indicated its commitment to funding this scheme as part of a programme of improvements to upgrade the A303 route to expressway standard.
	Option 2 will be detrimental to businesses and there will be a serious social impact on the local communities.	As set out in the TAR and summarised in the Consultation Booklet, route Option 2 (F010) and other route options were discounted before consultation as they would not deliver the scheme objectives as well as the proposed scheme. F010 would run through nearly 14 miles of largely tranquil, high quality, unspoilt countryside. This would necessitate crossings of the Till Valley between Berwick St James
	Support for Option 2 owing to lower cost estimate.	
	Alternative routes would better support the wider economy.	

		and Winterbourne Stoke and of the Woodford Valley between Great Durnford and Upper Woodford on substantial viaducts. Both are a Special Area of Conservation and Sites of Special Scientific Interest (SSSI). The overall environmental impact would be much greater, in terms of effects on local communities, conservation areas, listed buildings, landscape, biodiversity and environmentally designated sites, and with risks of impact on an area rich in archaeology despite being outside the boundary of the WHS. Journey times, travel costs, incidents of accidents and emissions would be higher. Also, because the route doesn't link to existing local roads near the current A303, there would be more traffic and rat-running on those roads rather than less. (See TAR, Chapters 9 & 20.)
	All the single carriageway sections of the A303 need upgrading to be economically beneficial.	In its Road Investment Strategy, in order to create a new Expressway to the South West, the Government has indicated its commitment to upgrade all remaining single carriageway sections of the A303 between the M3 and the M5 at Taunton to dual carriageway standard.
	Concern about the effect on house prices, local businesses, job losses and local people's livelihoods.	As relevant to the assessment of the scheme, these concerns will continue to be taken into consideration as part of its ongoing development.
	Believes there needs to be a balance between cost and environmental impact.	The balance between cost and environmental impacts is built into the prescribed methodologies employed to inform decision-making on route options and for determining optimum design proposals with accompanying mitigation measures.
	Dualling along the line of the existing A303 road should be pursued because it is cheaper.	A dual carriageway through the WHS without a tunnel is not possible. This is because such options would cause unacceptable damage to the OUV of the WHS, and would not receive development consent being in conflict with national and local planning policies.
	Believes that there could be the potential for increased economic benefit from additional traffic which could justify funding a longer tunnel.	The economic benefit of the scheme is being assessed on the basis of the traffic that is forecast to use the new expressway in future years. However, the costs of a longer tunnel are unlikely to be justified in pure transport terms – the tunnel is proposed for the heritage benefits it will bring to the WHS.
Engineering	The tunnel will be hydro-statically unstable as the surrounding chalk is very porous.	The design and chosen method of tunnel construction will ensure there is no instability.
	There should be no lighting other than cats' eyes on the bypass options and standard of lighting design should be high.	The working assumption on the scheme is that there will be no lighting outside the tunnel in the WHS. The only lighting anticipated

		on the scheme is at the proposed new grade-separated junction with Countess Roundabout where there is already lighting.
	The tunnel must be a full twin-bore design.	The tunnel will be constructed with twin-bores, one accommodating eastbound traffic and the other westbound traffic.
	Grade-separated junctions are essential.	This is consistent with the proposals for new grade-separated junctions with the A360 and A345 to enable east-west A303 traffic to flow freely without interruption, whilst easing north-south flows and accommodating all movements between the A303 and the A360 and A345 at the respective junctions.
	Wants road surface to be designed to reduce noise.	This will be addressed as part of the scheme's continued development.
	There is a safety issue with non-reflective concrete versus grassed slopes on the tunnel portal concept designs.	This will be considered at the next stage of design and assessment. The accompanying proposals will be presented at the next consultation stage.
	Concern with operational aspects of the proposed tunnel including ventilation, fire and other safety issues.	These considerations will be addressed as part of the continued development of the scheme, working closely with the emergency services over the design of the tunnel and the arrangements that will be put in place to facilitate the most effective response in the event of an incident in the tunnel. The relevant details will be presented at the next consultation stage.
	Request for clarity on the design and the height of the viaduct/bridge for the southern bypass.	These considerations, in relation to a southern bypass of Winterbourne Stoke, do not arise following the choice of a northern bypass preferred route. The height of the viaduct crossing of the River Till for the preferred route will be determined as part of the next stage of design and assessment, with the proposals presented at the next consultation stage.
	The impact of the height of the bridge/viaduct (southern option) is underestimated.	
Environment	General concern about a reduction in air quality as a result of increased capacity in the road network.	These matters have been taken into consideration in determining the choice of preferred route, as set out in the SAR. They will continue to be taken into consideration as part of optimising the scheme design during its ongoing development, including reviewing and refining the vertical alignment of the preferred route. Optimising the design will be informed by accompanying detailed environmental assessments, including heritage, landscape, noise, biodiversity, air quality and community assessments. Mitigation measures will be incorporated as appropriate. The proposals, and assessment results, will be presented at the next consultation stage for further comment and consideration.
	Support for the air quality benefits of the scheme for the local population, Stonehenge monument and other features which contribute to the OUV of the WHS.	
	The proposed option would increase traffic speeds causing noise impacts on residents in close proximity to the route, particularly in Winterbourne Stoke and Berwick St James. This includes suggestions that the speed limit should be less than 70mph and/or through the use of noise reducing tarmac to minimise these impacts.	

	<p>Support for the proposed option and the benefits it would have for the WHS owing to a reduction in the effects of noise from the road.</p> <p>General comments regarding the need to minimise impacts on ecology.</p> <p>Support for the proposed option on the basis of the likely benefits for ecology and biodiversity, as a result of the reuniting of the landscape.</p> <p>General concern that the proposed option would have an impact on the landscape.</p> <p>The proposed option would have a visual impact on the WHS, Stonehenge and the Avenue.</p> <p>The proposed option would have a landscape and visual impact on Shrewton, Winterbourne Stoke and/or Berwick St James. This includes impacts on Beacon Hill and other local points of landscape interest, and suggestions that the height of the road should be reduced on both bypasses.</p> <p>Support for the benefit of the project on the landscape of the WHS, and in reducing the visual impact of the current road on Stonehenge, The Avenue, and other features which contribute to the OUV of the WHS.</p>	<p>See response on previous page.</p>
	<p>Option 1S would impact on the River Till SSSI, including impacts on: swans (individual tags referenced), barn owls, marsh plants, liverworts and mosses, the wet meadow system, and/or birds such as red kites, herons, ravens, buzzards and little egrets. Further features of the SSSI have also been highlighted. These impacts are considered likely to occur as a result of the effects of an increase in noise and light pollution, reduction in air quality, direct loss of habitat, and/or due to habitat severance.</p> <p>Preference for Option 1N owing to potential lesser impacts from reduced air quality on Winterbourne Stoke and Berwick St James.</p> <p>Preference for Option 1N on the basis that it would have lesser noise impacts on Winterbourne Stoke/Berwick St James. This is considered to be due to proximity of Option 1S to the villages and/or the prevailing south westerly wind direction.</p> <p>Support for Option 1N on the basis that it would have lesser landscape and visual impacts on Winterbourne Stoke and Berwick St James.</p>	<p>Irrespective of whether these considerations accompany expressions of support or opposition for Options 1N or 1S, as appropriate and relevant, they have been taken into account in the appraisal of the Options, with the northern bypass for Winterbourne Stoke emerging as the preferred route in balancing the relative advantages and disadvantages against a range of considerations, as set out in the SAR. Following the choice of northern bypass, mitigation measures will be incorporated into the scheme design as part of its ongoing development to keep any adverse effects to a minimum, including in relation to the matters raised here about the potential impacts of a northern bypass. Associated details will be presented at the next consultation stage.</p>

	<p>The proposed option would increase light pollution on the landscape, including suggestions to remove lighting from the bypass of Winterbourne Stoke, the portals, and/or the junctions.</p>	<p>The working assumption on the scheme is that there will be no lighting outside the tunnel in the WHS. The only lighting anticipated on the scheme is at the proposed new grade-separated junction with Countess Roundabout where there is already lighting.</p>
	<p>The impact of the proposed option on the landscape does not justify the cost of the new scheme.</p>	<p>The scheme is needed to address traffic problems on the A303 as part of a programme of investments along the route to create an Expressway from the M3 to the M5 at Taunton. The costs, benefits and impacts, including landscape impacts, form part of the overall assessment of the scheme and the business case considered by the Government for the justification of the investment in the scheme.</p>
	<p>The proposed option would have a greater ecological impact than Option 2 within Corridor F.</p>	<p>As set out in the TAR and summarised in the Consultation Booklet, route Option 2 (F010) was discounted before consultation as it would not deliver the scheme objectives as well as the proposed scheme. This includes the appraisal showing it would have greater ecological impact not less. (See TAR, Chapter 18.)</p>
Land requirements	<p>Recommendation that landholders should receive high compensation for acquisition of their land.</p>	<p>Landholders will be compensated fairly for the acquisition of land needed for the scheme.</p>
Legacy	<p>Proposals to convert the existing A303 past Stonehenge alignment into a route for non-motorised users</p>	<p>This forms part of the scheme proposals. The existing A303 road will be transformed into a green byway through the WHS for non-motorised use, except for occasional access to existing underground services or by farmers accessing their adjacent land.</p>
	<p>Proposal to convert the existing A303 within the WHS into a 50 mph speed limit road, in order to maintain the view of the stones.</p>	<p>The continued use of the existing A303 within the WHS past Stonehenge by motorised vehicles would fail to meet the heritage and environment and community objectives of the scheme. Instead it is planned to downgrade the existing A303 (between the A360 and Stonehenge Road, Amesbury) to a 'green' byway for non-motorised use, save by occasional agricultural vehicles and utility vehicles needing access to adjacent land and services.</p>
	<p>Proposal to leave the byway past the stones open for locals to access by motor vehicles.</p>	<p>The scheme proposals will accommodate all existing byways and rights-of-way (inside or outside the WHS) remaining in use according to their existing status.</p>
	<p>Proposal to create access facilities for the newly connected area of the WHS, such as parking and visitor facilities.</p>	<p>The objectives of the scheme are geared towards addressing the problems on the A303 in a way that also brings benefit to the WHS, without introducing more infrastructure within the WHS than is necessary. Any additional facilities within the WHS would be considered as part of future revisions of the WHS Management Plan.</p>

<p>Need</p>	<p>Among strong expressions of support for an urgent need to be addressed, there were opposing views:</p> <ul style="list-style-type: none"> • Request for the allocated funds to be spent on other services such as hospitals, the NHS, welfare, repairing existing roads and cycling infrastructure. • Give up on the idea and redirect funds to other things. • Stop this silly idea, the country can't afford it! • There are many other areas that government could invest in. • Shocking waste of infrastructure funds and should be postponed until we have improved the country's infrastructure. • Challenging the need – not addressing correct areas of congestion. • Leave everything as it is. Traffic happens, in every country in the world! • Why is it really so important to speed up the 303? 	<p>This scheme is part of the Government's National Infrastructure Plan in which it has prioritised infrastructure investment for the UK against the competing demands from other public services. In its Road Investment Strategy, the Government has indicated its commitment to this scheme as part of a programme of improvements needed to upgrade the entire A303 route to expressway standard.</p> <p>The congestion problems on the A303 past Stonehenge are self-evident, as are other problems along the route. The need for improvement of the route was examined by a 2014 study commissioned by the Government. Based on its findings, the Government decided to include the upgrading of the A303 to an expressway in its Road Investment Strategy. The improvement of the A303 past Stonehenge is part the programme of eight schemes identified as being needed to upgrade the entire route to become an expressway where mile-a-minute journeys are the norm.</p> <p>Not pursuing the scheme would mean:</p> <ul style="list-style-type: none"> • The A303 would remain congested. • High volumes of traffic would continue to rat-run along unsuitable local roads affecting safety and the quality of everyday life in local communities. • Poor connectivity to the South West would continue to drag down the region's economy. • The existing road past Stonehenge would continue to have an unacceptable impact on the OUV of the WHS. • Winterbourne Stoke would remain without the bypass it has been seeking for several decades.
<p>Traffic and transport</p>	<p>Would like 'proper' signage put in place at Airman's Cross as part of the scheme.</p> <p>Concern for preservation of rights-of-way access.</p>	<p>Highways England will liaise with Wiltshire Council to review what signage along the local road network would best serve the operation of the A303 expressway and its interaction with the local network.</p> <p>Maintaining connectivity to and between existing rights-of-way will be a key consideration in the continuing development of the scheme. Relevant details will be presented at the next consultation stage.</p>

	<p>Concern about access for non-motorised modes of transport through the WHS, including requests to make the de-trunked section into a public footpath/cycleway and provide access for cyclists on a surfaced pathway to the countryside.</p>	<p>This request forms part of the scheme proposals. The existing A303 road will be replaced with a green byway through the WHS for non-motorised use (except for occasional access to existing underground services or by farmers accessing their adjacent land). Cycle and footpath movements will be accommodated via a suitable bound-surface along the new byway to be provided between Stonehenge Road and Longbarrow Roundabout. Relevant details will be presented at the next consultation stage on the scheme.</p>
	<p>Local army base has added to congestion.</p>	<p>The upgrading of the A303 to a dual-carriageway expressway will both address current congestion and provide a high level of service in the future.</p>
	<p>Specific concerns regarding access to the Stonehenge Visitor Centre including: coaches will have to pass through the tunnel to double back to the Visitor Centre leading to rat running through Larkhill and Countess Road back to the A303; and queuing at visitor's centre must be taken into account as could lead to more chaos.</p>	<p>Access to the Stonehenge Visitor Centre from the A303 will be signed via the new A360 grade-separated junction. This will provide ready, safe access to the Centre without any of the congestion problems that exist today and that lead to rat-running on local roads. Considerations about how the local road network is used to interact with the A303 will continue to be the subject of discussion with Wiltshire Council as highway authority for the local network.</p>
	<p>Specific concerns regarding the impact of the scheme on wider traffic issues including: the traffic issues at Amesbury will be moved further west along the A303; the project will move the bottlenecks and delays to the A36 and surrounding villages; and wider issues regarding traffic in Wiltshire need addressing as well as the needs of people in London getting to Devon.</p>	<p>Problems further west on the A303 will be addressed by the planned programme of improvements along the route, designed to create an Expressway from the M3 to the M5 at Taunton, on which mile-a-minute journeys are the norm. Addressing the congestion on the A303 will also help relieve traffic problems on the interacting local road network along its whole length, just as the improvement past Stonehenge will reduce traffic problems in adjacent communities. Traffic issues in wider Wiltshire are a matter for Wiltshire Council.</p>
	<p>Request for the scheme to consider existing rat-running through Bulford, Durrington, Larkhill and Shrewton.</p>	<p>The scheme will reduce rat running through these communities. Further traffic modelling will be undertaken as part of its continued development and updated results will be presented at the next consultation stage, indicating the extent of relief anticipated from rat-running traffic.</p>

Question 9: Do you have any feedback on this consultation – events, information provided, advertising etc.?		
Theme	Matters raised	Highways England response
Alternative Proposals	Suggestions for alternative proposals made under this Question 9 are reiterations of the alternatives already identified under Questions 1-8 above, including non-tunnel surface routes inside or outside the WHS, or longer tunnel solutions.	Such alternatives have been appraised and discounted prior to consultation, for reasons summarised in the above responses and/or set out in the TAR.
Consultation process	Good advertising to inadequate advertising, with points ranging from well-received radio coverage to complaints about there being too many radio adverts.	The comments made will be reviewed again prior to the next consultation stage to see what improvements can be made to address criticisms and ensure those who might wish to express views about the scheme proposals prior to the DCO application being submitted have the opportunity to do so. The advertising carried out for this (non-statutory) consultation was sufficient to attract a large audience who have been able to express views informing the choice of preferred route and the continuing development of the scheme.
	There was inadequate notice at the start of consultation.	The notice given was sufficient to attract a good response without any indication that people were unable to respond within the period set for the consultation.
	Additional exhibitions needed, including at other locations such as Avebury.	There were 10 exhibitions over a 3-week period, which was considered to be a sufficiently long period with sufficient exhibitions to allow people wishing to attend sufficient options to choose from. This enabled some 2,500 to attend. In terms of the purpose of the consultation, seeking views on the scheme proposals that could inform the choice of preferred route for improving this section of the A303, the number and location of venues were deemed appropriate for this purpose.
	Communicate with the druids, the pagan community, archaeologists and the public.	The consultation was widely advertised and responses were received from a wide variety of interests and groups, as demonstrated within this report.
	Views about the information presented varied from being excellent and appropriated to being muddled and insufficient, with concern also about the high cost of consultation materials.	The materials used and information presented were what was judged needed to provide sufficient information about the scheme proposals at this early stage of its development, to enable views to be expressed in response to the consultation questions asked.
	Concern that views and comments will not be listened to.	Every response to the consultation has been read, with the views expressed taken into consideration when they added to the

	determination of the preferred route, which was the purpose of the consultation.
Consultation period was not long enough. Further consultation needed due to importance of WHS.	The period was long enough to serve the purpose of this non-statutory consultation, namely to secure views that could help inform the choice of preferred route. A further period of statutory consultation will be held on more detailed proposals prior to the scheme being submitted for development consent.
Consultation should be on a national and international scale.	The consultation was open to a national and international audience, and was successful in achieving national feedback and responses from overseas, revealing the breadth of audience reached. UNESCO-ICOMOS have also undertaken an advisory mission during the consultation period.
Hardly any press coverage.	The consultation was advertised in national and local papers, and there were several follow-up articles within both the national and local press, demonstrating the wide media interest that exists in this project.
Distribute booklets more widely, including at local workplaces.	There are limits to the numbers of places that can be used for the distribution of consultation material. To ensure awareness and availability of material, the consultation was advertised widely, with material being made available at: the 10 exhibitions held; the Information and Deposit points across the county; and on the consultation website. This has been successful in attracting a good level of representative response.
Publicity and advertisement on consultation (including exhibitions) was not adequate (e.g. more interested parties nationwide that deserve a say into the topic of a national icon).	The publicity and reach was successful in reaching a wide audience, as evidenced by the numbers and spread of responses received, and also by Facebook activity and visits to the scheme website.
Questions validity of consultation (e.g. social media has been very one sided).	The information presented in the consultation was factual with no bias between options under consideration.
Make wider use of social media.	Social media was used to good effect, with 13% of those responding indicating that they had found out about the consultation via social media channels.
Cost estimates would have been useful, overall though I'm pleased that something is going to happen.	The Consultation Booklet stated that the cost of the scheme was likely to be in the order of £1.4bn, within a range extending up to £1.8. The range is indicative of the scheme being at an early stage in its development when it is not possible to be more precise.

<p>Decision already made - no alternative route options presented at consultation.</p>	<p>The scheme has a long history, with many alternatives having been explored in the past. All reasonable options have been considered, north and south of the existing A303 (including options outside the WHS), as set out in the TAR. The results of that work led to the proposals presented for consultation, with other options having been discounted for reasons explained in the TAR and therefore not meriting being taken forward for public consultation. The consultation has served its purpose in informing the choice of preferred route, so there is no reason for it to be re-run. There will be a further opportunity to comment on more detailed proposals at the next stage of (statutory) consultation prior to the application being submitted for development consent.</p>
<p>More options should have been put forward for consultation. Consultation should be re-run with more options, including options that do not cause further damage to the WHS.</p>	
<p>Did not receive notification of consultation even though neighbours were written to or, more generally, inadequate notification to affected households.</p>	<p>Over 17,000 addresses were written to directly and the consultation was widely publicised. Everyone was able to comment on the scheme proposals.</p>
<p>Documentation show a bias towards southern route option.</p>	<p>The consultation material was seeking to present relevant data and information about the scheme proposals without bias.</p>
<p>Further detail required. Information provided not sufficient (e.g. no cost-benefit analysis for the tunnel and inadequate scheme details with impact assessments).</p>	<p>The purpose of the (non-statutory) consultation was to invite views on the scheme proposals at an early stage in its development, with the level of detail presented being fit for that purpose. A much greater level of detail will be presented at the next (statutory) consultation stage prior to the scheme being submitted for development consent.</p>
<p>Highways England should stop appeasing the views of English Heritage.</p>	<p>Given the WHS context for the scheme, the views of heritage bodies must be heard, along with the views of all others with relevant points to make.</p>
<p>Inaccurate information advertised by Spire FM and other media regarding, for example, exhibition times and website details.</p>	<p>Spire FM and all media outlets were provided with the correct information about the consultation, but cannot take responsibility for information that may not have been relayed correctly.</p>
<p>More consultation and engagement needed with Winterbourne Stoke and Berwick St James.</p>	<p>Engagement with Winterbourne Stoke, Berwick St James and other local communities affected by the scheme proposals will continue as the development of the scheme continues.</p>
<p>More information required regarding the dualling of the A303 in its entirety, in the context of Mere.</p>	<p>The schedule for the other schemes on the A303 making up the expressway programme will become clearer as part of future spending reviews by the Government, indicating when the funding will be made available for those schemes.</p>

	Need for more diagrams in consultation materials.	This will be kept in mind for the next consultation stage, to ensure the information is presented in a way that secures a clear understanding of the more detailed scheme proposals that will be consulted upon at the next stage.
	No mention of Blick Mead during consultation exhibition.	The presence of Blick Mead adjacent to the existing A303 was raised and discussed on many occasions. Relevant considerations will be presented at the next consultation stage.
	Poorly presented consultation materials - more detail needed.	The (non-statutory) consultation was geared towards securing views about the scheme proposals at an early stage in its development. More details will be presented at the next (statutory) consultation stage before the scheme proposals are submitted for planning consent.
	Some key information was missing at the exhibition (Winterbourne Stoke) and Highways England were unable to answer some of the queries.	The information presented was reflective of the scheme being at an early stage in its development. People were able to raise issues that they considered needed to inform the choice of preferred route. Where relevant, such issues have been further assessed to inform the choice as described in the SAR. Other issues will continue to be assessed as part of the scheme's continuing development, with the relevant details being presented at the next consultation stage.
	Requests transparency regarding comments from the public and responses from Highways England.	Every consultation response has been read. The issues raised have been detailed in this Report on Public Consultation along with Highways England's response.
	Concerns regarding level and robustness of work conducted.	The scheme is still at an early stage in its development. Much more detail will be presented at the next consultation stage, prior to the scheme proposals being submitted for development consent.
	The speed at which this proposal is now progressing, after years of stagnation, is puzzling and challenges the appropriate level of surveying as well as consultation.	The timescale set for the scheme is reflective of (a) the background knowledge that exists from previous attempts to develop solutions to the problems along this section of the A303, and (b) the further development and statutory process that has to be pursued before construction can start.
	Time wasted over the years.	The long history of this scheme going back to the early 1990s is reflective of how difficult it has been to find an acceptable, affordable solution to the problems on this section of the A303.
	Too much consultation which will give minority pressure groups the ability to cause the project to stall.	Consultation is helpful to the development of the scheme and is undertaken to allow everyone the opportunity to express their views.

	Understaffed at second Amesbury exhibition. Suggested that attendance would be higher at next stage of consultation.	Staffing at future exhibitions will be planned on the basis of numbers anticipated to attend (recalling numbers attending the 10 exhibitions held for this consultation) and the material to be presented/explained.
	Signing and disabled access inadequate at Durrington exhibition, with scope also for signing to be improved elsewhere, such as to Antrobus House from the public highway.	Access for disabled attendees was reviewed at each of the chosen exhibition venues and was found to be capable of accommodating disabled access. No-one was unable to gain access. The ramped facilities and signing at Durrington could be improved though, and this feedback will be kept in mind when considering locations for future exhibitions, as will suggestions for improved signing into exhibition venues.
	Request for written response to each and every point made.	It is not feasible to write individually to everyone who has replied to this consultation with a detailed response. Instead this Report has been compiled on the basis of every single consultation reply having been read, with the matters raised identified/collated against the themes listed in the tables included in this Chapter 5, and responses made to each matter raised. People will be able to find the matters they raised against the relevant question/theme along with Highways England's response.
Construction	Construction should start as soon as possible.	Every effort will be made to achieve this.
Cultural Heritage	Request for access to all cultural heritage reports.	Archaeological survey data and field evaluations are being made available through the Wiltshire County Archaeology Service.
Economics	More cost-benefit analysis for the tunnel.	Updated cost-benefit analysis will be provided at the next consultation stage.
	No information on maintenance or running costs provided – provide full disclosure of costs.	Further cost information will be provided at the next consultation stage.
	Is the choice of routes based only on cost?	Cost is just one of the factors considered in determining the choice of route, along with the environmental benefits and how well the chosen solution can meet the scheme objectives, including securing wider economic benefits.
	How effective is the cost-benefit analysis?	The cost-benefit analysis is undertaken following standard methodologies, supplemented by seeking to quantify the benefits that the scheme would deliver for the WHS, which gives a better overall understanding of the value it will deliver.
	Money should not be spent on this project.	The Government has decided that an A303 expressway is needed to improve connectivity to the South West, and this scheme is part of an investment programme designed to deliver the expressway.

	The decision on the route should not be based on saving money.	The choice of preferred route has been made on the basis of it providing the best solution in delivering the scheme objectives.
	There would be a greater effect on businesses in the villages by not deciding on a northern bypass.	The effects on local businesses have been taken into consideration as part of the assessment undertaken to inform the choice of preferred route, as set out in the SAR.
	There are cheaper options and alternative routes that would be more cost effective.	Alternative routes (including cheaper options) to those put forward for consultation were discounted prior to consultation for reasons set out in the TAR.
	Too much money has been spent on consultation with no outcome.	The consultation has been a valuable exercise in securing views about the scheme proposals that have informed the choice of preferred route and which will continue to inform the ongoing development of the scheme.
	A tunnel plus by-pass appear to be the most sensible and cost effective solution.	This forms the basis of the scheme to be developed further, to be taken forward for planning consent and construction.
	The tunnel is not the only or most expensive option.	A tunnel is needed to secure an acceptable solution across the WHS.
Engineering	Passing through less sensitive land would be quicker and less risk for road users.	The sensitivity of the landscape through which the scheme will pass has been taken fully into consideration in determining the proposals developed for consultation and in the choice of preferred route.
	Three lanes each way within the tunnel would avoid future bottlenecks.	The Government's strategy is to deliver a dual 2-lane carriageway expressway to the South West. This standard will provide sufficient capacity for forecast traffic flows in the future.
	An alternative route could include using the Black Down Hills (but not suitable for heavy vehicles).	The traffic problems along the A303 route corridor were assessed as part of a 2014 feasibility study carried out by DfT, which concluded that road improvements were needed along the corridor to improve connectivity to the South West. This included review of the section of A303/A30 to the west of the A358 through the Blackdown Hills AONB towards Honiton, but the study recommended taking the 'expressway' dualling via the A358 to the M5 at Taunton and pursuing smaller-scale localised improvement of the remaining A303/A30 section to Honiton. The Government's Road Investment Strategy has adopted the findings of the 2014 feasibility study,
	The tunnel is the best solution.	This provides the basis of the scheme being taken forward.
Land requirement	Concerns about a lack of information for corridor F, considering it passes through less sensitive land.	Corridor F was discounted prior to consultation for reasons set out in the TAR and summarised in the Consultation Booklet.

	Preference for a corridor A route, due to minimal land take of Salisbury Plain training area required.	Corridor A was discounted prior to consultation for reasons set out in the TAR.
Need	Postpone until the infrastructure in the country is corrected.	This scheme is part of the Government's National Infrastructure Plan in which it has prioritised infrastructure investment for the UK against the competing demands from other public services. The Government has committed to the scheme as part of a programme of improvements designed to upgrade the entire A303 route to expressway standard in accordance with its prioritised national infrastructure priorities.
	Not addressing the correct areas of congestion.	The improvement of the A303 past Stonehenge is part a programme of eight schemes identified as being needed to upgrade the entire route to become an expressway where mile-a-minute journeys are the norm. This means all the areas of congestion along the A303 will be addressed.
Traffic and transport	More development is needed for access for cycling and other non-motorised vehicles - access must remain open to old tracks and paths.	More details of how non-motorised rights-of-way will be maintained and improved will be presented at the next consultation stage.
	The A303 at Stonehenge has been a long-standing traffic bottleneck - the area suffers from congestion and rat runs as traffic numbers increase year on year.	The scheme will address the long-standing congestion problems along the A303 past Stonehenge and the associated problems of rat-running on the local road network arising as a result.
	The east-west traffic flow needs to be eased.	This will be addressed by the scheme.
	Concern about the effect on villages due to new rat-runs during and after construction.	The traffic impacts caused by the scheme, temporarily during construction and permanently post-construction will be carefully analysed during the next design stage. The findings will be presented at the next consultation stage, with the intention being to ensure that the scheme only brings improvement and does not give rise to new rat-running.
	Concern over the loss of motor vehicle rights between Amesbury byways 11 and 12. Suggestion that this is conserved and a new byway is open to all traffic	This concern will be addressed as part of the ongoing development of the scheme.
	Concern that farm access is maintained for delivery lorries for existing accesses off the A303.	Existing farm accesses will be reviewed as part of the ongoing development of the scheme in liaison/discussion with affected farmers. The maintenance of safe access will be built into the scheme proposals following such discussions.
	Concern that the queue from the Countess roundabout and/or Stonehenge will be moved further west/	The scheme forms part of a programme of schemes designed to upgrade the entire A303 corridor between the M3 and the M5 at Taunton to a dual-carriageway expressway. This will remove all the

		<p>existing single-carriageway sections and potential areas of congestion. Not all the schemes can be delivered at the same time and the interim effects on the A303 will be studied and clarified as part of the programming of the individual schemes.</p>
	<p>Understanding of the need to reduce congestion in the area.</p>	<p>This is being addressed by the scheme.</p>

5.3 Responses by statutory bodies

5.3.1 This section summarises the responses of those bodies who could be statutory consultees at the next stage of statutory consultation. The bodies included in this category, who were invited to take part in this non-statutory consultation, are set out in Chapter 3 (see paragraphs 3.2.11-14). Out of 61 bodies invited, 19 responded as listed in Table 5-2 below.

Table 5-2: Statutory bodies responding to public consultation

Statutory bodies responding to public consultation
Amesbury Town Council
Avebury Parish Council
Chitterne Parish Council
Cranborne Chase Area of Outstanding Natural Beauty
Durnford Parish Council
Durrington Town Council
Environment Agency
Historic England
Laverstock and Ford Parish Council
Ministry of Defence (MOD)
Natural England
North Wessex Downs Area of Outstanding Natural Beauty
Shrewton Parish Council
The Parish of Berwick St James
Tisbury Parish Council
Wiltshire Council
Wiltshire Police
Winterbourne Stoke Parish Council
Woodford Parish Council

5.3.2 The response of each body is summarised below, while the full response of each has been included in Appendix B. The matters raised are collated and tabulated under the headline themes (see Chapter 4, section 4.4) in Table 5-4 in section 5.5 below for a Highways England response.

Amesbury Town Council

5.3.3 Amesbury Town Council considered the details of the consultation: A303 Stonehenge Amesbury to Berwick Down and strongly agrees to the solution of dualling the A303, including a bypass at Winterbourne Stoke and improvements to the existing junctions between the A303 and the intersecting A345 and A360. The Council wants full junction capacity and all-movement access via Countess Roundabout and wishes to retain the existing Solstice Park junction. They also wish noise impacts from the possible flyover to be fully assessed and mitigated, and for impacts to be avoided on Blick Mead, Vespasian's Camp and listed buildings and businesses at Countess Roundabout.

Avebury Parish Council

- 5.3.4 The Parish Council is opposed to the scheme proposals, suggesting that damage caused by the scheme could result in negative impacts on the Avebury half of the WHS if: (a) UNESCO were to delist the WHS, or add it to its List of WHSs in danger, and (b) a precedent is set whereby further damaging schemes in future could be built in either half of the WHS. More specifically, the Parish Council is concerned that:
- the construction of portals at each end of the proposed tunnel together with about 1.5km of dual carriageway at surface level in the western part of the WHS at Stonehenge will adversely affect a number of archaeological features and their settings; and
 - the western portal together with roads and junctions inside and outside the WHS will: impact on the settings of monuments; interfere with interrelationships between monuments; damage or compromise more specific features, including winter solstice alignments and the unique long barrow group above the dry valley system close to the proposed western portal.
- 5.3.5 The Parish Council wants ICOMOS/UNESCO agreement obtained for the solution taken forward and suggests route Option F010 is built instead of a tunnel. They also suggest a further alternative, an asymmetric tunnel solution comprising:
- use of the existing A303 through the WHS as the eastbound carriageway of a new dual carriageway, placed in a tunnel of 2.9km, or less, that emerged just east of The Avenue; and
 - a 4.5km tunnel for the westbound carriageway, bored from just east of The Avenue to emerge just to the west of the WHS.
- 5.3.6 The Parish Council considers that the consultation information provided was poor, including no archaeological assessment being presented in the Technical Appraisal Report and no public exhibition being held in Avebury or in the north of Wiltshire.

Chitterne Parish Council

- 5.3.7 The Parish Council tends to agree with the proposals for improvement, though would prefer a longer tunnel with the eastern portal nearer a flyover above Countess Roundabout and the western portal outside the WHS to the west of the A360. They also prefer a northern bypass of Winterbourne Stoke, believing that it has fewer adverse impacts.
- 5.3.8 The Council thinks improvement to and upgrading of the A303 at Stonehenge is essential to reduce rat-running traffic through local villages such as Chitterne. They want to see a detailed traffic management plan for the area, including signing arrangements, to ensure that as much traffic as possible destined for Stonehenge accesses the Visitor Centre via the A303 and A360. They see the design of the new A303/A360 junction having an important role to play in this, facilitating access to and from the A303 for Stonehenge visitors with clear signing to match. The Council says they would very happy to participate in such planning discussions.

Cranborne Chase Area of Outstanding Natural Beauty

- 5.3.9 This AONB recognises the long existing problems with the A303 at Stonehenge and senses that a tunnel is likely to be the most effective solution. The AONB thinks integrating the scheme into the landscape is going to be the key element by which its success will be judged by current and future generations. They want this factored into the choice of route for bypassing Winterbourne Stoke, and in the design of the tunnel portals, where landscape integration is deemed by AONB to be more important than seeking a striking, novel, or futuristic design. The AONB wishes to be confident that landscape and visual matters will be dealt with satisfactorily, with full mitigation to offset potential adverse impacts.

Durnford Parish Council

- 5.3.10 The Council tends to agree with the scheme proposal, hoping it will reduce both the rat-running along the Woodford Valley and prove beneficial to local businesses. They note that the location of the western portal is contentious within the WHS and, while accepting that The National Trust and English Heritage will have some oversight of the design, they also hope for an independent element to the process.
- 5.3.11 While the Council thinks Option 1N should be preferred for bypassing Winterbourne Stoke, they are concerned about the proposed location of the A303/A360 junction on the route. They consider a far better solution would be to place the junction in the vicinity of the current intersection at Longbarrow Roundabout, to avoid the risk of traffic rat-running through near local communities. They also think the scale of the junction would have to be carefully planned and designed to prevent excessive intrusion into the WHS and adjacent landscape. They also recognise the need for separation of the A303 and A345 at Countess, suggesting it would be better for the A345 to pass above the A303.
- 5.3.12 The Council seek measures during construction to protect the River Avon and to deter rat running along local routes. They are also pleased to note Route F10 has been discarded on a number of grounds.

Durrington Town Council

- 5.3.13 Durrington Town Council believes that the A303 need improvement but considers that a dual carriageway would be suitable, sustainable and a lower cost option. In terms of junction layout, the Council wants both the Solstice Services and the Countess Roundabout to remain in use to avoid the prospect increased rat running through local communities if they are combined into one. They want clear signs directing travellers to Stonehenge and the wider WHS via the new A360 junction to avoid use of the A345 and other roads to the Visitor Centre. They are also concerned about the impact of a flyover at Countess and suggest using the subway that is already in place as an alternative to a flyover.

Environment Agency

- 5.3.14 The Environment Agency points out that the proposed scheme and tunnel passes through an area in which the underlying chalk is a designated Principal Aquifer, with the groundwater providing baseflow to the River Avon and potentially the River Till (both Special Areas of Conservation and Sites of Special Scientific Interest) plus abstractions for public, private and agricultural supplies. In relation to the sensitivities, the Agency identifies matters that must be taken into consideration and assessed as part of the continuing development of the scheme

under topics of: Groundwater and Contaminated Land; Flood risk; Fisheries, Biodiversity and Water Framework Directive; Water Quality and Pollution Prevention; and Waste. The Agency would also be keen for the scheme's mitigation to contribute to the River Avon Restoration Plan objectives and achievement of 'favourable condition' status for the Hampshire Avon SSSI.

- 5.3.15 The Agency does not express a preference for a northern or southern bypass of Winterbourne Stoke, pointing out that there is little difference in the sensitivity of the two routes in terms of risk to controlled waters. However, the Agency does remark on the Till being more heavily tree lined where crossed by the southern route, with the option also crossing directly over a diverse wetland system including a pond, river and adjacent ditches, having the capacity, therefore, to significantly impact the diversity of the aquatic habitat within this system. The Agency states that areas where habitat of particularly high diversity and/or ecological value is present should be avoided where practicable, noting that this whole wetland system falls within the SSSI and SAC classification and thus should be assessed accordingly.

Historic England

- 5.3.16 Historic England has provided their own summary of their views as set out below:
- 5.3.17 *"Both options D061 and D062 (respectively north and south of Winterbourne Stoke – see paragraph 2.1.3 above) include a tunnel of at least 2.9km within the Stonehenge World Heritage Site. This would remove the majority of the existing damaging A303 road and its traffic from the WHS, finally reuniting the north and south sides of this extraordinary ancient landscape and allowing people to enjoy and understand it better. It would also allow for the reinstatement of the line of the Stonehenge Avenue, the ancient processional route to the stones. This is the first time that a scheme to improve the A303 within the Stonehenge landscape has recognised and respected the importance of The Avenue.*
- 5.3.18 *However, the current proposals for the tunnel's western portal are a cause for significant concern. This is due to the portal's current proximity to the Normanton Down barrow group and the wider adverse impacts on OUV presented by its position. We hope that these concerns can be resolved with careful and sensitive revision to the positioning and design of the western portal. This is a key issue to resolve for the development of a successful scheme that we would be able to support through the DCO process.*
- 5.3.19 *We are committed to working with Highways England to find an alignment and design for the western portal and new western surface road that is appropriate for this internationally-important place and protects its Outstanding Universal Value.*
- 5.3.20 *We believe that this scheme presents the best chance in a generation to resolve the long-running traffic problems that blight the WHS, and that the current proposals contain many positive aspects which deserve recognition. They represent a huge opportunity to develop a road improvement within the WHS, but the scheme must improve its western elements for this to be the exemplary scheme that the Stonehenge WHS so deserves."*

Laverstock and Ford Parish Council

- 5.3.21 The Council suggests that some of the claimed benefits for removing the existing A303 past Stonehenge are spurious. As such the Council strongly disagrees with the tunnel proposal and would prefer instead to see a dual carriageway through

the WHS, continuing to bypass Winterbourne Stoke which it thinks is an excellent idea. Also, while thinking a flyover at Countess could work, the Council wishes it to be constructed in a way that minimises traffic disruption while work is ongoing.

Ministry of Defence (MOD)

- 5.3.22 The MOD is encouraged by prospect of the scheme reducing rat-running through Larkhill, but expressed no preference for whether the bypass of Winterbourne Stoke should pass north or south of the village. Its main concern was in relation to the potential for The Packway to be used as a diversion route for abnormal high loads that would be prohibited from using the tunnel. In that context, the MOD is advocating that the priority of The Packway/Rollestone Camp corner should be changed to give priority to the flow of traffic between The Packway and the A303 via the B3086/A360.

Natural England

- 5.3.23 Natural England makes clear that the scheme must not have an adverse effect on any European sites within the study area. The ones of particular concern are: Salisbury Plain SAC (from potential air quality impacts to Parsonage Down, and south of Bulford Camp if traffic volumes are predicted to increase), Salisbury Plain Special Protection Area (impacts to nesting stone-curlew due to changes in recreation patterns, land take, and disturbance from new road alignment), and Avon/Till SAC (shading at new crossing point, dewatering of tunnel operations, water quality from construction and operation). Natural England strongly endorses seeking opportunities to enhance the natural environment and deliver more than 'no net loss' from the scheme, including pursuit of the River Avon Restoration Plan also mentioned by the Environment Agency.
- 5.3.24 In general terms, Natural England advises that the proposed option can in principle deliver benefits to the natural environment, specifically to biodiversity, landscape and public access to nature, by tunnelling a section of the A303. The ability of the scheme to succeed is contingent on detailed design and survey information.
- 5.3.25 In terms of whether the Winterbourne Stoke bypass should pass to the north or south of the village, Natural England points out that the northern bypass is likely to significantly detract from the landscape and tranquillity of the Parsonage Down National Nature Reserve, and the consequent public enjoyment thereof. However, in the absence of detailed survey information and accompanying assessment, they are unable to advise on which option would be better for biodiversity and landscape and visual impact.
- 5.3.26 B3086 junction should be changed to give priority to traffic movements from The Packway southwards to the A303 via the A360.

North Wessex Downs Area of Outstanding Natural Beauty

- 5.3.27 In relation to the WHS, the North Wessex Downs AONB say the proposals would:
- devastate the landscape of a substantial part of the WHS, notably on the western side;
 - seriously harm the Outstanding Universal Value of the WHS by intruding on (a) the winter solstitial alignment, Bronze Age field systems and barrow assemblages at the western end, and (b) newly discovered and emerging archaeological features at the eastern end;

- by destroying the archaeology of a significant part of the WHS through construction of a new road, deprive future generations of the opportunity to explore and discover more about the site; and
- risk lasting damage to the reputation and credibility of the WHS as a whole, including, and especially relevant in the case of the North Wessex Downs, the Avebury half of the WHS.

5.3.28 In relation to the options for bypassing Winterbourne Stoke, they think both alignments would seriously harm landscapes that are attractive and valued.

5.3.29 The North Wessex Downs AONB suggests the impact on the WHS may be reduced by having a N-S A345 flyover at Countess rather than an E-W A303 flyover. They also wish to see measures for minimising harm to the setting of the WHS and the wider historic and natural environment, including considerations of noise impact, external light and diffuse pollution from road run-off.

Shrewton Parish Council

5.3.30 The Parish Council tends to agree with the proposed solution, but are concerned about the prospect of The Packway though Larkhill being used as a diversion route in the event of the A303 being closed and wish to see Rollestone crossroads being improved to facilitate safe traffic movement to and from the A303 via the A360. To avoid any prospect of traffic rat-running from Shrewton via the B3083 to the A303, the Council also expresses a strong wish to see the new grade-separated A303/A360 junction being as close to the existing route of the A360 as possible, regardless as to whether a North or South bypass for Winterbourne Stoke is chosen.

The Parish of Berwick St James

5.3.31 The views of the Parish are represented by the Berwick St. James Village Trustees under the joint signatures of the Chairman of Berwick St. James Parish Meetings and the Wiltshire Councillor for Berwick St. James. The Parish has partnered with the Campaign for the Preservation of the Southern Till Valley and their views are coincident (see paragraphs 5.4.21-23 below).

5.3.32 The Parish has no objection in principle to the proposed tunnel through the WHS, but favours a northern bypass for Winterbourne Stoke and is strongly opposed to the southern alternative.

5.3.33 Having commissioned and received the findings of four consultants, the Parish believes there are significant differences between the two bypass options in terms of ecology, landscape, hydrogeology, noise and air quality which should be taken into consideration when choosing between north and south, together with issues to do with 'damage to rural links and businesses' and 'loss of community'. The group thinks that the points have not been presented adequately to the public and perceive a grave and prejudicial bias in favour of choosing the southern route. As well as a lack of information, the group also expresses reservations about the lack of time given to the consultation.

5.3.34 In support of their preference for a northern bypass, the Parish suggests:

- Resiting the western tunnel portal closer to the existing A303;
- Locating the A303/A360 junction closer to the line of the existing A360; and
- Minimising the height of the viaduct crossing of the Till Valley.

Tisbury Parish Council

- 5.3.35 The Parish Council strongly disagrees with the proposed option and the locations of the portals, favouring a longer tunnel which starts and ends entirely outside the WHS. It would rather money was spent extending the tunnel than on a flyover at Countess junction and suggests that parish councils further afield, which are likely to be affected by construction activities, should also have been consulted.

Wiltshire Council

- 5.3.36 The Council's overall position is one of support for the scheme proposals. The Council raises a number of matters against considerations of: Strategic Objectives; Highways and Transport; Public Health and Public Protection; Ecology; Landscape; Public Rights-of-way; Archaeology and World Heritage Site; Built Heritage; Flood Risk and Drainage. The Council recognises that the design proposals are still at a very early stage in the development process, and wishes the matters it raises to be taken into consideration as part of the continuing development of the scheme and for further information to be made available to the Council in order for it to fully assess the proposals in due course. The Council is retaining the ability to refine its position once the additional information is available. The Council has not expressed an overall preference for the bypass of Winterbourne Stoke to pass to the north or south of the village, but instead is looking to Highways England to take into consideration the matters it raises in reaching a decision.

Wiltshire Police

- 5.3.37 Wiltshire Police tends to support the proposals, highlighting that the direct alignment across the county has the potential to reduce the issue of rat running on adjacent roads compared with other options.
- 5.3.38 Wiltshire Police supports the location of the eastern portal as it would avoid motorists being distracted by a line of sight to Stonehenge, which has caused collisions on the A303's eastern approach to Stonehenge Bottom.
- 5.3.39 Wiltshire Police does not indicate a preference for the bypass of Winterbourne Stoke but identify an increased need for traffic management with option 1N compared to option 1S construction.
- 5.3.40 With regard to the next steps for the scheme, Wiltshire Police wishes to be consulted on specific issues that affect Emergency Services resourcing during construction and on completion.

Winterbourne Stoke Parish Council

- 5.3.41 The Parish Council has not expressed a preference for a northern or southern bypass of Winterbourne Stoke. It argues that more information, at an appropriate level of granularity, was needed to provide an understanding of the likely impacts of both route options. In the absence of such information, the Council believes it has not been able to comment properly on the options and has called for the consultation period, which was thought to be too short, to be extended for more information to be provided to enable comments to be made.
- 5.3.42 In terms of wanting fuller understanding of the comparison between the northern and southern options Council raises concerns about:

- Noise and pollution, wanting to see detailed calculations to inform the comparison;
- Funding, being uncertain beyond March 2020;
- Modelling, not providing clarity and accuracy of 3D representation;
- Flooding, in terms of the risk for it being made worse by a bridged crossing of the River Till;
- Footpaths and byways, amenity being devalued particularly to the south of Winterbourne Stoke;
- Archaeology, unduly influencing decisions such as the location of the A303/A360 junction, especially with the northern option which, as located, could lead to rat-running traffic movements from Shrewton to the A360;
- Road and viaduct heights, being driven too high by the need to use large volumes of excavated material and maintaining slack gradients for the benefit of HGV movements;
- Phosphatic chalk, giving rise to adverse ecological and health impacts arising from its potential re-use as fill material;
- Construction, causing major disruption in the community for several years;
- Village access, being maintained at all times, into and out of the village and to and from Salisbury via the A360; and
- Determination of route preference, not being informed by adequate methodology.

5.3.43 The Council believes there are many mitigation measures that could be brought to bear on their concerns and wish for a greater understanding of what measures would be proposed, particularly for acoustic measures and visual screening, making use of surplus excavated material as appropriate. It also specifically suggests:

- Traffic calming along the legacy section of the A303 towards the WHS, with safe, separate provision for cyclists/pedestrian/equestrians, also incorporating a bridge over the A360 to connect with the proposed 'green' byway into the WHS;
- Brown signs advertising local services; and
- Using the redundant A303 at the western end of the village for community benefit, such as creating a football pitch for children to play on.

Woodford Parish Council

5.3.44 Woodford Parish Council tends to agree with the proposed solution and recognise the benefits of relieving congestion issues on this section of the A303. In particular, it cites potential benefits to local businesses and jobs, and to local roads. The Parish Council strongly supports the reasons for discarding option 2, a surface route to the south of the World Heritage Site.

5.3.45 With regard to the location of the eastern tunnel portal, the Parish Council suggests the closure of the Stonehenge Road slip road would discourage through traffic from using local roads.

5.3.46 With regard to the location of the western portal they express concern at the potential disruption to existing archaeology but defer to the National Trust and English Heritage to oversee the final portal siting.

- 5.3.47 The Parish Council supports a northern bypass of Winterbourne Stoke (option 1N) because it would create less disruption and intrusion to the communities of Winterbourne Stoke and Berwick St James and would create less noise pollution.
- 5.3.48 However, it is concerned that the proposed location of the junction on option 1N is not in the optimum position. The Council suggests it is too far from the A360 to encourage people travelling to Salisbury, and specifically to the new housing developments taking place to the north of Salisbury and East of Wilton, from using that junction. Instead they suggest people from these developments would use local roads through the Woodford Valley and the Countess Roundabout or Solstice Park junctions at Amesbury, which would perpetuate the 'rat-run' problems that currently exist when there is heavy traffic on the A303. It suggests the optimum position for a junction on option 1N would be next to the A360, as with option 1S.
- 5.3.49 The Parish Council suggests that a A303 flyover at Countess Roundabout would be more practical than an A345 flyover, owing to land take and the impact on properties.
- 5.3.50 Compliments were provided on the consultation materials and public exhibitions.

5.4 Responses by non-statutory organisations and other groups

- 5.4.1 As set out in Chapter 3 (paragraph 3.2.15), 275 organisations and groups were invited to take part in the public consultation on the scheme proposals, as listed in Appendix A.12. A total of 92 responded, as listed in Table 5-3 below.

Table 5-3: Non-statutory organisations and groups responding to consultation

Non-statutory organisations and groups responding to public consultation
A303/A358/A30 Steering Group
AC Archaeology Ltd
Agrii Limited
Amesbury Museum and Heritage Trust
Amesbury Stonehenge Druids
Aspire Defence
Avebury and Stonehenge Archaeological and Historical Research Group (ASAHRG)
Avebury Society
Barn Owl Conservation Network
Berengaria Order of Druids
British Motorcyclists Federation
Campaign for Better Transport
Campaign for the Preservation of the Southern Till Valley
Campaign to Protect Rural England (CPRE) South West
Campaign to Protect Rural England (CPRE) Wiltshire
Chris Hudson Designs
Commission C4 (World Heritage and Astronomy) of the International Astronomical Union
Consortium of Stonehenge experts
Council for British Archaeology
Council for British Archaeology (Wessex Region)

Non-statutory organisations and groups responding to public consultation

Cross Plain Surgery
Cycling Opportunities Groups for Salisbury (COGS)
Devon and Cornwall Business Council
Downland Walking
Eleanor Scott Archaeology
English Heritage Trust
Exmoor Tourist Association
Freight Transport Association
Friends of Wiltshire's Rights-of-way (FoWRoW)
GLASS (Green Lane Association)
Go South Coast
Heart of the South West Local Enterprise Partnership (LEP)
Home Front
Honouring the Ancient Dead (HAD)
Inside Out Art Group
International Council on Monuments and Sites (ICOMOS) UK
Jacked Structures Ltd.
JSP Consultants
Le Visionaire Vegan and Yoga Society, Mauritius
Lodmore Farm
Mere and District Railway Modellers
National Farmers' Union West of England
Open Access to Stonehenge
RAC Motoring Services
Rescue - The British Archaeological Trust
RGV. Engineering (Netheravon) Ltd
Road Haulage Association
Rob Beale Ltd
Royal Astronomical Society
Royal Society for the Protection of Birds (RSPB)
Rudler Car Transportation & Storage Ltd
Sacred Grove Western Isles
Salisbury & District Angling Club
Salisbury & District Value Cars Ltd
Salisbury Motorcycle Action Group
Sarum Bikers
Snake Bend Syndicate
Society of Antiquaries of London
South West FoE
South Wiltshire Ramblers Association Group
Stonehenge Alliance
Stonehenge and Avebury World Heritage Site Partnership
Stonehenge Campsite
Stonehenge Grove L.A.W. (Druid)

Non-statutory organisations and groups responding to public consultation

Stonehenge Traffic Action Group
 Swindon and Wiltshire Local Enterprise Partnership (LEP)
 The Amesbury Abbey Group
 The British Horse Society
 The Hill Brush Company Ltd
 The Loyal Arthurian Warband (LAW)
 The National Trust
 The Prehistoric Society
 The Ramblers
 The Salisbury Museum
 The Secular Order of Druids
 Trail Riders Federation (TRF)
 Trail Riders Federation (TRF) - Oxford
 Trail Riders Fellowship (TRF)
 Transwilts Community Interest Company
 Travel Watch South West CIC
 Trf
 University of Buckingham and Blick Mead Project
 Vale Coaches
 Wadworth and Co Ltd
 Waves training Solutions
 West Amesbury Residents Group
 Wilton Fly Fishing Club
 Wiltshire Archaeological & Natural History Society (WANHS)
 Wiltshire Fishery Association
 Wiltshire Trail Riders' Fellowship (TRF)
 Wiltshire Wildlife Trust
 World Heritage Centre/ International Council on Monuments and Sites (ICOMOS)

5.4.2 The response of each organisation or group is summarised below, while the full response of each has been included in Appendix C. The matters raised are collated and tabulated under the headline themes (see Chapter 4, section 4.4) in Table 5-4 in section 5.5 below for a Highways England response.

A303/A358/A30 Steering Group

5.4.3 The A303/A358/A30 Steering Group comprising representatives of Somerset County Council, Devon, County Council, Wiltshire Council, Dorset County Council, the Heart of the South West Local Enterprise Partnership and Swindon & Wiltshire Local Enterprise Partnership. They are pleased that the Government is following through on commitments to creating a new Expressway to the South West which would:

- create 21,400 jobs and deliver a £41.6bn boost to the economy;
- deliver £21.2bn of taxation, welfare savings, disposable income and tourism benefits;

- create £1.9bn in transport benefits from reduced journey times and greater resilience;
- save 1807 fatal or serious casualties; and
- reduce carbon emissions by 9%.

5.4.4 In the Group's view this scheme, along with the other schemes currently being progressed at Sparkford-Ilchester and Ilminster to M5 at Taunton are vital first steps towards achieving a whole route improvement, and as such are strongly supported by the Steering Group.

AC Archaeology Ltd

5.4.5 AC Archaeology strongly objects to the location of the west portal because of its adverse effect on the Normanton Down Barrow group.

Agril Ltd

5.4.6 Agril Ltd strongly supports the proposal as distribution is key and the route causes chaos and loss of time and money to the business.

Amesbury Museum and Heritage Trust

5.4.7 The Trust believes a tunnel would become an environmental disaster. They have concerns about ongoing maintenance costs, about the handling of phosphatic chalk believed to have a high register of radon radiation, and the effects on groundwater hydrology affecting Amesbury and the Salisbury Avon. They also point to the historic features within Amesbury Abbey parkland and Vespasian's Camp alongside and under the A303 being within the WHS and suggest that building a 7m raised dual carriageway alongside this setting would destroy the Outstanding Universal Value of this part of the site.

Amesbury Stonehenge Druids

5.4.8 The Amesbury Stonehenge Druids see the need for improving the A303 but think most of the traffic flow problems could be resolved by creating better flow at the A303 Longbarrow roundabout. They maintain the tunnel as proposed is the wrong answer because:

- its eastern entry point is disruptive to Amesbury Abbey, threatens the archaeology of Mesolithic Blickmead and would limit further research, could damage the water supply to the sacred spring;
- the western entrance obstructs the winter solstice sunset alignment visually and potentially energetically;
- the design doesn't reflect the Neolithic architecture principles and so is not harmonious or adding value aesthetically or spiritually to the landscape;
- it could further limit free and unfettered access to Stonehenge for the local population and lacks detail about access from Amesbury;
- placing a steel reinforced tube right across this landscape is worrying those who believe in the old religions as it might cut off those energies sought specifically for worship at Stonehenge; and
- the longevity of any tunnel is a concern, creating legacy problems for the future, making £1 billion on this scheme a waste of capital investment.

5.4.9 They also think a flyover at Countess would be disruptive, creating visual and noise pollution problems.

- 5.4.10 The Amesbury Stonehenge Druids want to survey the 'energy flows' into and out of Stonehenge to understand where and if the construction might interfere in any way with these. They recognise that conventional stakeholders may treat such concerns with ridicule but the spiritual community regard Stonehenge as a hub of such energies and need to understand risks and mitigations. They also wonder whether local stakeholders are being listened to and that plans can adapt to accommodate feedback, avoiding consultation feeling like a futile exercise.

Aspire Defence

- 5.4.11 Aspire Defence operate the PFI contract for the Army/MOD that operates the Larkhill, Bulford and Tidworth sites in the near vicinity to the A303. They say the project is already much needed, with the need being increased in the light of the Boeing planned investment into Boscombe Down, and are strongly supportive of the published proposals. As a significant employer in the area, they think their recruiting base would be extended further west down the A303.

Avebury and Stonehenge Archaeological and Historical Research Group (ASAHRG)

- 5.4.12 ASAHRG is represented on Avebury and Stonehenge Steering Committees and the WHS Partnership Panel. In their reply, focussing on the south-western part of the WHS, they emphasise the relevance of OUV criterion, stating "...*The complexes of monuments at Stonehenge and Avebury provide an exceptional insight into the funerary and ceremonial practices in Britain in the Neolithic and Bronze Age. Together with their settings and associated sites, they form landscapes without parallel...*" and draw on their analysis of the first complete airborne laser scanning (lidar) survey of any WHS.
- 5.4.13 ASAHRG point to the area south and west of Stonehenge clearly being a dominant focus of early Neolithic human activity (3700-3000 BCE) in the WHS, with the density of monuments being unique both in concentration and disposition. In combination with these with monuments, ASAHRG point to (a) the later identifiable Bronze Age field system, (b) droveway (proceeding north-eastwards along the dry valley bottom to Normanton Down) and (c) Bronze Age linear (running south-eastwards from Longbarrow) all contributing essential evidence about the land use in the period from when the site of Stonehenge developed at the end of the 4th millennium, and also the end of the Early Bronze Age when the ritual significance of the earlier monuments declined but still influenced use of the landscape. ASAHRG say it is important to note that both the Bronze Age Linear and a long section of the western Droveway Linear are mapped as Associated Monuments in the UNESCO Inscription of the WHS.
- 5.4.14 ASAHRG conclude that the siting of the western tunnel portal and its associated dual carriageway approach means irreversible destruction of the natural, topographic and cultural integrity of the central western part of the WHS landscape. Severing the monument spatial relationships by the proposed scheme would remove for future generations the opportunity to physically understand and experience their setting by moving between them. They also suggest a more valid Consultation would at least have included fully the much less costly F010 option to the south of Amesbury, a route which avoids the WHS and has no need for the complicated and locally disruptive A303 traffic management necessary during construction of the scheme as proposed

Avebury Society

- 5.4.15 The Society has the objects of a civic society and about 100 members. It is represented on the Avebury WHS Steering Committee and on the Avebury and Stonehenge Archaeological and Historical Research Group. Like Avebury Parish Council, the Society believes the scheme proposals would result in irreversible damage to the WHS with unwelcome implications for Avebury should it go ahead.

Barn Owl Conservation Network

- 5.4.16 The Barn Owl Conservation Network tends to agree with the scheme proposals, with the exception of Southern Bypass option for Winterbourne Stoke with which it strongly disagrees because the option would significantly impact on the barn owl breeding population which during the last 30 years has successfully been restored on and adjacent to the proposed southerly route, an area now considered part of a successful Barn Owl Species Recovery Area (SRA) in this part of Wiltshire. The Conservation Network seeks confirmation that Highways England holds comprehensive up-to-date survey data on barn owls for this area and that full consideration is being given to the two route options for Winterbourne Stoke in respect of the barn owl breeding population levels which differ considerably along and adjacent to these two routes.

Berengaria Order of Druids

- 5.4.17 The Berengaria Order of Druids strongly opposes the scheme proposals, believing the tunnel will endanger the landscape and archaeology of this World Heritage Site.

British Motorcyclists Federation

- 5.4.18 The Federation tends to agree with the scheme proposals, favouring Option 1N, and just raising concerns about how a response to fire in the tunnel would be managed.

Campaign for Better Transport

- 5.4.19 The Campaign for Better Transport is a member of and echoes the detailed objection made by the Stonehenge Alliance (see paragraphs 5.4.119 – 5.4.124 below). The Campaign's own comments are summarised below:
- concerns about the lack of time for the consultation, the failure to advertise more widely, including nationally and internationally, and the lack of options for people to comment on;
 - rejection of both options, with a 2.9km tunnel for a road traversing a 5.4km wide WHS clearly not long enough to avoid causing substantial damage to the landscape, biodiversity and archaeology, and difficult to see how the proposals conform to the NPSNN policies on the protection of a WHS;
 - belief that the case for the scheme has not been made and that a full range of options should be consulted upon, including multi-modal and demand management measures;
 - cumulative impacts not addressed to include other schemes along the A303/A30/A358 corridor, with consequent under-assessment of impacts on the WHS;
 - concerns for vulnerable road users and the need for pedestrian and cycle facilities along and across the route to be improved.

- 5.4.20 Overall, the Campaign wants the consultation to be re-run to provide the public with more information and a range of options that cause no further harm to the WHS. It strongly opposes the proposals presented.

Campaign for the Preservation of the Southern Till Valley

- 5.4.21 This campaign group formed in response to the scheme consultation. They have no objection in principle to the proposed tunnel through the WHS, but favour a northern bypass for Winterbourne Stoke and are strongly opposed to the southern alternative.
- 5.4.22 Having commissioned and received the findings of four consultants, the group believes there are significant differences between the two bypass options in terms of ecology, landscape, hydrogeology, noise and air quality which should be taken into consideration when choosing between north and south, together with issues to do with 'damage to rural links and businesses' and 'loss of community'. The group thinks that the points have not been presented adequately to the public and perceive a grave and prejudicial bias in favour of choosing the southern route. As well as a lack of information, the group also expresses reservations about the lack of time given to the consultation.
- 5.4.23 In support of their preference for a northern bypass, the group suggests:
- Resiting the western tunnel portal closer to the existing A303;
 - Locating the A303/A360 junction closer to the line of the existing A360; and
 - Minimising the height of the viaduct crossing of the Till Valley.

Campaign to Protect Rural England (CPRE) South West

- 5.4.24 CPRE SW feels the consultation is fundamentally flawed, with insufficient quantification (locally and more widely) and too little information about the impacts of the scheme. The Campaign strongly disagrees with the scheme proposals, saying the 2.9km tunnel is far too short and the expressway would result in irreparable damage to archaeology, biodiversity and landscape - in direct contravention of UK planning policy and the Government's commitments under the terms of the World Heritage Convention and Valetta Conventions and the WHS Management Plan. Fundamentally, the Campaign believes that connectivity for the South West could be achieved in far less damaging and intrusive manner, pointing to the desire for a robust railway link from Waterloo to Exeter and beyond, along with improved internet services.

Campaign to Protect Rural England (CPRE) Wiltshire

- 5.4.25 CPRE Wiltshire strongly opposes the scheme proposals because of impacts on the WHS (and its features), local communities and the River Avon SAC, sharing the same concerns as CPRE SW about the adequacy of the consultation and the information presented. They are also puzzled why only local views are apparently being sought for a road of national importance and a WHS of international importance.
- 5.4.26 The Campaign considers that Winterbourne Stoke should have a bypass, but sees no reason why it should be connected to the road scheme across the WHS.

Chris Hudson Designs

- 5.4.27 This company is strongly in favour of the scheme proposals, provided the tunnel is not constructed using cut-and-cover techniques.

Commission C4 (World Heritage and Astronomy) of the International Astronomical Union

- 5.4.28 The Commission, on behalf of the International Astronomical Union (IAU), works alongside UNESCO to implement the Astronomy and World Heritage Thematic Initiative (whc.unesco.org/en/astronomy/). The Initiative aims to improve the identification, conservation and management of specific types of properties connected with astronomical observations and traditional astronomical knowledge. The Commission is concerned with Stonehenge as one of a very small number of existing World Heritage Sites with a strong relationship to astronomy, arguably the most iconic example of an ancient monument connected with the sky, the most tangible aspect of this being its solstitially aligned axis, a key attribute of the WHS's Outstanding Universal Value.
- 5.4.29 The Commission recognises the clear benefits the tunnel would bring to Stonehenge, and is supportive of the proposed location for the eastern portal, enabling restoration of The Avenue whose final approach to the Stones is along the solstitial axis. However, it has major concerns about the proposed location of the western portal and the routing of the A303 (particularly Option 1S) through the western part of the WHS. The concerns are to do with the western tunnel portal being directly on the solstitial sightline to the south-west from Stonehenge and Option 1S involving some 2 km of open dual-carriageway road running broadly along the sightline to a new two-level road junction with the A360, also within the sightline. This would be contrary to Policy 3c in the 2015 Management Plan, so in principle the Commission would favour Option 1N as a route alignment beyond the west portal.
- 5.4.30 The Commission wishes to preserve for eternity the integrity of the solstitial sightline from Stonehenge, being the single most important sightline in the WHS towards the (4.4 km) distant natural horizon along the axis of the monument. Following the removal of the A303, the Commission would be seeking to open up and keep clear (removing strips of intervening woodland), a sector of landscape at least 2° wide in azimuth, so as to include the whole sun as the lower limb contacts the ground, the last gleam, the sun's position in 2500 BC, and a margin of at least one solar diameter (0.5°) on each side. (The sector ~2° wide opening out from Stonehenge would be ~150m wide on the far horizon at a distance of 4.4 km.) They feel strongly that any form of lighting (either fixed lighting or vehicle lights) should be avoided along the full extent of the sightline. Ideally, the landscape topography within the south-west sightline (sector) should be left completely intact, with the western tunnel portal removed from this sector, and no part of the approach road cutting through the sector. For intrusion within the sector to be potentially acceptable:
- All parts of the road and its associated earthworks must be invisible below the natural topography (in the absence of trees) and below the distant horizon; and
 - All vehicles must be screened from view at all times, implying that at all points the highest road surface must be at least 5m below the visible natural topography and horizon.
- 5.4.31 In summary, the Commission states no part of the road, built constructions (bridges, viaducts) or earthworks, signage, vehicles, street lights, vehicle lights, or diffuse or reflected light from vehicles should be visible along the sightline. They wish to see specialist input from archaeoastronomers in undertaking the

associated assessment. They also point out that, even if the above concerns are addressed, there is the potential for a new road in this part of the WHS to have an adverse impact on other attributes of the OUV.

Consortium of Stonehenge experts

- 5.4.32 The Consortium comprises archaeologists who have carried out internationally recognised research within the Stonehenge WHS. They have been responsible for many of the major discoveries of recent times and ask for their collective views to be considered with the respect due to the large group of proven experts who have expressed them.
- 5.4.33 The Consortium say there is nowhere in the WHS where it is safe to place a tunnel portal or major new road without affecting something which is important now or will be seen as important in the future. They say the whole tunnel option is misconceived, that it would have dreadful consequences for the world's most famous archaeological site and its landscape setting. As such the WHS must be avoided, either by a cheaper surface road beyond the southern edge of the WHS (option F010) or by a longer tunnel.
- 5.4.34 The Consortium cites the following overarching major negative consequences of the scheme proposals:
- The landscape/astronomical impact of the proposed western portal, and its approach road, on the key midwinter sunset alignment from Stonehenge;
 - The destructive impact of the approach roads to the western and eastern portals within the WHS;
 - The expensive and time-consuming requirement to maintain high standards of archaeological recovery, both of artefacts from plough soil and of ephemeral features from hand-trowelled subsoil surfaces, within the WHS;
 - The setting of a bad precedent by allowing large-scale destructive development within a WHS.
- 5.4.35 For the eastern portal, the Consortium thinks more information and understanding is needed about the character and survival of archaeological deposits east of the proposed portal as far as the Countess junction. They express particular concerns about potential impacts on Blick Mead (where possible effect on groundwater needs to be evaluated before any impact can be properly assessed) and Vespasian's Camp in terms of visual setting and its extra-mural archaeological deposits.
- 5.4.36 The Consortium is strongly opposed to the proposed location of the western portal because it lies almost exactly on the winter solstice alignment, with the associated astronomical context being today the most widely known aspect of Stonehenge's singular character, and the strongest basis for its world-wide fame. As one of the most important features of the Stonehenge landscape, the Consortium say it most of all must be respected and preserved. They also note that proposed road-line west of the western portal within the WHS broadly continues along the solstice alignment, which, if destroyed by the overall impact of the scheme (including any potential lighting of the A303/A360 junction and vehicle headlights), will forever prevent visitors to Stonehenge properly seeing the winter solstice sun setting behind the distant natural horizon, as was possible in prehistoric times. They believe this would be a calamity, contravening Policy 3c of the 2015 WHS Management Plan.

- 5.4.37 The Consortium also say about the new stretch of road running westwards from the western portal that it would destroy important prehistoric (Bronze Age) features that are integral to understanding later stages of the construction and subsequent use of Stonehenge. They say this south-western approach to Stonehenge was important not only during the Bronze Age, but also much earlier (Early Neolithic) – before the age of Stonehenge. The Consortium points to the barrow groups in this part of the WHS that create an overall grouping over a relatively confined area that is unique in the world, and where future revelations can be expected, using advanced modern survey techniques. They think that displacing the A303 to the south here would leave a vast gash on the landscape, much worse than caused by the existing A303.
- 5.4.38 The Consortium also points to how our knowledge of the Stonehenge landscape has been radically changed in the last 20 years. They anticipate that new discoveries will continue to be made, and that it is dangerous to plan just on the basis of what we know now. They point to a history of short-term (10-15 year) errors in caring for the Stonehenge landscape in the century since Stonehenge came into public ownership at the end of the First World War, anticipating that if a western tunnel portal is built on that midwinter solar alignment in the early 2020s, it will be universally seen by the late 2030s to be another short-term disaster – one which is far bigger, has far more impact and is irreversible in a way that the disasters of the previous century were not. If the scheme is to proceed they seek more effective communication with the wider community of archaeologists studying the Stonehenge landscape than they have experienced to date. They would also seek the highest quality of archaeological study informing the largest archaeological excavation ever undertaken within the WHS that would result from the scheme.

Council for British Archaeology (CBA)

- 5.4.39 CBA support the principle of a long bored tunnel as the solution for the A303 which will deliver the greatest environmental gain - though they believe that options including a surface route south of the WHS should also be considered in detail alongside the tunnel option. They are not able to support the current proposals, particularly due to the damage which would be done to the western side of the WHS by the proposed portal location and the new road build within the WHS, but are keen to work with Highways England and other stakeholders to find an acceptable solution for the A303 in the WHS.
- 5.4.40 CBA welcome the location of the eastern portal to allow the line of The Avenue to be reinstated, but think further evaluation work is needed to understand the character and survival of archaeological deposits in this area and impacts on heritage assets such as Vespasian's Camp and the Mesolithic site at Blick Mead. However, they strongly disagree with the proposed location of the western portal for two key reasons:
- Firstly, the portal is too close to the Normanton Down barrow group, including the Bush Barrow, and the Lake Barrow Group; and
 - Secondly, the proposed portal location is highly sensitive in relation to the alignment of the midwinter solstice sunset which is now recognised to be an important - some would say the most important - astronomical alignment and which needs to be maintained and enhanced, as stated in the WHS Management Plan.

- 5.4.41 They also have reservations about the construction of a considerable length of new road within the WHS, in an area containing significant heritage assets, which may have been the dominant focus of Neolithic human activity and also contains evidence of Bronze Age activity.
- 5.4.42 In terms of the choice of bypass route for Winterbourne Stoke, CBA say the southern route takes the road further away from sensitive barrow groups, but, as with the A345 and A360 junction locations and design considerations (including the issue of lighting), further archaeological evaluation and assessment is needed to inform decision-making and avoid damage to the Outstanding Universal Value of the WHS.
- 5.4.43 CBA emphasise the enormous national and international interest in this project, with all involved being judged by present and future generations on the quality of what is achieved. They point to limited opportunities to date for facilitated discussion with the heritage sector, and are offering to host a meeting to bring together specialists and other stakeholders to work with Highways England to find an achievable solution for removing the A303 from the landscape around Stonehenge. They suggest a suitable time would be in the summer, once the results of the consultation have been analysed and the results of the latest archaeological evaluations have been published.

Council for British Archaeology (CBA) Wessex Region

- 5.4.44 CBA Wessex is a regional group of the Council for British Archaeology and includes Wiltshire and the Stonehenge and Avebury World Heritage Site within its area. CBA Wessex has been involved in discussions about proposals for the Stonehenge Visitor Centre and the A303 for many years and was one of the parties invited to prepare the Management Plan for the Stonehenge and Avebury World Heritage Site.
- 5.4.45 CBA Wessex cannot support the current proposals as they stand as they believe that the 2.9km tunnel on offer is too short and the western portal and the proposed road to the west of that portal would have a major negative impact on the WHS. They say the only acceptable alternatives are to construct a longer tunnel that emerges closer to (or ideally beyond) the boundaries of the WHS or else the southern surface route (F010) which avoids the WHS altogether.
- 5.4.46 They welcome the location of the eastern portal which allows the route of the Avenue to be reinstated, but note that the location is in an area that needs further archaeological study, including determining the effect on groundwater levels which in turn could impact on the important Mesolithic settlement site of Blick Mead. However, they say the proposed location of the western portal is totally unacceptable from an archaeological point of view both from its position near important archaeological monuments and also due to the necessity to construct a considerable length of new road within the WHS. They are concerned that the proposed routes (for both D061 and D062) would:
- bisect a unique cluster of Neolithic Long Barrows and Mortuary sites within an area that may have been the dominant focus of Neolithic human activity in the WHS; and
 - cut directly through an area of Bronze Age field systems that are likely to include settlement evidence, with a Saxon cemetery also suspected to be in this area.

- 5.4.47 CBA Wessex also point to a further major issue with the western portal location being directly on the alignment of the Midwinter Solstice sunset as viewed from Stonehenge, with this alignment now being recognised as being more important than the sunrise that the public flock to view on Midsummer's Day. Although the portal is located (unlit) in a dip in the landscape, CBA are concerned about the potential for approaching vehicle headlights to be clearly visible on the solstice axis from Stonehenge. They say that the scheme proposals contravene the policy in the WHS Management Plan which specifically states that the astronomical alignments of Stonehenge must be maintained. Further, they suggest that the western portal being close to the RSPB stone curlew reserve on Normanton Down is further evidence that the proposed location is not acceptable.
- 5.4.48 CBA Wessex considers that the western portal needs to be located further west, at least to the west of the Diamond plantation. Then, on balance, they prefer Option 1S as this avoids the Coniger Barrow cemetery and the SSSI at Parsonage Down. They welcome the potential shift of the A303/A360 junction away from its present location, but are concerned with the archaeological sensitivities associated with this and the A345 junction which they wished to see assessed in greater detail.
- 5.4.49 CBA Wessex point out that the proposals affecting the WHS will be scrutinised across the globe and it is important that long term thinking identifies a solution fit for future generations. They think that the consultation period was far too short and have concerns about the availability and accessibility to information. As an archaeological body with a significant interest in and proposals affecting the Stonehenge landscape they would like the opportunity to engage in meaningful discussions about these proposals.

Cross Plain Surgery

- 5.4.50 The surgery strongly agrees with the scheme proposals for dealing with pressing traffic problems that give rise to local pollution, and to health risks as well as safety risks with often speeding traffic, and some anguish and stress for the local population, most of whom seem in despair that anything will ever happen. They wish the scheme to be delivered as quickly as possible.

Cycling Opportunities Groups for Salisbury (COGS)

- 5.4.51 COGS is a voluntary body representing more than 140 cyclists in and around Salisbury. They aim to improve facilities for cycling by working with Wiltshire Council and Sustrans, and are affiliated to Cycling UK. For their response, COGS consulted colleagues from Hampshire Cycling and Cycling UK who were extensively involved in previous consultations for an A303 tunnel scheme, and the Stonehenge Visitors' Centre planning application.
- 5.4.52 COGS express disappointment at the level of consideration afforded in the consultation to non-motorised users (NMUs) and sustainable transport modes. They seek implementation of The Highways England Cycling Strategy in the scheme design from the outset and say they will be happy to assist in fulfilling the delivery of the cycling vision, consistent with Transport Focus's summarised priorities for Highways England's network for cyclists, pedestrians and equestrians (January 2017). COGS' main concerns about the scheme are to do with:

- securing access between Stonehenge Road and Longbarrow roundabout, via a bound surface to accommodate cycle movements that would not be permitted through the tunnel; and
- avoiding any increase in severance caused by a realigned A303 cutting across cycling routes via 'cycle-proofed' junction designs and crossing facilities, incorporating signage to a high standard to aid NMUs to negotiate the network and encourage sustainable travel for local residents and visitors.

Devon and Cornwall Business Council

5.4.53 The Business Council simply states that the A303 route is vital to the economy of the South West. They strongly support this and the other planned improvements along the corridor and wish to take part in future consultation events for the corridor schemes.

Downland Walking

5.4.54 The company strongly supports the tunnel proposal saying that the area will be more visually appealing without the traffic and that it will protect a very important historical, ancestral and religious site. The company also raises questions about footpath access being maintained between Amesbury and Durrington, and access being afforded to the A303 from the Longbarrow junction.

Eleanor Scott Archaeology

5.4.55 This organisation is strongly opposed to the scheme proposals, believing they would be damaging to the WHS, and indicating that a tunnel would have to be 6-7km long to avoid such damage.

English Heritage Trust

5.4.56 The views of English Heritage Trust are largely coincident with those of Historic England, particularly in relation to the location of the western tunnel location (which they strongly disagree with) and the impact of the scheme proposals in the western part of the WHS. The Trust also expresses:

- Strong preference for a southern bypass of Winterbourne Stoke because they think the proposed northern bypass would have greater impacts on the Outstanding Universal Value of the WHS; and
- Concern about ensuring ease of access from to the Stonehenge Visitor Centre via the new grade-separated A303/A360 junction and the effects of a lengthy construction period on the enjoyment of visitors.

Exmoor Tourist Association

5.4.57 The Exmoor Tourist Association opposes the tunnel element of the scheme proposal as being too expensive to the taxpayer. They suggest the scheme should be a dual carriageway on the line of the existing road with a pedestrian/vehicle tunnel under the road. Notwithstanding their opposition to the tunnel element, they are supportive of all other elements of the scheme.

Freight Transport Association (FTA)

5.4.58 The southern surface route (Option 2 Route F) south of the WHS is the FTA's preferred option. By comparison, FTA seeks assurance that:

- the proposed tunnel can provide a safe and expeditious route which is available for all road users and that all goods carry vehicles, including those carrying dangerous goods, will not be restricted from using the tunnel; and
- any tolling or charging schemes are confirmed as soon as possible.

5.4.59 Otherwise the FTA reserves its views on the tunnel portal locations pending further information about potential impacts on the WHS. They fully support the proposal to bypass Winterbourne Stoke (wanting the option that produces the least impact) and the proposals for new A303 junctions with the A345 and A360.

5.4.60 The FTA values services provided by Highways England and would welcome involvement in any road user group to discuss traffic management arrangements (including weight restrictions on local roads) and HGV initiatives (such as parking provisions) that might accompany the overdue A303 improvement proposals.

5.4.61 While wishing to see the economic needs of the Region addressed, the FTA also wishes to see a solution that is sensitive to the fact that the Stonehenge area is unique and needs to be protected for the benefit of future generations.

Friends of Wiltshire's Rights-of-way (FoWRoW)

5.4.62 FoWRoW strongly support the scheme, thinking the proposals will improve road safety for all users of the A303 and for those who use the rights-of-way currently bisected by the road. They support turning the existing A303 into a non-motorised byway, with the exception of the section between Amesbury byways 11 and 12, which they wish to see as a motorised connection between the two byways. Otherwise, without expressing a preference for a northern or southern bypass of Winterbourne Stoke, they hope for a solution that reflects the wishes of the local communities and that retains all public rights-of-way affected by the proposed bypass as continuous routes for all types of user.

GLASS (Green Lane Association)

5.4.63 GLASS thinks improvements to the A303 are definitely required and a tunnel is by far the best solution. Their main concern is over wishing to see the connectivity of all rights-of-way maintained with their current status. Particularly, in relation to the byways affected by placing the existing A303 in tunnel, they would like to ensure Amesbury BOAT 11 is linked to Amesbury BOAT 12 and that access remains to recreational four wheel drive vehicles.

Go South Coast

5.4.64 Go South Coast operates across the south coast with its core brands based in Poole, Salisbury, Eastleigh, Swindon and the Isle of Wight with smaller depots at Bournemouth, Swanage, Ringwood and Totton. Their fleet of 836 vehicles accommodates over 47 million customer journeys per year. They currently convey over 90,000 visitors to the Stonehenge each year and so wish to see the scheme incorporating the ability to secure reliable bus journeys from Salisbury to Stonehenge. They wish to see reliable journey times along the A303 facilitating enhanced reliability along the local north-south route network. They also acknowledge the need of the scheme to boost tourism - not only to the far south west but also in south Wiltshire.

5.4.65 From the information provided, Go South Coast say they are unsure how their buses would access the site and so would welcome an early discussion with

Highways England to determine bus routings and to take a view whether to object or support the proposal.

Heart of the South West Local Enterprise Partnership

- 5.4.66 The LEP strongly supports the objective outlined in the consultation document, to provide a free flowing dual carriageway to replace the single carriageway section past Stonehenge and through Winterbourne Stoke. As members of the partnership of Local Enterprise Partnerships and Local Authorities which includes Dorset and Swindon and Wiltshire LEPs, and the Councils of Devon, Somerset, Dorset and Wiltshire, they are pleased that the Government is following through on its commitments within the Road Investment Strategy.
- 5.4.67 The LEP does not consider it appropriate to express a view on (a) whether the route should pass to the north or south of Winterbourne Stoke, or (b) the locations of the tunnel portals, believing these are essentially matters for the local communities and local elected authorities. They do though express support for free flowing (grade-separated) junctions between the A303 and the intersecting A345 and A360.

Home Front

- 5.4.68 Home Front strongly agree with the proposals, thinking the improvement will enable them to continue in business in their current location, supporting local employment.

Honouring the Ancient Dead (HAD)

- 5.4.69 HAD considers ancestors to be part of the Stonehenge landscape; they believe in respect for our ancestors and the evidence they have left behind. In the event of ancestors being found and unavoidably exhumed, HAD takes the position that exhumation licences must be readily available for public scrutiny. They will seek reburial, even if it may be after a clearly defined and limited period of scientific study of the bones or ashes.
- 5.4.70 HAD say there is nowhere within the WHS that can be considered devoid of ancestral activity and influence. As such, HAD strongly disagrees with the scheme proposals, entailing, they say, tunnel portals and vast earthworks, wholly within the WHS, causing destruction of archaeology, the disturbance of ancestral remains and irreversible damage to the WHS. Additional specific concerns include:
- the possibility for lighting to be installed within the WHS at the portal locations, either at the outset or at a future date;
 - the western portal being in direct alignment with the midwinter sunset when viewed from Stonehenge, with the approach road creating a stream of traffic headlights moving across the horizon and spoiling views of the setting sun;
 - potential damage to the Mesolithic site Blick Mead from changes in the water table during and after completion any construction work,
 - with the southern option for the Winterbourne Stoke bypass, the A303/A360 junction being in alignment with the midwinter sunset and on the horizon when viewed from Stonehenge, with a significant risk of light pollution from traffic heading in an easterly direction and from any lighting incorporated in the junction design.

5.4.71 In the face of the above concerns, HAD suggest that, in order build a tunnel, the portals should be located outside the boundaries of the WHS. Alternatively, they say only the southerly (F010) route wholly outside the WHS can mitigate the problems and destruction the current proposal presents.

Inside Out Art Group

5.4.72 This Group thinks the proposed scheme is an appalling option that will desecrate the WHS. Ideally, they say, there should be no tunnel, but if there has to be, it has to start and end much further away from the boundaries of the WHS.

International Council on Monuments and Sites (ICOMOS) UK

5.4.73 ICOMOS-UK firmly objects to the current option for a 2.9km tunnel for the substantial negative and irreversible impact it would have on the attributes of OUV of the WHS. Although they approve in principle the idea of a tunnel, this is conditional on:

- all options for constructing a bypass located outside the WHS being adequately considered via a robust and consistent methodology, and an informed consultation process;
- the tunnel being long enough to ensure that its tunnel portals, associated approach roads and cuttings do not impact in any way on the WHS or its setting;
- construction impacts arising from a tunnel solution not having a permanent adverse impact on the attributes of OUV; and
- all necessary Heritage Impact Assessments (HIAs) being undertaken independently undertaken on the basis of a clear understanding of the attributes of OUV.

5.4.74 ICOMOS-UK does not consider that any of the above parameters have been satisfied for reasons that include:

- Insufficient priority being given to avoiding harm to the WHS which should be afforded the highest priority and weighted more heavily, within F010 and longer tunnel assessments;
- no accompanying HIAs being carried out in line with ICOMOS Guidelines on Cultural Heritage Impact Assessments;
- no account having been taken of the potential availability of Boscombe Down MOD land within the assessment of F010;
- attempts to balance benefits of an improvement project against loss to the attributes of OUV resulting from that same project being a fundamentally wrong principle;
- solstice alignments being absent from the technical assessment that accompanies the consultation; and
- lack of compliance with the National Planning Policy Framework's Paragraph 132 stating that: "*Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.*"

5.4.75 ICOMOS-UK includes detailed consideration of the above, thinks the matters should be reconsidered and proposals brought back for further consultation.

Jacked Structures Ltd

- 5.4.76 This firm tends to agree with the scheme, but wants the A303 to be in tunnel across the entire WHS for the whole site to be returned to its natural state. They say this will avoid creating adverse visual, noise and air pollution impacts on the WHS and permit full open access across the site.

JSP Consultants

- 5.4.77 This noise consultant is assisting local residents & parish councils, expresses no views on the scheme proposals, but is requesting further information from Highways England.

Le Visionaire Vegan and Yoga Society, Mauritius

- 5.4.78 The Society propounds that Stonehenge was built by the early Dravidian civilisation to channel cosmic energy from the planets and to establish contact with 'aliens'. They say the real Stonehenge structure, embodying a crystal at its centre, is situated under the present Stonehenge structure and was built as a vortex of energy which the Sages used to regenerate, to store the immense amount of energy which they obtained from their meditation, transmitting it to the people and environment and feeding spaceships. The Society strongly opposes a tunnel because they say any structure constructed under or in the vicinity of Stonehenge means it will no longer attract any energy, resulting in irreparable damage both from the archaeological and planetary point of view.

Lodmore Farm

- 5.4.79 Lodmore Farm agrees that the existing A303 road should be upgraded, but as a surface dual carriageway, suggesting that the tunnel would be a total waste of money.

Mere and District Railway Modellers

- 5.4.80 The Modellers suggest that the tunnel option is by far too ambitious when it is clear that the existing A303 could be upgraded by constructing a new carriageway just south of and some two metres lower than the existing carriageway, thereby minimising its impact in visual terms within the WHS. From the A360, the Modellers say the lie of the land favours the southern option as there would be less distance and removal of landscape.

National Farmers' Union West of England

- 5.4.81 The NFU West of England was disappointed to find no reference to agricultural land or farm businesses in the consultation documentation and raise a number of related points/concerns, such as:

- an agricultural liaison officer should be appointed to lead on all farmer communications;
- mitigation actions should be agreed in advance of construction and farmers should know if and when their land will be taken;
- land take should be minimised, and should not be compulsory purchased in order to take waste and spoil from the construction works;
- no weight or other restrictions should be imposed on agricultural vehicles using the A303, including within the tunnelled section;
- impacts on farm business operations should be minimised to ensure that businesses continue to function during and post-construction;

- details of how soils will be stored, kept clean and reinstated for agricultural use should be detailed in the Environmental Impact Assessment;
- drainage information, including how both ground and surface water will be managed during and post-construction is needed for both farm business and local environment protection;
- voluntary agreements between farmers and Natural England, relating to agri-environment schemes to produce both food and environmental outcomes, should not be adversely affected;
- A303 works should not cause negative impact to the designated ground Water Nitrate Vulnerable Zone (NVZ), with measures put in place to safeguard groundwater; and
- all environmental designations and important habitats within the area affected by the scheme should be protected from any harm by mitigation measures.

5.4.82 The NFU requests that further specific meetings are held for landholders and farmers once the consultation has been completed to inform them of the next stages, relevant timings and to provide more specific detail on the above and other points.

Open Access to Stonehenge

5.4.83 Open Access to Stonehenge is a collective of individuals and groups, with some 3,300 members, working on issues related to Stonehenge, with particular emphasis on Open Access. They concur with views expressed by the likes of the Stonehenge Alliance and the Council for British Archaeology. They are strongly opposed to a tunnel saying it is the very worst and most extravagant option and that the funds for the scheme would be better spent further west on the A303. They point to a number of issues, such as: uniquely complex hydrology and potential effects on Blick Mead; dealing with phosphatic chalk; security of traffic in a tunnel in proximity to military installations; commuter traffic in Wiltshire still generating gridlock, with alleviation becoming ineffective after 2051; uncertainty of traffic-flow modelling and prediction; inconvenience to local residents if the proposal goes ahead; prospect of the tunnel soaking up all the funds allocated to the A303 corridor; irreversible nature of what is contemplated; and potential loss of free public access to Stonehenge. They also call for intelligent technology to be employed now to co-ordinate traffic flows between the existing Longbarrow Countess junctions, especially at peak times, regardless of future plans for these junctions.

RAC Motoring Services

5.4.84 The RAC strongly supports plans to ease congestion on a stretch of road that they say is a notorious bottleneck on a major route to the South West. This includes support for providing grade-separated junctions with the A303. Also, from a user perspective, they think proposed locations of the tunnel portals seem sensible. The RAC would be content with either option for bypassing Winterbourne Stoke, wishing Highways England to opt for the route which is regarded by those living in the area as least disruptive to the local environment and which is most likely to bring the best long-term benefits.

Rescue – The British Archaeological Trust

5.4.85 Rescue is an organisation, founded in 1971, dedicated to supporting archaeology and archaeologists in Britain and abroad. They strongly disagree with the scheme proposals for a number of reasons, including:

- In the east of the WHS:
 - the setting of the Avenue, and its future enjoyment by visitors, would suffer major adverse effects from visual, light and noise intrusions;
 - physical and environmental impacts on the important Mesolithic site of Blick Mead which lies beside and possibly partly under the A303;
 - potential disturbance of archaeological remains in the Countess Roundabout area of Saxon and medieval settlement, and impacts on Vespasian's Camp, the Conservation Area adjoining the A303, Amesbury Abbey Registered Park and Garden, and Listed buildings.
- In the west of the WHS:
 - impacts on the Normanton Down barrow group (of which the famous Bush Barrow is part) and on an unusual grouping of Neolithic long barrows, damaging the integrity of their relationships to one another and the landscape topography which influenced their placement;
 - damage to an extensive Bronze Age field system, within which may be evidence of a Bronze Age settlement and earlier settlement remains;
 - effects on woodland and field boundaries which may mask remains of archaeological material associated with the development and use of the Stonehenge landscape as a whole by its Neolithic and Bronze Age inhabitants.

5.4.86 In relation to the choice of bypass route for Winterbourne Stoke, Rescue point to a number of archaeological and heritage considerations to the north and south of the village. They call for rigorous survey examination for the whole scheme to inform the assessment, which they consider questionable, where ICOMOS guidance warns against the standard EIA approach for cultural WHS without adaptation, and does not suggest that positive and negative impacts should be weighed to arrive at a scale of impact. They call for a wider choice of options protect the WHS and its setting, including a longer tunnel.

RGV Engineering (Netheravon) Ltd

5.4.87 This plumbing, heating and electrical business says it is badly affected by congestion on the A303, strongly agrees with the scheme proposals and wishes to see construction started and completed urgently.

Road Haulage Association (RHA)

5.4.88 The RHA believe the improvements proposed to the A303 will improve connectivity and make Stonehenge and the surrounding area more attractive to the transport industry. They comment about the tunnel itself that it must cater for all vehicle types with a standard clearance height to allow vehicles up to 5.03 metres to pass through and a tunnel classification 'A' for hazardous goods. They wish to see good signage helping drivers to find the right routes, avoiding, for example, weight restricted roads because signs are in the wrong place. RHA urges Highways England to make progress on upgrading and improving the network as quickly as possible.

Rob Beale Limited

- 5.4.89 Rob Beale Ltd is strongly opposed to the scheme proposals and, rather than incur the cost of tunnelling under the WHS, suggest pursuing a southern option passing to the south of Salisbury, equivalent to the Corridor G routes described in the TAR.

Royal Astronomical Society

- 5.4.90 The Royal Astronomical Society (RAS) is the leading body for astronomy and geophysics in the UK. Their sister learned society is the Society of Antiquaries of London who have submitted a separate response concentrating on care of the prehistoric environment of the Stonehenge WHS. The RAS also endorses the submission from Commission C4 of the International Astronomical Union.
- 5.4.91 RAS recognises that the scheme proposals have benefits, in that it would remove the A303 would be removed immediately to the south of Stonehenge, thus improving the landscape setting and the integrity of the south-west sightline, eliminating night-time intrusion from the vehicle lights that presently pass within 250m of the monument. However, RAS have a number of concerns and make the following key points:
- sightlines within the Stonehenge WHS are recognised to be of Outstanding Universal Value, and part of the qualification for WHS status. In particular, the solstitial axis, the line of midsummer sunrise and midwinter sunset, is aligned with the Stonehenge Avenue, and is recognised explicitly in the Statement of Significance agreed by UNESCO's World Heritage Committee.
 - policy 3c of the 2015 WHS Management Plan states the need to "*Maintain and enhance the setting of monuments and sites in the landscape and their interrelationships and astronomical alignments with particular attention given to achieving an appropriate landscape setting for the monuments and the WHS itself*".

- 5.4.92 With the western tunnel portal lying almost exactly on the winter solstice sunset alignment and Option 1S running broadly along the axis alignment for 2 km, RAS say this would destroy the integrity of the sightline, and eliminate the possibility of visitors seeing the winter solstice sun setting behind the distant natural horizon along the axis of the monument. They suggest the only way to address this appears to be to extend the length of the tunnel, up to twice the proposed length.

- 5.4.93 While still having concerns about the position of the western portal on the solstitial axis, RAS recognise that Option 1N would not run along the sightline to the same extent as Option 1S and express preference for the northern option.

- 5.4.94 RAS also point to having leading archaeoastronomers amongst their membership, who would be happy to give detailed expert advice on beneficial modifications to the scheme.

Royal Society for the Protection of Birds (RSPB)

- 5.4.95 The RSPB objects to the scheme proposals as published for the following reasons:
- The location of the western portal, together with either of the Winterbourne Stoke bypass option, has the potential to impact on at least five stone-curlew breeding sites; and

- The removal of the A303 past Stonehenge, whilst having recognisable benefits, could lead to increased recreational disturbance in the proximity of the RSPB Normanton Down nature reserve, making it less favourable for the stone-curlew.

5.4.96 The RSPB considers that these impacts are likely to adversely affect the Salisbury Plain stone-curlew meta population and hence the Salisbury Plain Special Protection Area.

Rudler Car Transportation & Storage Ltd

5.4.97 The Company strongly agrees with the proposed option and portal locations, commenting that the western portal would not be visible from Stonehenge. They believe that either bypass option would be relatively short and would immensely improve the views from Stonehenge, although a further comment suggests the company would favour the option which would least disrupt existing trees. They state that keeping traffic on the A303 moving is the most important issue regarding junction improvements, favouring the idea of a flyover at Countess.

Sacred Grove Western Isles

- 5.4.98 The Grove strongly disagrees with the proposed option on the grounds that it will cause considerable harm to the WHS. The Grove expresses a preference for option F010, the southern surface route, on the basis that it is lower cost and would relieve congestion over a wider area.
- 5.4.99 They oppose development within the WHS area and says the scheme should not compromise future possible archaeological research or set development precedents in favour of traffic concerns. Opposes tunnel boring on the grounds of the potential for delays and additional costs which could impact the delivery of other major improvement schemes. The development and grassing over of the A303 must not compromise full access to the Byways Open To All Traffic.
- 5.4.100 The Grove strongly disagrees with eastern portal location due to its impact on WHS integrity and suggests it does not take account of knowledge from previously proposed tunnel projects and recent finds at Blick Mead.
- 5.4.101 It also strongly disagrees with western portal location due to its disregard for known astronomical alignments.
- 5.4.102 It suggests that local views should be taken into account on the bypass as the northern route will be most damaging to WHS and southern route will separate villages.
- 5.4.103 The Grove state that development of A303/A345 Countess junction should avoid damage or compromise to the site of Blick Mead. The A303/A360 Longbarrow junction should also avoid light and noise pollution, damage to settlements and astronomical alignments which affect the historical integrity and ambience of the WHS.
- 5.4.104 They suggest the consultation was too short and its scope too narrow for such an important site and there was not enough advertising or accessible visual information. It should be re-run to include options that cause no further damage to the World Heritage Site, including options that do not involve building more roads on the WHS.

Salisbury & District Angling Club

5.4.105 The Club agrees that the A303 needs relief but is concerned about any impact upon their fishery holdings up and downstream of the A303 on the Avon at Countess and Ratfyn, and on the Till downstream of Winterbourne Stoke and on the Wylve. They wish to register their interest as lease holders with an economic interest in the upkeep of the riparian environment. They wish full access to be maintained and see opportunity, that could be facilitated the A303 scheme, for collaboration between themselves, the Environment Agency, Natural England and landholders to bring forward a river restoration programme, for the Avon reach in particular (which is in a poor state), that could fulfil catchment plan ambitions for this stretch of the river. For the present, without precise designs, they are unable to comment in detail, but express their concerns in relation to the mitigation of run off, avoiding impounding the river, and mitigation of environmental risks during construction

Salisbury & District Value Cars Ltd

5.4.106 The Company strongly disagrees with proposal for a tunnel due to cost, potential damage to the sensitive landscape around Stonehenge. It expresses concerns that the tunnel will not meet future wider traffic need and suggests it will cause driver delays due to maintenance closures. The Company states that many vehicles from the A36, Blandford and Ringwood go directly into Salisbury trying to get to the West Country. Instead it favours a new bypass from the A303 around Salisbury incorporating a link to the hospital.

Salisbury Motorcycle Action Group

5.4.107 The Group strongly disagrees with the proposed option and suggests any road change must allow free and unencumbered access to all powered two wheelers. They are keen to see safe access for powered two wheelers as part of the development of the proposals for both the Countess and Longbarrow junctions.

Sarum Bikers

5.4.108 Sarum Bikers strongly disagrees with tunnel and portal locations in the WHS as it prefers open public views of Stonehenge. It suggests free visual access to Stonehenge, as a national public monument, should be maintained and therefore prefers the existing road to be widened to continuous dual carriageway with Countess roundabout replaced by a flyover and slip roads. It objects to the cost of developing and building a tunnel due to national debt and would rather money was spent on the NHS.

Snake Bend Syndicate

5.4.109 The Syndicate strongly disagrees with the proposed option owing to the little known facts about the potential impact of tunnelling in chalk and how water will be managed. They express concern about possible damage to chalk aquifers and poor controls over surface water drainage posing a risk to water quality and infringing the Water Framework Directive. They point to the potential effect of this on the ecology of the Avon valley and the Avon's SSSI and SAC status. Their response quotes 'Water would be conveyed from the carriageway to Drainage Treatment Areas (DTAs), where the water would be treated as described below and then discharge through infiltration. An overflow from the infiltration basin would be placed where the infiltration is located near a watercourse. This overflow would be restricted to a rate agreed with the Environment Agency.'

Society of Antiquaries of London

5.4.110 While the Society welcomes in principle the proposals for a 2.9km bored tunnel, they raise some particular concerns:

- possibility of impact on buried remains of The Avenue arising from the construction of the eastern portal;
- adverse effects on the Normanton group of barrows in the vicinity of the western portal;
- position of the western portal (on the sightline of the mid-winter sunset as viewed from Stonehenge - one of the major attributes of the WHS) giving rise to a significant glow along the solstice axis, adversely impacting upon the desired quality of darkness at the horizon, even if the portal and car headlights are not directly visible from Stonehenge;
- prospect of boring beneath the Normanton barrow group causing unintended damage through fracturing of the chalk bedrock which could destroy the integrity of intact deposits, including possible disturbance to a shaft burial which may be present amongst the mounds; and
- the introduction of a new significantly lit junction between the A303 and A360 being a substantial distraction in the WHS landscape.

5.4.111 To address these concerns, and with the current proposals being seen to favour the Winterbourne Stoke Longbarrow Group at the expense of (and potential risk to) the Normanton Down Group, the Society suggests placing the western portal further to the north-west (west of Normanton Gorse and south of the existing A303) thus avoiding the Normanton Down Group altogether and making it easier to link with a northern by-pass for Winterbourne Stoke.

5.4.112 As the scheme is designed in more detail, incorporating full mitigation measures such as screening, the Society wishes to see that there is the least possible new construction within the WHS and minimal impact on scheduled monuments. They wish to see the detailed proposals, including all temporary construction impacts, fully and properly assessed using appropriate methodologies for the WHS.

South West FoE (SW FoE)

5.4.113 The SW FoE strongly disagrees with the scheme proposals for a number of suggested reasons, including:

- no solution being presented for consultation that avoids the damage to the WHS that the scheme proposals would have, including potential disturbance to the RSPB reserve on Normanton Down;
- risk of permanent damage caused by the Winterbourne Stoke bypass options crossing a Special Area of Conservation;
- insufficient information, including archaeological and geological survey results together with Appropriate Assessment and hydro-geological assessment, to facilitate proper comment;
- unconvincing traffic case for widening the single carriageway to an expressway;
- failure to appraise the traffic increase from a wider area reassignment into the traffic model; and
- the scheme representing poor value for money and failing to achieve its objectives.

- 5.4.114 SW FoE agrees that Winterbourne Stoke needs relief from incessant traffic but are unconvinced by either of the northern or southern bypass options presented.
- 5.4.115 They consider that proposals for grade-separated junctions would have a major landscape impact on the setting of the World Heritage Site and damage its integrity when the primary objective should be the protection of the whole WHS and its setting for all time.
- 5.4.116 In overall terms, SW FoE say the proposals are too vague, with the information provided geared towards a predetermined outcome and not offering the local, national and international communities sound options worthy of the WHS. They say the way the consultation was carried out is contrary to the principles of public participation and contrary to the Aarhus Convention, a protocol to empower people with the rights to easily access information and participate effectively in decision-making in environmental matters. They would like to see the consultation re-run with options that fully protect the WHS.

South Wiltshire Ramblers Association Group

- 5.4.117 The Group tends to agree with the proposed option. They suggest whichever route is chosen there will be rights-of-way crossing the roads as they currently cross the A303. Ramblers find these crossings potentially dangerous and they request any new PROW (public right-of-way) crossings are safe, possibly contained in an underground tunnel, and that interested parties are consulted on such decisions.

Stonehenge Alliance

- 5.4.118 The Stonehenge Alliance is a group of organisations and individuals, constituted in 2001 to oppose the Government's then A303 Stonehenge Improvement scheme for a 2.1km tunnel through the WHS. The Alliance is supported by Ancient Sacred Landscape Network; Campaign for Better Transport; Campaign to Protect Rural England; FoE; and RESCUE: The British Archaeological Trust.
- 5.4.119 The Alliance strongly disagrees with the scheme proposals, saying:
- the 2.9km tunnel across the central part of the WHS and the positioning of the portals would be highly damaging to the WHS, its archaeology and a significant proportion of its attributes of outstanding universal value (OUV)
 - the east tunnel portal would have a major adverse impact on the setting and quiet enjoyment of The Avenue, a key feature of the landscape, would degrade the protected 'Nile Clumps' of trees, and could cause damage to the Mesolithic site, Blick Mead;
 - the western portal would damage the integrity and setting of the Normanton Down barrow group;
 - the expressway in the west of the WHS would compromise the spatial relationships between a group of Neolithic long barrows deliberately sited around the head of a dry valley in an area of considerable importance for its upstanding and buried archaeology of the Bronze Age;
 - there are serious concerns about the likely disturbance a new expressway would cause to the nearby RSPB breeding reserve for Stone Curlew, with no account appearing to have been taken of the potential impacts on the bird reserve of new visitor patterns, if the A303 barrier to access is removed; and
 - both northern and southern options for bypassing Winterbourne Stoke would have serious implications for archaeology.

5.4.120 The Alliance also raise a number of concerns about the consultation exercise, including:

- deploring the lack of alternative options for consideration that would not damage the WHS;
- saying inadequate information was provided to inform the consultation, with no heritage impact assessment following ICOMOS guidelines, and scant attention being paid to the WHS as a whole, the Government's obligations under the World Heritage Convention and associated planning policies;
- taking issue with information that was provided in the Technical Appraisal Report such as the evaluation of need and appraisal of alternatives;
- challenging the adequacy of the consultation period and the extent of consultation events, seeking at least 12 weeks; and
- suggesting they have been verbally informed (by parties other than Highways England) that the route across the western WHS shown in documentation provided is to be re-located, which is unsatisfactory as a basis for consultation.

5.4.121 The Alliance point to having over 26,000 signatories to their petitions (with at least 10% being from abroad), and call for the scheme process to be halted until a full range of options and key data are made available.

Stonehenge and Avebury World Heritage Site Partnership

5.4.122 On behalf of the Stonehenge and Avebury WHS Partnership, the Partnership Manager has summarised how the scheme proposals align with the aims and policies set out in the WHS Management Plan, the main purpose of which is to sustain the OUV of the WHS by ensuring the effective protection, conservation and presentation of the WHS and its transmission to future generations. The most relevant Management Plan aims and policies are set out in the Manager's response, with the scheme proposals assessed as follows:

- The bored tunnel element of the project is said to be very well aligned with the Management Plan aims and policies, transforming the central part of the WHS and a major contribution to achieving the vision for the WHS set out in the Plan.
- Challenges are indicated with the surface elements of the scheme, with opportunities for allaying these arising in the east through sensitive design of the eastern portal and junction at Countess Roundabout.
- The challenges are indicated to be of a greater order in the west, with D061 (Option 1N) judged to be probably unacceptable due to its direct impact on the recently identified Diamond Barrow Group.
- With D062 (Option 1S), substantial changes are thought necessary to align with the aims and policies of the Management Plan, including:
 - reconsidering the western portal location and concealing the road and traffic to minimise its impacts on the surrounding barrow groups and concentration of long barrows (that contribute to the disposition, physical remains and settings of the key Neolithic and Bronze Age funerary, ceremonial and other monuments and sites of the period, which together form a landscape without parallel); and
 - mitigating the impact of surface elements including the junction on the solstitial alignment, without assuming the use of trees for screening in the WHS.

5.4.123 The Partnership Manager suggests alternative solutions should be explored if, following detailed studies and modelling necessary for the required Heritage Impact Assessment, it becomes apparent that it is not possible to align the current scheme with the vision, aims and policies of the WHS Management Plan. The alternatives suggested include a longer bored tunnel or a southern route such as F10 outside the WHS.

Stonehenge Campsite

5.4.124 The Campsite agrees with the scheme proposals aiming to improve access to the South West and thereby improving tourism, job prospects and the economy in the region. However, they strongly disagree with the proposed location of western portal, believing it should be move further north closer to Longbarrow roundabout. They also strongly support a northern bypass for Winterbourne Stoke, saying it would affect fewer houses and businesses. They say a southern route would: devastate their campsite business due to traffic noise, increased by the prevailing wind; split Berwick St James and Winterbourne Stoke; result in the closure of dairy and shoot, with associated loss of jobs; and destroy Till Valley fauna, flora and wildlife. They encourage the use of existing roundabouts suggesting this will save £3 million.

Stonehenge Grove L.A.W. (Druid)

5.4.125 The Stonehenge Grove L.A.W. wishes to see a longer tunnel, and raise concerns about the proximity of archaeology and burial mounds (seeking assurance that any 'disturbed dead' will be reinterred), the proximity to Blick Mead, and light pollution along the winter solstice alignment. They also say the consultation period was too short.

Stonehenge Traffic Action Group (STAG)

5.4.126 STAG is fully supportive of the need for improvement of the A303, raising concerns they have about rat-running traffic through Shrewton, leading to differing preferences between the two STAG responses about whether Options 1N & 1S would provide the better route for bypassing Winterbourne Stoke. They also raise concerns about the current layouts and operation of the Longbarrow and Countess Roundabouts. However, they are doubtful that a tunnel will ever be built and consider that a dual carriageway in a cutting would be cheaper and quicker to build.

Swindon and Wiltshire Local Enterprise Partnership

5.4.127 The Partnership recognises the importance of the A303 route and the need for it to be improved. The Partnership welcomes the proposed scheme saying it will assist in meeting three of its identified priorities by 2026, namely:

- Transport infrastructure improvements – to enable a well-connected, reliable and resilient transport system to support economic and planned development growth at key locations;
- Place shaping – to deliver the infrastructure required to deliver our planned growth and regenerate our City and Town Centres, and improve our visitor and cultural offer; and
- Business development – to strengthen the competitiveness of small and medium sized businesses and attract a greater share of foreign and domestic investment into the area.

The Amesbury Abbey Group

- 5.4.128 The Group is not concerned about the tunnel but strongly object to the approach from the east and the proposals for Countess roundabout, which are of great importance to Amesbury and in particular Amesbury Abbey. They suggest the details have yet to be published for consultation and it is therefore premature to comment in detail.
- 5.4.129 Part of the Group's response regarding the proposals for the A303/A360 Longbarrow roundabout were illegible but it expressed concerns on behalf of employers and landholders and the need to preserve the integrity of residential elderly care business.
- 5.4.130 The Group believe the consultation placed too much emphasis on the tunnel and insufficient detail on the alternative route.

The British Horse Society

- 5.4.131 The Society strongly agrees with the proposed option. They suggest the tunnel seems to be the best option for preserving peace on, and access over, the WHS without interfering further with the peace of surrounding communities. The A303 being in a tunnel, and the course of the old A303 being given to the public as a restricted byway (allowing non-motorised use) offers significant opportunities for the improvement of public enjoyment of right-of-way in the area.
- 5.4.132 The Society believe that it is important for the eastern portal to be out of sight of Stonehenge and to respect the archaeology of the Avenue.
- 5.4.133 They also think it is important for the western portal to be out of sight of Stonehenge to be in a position which allows a connecting roundabout to be constructed along the line of the A360 for either north or south route, to keep major traffic movements away from Winterbourne Stoke.
- 5.4.134 The Society has no preference between the bypass options but notes that for the northern option the proposed new Longbarrow roundabout would be very close to Winterbourne Stoke and potentially very noisy for the community. A new roundabout on the A360 seem preferable in both options.
- 5.4.135 They wish to see any rights-of-way close to or affected by the proposal maintained and connectivity retained and/or improved.
- 5.4.136 They were impressed by the consultation exhibitions and capability of those who were hosting it.

The Hill Brush Company Ltd

- 5.4.137 As a business situated west of Mere, the Company strongly supports plans to upgrade the road due to 'inexcusable' congestion but strongly disagrees with proposed tunnel due to cost. They favour taking the new road a mile further south, and then go south of Winterbourne Stoke and connect into the Wylde by-pass. The road could easily be put into a cutting to reduce the traffic noise at Stonehenge. The savings could then be put towards replacing all of the single road with dual-carriageways.
- 5.4.138 The Company suggest that it is vital that a flyover is installed to replace the Countess roundabout, because the roundabout causes terrible tailbacks. They

also think the A303/A360 Longbarrow junction needs to involve a flyover, to allow the A360 traffic to flow uninterrupted beneath the A303.

The Loyal Arthurian Warband (LAW)

- 5.4.139 The LAW strongly disagrees with the length of the tunnel being too short and too close to archaeologically sensitive sites, such as burial mounds. They suggest the tunnel needs to be longer with both portals outside the WHS. As a druid order they require assurance that disturbed human remains are reinterred as close as possible to their intended final resting place.
- 5.4.140 The LAW suggests the eastern portal is too close to archaeological sensitive sites. They also suggest the western portal is too close to burial mounds as well as the sight line for the sunset winter solstice at Stonehenge, which could be affected by light pollution as a result.
- 5.4.141 The proposals for the A303/A345 Countess roundabout are too close to important sites such as Blick Mead. Those for the A303/A360 Longbarrow roundabout are too close to ancient burial mounds.
- 5.4.142 They suggest the consultation period was not long enough.

The National Trust

- 5.4.143 The National Trust strongly supports two key elements of the scheme proposals as described below:
1. The proposed tunnel would succeed in removing the majority of the damaging and intrusive surface A303 and its traffic from the Stonehenge WHS, thereby re-connecting the landscape to the benefit of many of the monuments as well as people and wildlife.
 2. The tunnel's eastern portal would allow for the reinstatement of the line of the Stonehenge Avenue; done sensitively this would be a major improvement on the present surface road.
- 5.4.144 At the same time, the Trust is very concerned about the proposed location of the western portal, in particular that, in the Trust's view:
- The portal's proximity to, and impact on, the Normanton Down barrow group – one of the key groups of ceremonial and funerary monuments for which the WHS is designated – would have a substantial adverse impact on the OUV of the WHS (including its potential impact on the midwinter solstice sunset alignment); and
 - The alignment (both vertically and horizontally) of the western portal and the road after it leaves the portal and passes through the WHS (and on to Winterbourne Stoke) needs significant improvement, to ensure the alignment and design is right for the internationally important WHS.
- 5.4.145 While the Trust has made comments of various levels of detail on other parts of the scheme proposals (including the options for bypassing Winterbourne Stoke and the junctions with the A360 and A345), it concludes that, with careful and sensitive design, a bored tunnel of sufficient length, extending from the proposed location of the eastern portal east of The Avenue and addressing the issues associated with the portal to the west, could transform the Stonehenge landscape with significant benefits to the OUV of the WHS.

The Prehistoric Society

- 5.4.146 The Prehistoric Society wishes to avoid any new construction within the WHS, and would support instead either a southern route outside the WHS (F010) or a longer tunnel with portals outside the WHS. They think a longer tunnel with a western portal outside the WHS is essential to avoid new-build within an untouched and important area, to protect the significance and integrity of the WHS. They would like to see jet fans (as used on some lengthy Alpine tunnels) installed in the elongated tunnel to avoid the need for visually impacting ventilation shafts.
- 5.4.147 Specifically, the Society considers that the proposed location of the western portal is unacceptable because it lies directly on the midwinter solstitial alignment as seen from Stonehenge. Although the portal itself would not be visible from the circle, they think that light pollution from approaching vehicle headlights and any proposed portal lighting would negatively impact on the visual experience of the midwinter solstice (the most important alignment at Stonehenge) and cause harm to the significance of the Outstanding Universal Value of the WHS. The Society also perceives that the location of the western portal means new road construction over virgin ground within the WHS along the dry valley to the south of the Winterbourne Stoke barrow cemetery and to the west of the Normanton Down barrow group. They state that the dry valley is of the highest value: the rich burials concentrated almost exclusively along its sides declare the valley to have been the focus of high status interest during the Early Bronze Age. Furthermore, road construction at this point will have a considerable negative visual impact on the Winterbourne Stoke and Normanton Down barrow groups which both share horizon positions from this valley.
- 5.4.148 With the eastern portal, the Society welcomes its proposed location to the east of The Avenue but is concerned about its proximity to The Avenue crossing point, Vespasian's Camp and the Mesolithic site at Blick Mead. They reserve judgement on the portal's position until more detailed plans are available and its impact has been fully assessed.
- 5.4.149 On the choice of bypass routes for Winterbourne Stoke, the Society prefers Option 1S as there appear to be fewer archaeological implications on the route. Option 1N is not acceptable to the Society because the route would have adverse visual and aural impact on the nationally important Winterbourne Stoke barrow cemetery, the barrows on Winterbourne Stoke Down and the Coniger tumuli, suggesting that these latter monuments form part of the wider WHS landscape and may be argued to constitute its true western edge.
- 5.4.150 Should the scheme proceed with portal construction within the WHS, the Society wishes to be involved in advising on final locations and designs of the portals, and suitable archaeological mitigation of the harm that will accrue to the significance of the WHS, both through archaeological fieldwork and publication, and the wider public benefits of increasing interpretation and understanding through improved public access.

The Ramblers

- 5.4.151 The Ramblers tend to agree with the proposed option and believe a tunnel would make the whole WHS site much more accessible to all visitors.

- 5.4.152 They support the siting of the portals as they do not appear to affect any rights-of-way and favour the northern bypass of Winterbourne Stoke over the southern one. With regard to the southern bypass, they say it goes through a much more attractive and more populated area, namely the southern Till valley, and would have a negative effect on two rights-of-way (byways WSTO4 and 6B), as opposed to three for the northern option (footpaths BSJA6 & 8, and byway BSJA3). They say it is not clear what action is proposed to divert or extinguish rights-of-way should the bypass proceed. They also request that any new crossings over the chosen route should be safe, suggesting an underground tunnel would be the safest option.
- 5.4.153 The Ramblers request that interested parties are consulted on the crossings of rights-of-way and that no rights-of-way are affected by the proposals for the Countess and Longbarrow junctions.

The Salisbury Museum

- 5.4.154 Despite concerns that the proposed tunnel is too short for this highly sensitive landscape, will have a negative impact and should avoid all of the World Heritage Site, the Museum tends to agree the need for change far outweighs these concerns. They say that the proposals represent the best compromise to ease traffic congestion on the A303, improve the setting around Stonehenge, enhance the local environment and facilitate better access to the South-West.
- 5.4.155 With regard to the eastern portal location, they suggest that it avoids the Avenue and minimises the impact on archaeology within the WHS. They welcome the line of the A303 leading up to the portal following the line of the existing A303 and state that further archaeological work needs to be undertaken to fully understand the impact in this location.
- 5.4.156 The Museum would prefer the western tunnel portal to be further west, beyond the line of the A360, to avoid the sensitive area close to the barrow cemetery at Normanton Down and a series of important early Bronze Age burial mounds including the Bush Barrow. However, they acknowledge that if the tunnel can only be 2.9 kilometres long and avoids the Avenue to the east of Stonehenge then the western tunnel portal will have to be in this location. They therefore accept that the natural drop in the land will help the portal avoid being directly visible from Stonehenge.
- 5.4.157 The Museum calls for more archaeological investigation to understand the impact in this area and any mitigation strategies. They also express concern that the line of the road entering the tunnel will be on the axis for the winter solstice at Stonehenge and lights from cars entering the tunnel at night will pollute the sky in this area. They think this needs to be investigated further.
- 5.4.158 They prefer the southern bypass of Winterbourne Stoke from an archaeological perspective as it keeps the road away from known scheduled archaeological sites including the Coniger Barrow cemetery, Winterbourne Stoke Down Romano-British Village and Winterbourne Stoke East round barrow cemetery and earthwork enclosure on Fore Down. However, they are concerned it might create light pollution as the approach to the west tunnel portal aligns with the winter solstice axis at Stonehenge and urges strategies to mitigate this issue.

- 5.4.159 With regard to the Countess roundabout junction, the Museum would like to see any work take place within the existing footprint of the road to avoid damaging any adjacent monuments like the Ratfyn Barrow in Amesbury.
- 5.4.160 With regard to the location options for the junction with the A360, neither bypass options place the junction in an archaeologically sensitive area within the WHS. If the southern bypass route is selected it may be on the alignment for the winter solstice axis and cause light pollution or be visible from Stonehenge. They therefore request further work is undertaken to clarify this and identify mitigation opportunities.
- 5.4.161 The Museum state that all the archaeological finds generated by the construction works for this scheme will eventually be deposited with Salisbury Museum and request that correspondence regarding this is sent to the Director of Salisbury Museum.

The Secular Order of Druids

- 5.4.162 The Order strongly disagrees with the proposed option as it will 'rip apart' a living historical landscape. They believe the proposals will desecrate ancient burial grounds, cause light pollution and funnel noise out in one location. They predict that there will be protests as a result of the proposals.
- 5.4.163 The Order believe the eastern portal is too close to Blick Mead water table which feeds the spring. They also believe the western portal is too close to the stones and in the centre of a barrow cemetery, potentially impacting on light at midwinter sunset, which is totally unacceptable.
- 5.4.164 The Order expresses support for an option which does not involve a tunnel and consider the consultation a waste of money.

Trail Riders Federation (TRF)

- 5.4.165 The Federation tend to agree with the proposals and wish to continue to be consulted as the scheme progresses.

Trail Riders Federation – Oxford

- 5.4.166 The Federation tend to agree with the proposals, recognise a solution is needed to ease traffic congestion in the area and that Winterbourne Stoke needs a bypass.
- 5.4.167 However, they are concerned that replacing the existing A303 with a green byway which restricts motorised access would isolate byways 11 and 12 from the byway open to all traffic (BOAT) network in the area. They suggest that such a restriction would go against Strategic Objective 17 of the Wiltshire Council Local Transport Plan which seeks to improve access to Wiltshire's countryside and provide a more useable unlicensed rights-of-way network.
- 5.4.168 They argue that the move would force motorcycle trail riders onto main roads such as the A345 and A360 which have historically high collision rates, with motorcycle riders in particular having been seriously injured or killed. They highlight that motorcycle riders are vulnerable road users, already disproportionately represented in collision statistics.
- 5.4.169 Whilst the Federation has no preference for a bypass of Winterbourne Stoke they request the public right-of-way network be kept intact.

5.4.170 The Federation provide positive comments on the clarity, presentation and availability of consultation material.

Trail Riders Fellowship (TRF)

5.4.171 The Fellowship is concerned about the impact the proposal will have on the byways open to all traffic (BOATS) surrounding the WHS, expressing a view that they should not be closed.

Transwilts Community Interest Company

5.4.172 The Company strongly disagrees with the proposed option and much prefers the southern route, Option 2, owing to the potential to establish a connection with the A338 and accelerate the provision of a Park & Ride rail facility at Porton Down Science Park, which is currently under construction. The Company believes this would provide congestion relief and have enormous long term benefits for the southern Salisbury and Wiltshire economies by encouraging visitors to the area, as well as passing through it. They express a view that the cost savings could be partially invested in an architecturally outstanding and attractive crossing of the River Avon in the Woodford Valley.

TravelWatch South West CIC (TWSW)

- 5.4.173 TWSW represents the interests of public transport users and supports the government's aims of improving opportunities for access within a healthy economy while reducing damaging emissions and protecting the World Heritage Site.
- 5.4.174 The organisation is concerned that the current proposal is expensive and will not improve economic and social well-being. They call for a holistic transport approach to the needs of the far south west, specifically a major upgrade for the parallel rail route from Exeter and Salisbury with provision of adequate and attractive parking at railheads along the route to encourage optimised inter-modal travel, connectivity to the principal airports, and better alternatives to the use of the private car. They draw attention to the new SW Rail Franchise, due to start later in 2017, which is designed to alleviate the additional pressures on the strategic network that will be created during the proposed enhancement of the A303, M3 and M4 over the next decade.
- 5.4.175 TWSW accepts that an expressway would reduce congestion at existing pinch points and increase capacity and that the Stonehenge scheme would address the issues associated with long distance travel and to a certain extent is designed to relieve local rat running.
- 5.4.176 They express concern that the new road will not meet the needs of the local economy, address the existing constraints for local access and dependable public transport services, or encourage alternatives to the private car. They fear that reducing crossing points in the interests of safety on the expressway could disrupt local links, particularly north-south bus routes like the X2, X4 and X5 and the high frequency services between Andover & Salisbury.
- 5.4.177 The organisation believes the route to the south of the World Heritage Site much improved potential for access to Porton Science Park, with a Park and Ride there for Salisbury and a connection to the Boeing development at Boscombe Down. These would be examples of wider benefits for local businesses and communities.

- 5.4.178 TWSW acknowledges the importance of Stonehenge and its setting for local rural tourism-related businesses and expresses concern that the proposed tunnel will begin and end within the internationally designated World Heritage Site, requiring extensive earth moving and engineering in areas where new archaeology is constantly being found. They believe more consultation should be prepared to raise awareness of local landscape changes such as lighting and information gantries.
- 5.4.179 TWSW believes the most important issue for junction developments is to remove difficulties for public transport users and operators.
- 5.4.180 The organisation would like to be involved in future interdisciplinary meetings, where regional connectivity is considered together with social and economic patterns of strain and future development.

Trf

- 5.4.181 It is unclear from the response what Trf stands for. They strongly disagree with the proposals. They state that they object to any restriction to freedom of movement. The response provides no further detail on their objection.

University of Buckingham and Blick Mead Project

- 5.4.182 The University is strongly opposed to the scheme proposals, with a focus on the eastern end in relation to the long-term Mesolithic and transitional Mesolithic site at Blick Mead and the well-preserved iron age ramparts at Vespasian's Camp. They are concerned about any hydrological effects and visual impacts arising from the location of the eastern tunnel portal and the possible A303 flyover of Countess Roundabout.
- 5.4.183 The University thinks the proposals are ill informed at present by a lack of assessment against these issues. They think there has been a lack of balance in the promotion of the scheme, and would like to see more engagement on these issues.

Vale Coaches

- 5.4.184 The Company suggests amendments to Countess and Longbarrow roundabouts, such as the installation of traffic lights, have not worked and are causing the existing congestion. They suggest a flyover at Longbarrow roundabout would provide easy access to the Stonehenge Visitor Centre and allow free-flowing traffic east/west. They also suggest that a hedgerow or screen could be used to block cars views of Stonehenge.

Wadworth and Co Ltd

- 5.4.185 The Company tend to support the proposals. They own a pub in Berwick St James and suggest Option 1S would have detrimental effect on the village and pub, The Boot Inn. They suggest option 1N would have less impact on the villages of Winterbourne Stoke and Berwick St James.

Waves Training Solutions

- 5.4.186 Waves Training Solutions are strongly supportive of the scheme proposals, preferring the southern bypass (Option 1S) for Winterbourne Stoke because they believe it affects fewer people than the northern Option 1N. They say the southern route is further from property and more hidden than the northern.

West Amesbury Residents Group

- 5.4.187 The Group tend to support the proposals and recognise that a solution to the traffic problems is needed.
- 5.4.188 The Group are keen for Highways England to consider all access and egress points around the WHS from the surrounding road network. In particular, they suggest that the C42 between Amesbury and Salisbury is being used as a relief road for the A345 and A360 and express concern that this is unlikely to improve even with the tunnel solution. They point out that the C42 is a key National Cycle Route which gives access to the southern part of the WHS boundary, and request weight and width restrictions and strict speed limits for the road. They suggest that Wiltshire Council is not doing enough to address this and other issues on local roads in the area.
- 5.4.189 The Group tend to support the locations of both tunnel portal entrances and favour a concept design which incorporates grass embankments.
- 5.4.190 A free flowing flyover is preferred for the A303/A345 junction and they recognise the benefits this would bring to local roads such as Church Street, Stonehenge Road and the feeder road on to A303.

Wilton Fly Fishing Club

- 5.4.191 The Club tend to support the proposals. They have fishing rights over the River Till and express a preference for option 1N for a bypass of Winterbourne Stoke. They provide a number of biodiversity and amenity reasons for their preference.
- 5.4.192 They suggest that the River Till north of Winterbourne Stoke is dry for up to six months of the year. This means the local ecology, while distinctive and valuable, is much restricted by the lack of permanent water. Birds such as heron, water rail, little grebe and kingfisher are not resident in this area, nor are water voles and many invertebrate species that require permanent water. The riparian plant community is similarly restricted, particularly where cattle graze the water meadows.
- 5.4.193 In addition, the amenity value of the northern valley is limited as there is little public access and few footpaths, and much of the land is intensively farmed.
- 5.4.194 In contrast they suggest that the valley to the south of Winterbourne Stoke has permanent water for most of its length in most years. They provide evidence from Wessex Water of the water levels. This means the local ecology is more diverse than to the north of Winterbourne Stoke. Many riparian and associated species are resident and breeding including rare species such as brook lamprey and Desmoulins Whorl snail.
- 5.4.195 The Club suggest that local anglers, the Environment Agency and the Wild Trout Trust carry out improvement works on the river channel and banks which has the effect of increasing the abundance and diversity of species, and the value of the river as a Salmon spawning stream and for Brown Trout. They warn that any risk to water quality, for example from road runoff and drainage, could impact on this work.
- 5.4.196 The Club also suggest that the amenity value of the valley to the south of Winterbourne Stoke is higher than to the north as there is better access for recreational activities and many local people and visitors enjoy this peaceful and

varied little landscape. Option 1S would have a visual and noise impact on this amenity value. Option 1N is therefore preferred.

5.4.197 The Club make positive comments about the way the public consultation, and in particular the public exhibition at Winterbourne Stoke, was set up and organised.

Wiltshire Archaeological & Natural History Society (WANHS)

5.4.198 The Society was founded in 1853 and runs the Wiltshire Museum which holds many important collections from the Stonehenge and Avebury WHS. They work in partnership with Salisbury Museum which acts as the archaeological repository for archaeological archives from the Stonehenge part of the WHS.

5.4.199 The Society does not agree with the proposed option and prefers the surface route south of the WHS (Option 2, Route F010). At the same time, they offer views on the tunnel proposal being consulted on:

- Eastern portal – while preferring it to be located outside the WHS, the Society welcome the location being to the east of The Avenue subject to survey proving acceptable archaeological impact and hydrological study proving there is no impact on water-logged peat deposits alongside the River Avon, as well as important Mesolithic sites, including Blick Mead. They also wish the design of the portal to avoid impact on the historic landscape setting of the Park of Amesbury Abbey and the Nile Clumps.
- Western portal – here, like others, the Society comment on the portal location being in a highly sensitive location within an area of the WHS containing an unprecedented number of long barrows, reflecting the importance of this area in the Neolithic period, accompanied by important round barrow cemeteries (including on Normanton Down) indicating that the significance of the area continued throughout the Bronze Age. They also point to the proximity of the RSPB stone curlew reserve on Normanton Down, with a risk of disruption to nesting birds, and the portal location being close to the alignment of the winter solstice when seen from The Avenue and Stonehenge as well as being overlooked by the Sun Barrow which is seen as an axial marker. They point to the risk to dark skies within the WHS, particularly at the A360 junction, with astronomical alignments forming part of the OUV of the WHS. Within this context, they say the introduction of a portal and dual carriageway in this section of the Stonehenge landscape would have substantial negative impacts. As such, while preferring the portal to be located outside the WHS, they feel that the portal should be at least be re-located to the west of the linear boundary ditch that runs to the south east of the Longbarrow roundabout (SU105413 to SU105405) at the western edge of the Diamond plantation. This would still great care and attention to recover any archaeology present.

5.4.200 They also note that a longer tunnel may require ventilation shafts, but say it is unlikely that an acceptable location for one could be found between Kings Barrow Ridge and Normanton Down. Another point they make is to do with parts of the routes west of Normanton Down being shown on embankment which, though preserving archaeology by burying it, would be an invasive and unwelcome addition to the landscape.

5.4.201 On the choice of bypass for Winterbourne Stoke, the Society's initial preference is south (Option 1S) to minimise the impact on open landscape, the SSSI at Parsonage Down and the known archaeology to the north of Winterbourne Stoke

particularly the Iron Age and Roman settlements and the Conygar Barrow cemetery. However, if their concerns in relation to the A360 junction impacting on the solstitial alignment cannot be satisfactorily addressed, then they would prefer the northern route (Option 1N).

- 5.4.202 With the A345 junction, they wish the new works to be kept within existing highway boundaries, avoiding any impacts on (a) the setting of nearby monuments such as Ratfyn barrow and Vespasian's Camp, and (b) local groundwater flows feeding water-logged deposits alongside the River Avon. With the A360 junction on Option 1S, they are concerned about the proposed location lying on the Winter solstice sunset alignment which, if causing intrusion on the view of the sunset, would present a very strong justification for selecting a northern bypass for Winterbourne Stoke (Option 1N).
- 5.4.203 The Society notes that the results of archaeological evaluations have yet to be made available and consider it premature to be proposing portal locations in advance of the results being available. They seek confirmation that the results of all the latest research in the Stonehenge landscape have been taken into account, including the leading-edge geophysics research of the Stonehenge Hidden Landscape project. They also say that any road scheme must include provision for the full costs of long-term archaeological storage of archives resulting from excavation and survey.

Wiltshire Fishery Association

- 5.4.204 The Association's response deals specifically with the options for Winterbourne Stoke bypass. In this respect they have strong reservations with option 1S for a number of reasons.
- 5.4.205 Option 1S would have significantly greater negative impact on the River Till (Hampshire Avon) SAC and SSSI than Option 1N. This is because the road alignment crosses the River at a point well below the perennial head (the most downstream point to which the Winterbourne normally dries). As such water is present all year round and therefore biodiversity and richness of both aquatic and riparian habitat is much greater. They state that Atlantic salmon (one of the six features of designation of the Avon SAC) has been known to spawn where option 1S crosses the Till and native Brown Trout, a Biodiversity Action Plan (BAP) species, routinely go there to spawn every winter.
- 5.4.206 In contrast, they argue that the point at which option 1N crosses the River Till is well above the perennial head and the river bed is dry for six months of the year or more. They suggest that the biodiversity and richness of both aquatic and riparian habitat is much poorer in this location. Both mammal (including otter and water vole), and bird populations are much higher in the southern perennial part of the River Till than they are in the drying reaches to the north of the current A303.
- 5.4.207 In addition, the Association suggest that whilst option 1N does pass close to the southernmost boundary of the Parsonage Down National Nature Reserve, the Reserve, is in a seriously degraded state due to poor management, and the majority of the Reserve slopes away to the north and would therefore be protected from noise and visual impact from the road. They state that the River Till (Avon) SAC designation carries a much higher status in terms of protection priority compared with the Nature Reserve.

- 5.4.208 The Association also suggest that Option 1S would have a significantly greater negative impact upon the landscape character and amenity through noise and the visual impact of the viaduct and embankments than would the northern route 1N. In particular, it would have an impact on the ambience of one of the few remaining quiet and peaceful valleys in the area which is regularly fished and walked for recreation. In contrast the location of the Option 1N alignment is already impacted by the existing A303 and is above the highest point at which the river is fished.
- 5.4.209 Finally, the Association suggest the temporary impact of traffic management during the construction phase of option 1N would be outweighed by the permanent impacts of option 1S.

Wiltshire Trail Rider's Fellowship (TRF)

- 5.4.210 The Fellowship believes the proposals would both enhance and respect the Stonehenge World Heritage Site, whilst improving road safety for most vulnerable user groups.
- 5.4.211 However, they object to the proposed creation of a traffic-free byway on the A303 and instead request that the right to use a motor vehicle is conserved on the 400m section of A303 between Amesbury byways 11 and 12. They argue that extinguishing motor vehicle rights of use on this 400m section of A303 would compel users to seek an alternative route via either the A360 or A345, which both have a historically high collision rate where motorcyclists in particular have been disproportionately represented amongst those either killed or seriously injured. They also argue that maintaining a motor vehicle rights would be consistent with 'The A303 Trunk Road (Stonehenge Byway) (Prohibition of Motor Vehicles) Order 200?' and with the conclusions of the Planning Inspector for the previous tunnel scheme in 2004/2005.
- 5.4.212 Whilst they have no preference for 1N or 1S bypass options they request that rights-of-way bisected by any new bypass be given adequate infrastructure to conserve the right for the public to use them by whatever rights subsist, including (where appropriate) the provision of new, dedicated routes and safe passage for all types of user.

Wiltshire Wildlife Trust

- 5.4.213 Preserving the integrity of the World Heritage Site is paramount to Wiltshire Wildlife. The organisation favours a long bore tunnel, spanning the breadth of the WHS.
- 5.4.214 They believe the proposed option will require comprehensive mitigation to offset damaging impacts and maximise opportunities to restore biodiversity and habitats in the wider chalk landscape within and outside of the World Heritage site for terrestrial wildlife, including for mammals (eg. bats), farmland birds, butterflies, and species within the riverine ecosystem, including, fish, plants and invertebrates.
- 5.4.215 The organisation believes the southern bypass option (1S) would have significant impacts on the important River Till SSSI nature conservation site, due to water flow and adjacent wet meadow habitats where it crosses the river. The SSSI is significant for floating *Ranunculus* and supports Bullhead *Cottus gobio* (Annex IIA), Desmoulin's whorl snail *Vertigo moulinsiana* (Annex IIA), Atlantic salmon *Salmo salar* (Annex IIA, Va) and Otter *Lutra lutra* (Annex IIA). It is at risk of not meeting a favourable condition as required by the EU Habitats Directive, due to

lack of resource investment. Mitigation in relation to the road proposals should contribute significantly to the River Restoration Strategy, so the River Till is returned to and maintained in a favourable condition. As a tributary of the River Wylde, mitigation should extend downstream to consider the overall condition of the River Avon SAC.

5.4.216 The Trust is keen to contribute to the thinking around the development of a comprehensive biodiversity strategy for the World Heritage Site.

World Heritage Centre - International Council on Monuments and Sites (ICOMOS)

5.4.217 The United Nations Educational, Scientific and Cultural Organisation's (UNESCO) World Heritage Centre and ICOMOS (International) carried out an advisory mission between 31 January – 3 February 2017, under terms of reference from the Government to provide advice on the scheme proposals in relation to the WHS. The report from the advisory mission can be found at <http://whc.unesco.org/en/list/373/documents/> .

5.4.218 In summary, specifically in relation to the scheme proposals presented for consultation, UNESCO/ICOMOS recommended that:

- Route option F010 should be further explored as an alternative;
- If a longer tunnel was to be pursued as an option, an extension of the tunnel should be considered so that the western portal and its associated approach road would be appropriately located outside the WHS; and
- A location closer to the Countess roundabout should be considered for the eastern portal.

5.5 Matters raised by statutory bodies and non-statutory organisations and groups with Highways England's response

5.5.1 Highways England's responses to matters raised by statutory bodies and non-statutory organisations and groups are contained in Table 5-4 below. Comments that simply endorse the scheme proposals are not necessarily included in the table.

Table 5-4: Matters raised by statutory bodies and non-statutory organisations and groups.

Theme	Matters raised	Highways England response
Alternative proposals	Pursue a dual carriageway without a tunnel.	A dual carriageway through the World Heritage Site (WHS) without a tunnel is not possible. This is because such options would cause unacceptable damage to the Outstanding Universal Value (OUV) of the WHS, would be in contravention of the World Heritage Convention and would not receive development consent, being in conflict with national planning policies. (See TAR, Chapter 5.)
	Take the A303 a mile south, continue south of Winterbourne Stoke and join the Wylve bypass.	Taking the A303 a mile south through the WHS without a tunnel is not possible. This is because such an option would cause damage to the OUV of the WHS, would be in contravention of the World Heritage Convention and would not receive development consent, being in conflict with national planning policies.
	Pursue a route to the south of the WHS (F010).	As explained in the Consultation Booklet, route Option 2 (F010) was discounted before consultation as it would not deliver the scheme objectives as well as the proposed scheme. F010 would run through nearly 14 miles of largely tranquil, high quality, unspoilt countryside. This would necessitate crossings of the Till Valley between Berwick St James and Winterbourne Stoke and of the Woodford Valley between Great Durnford and Upper Woodford on substantial viaducts. Both are a Special Area of Conservation and Sites of Special Scientific Interest (SSSI). The overall environmental impact would be much greater, in terms of effects on local communities, conservation areas, listed buildings, landscape, biodiversity and environmentally designated sites, and with risks of impact on an area rich in archaeology despite being outside the boundary of the WHS. Journey times, travel costs, incidents of accidents and emissions would be higher. Also, because the route doesn't link to existing local roads near the current A303, there would be more traffic and rat-running on those roads rather than less. (See TAR, Chapters 9 & 20.)

	<p>Achieve connectivity for the South West in far less damaging and intrusive manner, including a robust railway link from Waterloo to Exeter and beyond, along with improved internet services.</p>	<p>The problems along the A303 need road improvement solutions consistent with the National Policy Statement for National Networks, as pursued via the Government’s strategy (contained within the RIS) for upgrading the A303 to a dual carriageway expressway. Improved rail and internet services will not address the problems on the A303 and will not deliver the scheme’s objectives.</p>
	<p>Pursue a longer tunnel, with portals closer to or outside the WHS.</p>	<p>A longer tunnel extending closer to or beyond the width of the WHS would not be affordable within the Government’s budget for the scheme and would represent very poor value for money.</p>
	<p>Just provide a separate bypass for Winterbourne Stoke</p>	<p>The design, cost and construction of a bypass for Winterbourne Stoke is inextricably linked with the solution for upgrading the A303 through the WHS. It would not be an effective solution or an efficient use of public funds to split the A303 into two improvement sections between Amesbury and Berwick Down, given that they have to connect with each other at some point.</p>
	<p>Pursue an asymmetric tunnel solution comprising: (a) use of the existing A303 through the WHS as the eastbound carriageway of a new dual carriageway, placed in a tunnel of 2.9km, or less, that emerges just east of The Avenue; and (b) a 4.5km tunnel for the westbound carriageway, bored from just east of The Avenue to emerge just to the west of the WHS.</p>	<p>This option would take more time and would cost significantly more to construct, making it unaffordable within the Government’s budget for the scheme and would represent very poor value for money. The 4.5km long westbound bore would have to be constructed and completed first to carry all A303 traffic flowing in both directions, while the construction of the shorter eastbound tunnelled carriageway would then follow on sequentially, potentially adding years to the total construction period. Putting all A303 traffic in a single bore, even though temporary, would be the equivalent of putting the existing single carriageway congestion problems into a 4.5km tunnel for a long period of time. Savings arising from not having to construct circa 1.5km of new surface dual carriageway through the western part of the WHS would be more than offset, by a substantial margin, by the additional length of bored tunnel carrying the westbound carriageway. Even if the eastbound tunnelled length was to be reduced from 2.9km by up to 400m, there would still be an additional circa 1km overall length of carriageway in tunnel, adding significantly to the cost.</p>
	<p>Re-site western portal closer to line of existing A303 - continue route westwards close to existing A303 to then run north of Winterbourne Stoke.</p>	<p>This suggestion has been adopted following our re-assessment of route options, taking into account the results of recently undertaken surveys, as set out in the SAR.</p>
	<p>Re-site western portal further north-west, closer to line of existing A303 and existing Longbarrow Roundabout.</p>	<p>The suggestion to move the western portal northwards closer to the line of the existing A303 has been adopted following our re-assessment of</p>

		route options, taking into account the results of recently undertaken surveys, as set out in the SAR. The optimum location of the portal and length of tunnel will continue to be reviewed as part of the scheme's continuing development.
	Re-site western portal to the west of Diamond Wood.	Re-siting the western portal between Diamond Wood and the A360 would bring it into conflict with a newly identified barrow grouping discovered from recent archaeological surveys, causing potential harm to the OUV of the WHS.
	Re-site western portal to the west of the scheduled linear ditch running south-east of Longbarrow Roundabout.	Re-siting the western portal between the scheduled linear ditch running south-east of Longbarrow Roundabout and the A360 would bring it into conflict with a newly identified barrow grouping discovered from recent archaeological surveys, causing potential harm to the OUV of the WHS.
	With Option 1N, re-site A303/A360 junction closer to the existing A360.	As set out in the SAR, the A303/A360 junction will be closer to the existing A360 with preferred route than with Option 1N, as shown at consultation. Its optimum location and design will be determined as part of the continuing development of the scheme. Details will be presented at the next stage of public consultation.
	Re-site eastern portal further east, either closer to Countess Roundabout or beyond the eastern boundary of the WHS.	The location for the eastern portal will be kept under review and optimised during the continued development of the scheme. The associated details will be presented at the next consultation stage on the scheme. The portal location is unlikely to be extended much further east as that would create greater impacts on features such as Vespasian's Camp and Blick Mead. Increasing the length of the tunnel would also make the scheme unaffordable, and it would become impractical in terms of accommodating improvement of the Countess Roundabout junction between the A303 and A345 if the tunnel carrying the A303 was to extend that far.
	Build a new bypass from the A303 around Salisbury, incorporating a link to the hospital.	Such a route would not be a satisfactory solution to addressing the problems on the A303 and in delivering the scheme objectives. (See TAR, Chapter 5.)
Cultural Heritage	Nowhere in the WHS is it safe to place a tunnel portal or major new road without affecting something which is important now or will be seen as important in the future.	It is considered that a sensitively designed tunnel solution, with portal locations and route design optimised (for the preferred route running alongside the existing A303), can deliver significant benefits for the Stonehenge WHS whilst avoiding unacceptable adverse impacts. This will continue to be assessed as part of the scheme's ongoing development.
	The tunnel option is misconceived and would have dreadful consequences for the world's most famous archaeological site, its landscape setting and loss of archaeology for future generations.	

	<p>The tunnel would set a bad precedent by allowing large-scale destructive development within a WHS.</p>	
	<p>Undertake and make available Heritage Impact Assessments (HIAs) of options in the WHS, following ICOMOS guidelines.</p>	<p>HIAs following ICOMOS guidelines have been undertaken to inform the sifting of options selected for consultation. Heritage assessments have also been undertaken to inform the choice of preferred route. (See SAR, Appendix E.) And further heritage assessments will continue to be undertaken during the ongoing development of the scheme.</p>
	<p>Balancing benefits of an improvement project against loss to the attributes of OUV resulting from that same project is a fundamentally wrong principle.</p>	<p>The assessments being undertaken have been making clear and will continue to make clear both the positive benefits and any adverse consequences of the scheme proposals.</p>
	<p>Concern about heritage impacts from west tunnel portal and new expressway (construction, presence and use) through west part of WHS on Neolithic & Bronze Age landscape and on winter-solstice sunset alignment, with associated disturbance/destruction of yet-to-be-discovered archaeology that almost certainly exists in this part of the WHS.</p>	<p>These concerns have been considered as part of the re-assessment of route options and choice of preferred route, taking into account the results of recently undertaken surveys, as set out in the SAR. The optimum portal location and length of tunnel will continue to be reviewed as part of the scheme's ongoing development.</p>
	<p>No part of the road, built constructions (bridges, viaducts) or earthworks, signage, vehicles, street lights, vehicle lights, or diffuse or reflected light from vehicles should be visible along the solstitial sightline.</p>	<p>Consideration about potential impacts on the solstitial sightline have been taken on board as part of the re-assessment of route options and choice of preferred route, taking into account the results of recently undertaken surveys, as set out in the SAR. The working assumption for the scheme is that there will be no lighting outside the tunnel running westwards, including no lighting at the new junction with the A360.</p>
	<p>Concern about impacts from east tunnel portal (construction, presence and use) on the settings of The Avenue and Vespasian's Camp, along with potential for the portal cutting to disturb or destroy yet-to-be discovered archaeology and affect the groundwater flow regime feeding the spring at Mesolithic Blick Mead and the peat alongside the Avon containing further archaeological deposits.</p>	<p>These concerns will be taken into consideration as part of the continued development of the scheme, including undertaking all the surveys and studies necessary to inform the optimal location and design of the eastern portal and the assessment of its impacts. The associated details will be presented at the next consultation stage on the scheme.</p>
	<p>Boring beneath the Normanton Down Barrow Group could cause damage through fracturing of the chalk bedrock which could destroy the integrity of intact deposits, including possible disturbance to a shaft burial which may be present amongst the mounds.</p>	<p>The substrata geology will be fully investigated, understood and analysed to inform the method of tunnelling that would be undertaken without risk to disturbance of any overlying archaeology. The preferred route corridor will also be fully and carefully surveyed to check for any indications or signs of burial shafts.</p>

	<p>If the tunnel is lengthened within the WHS and thus needs ventilation shafts, concern about the impacts of any shafts within the WHS.</p>	<p>It is unlikely that the tunnel would be lengthened to the extent that ventilation shafts may be needed. This detail will be considered as part of the continuing development of the scheme and associated ventilation details will be presented at the next consultation stage.</p>
	<p>Incorporate jet fans (as used on some lengthy Alpine tunnels) to avoid the need for visually impacting ventilation shafts, in event of longer tunnel being adopted through WHS.</p>	
	<p>Understand and avoid/mitigate the effects of the A360 & A345 junction proposals on features within and adjacent to the WHS.</p>	<p>Both junctions will continue to be reviewed and designed (after the determination of the preferred route) in a sensitive way, accompanied by mitigation measures aimed at minimising their impacts.</p>
	<p>Concern about the impact of Option 1N on scheduled barrow groups north-west of Winterbourne Stoke which, although outside the WHS, could relate to the WHS setting and OUV.</p>	<p>This concern will be addressed as part of the scheme's design, including mitigation measures to minimise any adverse impacts. The associated details will be presented at the next consultation stage on the scheme.</p>
	<p>Insufficient archaeological survey data along route option footprints to inform the comparison and selection though the WHS and north or south of Winterbourne Stoke.</p>	<p>Surveys and studies have continued in parallel with and post-consultation. Sufficient information has been gathered to inform the choice of preferred route. Further surveys will continue to be carried out to inform the design that will be presented at the next consultation stage on the scheme.</p>
	<p>Determining the locations of the tunnel portals in the WHS is premature before the results of all the archaeological evaluations are available.</p>	<p>Surveys and studies have continued in parallel with and post-consultation. Sufficient information has been being gathered to inform the choice of preferred route. Further surveys, to be carried out during the next design stage, will inform the optimised portal locations and designs, the details of which will be presented at the next consultation stage on the scheme.</p>
	<p>Seek confirmation that the results of all the latest research in the Stonehenge landscape have been taken into account, including the leading-edge geophysics research of the Stonehenge Hidden Landscape project.</p>	<p>These results have been made available to the scheme, and have been and will continue to be taken into account in the assessments of the scheme.</p>
	<p>Maintain high standards of archaeological recovery, both of artefacts from plough soil and of ephemeral features from hand-trowelled subsoil surfaces, within the WHS.</p>	<p>The highest standards of archaeological survey and recovery will continue to be employed throughout the development and delivery of the scheme.</p>
	<p>Cumulative impacts not addressed to include other schemes along the A303/A30/A358 corridor, with consequent under-assessment of impacts on the WHS.</p>	<p>Any relevant cumulative impacts will be taken into consideration as part of the continuing development of the scheme and its assessment. The associated details and results will be presented at the next consultation stage on the scheme.</p>

	Secure support from UNESCO/ICOMOS for the chosen solution and avoid any risk of the WHS being de-listed or put on the endangered list.	Liaison with UNESCO/ICOMOS will continue during the development of the scheme and their views will be made known as the design details unfold and the scheme is taken into the planning process to secure consent for it to proceed to construction.
	Avoiding harm to the WHS should be afforded the highest priority and weighted more heavily than other considerations.	Full weight is being and will continue to be given to the WHS, alongside other considerations that must be taken into account in determining the best solution and in assessing the benefits and impacts of the scheme.
	Archaeology is having too great an influence on the design of the scheme, including the location of the A360 junction.	Archaeology is an important consideration that must be taken into account in determining the best solution and optimum design, along with many other considerations, all of which are being and will continue to be set out for public information and understanding.
	Secure effective communication with the wide community of archaeologists studying the Stonehenge landscape, including consulting archaeoastronomers for expert advice on the scheme.	The views of all have been sought as part of the non-statutory consultation on the scheme. Views will continue to be sought as part of the continuing development of the scheme. Appropriate forums will be arranged to secure expert advice from archaeologists and archaeoastronomers. This includes the establishment of a Scientific Committee (of experts) to support the Heritage Monitoring Advisory Group (comprising Historic England, Wiltshire County Archaeologist, English Heritage and National Trust) in their independent advisory role.
Construction	<p>Minimise disruption during construction and keep full access available to all routes/locations at all times, including temporary controls to deter traffic from rat-running seeking to avoid disruption on the A303.</p> <p>Introduce temporary control and mitigation measures during construction to avoid impacts on people and property, and to afford environmental protection, including protection for groundwater and the Avon river system from risk of pollutant discharge.</p> <p>Ensure all business, including farming operations continue to function during (and post-) construction.</p> <p>Avoid inconveniencing visitors to Stonehenge during construction.</p>	These concerns will be taken into consideration as part of the continued development of the scheme. The relevant details will be presented at the next stage of (statutory) consultation.
Consultation process	In pursuit of preferred route decision-making and securing subsequent agreement/consent, take into consideration and make available information in relation to matters such as:	All these considerations have been taken into consideration as relevant in the determination of preferred route (as set out in the SAR), and will continue to be taken fully into account as part of the ongoing

	<p>Strategic Objectives; Highways and Transport; Public Health and Public Protection; Ecology; Landscape; Public Rights-of-Way; Archaeology and World Heritage Site; Built Heritage; Flood Risk and Drainage; Agriculture; Soils; Groundwater and Contaminated Land; Fisheries, Biodiversity and Water Framework Directive; Water Quality and Pollution Prevention; and Waste.</p>	<p>development and assessment of the scheme. Full environmental impact assessment will be undertaken, informed by comprehensive survey data and studies, along with a full heritage impact assessment (HIA) of the preferred solution, carried out in accordance with ICOMOS guidelines. All the relevant statutory agencies will be fully engaged. Interim details will be presented at the next statutory consultation stage on the scheme, prior to a full Environmental Statement and HIA being published as part of the application for development consent.</p>
	<p>Consultation period not long enough.</p>	<p>The consultation period was long enough to satisfy its purpose of gaining feedback and information to be taken into consideration as part of the decision-making on the preferred route. The non-statutory consultation was at an early stage in the development of the scheme, with the specific purpose of securing feedback to inform the choice of preferred route, and will be followed by a further stage of statutory consultation when more details of the scheme will be presented for public comment.</p>
	<p>Exhibition venues should have been spread wider, to include Avebury area for instance.</p>	<p>The exhibition venues were focussed on the local area to enable those people and communities most directly affected to attend and inform themselves about the proposals and to feedback their views. There were sufficient numbers of exhibitions to enable people from slightly further away to choose a date and time convenient for them to attend. There were also exhibitions further west on the A303 route and in London to pick up wider interested audiences. However, this feedback will be taken into consideration in determining the locations of exhibition venues at the next stage of (statutory) consultation.</p>
	<p>Perception that consultation was just for local views when the A303 has a national context and the WHS has an international context.</p>	<p>While the exhibition venues were focussed on the local area, to enable those people and communities most directly affected to attend and inform themselves about the proposals and to feedback their views, there were also exhibitions further west on the A303 route and in London to pick up wider interested audiences. Also, the advertising arrangements made were geared towards informing a national and international audience. And the spread of views received, from as far afield as Australia, China and USA, as well as Europe, and across the country, shows how successful the advertising was.</p>
	<p>More options should have been included in the consultation avoiding damage to the WHS, including - longer tunnels; the route outside the southern boundary of the WHS (F010); multi-modal; and demand management measures.</p>	<p>The options presented for consultation were those sifted from the widest range of possibilities, as explained in the TAR. These have been determined as the best options meriting consultation, which could be developed further and built, subject to the views and feedback received.</p>

		The TAR explains why other, options such as F010, have been discounted.
	Modelling presented did not provide clear, accurate representation of routes.	The modelling presented was only intended to give an outline impression of how the proposals/options might look. The scheme is at an early stage in its development and the outline material presented was considered sufficient information for people to express their views and raise concerns that could be further appraised as relevant to the determination of the preferred route. More detailed proposals will be presented at the next stage of consultation on the scheme.
	Methodologies inadequate for assessing, comparing, sifting, choosing between, discarding and preferring options presented for consultation.	The methodologies employed are those prescribed for undertaking appraisals at this early stage in the development of such schemes, and are deemed appropriate for sifting route options and choosing a preferred route.
	Perceived prejudice in favour of southern (Option 1S) bypass for Winterbourne Stoke in the way the comparison is presented in the consultation material with the northern option (Option 1N).	There was no prejudice in presenting the comparison between Options 1N & 1S. The appraisal and comparison of these options has since been undertaken without bias, as presented in the SAR.
	Insufficient information provided for consultation, including the likes of, archaeological evaluations, hydro-geological analysis, heritage impact assessments, appropriate assessments and noise and air quality predictions.	The scheme is at an early stage in its development and the information presented was considered sufficient for people to express their views and raise concerns that could be further appraised as relevant to the determination of the preferred route. More detailed proposals, with accompanying information, will be presented at the next stage of consultation on the scheme.
	Achieve full understanding of all mitigation measures such as screening to reduce noise impacts & visual intrusion, groundwater protections, plus use of surplus excavated material from the tunnel – affording full protection to people, property, communities, environmental designations and important habitats.	Comprehensive mitigation measures will be included within the scheme proposals as part of its continued development. Details will be presented at the next consultation stage, along with clear explanations of the measures proposed and any residual impacts. This will include explanation of the intended use and/or disposal of material to be excavated for the bored tunnel.
	Re-run the consultation to provide the public with more information and a range of options that cause no further harm to the WHS.	The options presented for consultation were those sifted from the widest range of possibilities, as explained in the TAR. These were determined as the best options that merited being consulted on, which could be developed further and built, subject to the views and feedback received. The TAR explains why other options, such as F010, have been discounted. These options were no longer being pursued, so

		consulting on them would have misled the public, raising false expectations and unnecessary concern.
	The way the consultation was undertaken is contrary to the principles of public participation and contrary to the Aarhus Convention.	The non-statutory consultation was specifically designed and carried out to seek views on proposals that have emerged from an extensive route-sifting exercise. It has achieved its purpose in securing feedback that has been taken into account in determining the preferred route for the scheme.
	Difficult to see how the proposals conform to the Government's commitments under the terms of the World Heritage Convention and Valetta Conventions and planning policies (including the WHS Management Plan policies) on the protection of a WHS.	The tests set by these conventions and policies will be set out clearly as part of the scheme's application for development consent, along with how well the scheme proposals fare against the tests.
	Concern that consultation is a futile exercise – that views are not being heard.	This Report on Public Consultation, setting out Highways England's responses to the views received, demonstrates how those views have been taken into consideration, feeding into the determination of the preferred route as set out in the SAR, and/or informing the continued development of the scheme.
Economic	Improved route connectivity needed to support job creation and serve the economy.	This will be served by the delivery of the scheme as part of the A303 programme of improvements to upgrade the route to expressway standard.
	Tunnel is too expensive and/or a waste of money.	The extensive sifting of corridors and routes set out in the TAR has shown that a tunnel is the best way of securing the needed improvement of the A303 past Stonehenge. A route via the WHS would not be possible without a tunnel. The cost of the tunnel is justified by the heritage benefits the scheme would bring as well as the transport and economic benefits.
	Concerns about the certainty of funding this expensive scheme.	In its Road Investment Strategy, the Government has indicated its commitment to this scheme as part of a programme of improvements to upgrade the A303 route to expressway standard.
	Prospect of the tunnel soaking up all the funds allocated to the A303 corridor.	The costs of the tunnel will be carefully controlled to ensure the scheme remains affordable within the budget allocated by the Government to the A303 corridor.
	Confirm tolling or charging proposals.	There is no intention to introduce tolling or charging on the A303.
	Scheme represents poor value for money and would fail to achieve its objectives.	As set out in the SAR, the scheme offers the best value solution to deliver the objectives set by Government.

	Uncertainty of traffic-flow modelling and prediction, with alleviation becoming ineffective after 2051, based on forecasts.	The traffic modelling will continue to be updated as the scheme develops. It is anticipated that the upgrading of the A303 to a dual-carriageway expressway will both address current congestion and provide a high level of service in the long-term.
Engineering	Avoid road lighting in the WHS and minimise expressway furniture.	The working assumption on the scheme is that there will be no lighting outside the tunnel in the WHS. The only lighting anticipated on the scheme is at the proposed new grade-separated junction with Countess Roundabout where there is already lighting. The existing lighting at Longbarrow Roundabout would be removed, and expressway furniture in the WHS would be kept to a minimum.
	Avoid increasing embankment heights to unacceptably intrusive levels, including in association with the viaduct crossing of River Till.	This aim will be included as part of the continued development of the scheme. The relevant details will be presented at the next consultation stage on the scheme.
	Ensure any risks of flooding with Till and Avon are not increased.	The design of the scheme, including the width of viaduct crossing of the Till, will ensure there are no increased risks of flooding.
	Concern about responding to a fire incident in the tunnel.	This concern will be addressed as part of the continued development of the scheme, working closely with the emergency services over the design of the tunnel and the arrangements that will be put in place to facilitate the most effective response in the event of a fire in the tunnel. The relevant details will be presented at the next consultation stage on the scheme.
	Tunnel maintenance will cause future delays and cause traffic to divert off the A303.	The tunnel will be constructed with twin-bores, one accommodating eastbound traffic and the other westbound traffic. Regular maintenance of the tunnel would be undertaken at night in one bore, while traffic is kept flowing on the A303 in contraflow via the second of the twin bores. There will be no need for traffic to divert and there will be fewer delays than occur currently when maintenance has to be carried out on the existing road.
	Control scale of A360 junction to avoid unacceptable impacts on WHS.	This aim will be included as part of the continued development of the scheme. The relevant details will be presented at the next consultation stage on the scheme.
	Provide A303 flyover above A360.	Optimisation of the A360 junction location and layout will be pursued as part of the development of the scheme. The relevant details will be presented at the next consultation stage on the scheme.
	Avoid cut & cover construction for the tunnel in the WHS.	The intention is for the tunnel to be constructed using boring machines. Any cut & cover construction within the WHS would only be pursued as

		part of mitigation measures designed to reduce the impact of the scheme.
	Retain full-movement access junction at Countess, separate from Solstice Park junction which should also be retained.	This will be considered as part of the continued development of the scheme, when the best location and layout of the new junction with the A345 will be decided. The relevant details will be presented at the next consultation stage on the scheme.
	Instead of an A303 flyover at Countess Roundabout, have A345 flyover above A303, or take either A303 or A345 in a subway below the existing roundabout.	The options for the different forms of grade-separation at Countess will be considered as part of the continued development of the scheme, when the best location and layout of the new junction with the A345 will be decided. The relevant details will be presented at the next consultation stage on the scheme.
Environment	Avoid any adverse impacts on European-designated sites within the area of the scheme.	This aim will underpin the continuing development and assessment of the scheme. A full environmental impact assessment will be undertaken, informed by comprehensive survey data and studies, of the preferred solution. All the statutory agencies will be fully involved. Associated interim details and results will be presented at the next consultation stage on the scheme, prior to a full Statement being published as part of the application for development consent.
	Seek opportunities to enhance the natural environment and deliver more than 'no net loss' from the scheme, including support for the River Avon Restoration Plan.	This opportunity will be explored as part of the continuing development and assessment of the scheme, working in close liaison with Natural England and the Environment Agency.
	Landscape integration is more important than seeking a striking, novel, or futuristic tunnel portal designs.	This consideration will be part of the continued development of the scheme. The relevant details will be presented at the next consultation stage on the scheme.
	Western portal is too close to the RSPB stone curlew reserve on Normanton Down, with the potential to affect at least 5 stone-curlew breeding sites.	The idea of moving the western portal further away from the Normanton Down RSPB reserve has been adopted following the re-assessment of route options and choice of preferred route, taking into account the results of recently undertaken surveys, as set out in the SAR.
	Removal of the A303 past Stonehenge could lead to increased recreational disturbance in the proximity of the RSPB Normanton Down nature reserve, making it less favourable for the stone-curlew.	This concern will be addressed as part of the planned access management between the northern and southern parts of the WHS that are currently severed by the A303. This will involve close working between all the parties wishing to seeing the proposals set out in the WHS Management Plan come to fruition in a way that avoid unintended adverse consequences.

	<p>Ensure all considerations are fully and properly appraised in comparison of northern (Option 1N) and southern (Option 1S) bypass options for Winterbourne Stoke, including: noise, air quality, landscape, heritage, ecology, hydrology, rights-of-way and local community (people, property & severance) and business impacts.</p>	<p>All relevant considerations have been taken into account in the appraisals of Option 1N vs. Option 1S, including consultation feedback received and the findings of further surveys that have recently been undertaken, as set out in the SAR.</p>
	<p>More rigorous survey examination for the whole scheme to inform the assessment and choice of options.</p>	<p>Surveys have been ongoing during 2017, and the findings have been brought to bear on the assessments of route options to inform the choice of preferred route.</p>
	<p>Likelihood of Option 1N to significantly detract from the landscape and tranquillity of the Parsonage Down National Nature Reserve.</p>	<p>This consideration has been taken into account in the appraisals of Option 1N vs. Option 1S to inform the choice of bypass for Winterbourne Stoke, as set out in the SAR.</p>
	<p>Option 1S crossing the Till where it is more heavily tree-lined, with the option also crossing directly over a diverse wetland system including a pond, river and adjacent ditches, having the potential capacity to significantly impact the diversity of the aquatic habitat within this system.</p>	<p>These considerations have been taken into account in the appraisals of Option 1N vs. Option 1S to inform the choice of bypass for Winterbourne Stoke, as set out in the SAR.</p>
	<p>Effects on the barn owl population successfully restored on and adjacent to Option 1S - confirmation sought that Highways England holds up-to-date data on barn owls for the area which is being fully considered in assessing the two bypass options for Winterbourne Stoke as population levels differ considerably along and adjacent to the two options.</p>	<p>This consideration has been taken into account in the appraisals of Option 1N vs. Option 1S to inform the choice of bypass for Winterbourne Stoke, on the basis of up-to-date data that is held by Highways England, as set out in the SAR.</p>
	<p>Local ecology and amenity value along Till Valley said to be higher to the south of Winterbourne Stoke than to the north.</p>	<p>These considerations have been taken into account in the appraisals of Option 1N vs. Option 1S to inform the choice of bypass for Winterbourne Stoke, as set out in the SAR.</p>
	<p>Concern about impacts from eastern portal on Nile Clumps of protected trees.</p>	<p>This concern will be taken into consideration as part of the optimisation of the eastern portal location and design, which will be pursued as part of the development of the scheme. The relevant details will be presented at the next consultation stage on the scheme.</p>
	<p>Environmental appraisal methodologies inadequate for purpose of drawing comparison between route options and making best choice.</p>	<p>The methodologies employed are those prescribed for undertaking appraisals at this early stage in the development of such schemes, and are deemed appropriate for sifting route options and choosing a preferred route.</p>

	Use of excavated phosphatic chalk potentially causing ecological and health impacts.	This concern will be taken into consideration as part of the development of the scheme. This will include consideration of how excavated chalk can be put to best use in constructing and mitigating the impacts of the scheme, without creating ecological or health impacts. The relevant details will be presented at the next consultation stage on the scheme.
	Fully assess and mitigate noise and visual impacts arising from introducing grade-separation at Countess on: adjacent properties, businesses and Amesbury Abbey parkland, and nearby Blick Mead and Vespasian's Camp.	This assessment will be undertaken as part of the development of the scheme. The associated details and results will be presented at the next consultation stage on the scheme, and a full Environmental Statement will be published as part of the application for development consent.
Land requirements	No account taken of the potential availability of Boscombe Down MOD land within the assessment of F010.	The availability of MOD land at Boscombe Down was considered as part of determining the optimum alignment for option F010 which was then discounted in favour of the proposed scheme as explained in the TAR.
	Appoint agricultural liaison officer to lead on all farmer communications.	A lead officer will have responsibility for liaising with all affected farmers and landholders.
	Farmers to know if and when their land will be taken, with acquisition minimised and mitigation actions agreed in advance of construction.	Close liaison with affected farmers and landholders will be maintained during the continued development of the scheme after the announcement of the preferred route. Relevant information about the scheme proposals and timings will be shared as part of the close liaison.
	No compulsory purchase of land in order to take waste and spoil from the construction works.	No compulsory purchase of land will be sought without the land being essential to accommodate the construction, mitigation, operation and maintenance of the scheme.
Legacy	Make solution fit for future generations.	This aim will be part of the continued development of the scheme.
	Use redundant section of A303 west of Winterbourne Stoke for community benefit, such as football pitch.	This suggestion will be considered as part of the continued development of the scheme, in liaison and discussion with the local community. Any relevant details will be presented at the next consultation stage on the scheme.
	Create safe non-motorised pathway from Winterbourne Stoke into the WHS, across A360.	This suggestion will be considered as part of the continued development of the scheme, in liaison and discussion with the local community. Any relevant details will be presented at the next consultation stage on the scheme.

	<p>Provide 'brown signs' on A303 advertising local services in Winterbourne Stoke.</p>	<p>This suggestion will be considered as part of the continued development of the scheme, in liaison and discussion with the local community, but it may be that the nature of the services available in Winterbourne Stoke do not meet the criteria for 'brown signs'. Any relevant details will be presented at the next consultation stage on the scheme.</p>
	<p>No adverse consequences on voluntary agreements between farmers and Natural England, relating to agri-environment schemes to produce both food and environmental outcomes.</p>	<p>This aim will be taken on board as part of the continued development of the scheme, in liaison and discussion with the local farming community and Natural England.</p>
	<p>Exhumation licences to be readily available for public scrutiny for any burial remains encountered which should then be reburied, even after a limited period of scientific study of the bones or ashes.</p>	<p>This request will be considered as part of the continued development of the scheme. Any relevant arrangements will be made at the appropriate time.</p>
	<p>Placing a steel-reinforced tube right across this landscape is worrying for those who believe in the old religions as it might cut off those energies sought specifically for worship at Stonehenge.</p>	<p>This concern will be taken into consideration as part of the continued development of the scheme. Relevant design details of the tunnel will be presented at the next consultation stage on the scheme.</p>
	<p>Concern about tunnel longevity, and irreversible nature of the scheme, creating legacy problems for the future, making £1billion on this scheme a waste.</p>	<p>This concern will be taken into consideration as part of the continued development of the scheme. Relevant design details of the tunnel, including the potential for it to be de-commissioned (reversed) at some point in the future, will be presented at the next consultation stage on the scheme.</p>
	<p>Tunnel is a security risk in proximity to nearby military installations.</p>	<p>This concern will be taken into consideration as part of the continued development of the scheme, working in close liaison with the MOD and the emergency services.</p>
	<p>Involve emergency services in planning future operation of tunnel.</p>	<p>The emergency services will be fully involved in planning the future operation of the tunnel. A Tunnel Safety and Consultation Safety Group (TDSCG), incorporating the emergency services meets now and will continue to meet in the future as the scheme continues its development.</p>
	<p>Concern about free and unfettered access to Stonehenge - lacking detail about access from Amesbury.</p>	<p>The scheme will improve access to Stonehenge, including the ability for pedestrians, cyclists and equestrians to access the WHS from Amesbury via Stonehenge Road over the top of the tunnel. This concern will be kept under consideration as part of the continued</p>

		development of the scheme. Relevant details will be presented at the next consultation stage.
	Concerns about vulnerable road users and the need for pedestrian and cycle facilities along and across the route to be improved.	The concern will be kept under consideration as part of the continued development of the scheme. Relevant details will be presented at the next consultation stage on the scheme.
	Contribute to the River Avon Restoration Plan objectives and achievement of 'favourable condition' status for the Hampshire Avon SSSI.	This opportunity will be explored as part of the continuing development and assessment of the scheme, working in close liaison with Natural England and the Environment Agency, particularly over improved controls of drainage discharge than exist currently.
	Enhanced leisure and recreational facilities such as angling on the Avon & Till.	This opportunity will be explored as part of the continuing development and assessment of the scheme, which may be facilitated by improved controls of drainage discharge than exist currently.
	Scheme must include provision for the full costs of long-term archaeological storage of archives resulting from excavation and survey.	This request will be kept under consideration for resolution during the continued development of the scheme.
Need	Notorious bottleneck on a major route to the South West.	The scheme will address this bottleneck as part of the A303 programme of improvements to upgrade the route to expressway standard.
	Communities suffering from rat-running traffic seeking to avoid A303 congestion.	The scheme will bring significant reductions in rat-running. The issue will be kept to the fore as part of the continued development of the scheme, especially in the context of junction arrangements facilitating a best fit with the local road network. Relevant details will be presented at the next consultation stage on the scheme.
	Traffic problems lead to associated health and safety issues.	The scheme will remove the problems of congestion on the A303 that can give rise to associated health issues, and will improve safety on the network.
	Business badly affected now by existing congestion.	The scheme will remove the congestion problems that exist on the A303 past Stonehenge.
	Inadequate determination of need and appraisal of alternatives in the Technical Appraisal Report.	The approach and methodology set out in the TAR follows and employs standard prescribed practices for appraising major road schemes through this early stage in their development.
	Traffic case for widening the single carriageway to an expressway is unconvincing.	The need for improvement of the A303 was examined as part of the 2014 study of the route. Based on the findings of the study, the Government decided to include the upgrading of the A303 to an expressway in its published Road Investment Strategy.

<p>Traffic and transport</p>	<p>Failure to appraise the traffic increase from a wider area reassignment into the traffic model.</p>	<p>The traffic model does cover the wider regional area in terms of the effects of the scheme on wider distributional traffic movements. The modelling has provided validated forecasts that are sufficiently robust to inform the comparison of route options and the choice of preferred route. As the scheme continues its development, the modelling will continue to be reviewed and updated to ensure the forecasts used for the assessment of the preferred solution are wholly robust as needed for that stage of assessment.</p>
	<p>Make A360/B3086/The Packway/A345 route suitable for accommodating diverted traffic, including reconfiguring layout of Rollstone Crossroads to deter rat-running onwards to Shrewton.</p>	<p>This diversion route will be discussed with Wiltshire Council, as highway authority for the local network, with a view to determining what measures should be developed and implemented to ensure the route can be used safely when diversion might be needed without causing unintended adverse consequences, particularly in deterring rat-running traffic from using unsuitable local roads.</p>
	<p>Use intelligent technology now to co-ordinate traffic flows between the existing Longbarrow and Countess junctions, especially at peak times, regardless of future plans for these junctions.</p>	<p>Highways England will continue to consider whether any beneficial short-term measures (including intelligent technology) can be introduced that can provide a return on investment in the period up to the construction and opening of the new road.</p>
	<p>Adopt signing strategy that encourages Stonehenge visitors to access Visitor Centre from A303 via new junction with A360.</p>	<p>This consideration will be a fundamental part of the signing strategy to be developed for the scheme. Relevant details will be presented at the next consultation stage on the scheme.</p>
	<p>Assurance that the proposed tunnel will be available for all road users, including goods vehicles carrying dangerous goods.</p>	<p>The tunnel will not be able to accommodate abnormal high-load vehicle movements. The need for any other vehicle restrictions will be reviewed during the continuing development of the scheme. Any restrictions will be clarified at the next consultation stage on the scheme.</p>
	<p>Implement traffic management arrangements that make clear weight restrictions on local roads and HGV initiatives such as parking provisions along the A303.</p>	<p>This consideration will be a fundamental part of the signing strategy to be developed for the scheme, in close liaison and discussion with Wiltshire Council (as highway authority for the interacting local road network). Relevant details will be presented at the next consultation stage on the scheme. Highways England will also secure close liaison across its other projects on the A303 in considering how facilities for road users, including parking for HGVs, can best be provided.</p>
	<p>No impositions of weight or other restrictions on agricultural vehicles using the A303, including within the tunnel.</p>	<p>The tunnel will not be able to accommodate abnormal high-load vehicle movements. The need for any other vehicle restrictions will be reviewed during the continuing development of the scheme. Any restrictions will</p>

		be discussed with the local farming community and clarified at the next consultation stage on the scheme.
	Avoid any increase in severance caused by a realigned A303 cutting across cycling routes via 'cycle-proofed' junction designs and crossing facilities, incorporating high-standard signage to aid NMUs to negotiate the network and encourage sustainable travel for local residents and visitors.	This consideration will be a fundamental input to the continued development of the scheme. One of the aims of the scheme is to enhance NMU movements to and within the WHS. The scheme will be designed in a way that accommodates and best facilitates NMU movements. Relevant details will be presented at the next consultation stage on the scheme.
	Secure a bound-surface access between Stonehenge Road and Longbarrow Roundabout for cycle movements that would not be permitted through the tunnel.	Cycle movements will be accommodated via a suitable bound-surface along the new byway to be provided between Stonehenge Road and Longbarrow Roundabout. Relevant details will be presented at the next consultation stage on the scheme.
	Maintain connectivity to all rights-of-way with their current status, including retained motorised access between Amesbury Byways 11 & 12.	Maintaining connectivity to and between existing rights-of-way will be a key consideration in the continuing development of the scheme. Relevant details will be presented at the next consultation stage on the scheme.
	Impose weight and width restrictions and strict speed limits on C42 road from Amesbury as a key National Cycle Route which gives access to the southern part of the WHS.	Considerations about what measures might be introduced on the local road network to take advantage of the opportunities offered by the scheme will be discussed with Wiltshire Council, as local highway authority. The Council will then decide what measures it wishes to pursue.
	Maintain footpath access between Amesbury and Durrington, and access to the A303 from the Longbarrow junction.	All footpath access will be maintained, with such considerations feeding into the development of the scheme. Relevant details will be presented at the next consultation stage on the scheme.
	Achieve clarity over how north-south bus movements would be facilitated.	This matter will be considered as part of the continuing development of the scheme. Relevant details will be presented at the next consultation stage on the scheme.

5.6 Matters raised by landholders with Highways England's response

5.6.1 Table 5-5 below sets out matters raised by potentially affected landholders and Highways England's responses.

5.6.2 Landholders who have responded as organisations have been included in section 5.4 above and matters they raise have been responded to in Table 5.4 in section 5.5.

Table 5-5: Matters raised by landholders

Theme	Matter raised	Highways England response
Alternative proposals	Suggestion that the A360 junction for the northern bypass (Option 1N) be moved closer to the existing Longbarrow roundabout.	As set out in the SAR, the A303/A360 junction will be closer to the existing A360 with the chosen preferred route than with Option 1N, as shown at consultation. Its optimum location and design will be determined as part of the continuing development of the scheme. Details will be presented at the next stage of public consultation.
	Support for a 2.1km tunnel following the existing route of the A303, as developed during the 2004 scheme, also with the possibility of minor alterations to the A360 junction to preserve heritage.	Assessments of a shorter tunnel than the 2.9 km length put forward for consultation have shown there would be unacceptable damaging impacts on the Outstanding Universal Value of the WHS (see TAR, Chapter 6). However, suggestions for the route to run parallel with the existing A303 have informed the determination of the preferred route as set out in the SAR. The location and layout of the junction with the A360 will be optimised during the ongoing development of the scheme, with the details presented at the next consultation stage.
	Support for moving the western portal closer to the existing A303 alignment.	This suggestion has informed the choice of preferred route, aligning it to run alongside the existing A303, as set out in the SAR.
	Support for a longer tunnel, running the entire width of the WHS.	As indicated in the TAR (see Chapter 7) longer tunnel options, up to (or longer) than 4.5 km, were considered unaffordable and so discounted.
	Proposal for local councils to improve pedestrian areas.	We will liaise with local councils during the continued development of the scheme, for them to assess opportunities created by the scheme to improve pedestrian facilities.
	Suggestion that the eastern portal be moved further west.	The proposed location of the eastern portal aims to allow the reconnection of The Avenue where it is currently severed by the existing A303. The location will be kept under review and

		<p>optimised during the continued development of the scheme. The associated details will be presented at the next consultation stage.</p>
	<p>Proposal to bridge the A345 over the Countess roundabout.</p>	<p>The layout for the A345 junction has yet to be determined and this option will be assessed as the scheme develops.</p>
	<p>Proposal to move the southern bypass A360 junction as far north as possible, close to the existing A303.</p>	<p>The location of the A360 junction will be close to the existing A303 as a consequence of the choice of preferred route. The optimum location and design of the junction will be determined as part of the continuing development of the scheme.</p>
	<p>Proposal for a surface level dual carriageway through the WHS, following the existing alignment.</p>	<p>As outlined in the TAR (Chapter 5) surface routes (without a tunnel) through the WHS were discounted, as they would cause substantial harm to the OUV of the site.</p>
Cultural heritage	<p>Concern that the northern bypass alignment would impact on archeologically significant sites, including Celtic fields, medieval settlements, barrow groups, the water meadows and listed buildings.</p>	<p>Such concerns have been taken into account in the appraisal of Option 1N vs. Option 1S, however the northern option has emerged as the better option in balancing the relative advantages and disadvantages against a range of considerations, as set out in the SAR.</p>
	<p>Assertion that the impact of the northern bypass alignment on archeologically significant sites including the Coniger enclosure, round barrow cemetery and Romano-British settlement would be minimal due to distance.</p>	<p>These considerations have been taken into account in the appraisal of Option 1N vs. Option 1S, with the northern option emerging as the better option in balancing the relative advantages and disadvantages against a range of considerations, as set out in the SAR.</p>
	<p>Concern that the northern bypass would have a visual impact on the WHS, Stonehenge Visitor Centre, Long Barrows and Parsonage Down, and would have noise impacts on the WHS.</p>	<p>Such concerns have been taken into account in the appraisal of Option 1N vs. Option 1S, however the northern option has emerged as the better option in balancing the relative advantages and disadvantages against a range of considerations, as set out in the SAR. Appropriate mitigation measures will be introduced as part of the ongoing scheme development, with proposals presented at the next consultation stage.</p>

	<p>Assertion that the southern bypass would reconnect important archaeological sites including the Coniger enclosure, roman village and Parsonage Down.</p>	<p>These considerations have been taken into account in the appraisal of Option 1N vs. Option 1S, with the northern option emerging as the better option in balancing the relative advantages and disadvantages against a range of considerations, as set out in the SAR.</p>
	<p>Assertion that the southern bypass would minimise the need for a large junction impacting on the WHS.</p>	
	<p>Concern that the southern bypass will impact on the historic landscape and archaeology currently being investigated.</p>	
	<p>Concern that the southern bypass changes the position of the western portal and A360 junction, impacting on the WHS.</p>	<p>These considerations have been to the fore in the appraisal of Option 1N vs. Option 1S, with the northern option emerging as the better option in balancing the relative advantages and disadvantages against a range of considerations, as set out in the SAR. Both the western portal and the A360 junction will be adjacent to the existing A303, minimising their intrusion on the WHS.</p>
	<p>Concern that the eastern portal position will impact on the Nile Clumps tree group.</p>	<p>The Nile Clumps of trees will not be directly affected by the eastern portal.</p>
	<p>Concern that the western portal has been located in an untouched area of the WHS, in order to avoid impacting on monuments that have already been affected by the A360 and Stonehenge Visitor Centre.</p>	<p>These considerations have been taken into account in the appraisal of options through the WHS, with the preferred route running parallel to the existing A303 emerging as the best option, as set out in the SAR.</p>
	<p>Assertion that a western portal closer to the existing A303 alignment would not be visible from Stonehenge.</p>	<p>This assertion is true and has been taken into consideration in the choice of the preferred route.</p>
	<p>Concern that the western portal will impact on monuments at Normanton Down, including the Normanton Barrow Group, Lake Barrow Group and the landscape they are designed to overlook.</p>	<p>These considerations have been taken into account in the appraisal of options through the WHS, with the preferred route running parallel to the existing A303 emerging as the best option, as set out in the SAR.</p>
	<p>Concern that traffic travelling between the western portal, A360 junction and southern bypass would be visible from Stonehenge and in line with the winter solstice sunset.</p>	<p>This concern has been considered as part of the re-assessment of route options through the western part of the WHS. The choice of preferred route running parallel to the existing A303 ensures there will be no conflict with the winter solstice sunset.</p>
	<p>Concern that the scheme will impact on Amesbury Abbey.</p>	<p>Changes to the existing A303 where it passes by Amesbury Abbey will be developed in a way that seeks to minimise the possibility of any adverse effects. Details will be produced for consultation as part of the continuing development of the scheme.</p>

	<p>Concern that The Avenue has already been damaged and so reconnecting it should not be prioritised.</p>	<p>The Avenue is part of the original 1986 inscription for the Stonehenge WHS. Working closely with heritage organisations, the reconnection of The Avenue where it is currently severed by the existing A303 has been identified as a major benefit for the WHS.</p>
	<p>Concern that public exploration of a wider area of the WHS will harm its OUV, due to litter, noise and camping impacting on archaeology and wildlife.</p>	<p>Plans for access management within the WHS will be developed by those responsible for the WHS Management Plan in close consultation with affected landholders, taking advantage of the opportunity created by the tunnel enabling the northern and southern parts of the WHS to be reconnected. Concerns such as those raised will be addressed in forming the access proposals.</p>
	<p>Concern that construction and use of the scheme would impact on the OUV of the WHS and compromise the World Heritage Status of the site.</p>	<p>Close collaboration with heritage organisations will continue, to ensure that the OUV of the WHS is not compromised. The proposals have been and will continue to be subject to full Heritage Impact Assessments, following ICOMOS guidelines. Essentially the scheme proposals are seeking to secure an overall improvement within the WHS in removing many of the adverse impacts of the existing road.</p>
	<p>Concern that the proposals focus on Stonehenge in isolation, rather than impact on the WHS as a whole.</p>	<p>Heritage Impact Assessments undertaken for the scheme are in relation to the OUV for the WHS as a whole, not just for Stonehenge. The aim is to secure an improvement for the entire WHS, recognising that new construction will have adverse effects, but that the overall balance will result in an overall improvement in comparison with the adverse effects caused by the existing road.</p>
	<p>Concern that intrusive archaeological works must be completed in a sensitive manner, adhering to the WHS Management Plan.</p>	<p>The highest standards of archaeological survey and recovery will continue to be employed throughout the development and delivery of the scheme, under the scrutiny of the Heritage Monitoring Advisory Group (comprising Historic England, Wiltshire Council, English Heritage and the National Trust) supported by a Scientific Advisory Committee of archaeologists with expertise in the Stonehenge WHS.</p>
	<p>Concern that the assessment has given preferential treatment to heritage issues.</p>	<p>Given the WHS context for the scheme, the views of heritage bodies must be heard, along with the views of all others with relevant points to make. However, as set out in the Consultation Booklet, options for the scheme have been assessed against 4 objectives, covering transport, economic growth, cultural</p>

		heritage, and environment and community. The heritage benefits are being considered in balance with the benefits to be secured for the other scheme objectives in determining the best solution.
Construction	Concern that construction compounds could impact on the value of surrounding land, attract crime and affect the environment.	Proposals for construction compounds will be developed as part of the ongoing development of the scheme taking into consideration such concerns. Given the sensitivity of the WHS, it is inevitable that the compound(s) will be sited outside the WHS.
	Concern that land temporarily acquired and occupied for construction is fully reinstated following use.	The need for any land to be acquired temporarily to enable the scheme's construction will be made clear as part of the application for development consent. The land affected will be fully reinstated following construction.
	Concern that construction of the scheme could cause traffic disruption that would impact on business and farming operations and local communities, including Amesbury.	The management of traffic during construction will be considered at the next stage in the development of the scheme in close liaison with Wiltshire Council, prior to it being submitted for development consent. Accompanying plans and controls will seek to minimise any disruption on the existing A303 and interacting local road network.
	Assertion that the disruption caused by construction of the southern bypass will be less than the northern.	Potential temporary impacts during construction have been factored into the comparison of the northern and southern options for bypassing Winterbourne Stoke, with an overall balance of effects demonstrating that the northern option is the better choice, as set out in the SAR.
	Concern that drivers could be distracted by construction of the northern bypass, leading to accidents.	Proposals for managing traffic during construction will be considered as part of the ongoing development of the scheme, with safety prioritised to avoid risks of drivers being distracted.
	Concern that road closures required to construct the northern bypass will cause major traffic disruption in the area.	The construction of the northern bypass will not give rise to any particular difficulty or cause road closures. Proposals for managing traffic during construction will be put forward at the next consultation stage when this can be demonstrated,
	Concern that access to farms for agricultural machinery, contractors and grain lorries is maintained throughout construction.	These concerns will be addressed as part of the traffic management planning during construction to ensure farm access is maintained throughout.
	Proposal to keep tunnel spoil in the vicinity of the western portal, to avoid traffic disruption.	The extent to which the excavated material from the tunnel can be used as part of the scheme proposals (including mitigation measures such as earth-shaping to achieve better landscape

		integration) will become clearer during to next design stage on the scheme. Proposals will be presented at the next consultation stage which will also take into consideration the aim of avoiding traffic disruption.
	Concern that the northern bypass may be more difficult to build.	The northern bypass does not present any particular difficulty from an engineering perspective that would make it more difficult to construct.
	Concern that the use of byways during construction could disrupt farming operations and affect byway surfaces.	The byways will not be used for construction access, but the potential for increased use by others will be reviewed in liaison with Wiltshire Council during the ongoing development of the scheme to determine whether any temporary measures need to be considered.
	Concern that construction of the scheme could impact on the hydrology and hydrogeology in the area, affecting water supplies, arable soil and the habitat and ecology along the rivers Avon and Till.	Work to fully understand the impact of construction on hydrology and hydrogeology in the area is ongoing. Information on our findings and any proposed mitigations will be made available at the next consultation stage. It is anticipated that the scheme design and methods of construction can be geared to ensure there is no risk of unacceptable adverse impacts.
	Concern around noise and light pollution from construction of the western portal.	Such concerns about the impact of the western portal have been already been mitigated by moving its location next to the existing A303. Further mitigation will developed as the scheme progresses, with proposals presented at the next consultation stage.
	Concern that vibrations from tunnelling could affect archaeology in the WHS.	While there is not thought to be any risk associated with the impact of vibrations from tunnelling on archaeology, the matter will continue to be assessed as the scheme develops.
Consultation process	Concern that factors have been overlooked in our assessment of the southern bypass, including impact on the Great Bustard, damage to the historic water meadows and the potential reconnection of Parsonage Down, the Coniger and the roman village.	Such concerns have been taken fully into consideration as part of the appraisals comparing the relative advantages and disadvantages of the northern and southern bypass options for Winterbourne Stoke, as set out in the SAR.
	Concern that decision-making has been motivated by time and cost restraints, resulting in a rushed pre-application stage, failing to give due consideration to the WHS and compromising the quality of the proposed solution.	While there is a need to get on and address the problems, adequate time is being given for public engagement in the development of the proposals. That includes this stage on non-statutory consultation which will be followed by the next pre-application stage of statutory consultation. All relevant matters will be fully and properly addressed for this uniquely sensitive

		scheme in determining and delivering the optimum solution for securing all the scheme objectives, including delivering the benefits for the WHS, without the solution being compromised by any time pressures.
	Concern that planning act legislation has been breached, by selecting a single route option for the tunnel at a premature stage.	The proposals put forward for this non-statutory consultation were those that emerged from the appraisal of route options set out in the TAR as providing the best solution for addressing the problems on this section on the A303. There is no planning act legislation requiring a different approach.
	Concern that Highways England has not yet registered the project with the Planning Inspectorate.	Being at the early stages of the scheme, at a stage of non-statutory consultation, there is no obligation to register the project with the Planning Inspectorate. This will be done prior to the start of pre-application statutory consultation.
	Concern that the proposals avoid acquisition of National Trust land to avoid risk of Special Parliamentary Procedure.	The optimum solution is being sought for the scheme, irrespective of who owns the land that might be affected. If the best solution is not taken through the planning process, it would not gain development consent.
	Concern about the level of information known and made available on the impact of tunnelling on hydrology and hydrogeology in the area and how this will affect the rivers Till and Avon.	The scheme is at an early stage in its development and the information presented was considered sufficient for people to express their views and raise matter that bear on the choice of route. The information relating to hydrology and hydrogeology will be made available at the next consultation stage.
	Assertion that visualisations of the southern bypass viaduct within the consultation booklet underplay visual impact on the landscape.	At this early stage, with scheme details yet to be designed, the visualisations were used just to give a general impression of the of the scheme, sufficient to enable people to express their views and any concerns they may have.
	Issue raised with the consultation document describing the tunnel as positive for wildlife, when environmental surveys are ongoing and increased foot traffic in the area will have a detrimental impact.	By itself, in accommodating removal of the existing A303 the tunnel will connect habitats and enhance biodiversity. The full potential benefits will be informed by the environmental survey work, and realising those benefits will be a function of how the WHS is subsequently managed under the WHS Management Plan in partnership with affected landholders.
	Issue raised with the consultation document describing the southern route as avoiding known archaeology, when archaeological surveys are ongoing and there are known features in this area.	The southern route was aligned to avoid known archaeology at the time of consultation. Further survey work has been undertaken to provide a more complete picture for informing the appraisal of the relative advantages and disadvantages of the

		northern and southern bypass options (as set out in the SAR), along with the feedback received from consultation.
	Issue raised with the consultation document describing the western portal as hidden from view, when it will be visible to the southern part of the WHS.	The consultation booklet described the western portal being located in a natural dip, to hide it as much as possible. There was no denying its visibility locally, as will be the case with its improved location adjacent to the existing A303, albeit with different effects within the WHS. Work to assess the impact of the scheme, including the western portal, will continue as part of its ongoing development and mitigation measures will be explored to reduce the impact.
	Assertion that the proposals would have a similar impact on the WHS, as that used to justify discounting corridors B, C and E.	Corridors B, C and E were appraised on the basis of alternative surface routes running across the WHS. It is clear that a dual carriageway through the WHS, without a tunnel delivering balancing positive benefits for the WHS, is not possible. This is because such options would cause unacceptable damage to the OUV of the WHS, would be in contravention of the World Heritage Convention and would not receive development consent, being in conflict with national and local planning policies.
	Concern that the consultation documents suggest that the tunnel will open up the WHS for exploration, when a majority of the southern part is privately owned and the issue has not been discussed with landholders.	The tunnel will remove the severance caused by the existing A303 over a wide area between the northern and southern halves of the WHS. This will readily facilitate greater freedom of movement within the WHS via existing rights-of-way. The extent to which any wider exploration comes about will then be a matter for how the WHS Management Plan is developed in partnership with affected landholders.
	Assertion that claims of local economic growth resulting from the scheme have not been substantiated.	It is anticipated that the removal of congestion on the A303 and interacting local road network will remove a hindrance to efficient economic activity, locally and more widely. This is supported by the likes of the Swindon and Wiltshire Local Enterprise Partnership and the Heart of the South West LEP.
	Concern that the consultation booklet does not make it clear that corridor F has been discounted and so people may support the proposals out of fear.	The consultation booklet clearly presents the proposals put forward for consultation, namely a 2.9 km tunnel through the WHS followed by a northern or southern bypass of Winterbourne Stoke. Regardless of whether some people support corridor F, the consultation proposals have emerged from a thorough appraisal process presented in the TAR, and it is those

	proposals that provide the basis of moving forward with the scheme, with the choice of preferred route being an improved modification of those proposals.
Support for a collaborative, transparent process between all affected stakeholders.	Highways England will continue to engage and collaborate with stakeholders affected by the scheme as it progresses.
Concern with describing the proposed scheme as an 'enhancement' of the WHS in consultation materials.	One of the stated scheme objectives is to help conserve and enhance the WHS and to make it easier to reach and explore. The investment in a tunnel is geared towards securing this objective.
Concern that guidance on heritage issues should be transparent and impartial.	Transparency and impartiality will be underlying principles accompanying the continued development of the scheme. This will be overseen by the Heritage Monitoring Advisory Group (comprising Historic England, Wiltshire Council, English Heritage and National Trust) supported by a Scientific Committee of expert archaeologists.
Concern that site visits to assess the impact of the scheme proposals on the WHS landscape were not arranged at an early stage.	The work undertaken to date (including site visits) is appropriate to this early stage in the scheme's development. More comprehensive evaluations will be undertaken to inform the scheme as it develops further.
Concern that the consultation period was too short.	The consultation period was long enough to satisfy its purpose of gaining feedback that has informed the decision-making on the preferred route.
Concern that the affected landholders were not consulted earlier in the development of the scheme.	Landholders were contacted as soon as routes to be taken to consultation were confirmed. Highways England will continue to engage closely with landholders as the scheme develops.
Issue raised with a single option being put forward for the scheme, with little information provided on alternatives.	The proposals put forward for consultation were those that emerged from a thorough appraisal process as set out in the TAR. Little information was provided on alternatives within the consultation material because they were not being consulted on; they had already been discounted as options that do not perform as well as the proposals put forward for consultation.
Concern around the influence of the consultation process, asserting that decisions have already been made.	The purpose of the consultation was to seek views that could provide input to the further assessment planned to inform the choice of preferred route for the scheme and its subsequent development. Views received have been helpful in determining the choice of route to the north of Winterbourne Stoke and

	across the western part of the WHS, and will continue to be helpful in informing the continued development of the scheme.
Issue raised with the amount of signage guiding people to consultation event venues.	Exhibitions were planned in line with the Equality Act 2010 and engagement with Wiltshire Council to ensure accessibility for all, including hard-to-reach groups. We are unaware of anyone trying to attend a particular venue being unable to. However, this feedback will be kept in mind when considering locations for future exhibitions, including suggestions for improved signing into exhibition venues.
Issue raised with the absence of a consultation event in Avebury.	The exhibition venues were focussed on the local area, enabling those most directly affected to attend and provide feedback on the proposals. There were sufficient numbers of exhibitions to enable people from slightly further away (such as from Avebury) to choose a date and time convenient for them to attend. There were also exhibitions further west on the A303 route and in London to pick up wider interested audiences. However, this feedback will be taken into consideration in determining the locations of exhibition venues at the next stage of (statutory) consultation.
Requests for information on matters including construction compound locations, noise mitigations, spoil disposal, creation of pathways, embankment heights, management of surface water runoff and approach to powering the tunnel.	These are all aspects of the scheme on which more information will be put forward at the next consultation stage.
Concern that the consultation document did not provide information on the impact of developments to the A345 junction on local businesses.	With the intention being to provide all-movement access between the A345 and the A303 at an improved grade-separated junction, it is not anticipated that there will be adverse effects on local business activity. However, such details, as relevant, will be provided at the next consultation stage.
Issue raised with the scheme's traffic assessments, asserting that consideration should be given to the potential for M4 traffic joining the A303 and increases in traffic levels over the next 10 – 15 years should be included.	The traffic modelling results presented for consultation were appropriate for consideration of matters informing the choice of preferred route. More detailed modelling results will accompany the scheme proposals presented at the next stage of consultation, including assessments of any traffic potentially transferring from the M4, along with forecasts for periods looking 10-15 years ahead and longer.
Assertion that the transport objective is the only one delivered by the current proposal.	Options have been appraised against all 4 scheme objectives, covering transport, economic growth, cultural heritage, and

		environment and community, with the consultation proposals being the best for delivering all the objectives, not just transport.
Economic	Concern that properties in the area will be devalued by the scheme, due to: visual impact; noise; light and air pollution; and construction vibrations and dust.	Those properties close to the scheme, potentially exposed to the concerns raised, will be carefully assessed, and mitigation measures will be incorporated into the scheme design to avoid impacts as appropriate. The removal of congestion from the A303 and accompanying rat-running from the local road network will benefit adjacent local communities.
	Concern that tunnelling impacts on hydrology and hydrogeology will impact on farming and fishing businesses.	While work to fully understand the impact of the scheme on hydrology and hydrogeology is ongoing. It is not anticipated that there will be adverse consequences, but the results will be presented at the next consultation stage.
	Concern that the tunnel alignment could impact on farming operations, resulting in job losses.	The chosen preferred route alignment through the WHS, running parallel to the existing A303 should mean less disruption to existing farming operations. Impacts on businesses will be assessed as the scheme develops in close discussion with affected landholders. Appropriate mitigation measures will be introduced and compensation can also be provided for losses experienced by landholders whose land will be acquired for the scheme.
	Concern that the southern bypass (Option 1S) alignment and necessary construction would impact on local businesses and farming operations, resulting in job losses.	These concerns have been taken fully into consideration in the appraisal of the relative advantages and disadvantages of the Option 1N vs. Option 1S, as set out in the SAR, resulting in the choice of a northern bypass for Winterbourne Stoke.
	Assertion that the southern bypass would affect less households and local businesses, both during and after construction.	These considerations have been taken fully into account in the appraisal of the relative advantages and disadvantages of the Option 1N vs. Option 1S, as set out in the SAR.
	Concern that the northern bypass (Option 1N) alignment, elevation and necessary construction could impact on local businesses and farming operations resulting in job losses, due to issues such as: land take; noise pollution; visual impact; local traffic disruption; and noise, dust and congestion during construction.	These concerns have been taken fully into consideration in the appraisal of the relative advantages and disadvantages of the Option 1N vs. Option 1S (as set out in the SAR), resulting in the choice of a northern bypass for Winterbourne Stoke. The ongoing scheme design and accompanying mitigation measures will seek to minimise any impacts. Any losses which arise as a direct result of the scheme will be taken into consideration in agreeing the amount of compensation payable to directly affected landholders.

	Concern that the upgraded A345 junction supports local businesses in Amesbury.	This consideration will be taken into account in optimising the design of the grade-separated junction at Countess.
	Concern that upgrades to the A345 junction, would impact on local businesses, resulting in job losses, due to noise, light and air pollution caused by an elevated solution.	These concerns will be taken fully into consideration in developing the proposals for the A345 junction improvement, with accompanying mitigation measures. These proposals will be presented at the next consultation stage.
	Concern that farming operations can continue at surface level above the tunnel alignment, both during and following construction.	These concerns will be discussed with those directly affected during the continuing development of the scheme, aiming to ensure farming operations can continue unaffected.
	Concern that the western portal will impact on business and farming operations, resulting in job losses.	These concerns will be discussed with those directly affected during the continuing development of the scheme, aiming to ensure farming operations can continue unaffected.
	Concern that traffic disruption from accidents in the tunnel will impact on farming operations.	There should be no impact on farming operations arising from the traffic management arrangements put in place in the event of incidents in the tunnel, but these concerns will be discussed with those directly affected during the continuing development of the scheme, aiming to ensure farming operations can continue unaffected.
	Concern that commercial water supplies are maintained during and following construction.	These concerns will be discussed with those directly affected during the continuing development of the scheme, aiming to avoid any disruption to existing water supplies
	Assertion that there are no major job opportunities in the area of the scheme and so impact of the scheme on the local economy is limited.	This view will be taken into consideration as part of the ongoing development of the scheme, along with the views of others, such as the Swindon and Wiltshire Local Enterprise Partnership.
Engineering	Comments varying from support for a flyover at the A345 junction to concern that an A345 flyover would not be viable due to the necessary elevation.	These considerations will be taken into account as part of the continued development of the scheme. The optimised solution will then be presented at the next stage of public consultation.
	Proposal for only low-level downlighting, facing into the tunnel at the eastern portal.	The working assumption for the scheme is to avoid any lighting on the approach to the tunnel portals, or anywhere else along the scheme, except at the new grade-separated junction at Countess.
	Proposal to make banks for the scheme similar to those at the Vespasian's Camp cutting, steep enough to avoid land take, but shallow enough for plants.	This consideration will be taken into account as part of the continued development of the scheme. The optimised solution will then be presented at the next stage of public consultation.

	Concern that the tunnel is large enough to remain accessible for straw haulage vehicles.	The tunnel will not be able to accommodate abnormal high-load vehicle movements. The need for any other vehicle restrictions will be reviewed during the continuing development of the scheme. Any restrictions will be discussed with the local farming community and clarified at the next consultation stage on the scheme.
	Proposal for a public car park near the WHS, rather than just for National Trust members.	This proposal will be discussed with the heritage bodies responsible for the management of the WHS Management Plan, but is likely to fall outside the remit of the A303 Stonehenge scheme.
	Proposal to fence farm boundaries along the scheme, reducing noise, increasing security and preventing harm to wildlife.	This will be considered as the design process continues.
	Concern around the proximity of the southern route to an MOD runway, as headlights from drivers and planes may dazzle each other.	The southern route is not being pursued so this concern does not arise.
	Concern that drivers exiting the western portal could be dazzled by the sun, leading to accidents.	This will be considered as the design process continues, in relation to both portals to ensure there are no safety risks arising for sunrises or sunsets.
Environment	Proposals to: <ul style="list-style-type: none"> avoid lighting apart from cats-eyes, to minimise the impact of light pollution; or mitigate against light pollution by avoiding high level road lighting and fencing low level lighting. 	The working assumption for the scheme is to avoid any lighting along its length, except within the tunnel and at the new grade-separated junction at Countess. Associated details will be presented at the next consultation stage.
	Proposal to reduce visual impact on the landscape by fencing the scheme.	All these considerations will be taken into account as part of the ongoing development of the scheme, in close liaison with the relevant statutory agencies. Corresponding details will be presented at the next stage of consultation.
	Concern that the scheme might impact on agricultural Higher Level Stewardship schemes.	
	Concern that drainage might lead to flooding and contamination of the river Avon.	
	Proposal to implement a river restoration programme along the river Avon, along with the Environment Agency, Natural England, landholders and fishing clubs.	
	Proposal to mitigate against noise with road surfaces, screening and vegetation.	

	<p>Concern that close collaboration with the Environment Agency is pursued, to avoid impact on surrounding rivers.</p> <p>Concern around the visual impact and noise and air pollution of an elevated A345 junction.</p> <p>Concern around the impact that a raised A345 junction will have on wildlife and habitats in the area, including bat roosts.</p> <p>Concern that the A345 junction should cause as little disruption to the river Avon as possible.</p> <p>Concern that the A345 roundabout meet the needs of local residents.</p> <p>Concern around light pollution from the eastern portal and associated signage.</p> <p>Concern that borehole water supplies are not impacted by the tunnel, during and following construction.</p> <p>Concern that the tunnel portals are designed to reduce visual and environmental impact and noise and light pollution.</p> <p>Concern around the impact of tunnelling on hydrology and hydrogeology, affecting water levels and wildlife in the area.</p> <p>Concern about the impact of noise, traffic and lighting from the western portal on animals, insects, woodland habitats and wildlife at Normanton gorse, including Stone Curlews.</p> <p>Concern about construction of the western portal producing noise and light pollution.</p> <p>Concern about construction of the western portal and continuing surface route impacting on wildlife including bats, owls, rare birds, small mammals, chalk grassland invertebrates and Stone Curlews at the Normanton Down RSPB reserve.</p> <p>Concern around noise and light pollution from the western portal in use post-construction.</p> <p>Concern around the knock-on effect of disrupted farming operations on wildlife in the area, including Stone Curlews, insects and small invertebrates.</p>	<p>See response on previous page.</p>
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	<p>Concern that an elevated flyover at the A360 junction would increase light pollution.</p>	<p>See response on page 183.</p>
	<p>Assertion that the northern bypass (Option 1N) will result in less noise pollution, visual disturbance and environmental impact on the Till than the southern route (Option 1S).</p>	<p>As appropriate and relevant, these considerations have been taken into account in the appraisal of Option 1N vs. Option 1S, with the northern bypass for Winterbourne Stoke emerging as the better option in balancing the relative advantages and disadvantages against a range of considerations, as set out in the SAR. Following the choice of northern bypass, mitigation measures will be incorporated into the scheme design as part of its ongoing development to keep any adverse effects to a minimum, including in relation to the concerns raised here about the potential impacts of a northern bypass. Associated details will be presented at the next consultation stage.</p>
	<p>Concern that the northern bypass (Option 1N) will impact a range of habitats and wildlife, including the Great Bustard, Stone Curlews, hare, otters, great crested newts, grass snakes, bats and habitat and wildlife around the river Till.</p>	
	<p>Concerns that the northern bypass would have a visual, environmental and audible impact on Parsonage down, a SSSI National Nature reserve.</p>	
	<p>Concern that the northern bypass would impact on the animal welfare of cattle.</p>	
	<p>Concern around the visual impact, light, noise and air pollution from the northern bypass (Option 1N) impacting on local residents, due to the elevated proposals, prevailing winds and open landscape in the area.</p>	
	<p>Concern that the northern bypass will need to cross the Till at a wider, more flood prone point.</p>	
	<p>Assertion that the northern bypass crosses the Till at a narrower section.</p>	
	<p>Assertion that the northern bypass would affect fewer homes and lives.</p>	
	<p>Concern that the northern bypass would be visible from the WHS.</p>	
	<p>Concern around the visual impact, noise and air pollution from the southern bypass (Option 1S) impacting on local residents, due to the higher population density, elevated proposals and prevailing winds.</p>	
	<p>Concern that the southern bypass alignment would sever the villages of Winterbourne Stoke and Berwick St James.</p>	

	<p>Assertion that the southern bypass would have less impact on the local area and community.</p> <p>Concern around the impact of the southern viaduct on the water meadows, river till and wildlife including the Desmoulins' Whorl snail and bullhead.</p> <p>Concern around the impact of the southern bypass (Option 1S) on habitats including protected deciduous woodland and wildlife including barn owls, bats and red kites.</p> <p>Assertion that the tree density around the southern bypass could reduce noise and visibility.</p> <p>Concern that water supplies to farming operations are maintained following construction of the northern or southern bypass of Winterbourne Stoke.</p> <p>Concern around the knock-on effect of disrupted farming operations on wildlife in the area around the southern bypass.</p> <p>Proposal for a green bridge wildlife crossing over the northern bypass.</p>	<p>See response on previous page.</p> <p>This will be considered as part of the ongoing development of the scheme.</p>
Land requirements	<p>Concern that land in the vicinity of the scheme has significant development potential.</p>	<p>Any potential development of land in the vicinity of the scheme will be subject to planning consent.</p>
	<p>Concern that that both the eastern and western portals will sever plots of land, with consequent impact on farming operations.</p>	<p>The potential effects of the scheme on farming operations will be discussed with affected landholders during its ongoing development, seeking to minimise any adverse impacts.</p>
	<p>Concern that that both the northern and southern bypass options will sever plots of land, with consequent impact on farming and business operations.</p>	<p>Potential impacts on farming and business operations have been taken into account in the appraisal of Option 1N vs. Option 1S, with the northern bypass for Winterbourne Stoke emerging as the better option in balancing the relative advantages and disadvantages against a range of considerations, as set out in the SAR. Following the choice of northern bypass, its potential effects on farming operations will be discussed with affected landholders during the scheme's ongoing development, seeking to minimise any adverse impacts.</p>

	<p>Concern that:</p> <ul style="list-style-type: none"> the upgraded A345 junction should minimise land take and assertions that minimal land take can be achieved; land required for compulsory purchase should be identified as early as possible and kept to a minimum, including upgrades to the A360 junction. 	The aim of minimising land take will underpin the development of the scheme. Land will only be compulsorily acquired where it is essential for the scheme.
	Proposal to minimise land take with steep portal embankments.	This will be considered as part of the ongoing development of the scheme.
Legacy	Support for downgrading the historic A303 alignment through the WHS to a green byway.	Proposals for the existing A303 to be transformed into a green byway between Longbarrow Roundabout and Stonehenge Road, Amesbury will continue to be developed for details to be presented at the next consultation stage.
	Concern that the tarmac surface of the historic A303 alignment within the WHS is maintained, or replaces with a sufficiently hard equivalent, in order to facilitate the movement of agricultural machinery.	The green byway between Longbarrow and Stonehenge Road will have a sufficiently hard surface incorporated within the width of the existing A303 that the byway will replace to accommodate the movement of agricultural machinery.
	Concern that a green byway along the existing A303 alignment within the WHS would attract a higher footfall and antisocial behaviour, posing a security threat to landholders and impacting on wildlife and historic artefacts.	The future management of the WHS, including pedestrian access within and across the site, falls within the compass of the WHS Management Plan, to be reviewed and developed in partnership between responsible stakeholders and affected landholders, taking into consideration the opportunities afforded by the removal of the existing A303 from much of the site.
	Concern that parking at the top of a truncated Stonehenge Road would attract antisocial behaviour.	Along with future general arrangements for access to and within the WHS, this concern can fall within the compass of the WHS Management Plan, to be reviewed and developed in partnership with affected landholders, taking into consideration the opportunities afforded by the removal of the existing A303 from much of the site.
	Concern that linking byways 11 and 12 with a green byway will increase traffic, impacting on farming operations and disturbing wildlife including the Stone Curlews at the RSPB reserve.	Proposals for maintaining existing rights-of-way will be developed in close liaison with Wiltshire Council, as the responsible authority, ensuring the views of all interested parties are taken into consideration.
	Concern that a green byway along the historic alignment in the WHS could make 'shoot' businesses unviable.	This concern can be discussed with directly affected landholders as the scheme develops further to understand how the byway, in comparison with the existing road, might affect business

		operations differently. Such understanding will inform possible mitigation measures and/or compensation settlements.
	Concern that the existing road through Winterbourne Stoke will experience rat-running.	There will be no access from the existing A303 to the west of Winterbourne Stoke onto the new bypass, so there will be no rat-running traffic to the west of the village.
	Proposal to fence the existing A303 alignment, to maintain boundaries and minimise unauthorised access.	Appropriate fencing arrangements arising in the context of the new road will be discussed with adjacent landholders as the scheme is developed further.
	Proposal to close the existing alignment through Winterbourne Stoke, to avoid antisocial behaviour.	Access to and from Winterbourne Stoke must be maintained via the existing A303, and this will be achieved from the east of the village. The existing A303 to the west of the village will be stopped-up, and ideas for how the redundant section of road might be put to good use for the benefit of the community can be considered as part of the ongoing development of the scheme.
Need	Recognition of the need for the scheme.	The need for improvement of the A303 was examined as part of the 2014 study of the route carried out by the DfT. Based on the findings of the study, the Government decided to include the upgrading of the A303 to an expressway in its published Road Investment Strategy.
	Assertion that with the exception of congestion at peak times, the traffic flows along the current A303 are acceptable.	
	Support for a tunnel in principle.	
Traffic and transport	Concern that no restrictions are imposed on agricultural machinery or grain lorries within the tunnel and along the length of the scheme.	The permitted use of the tunnel will be considered as part of the ongoing development of the scheme. Any restrictions will be clarified at the next consultation stage.
	Concern that no restrictions are imposed on agricultural machinery or grain lorries along the length of the upgraded corridor.	Any restrictions that accompany the 'expressway' status of the corridor will be clarified as expressway standards are published.
	Concern around access to Stonehenge Cottages as a result of the tunnel.	Access to Stonehenge Cottages will be via Stonehenge Road, above the tunnel which will extend to the east of the cottages.
	Proposal to downgrade byways 11 and 12 to a restricted byway, connected by the green byway, to avoid unsociable behaviour.	Such a proposal would be for Wiltshire Council to consider as the responsible authority. The proposal falls outside the scope of the scheme.

Concern that alterations to public rights-of-way and the byway network could impact on local businesses and farming operation.	The scheme design will be developed in a way that enables all existing rights-of-ways to be maintained. Details will be presented at the next consultation stage.
Assertion that the full corridor will need to be upgraded before journey times to the South West are reduced.	The intention is to upgrade the full corridor to expressway standard, but not all the schemes can be constructed at the same time. Further details on the proposed upgrades along the full corridor can be found in 'Creating an Expressway to the South West: The case for the A303/A358 Corridor' (http://www.highways.gov.uk/a303stonehengepra).
Concern that access to farms and businesses severed by the alignment, or in close to proximity to the scheme, is maintained at all times, to avoid any disruption to operations.	This concern will be an important consideration in the continuing development of the scheme. Discussions will be held with affected landholders as to how access will be maintained.
Concern that farming operations can continue to cross the A303 with agricultural machinery, during and following construction.	Farming operations will be discussed with affected landholders as part of the ongoing scheme development to ensure this consideration is satisfactorily addressed.
Concern that the tunnel does not disrupt access to the Wiltshire Grain storage facility in Shrewton.	This consideration will be taken into account as part of the ongoing scheme development.
Concern that continued public use of Stonehenge Road once the tunnel is operational, will cause security issues for surrounding farms.	This consideration will be taken into account as part of the ongoing scheme development.
Proposal for a 50mph speed limit, with speed cameras, the length of the WHS.	It is intended that the new expressway will operate at the national 70mph limit. Highways England will keep under review the case for any speed limits along the existing A303.
Concern that there will be congestion on the A360 caused by the new junction, as traffic waits to join the A303 via slip roads.	The new junction between the A303 and the A360 will be designed with a layout that secures free-flowing traffic between the two roads.
Concern that the height of the northern bypass viaduct could increase lorries overturning in the wind.	This consideration will be taken into account by the scheme's design ensuring that the risk does not arise.
Concern that the northern bypass A360 junction would encourage rat-running through local villages.	Such considerations have been taken into account in weighing the relative advantages and disadvantages of the northern and southern bypass options for Winterbourne Stoke, and have been part of the appraisal informing the choice of northern bypass, as set out in the SAR.
Assertion that the northern bypass would have less impact on local public rights-of-way.	
Assertion that the southern bypass would make the WHS more accessible for walkers, cyclists and horse riders, via the existing A303 through Winterbourne Stoke.	

	<p>Assertion that the southern bypass (Option 1S) would be less prone to congestion, deter rat-running and provide more direct and simple access for locals, farming operations, emergency services, tourists and the military.</p>	<p>See response on previous page.</p>
	<p>Concern that the tunnel will not stop rat-running, as some road users will want to avoid using a tunnel.</p>	<p>The scheme will relieve the A303 of the congestion that leads to high levels of rat-running traffic through the adjacent local communities. There is no doubt that the scheme will lead to greatly reduced levels of rat-running traffic even if a small number of drivers choose not to use the tunnel.</p>

6 Summary of Feedback and Key Considerations

6.1 Summary of consultation feedback

- 6.1.1 All views expressed and matters raised have been presented in Chapter 5, along with Highways England's response to them. In summary, along with expressions of support or opposition, comments received have broadly fallen into three categories:
- views about options that have previously been considered and discounted as part of the option appraisal and sifting undertaken prior to consultation, as set out in the TAR;
 - views raising considerations that have informed the further appraisal and assessment of options, leading to the choice of preferred route; and
 - views raising matters that will be taken into consideration as part of the scheme's continuing development.
- 6.1.2 None of the comments about route corridors and options previously appraised raise considerations that make a material difference to the appraisals undertaken prior to consultation. The focus moving forward therefore has been on those issues which have informed the choice of preferred route. Those issues are summarised in this Chapter 6.
- 6.1.3 From the consultation feedback, there was much agreement about the need for something to be done to address the problems on the A303. However, there were differences of opinion over what would be the best solution. Besides from expressions of support for the scheme proposals presented, other views range from:
- 'just dual' the existing road;
 - build a much longer tunnel extending across the entire width of the WHS;
 - build a southern route (F010) taking the A303 around the southern boundary of the WHS; and
 - pursue options that do not involve building new roads.
- 6.1.4 These are examples of what has already been previously considered and discounted in the development of the scheme prior to consultation, without anything new being raised that justifies the options being re-assessed.
- 6.1.5 A number of the more commonly expressed views about the scheme as a whole (from Question 1 in the consultation feedback questionnaire) relate to topics illustrated in Figure 6-1 below.

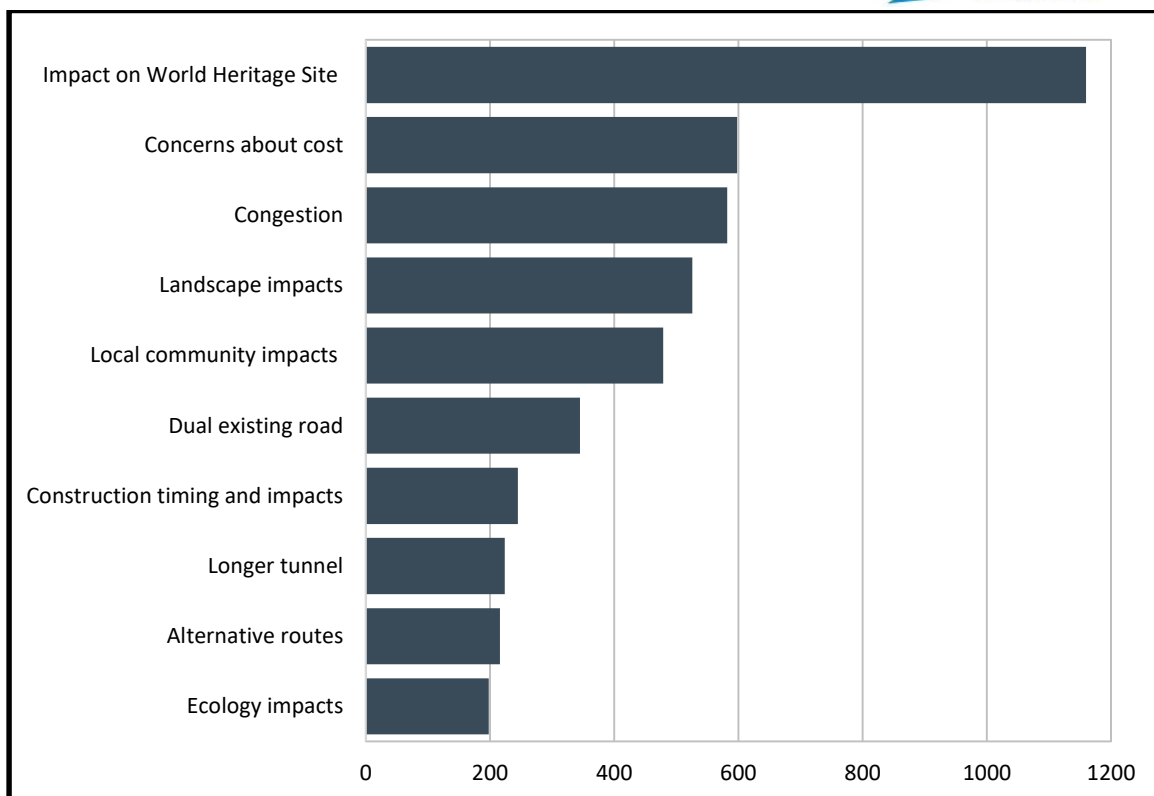


Figure 6-1: Comments against Question 1 (To what extent do you agree with our proposed option?)

- 6.1.6 The following sections of this chapter summarise the views that have had a bearing on the choice of preferred route and will inform the future development of the scheme, starting at the western end of the scheme and working eastwards.

Berwick Down to A360 - Winterbourne Stoke Bypass

- 6.1.7 At the western end of the scheme, the first question arising is whether the bypass of Winterbourne Stoke should pass to the north or south of the village. There was little disagreement about the need for a bypass, but there were strong local views expressed about which route should be preferred, with two-thirds of those expressing a preference favouring the northern route (Figure 4-7 in Chapter 4).
- 6.1.8 Whether the bypass runs north or south of Winterbourne Stoke, people wish to see the height of the viaduct crossing over the River Till kept as low as possible to minimise visual and physical intrusion. They also wish to see no adverse impacts on the flood regime of the River Till and on the associated groundwater regime. Otherwise a number of considerations have been raised that are material to the comparison of north vs. south and the choice of route. People generally considered (and submitted evidence to support their view) that the southern crossing would have greater localised impacts, on the affected local communities of Berwick St James as well as Winterbourne Stoke (including considerations of traffic noise and local economic activity), and on the ecology and amenity of the Till valley, with the River Till being part of the River Avon Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI). Significant considerations arising in relation to the northern crossing include potential impacts on the Parsonage Down National Nature Reserve and SSSI (also part of the Salisbury Plain SAC) and the scheduled Barrow Groups to the north of Winterbourne Stoke. The main considerations, raised most frequently, by those

expressing views in relation to either a northern or southern bypass are illustrated in Figure 6-2 below.

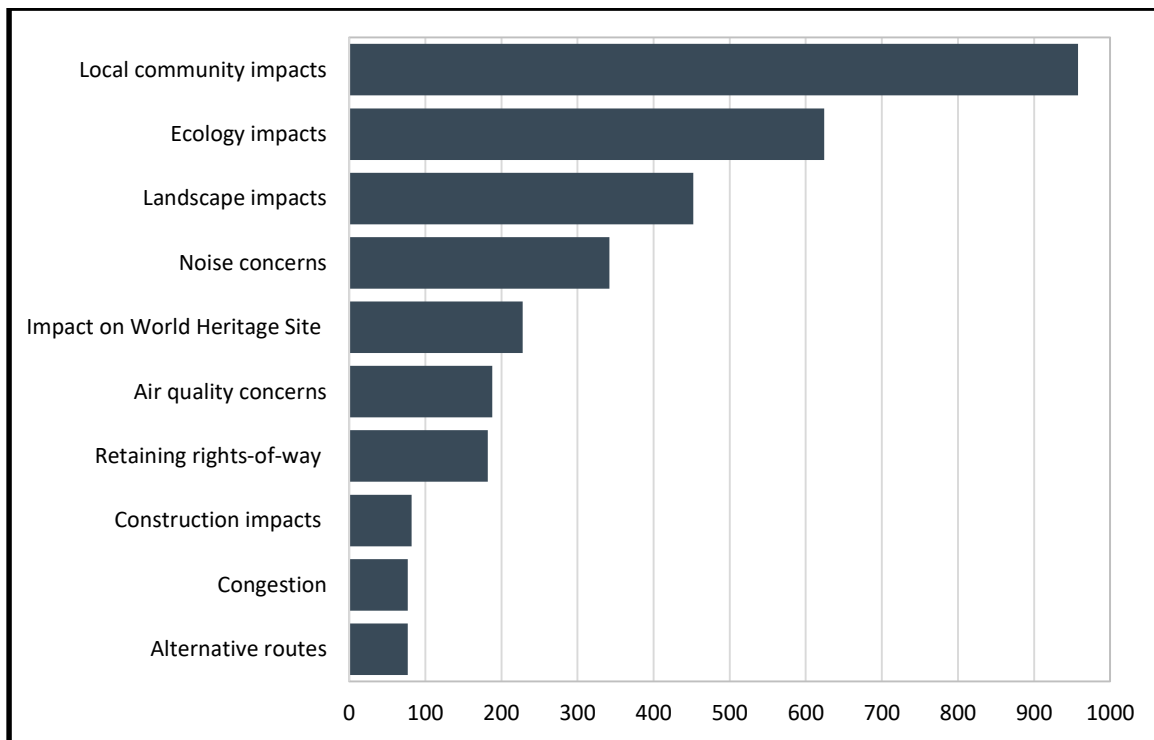


Figure 6-2: Comments from those expressing views about a bypass for Winterbourne Stoke

6.1.9 These considerations, accompanied by the findings of further archaeological and ecological surveys undertaken in parallel with and since consultation have fed into an updated appraisal of the northern and southern options presented in the Scheme Assessment Report (SAR) that has informed the choice of a northern bypass for Winterbourne Stoke.

Junction with A360

6.1.10 Continuing past Winterbourne Stoke to the A360, the choice of a northern or southern bypass affects where the new grade-separated junction would be located between the A303 and A360. Regardless of the choice of its location, there was general support for a junction which allows A303 traffic to flow straight through and accommodates full movement to and from the A360. The main considerations in relation to the junction, raised most frequently, are illustrated in Figure 6-3 below.

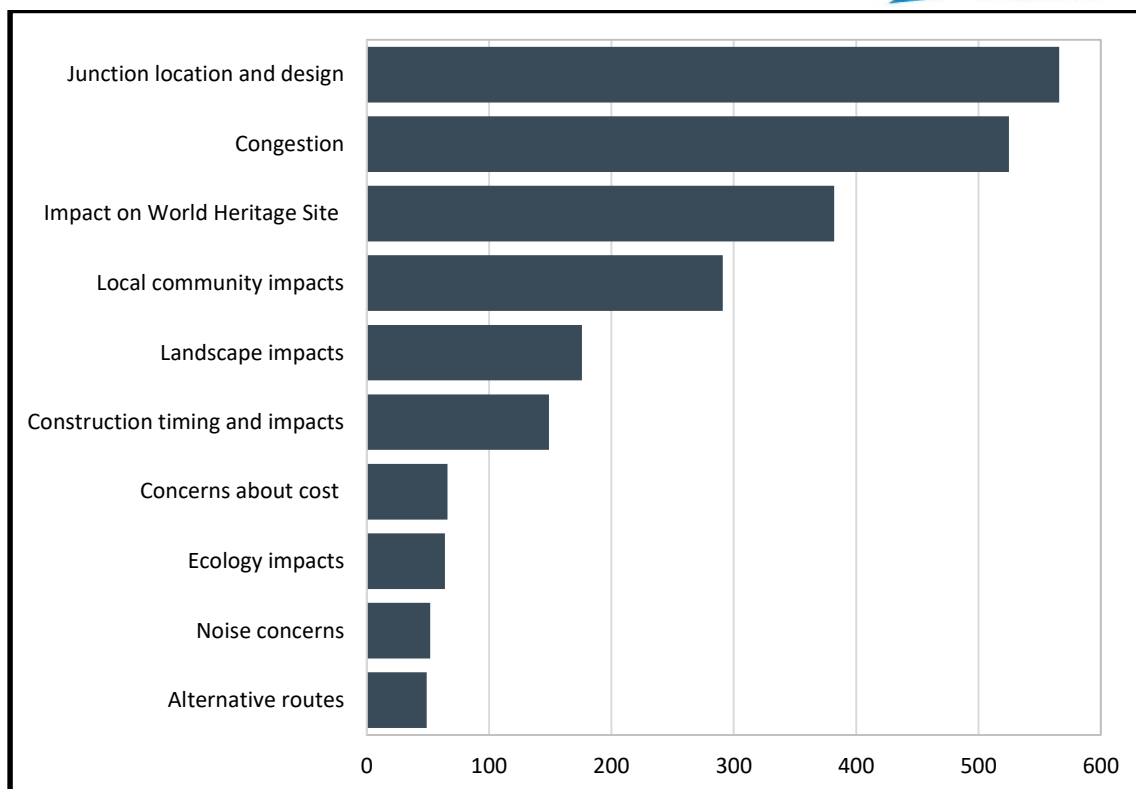


Figure 6-3: Comments made in relation to A303/A360 Longbarrow junction

- 6.1.11 For the northern Option 1N, the main expressed concern with the indicated A360 junction location, as shown on Figure 2-1 (in Chapter 2), is to do with the potential for traffic from Shrewton to utilise the B3083 via Winterbourne Stoke to join the A303 rather than continue via the A360, which would be a longer path to the A303 than via the B3083. As such, a commonly expressed local view was that the Option 1N junction location for the A360 should be moved closer to the line of the existing A360.
- 6.1.12 With Option 1S, the junction with the A360 would be further south, giving rise to concerns about the potential for it to intrude on the winter solstice sightline viewed from Stonehenge. This is a key attribute of the WHS's OUV, with Stonehenge being one of a very small number of existing WHSs having a strong relationship to astronomy, perhaps the most iconic example of an ancient monument connected with the sky, and the most tangible aspect of this being its solstitially aligned axis as the single most important sightline in the WHS.
- 6.1.13 While the design layout of the A303/A360 junction is yet to be determined as part of the further development of the scheme, issues about the acceptability of its location, and its ability to interact and function effectively with the local road network, have informed the selection of the preferred route through the WHS in combination with a northern bypass for Winterbourne Stoke which accommodates the junction being closer to the existing A360 than shown at consultation. The location of the junction will be optimised as part of the ongoing scheme development, with the details presented at the next stage of public consultation.

From A360 to the western tunnel portal

- 6.1.14 For the section of the scheme passing through the WHS, contained within the consultation feedback is a wealth of information and views about the potential impacts on monuments and features within the WHS. There was consensus from

the archaeological and heritage bodies and others over concerns they have about the impact of the western tunnel portal and a new expressway running through the western part of the WHS. Commonly expressed concerns relate to the topics shown in Figure 6-4 below.

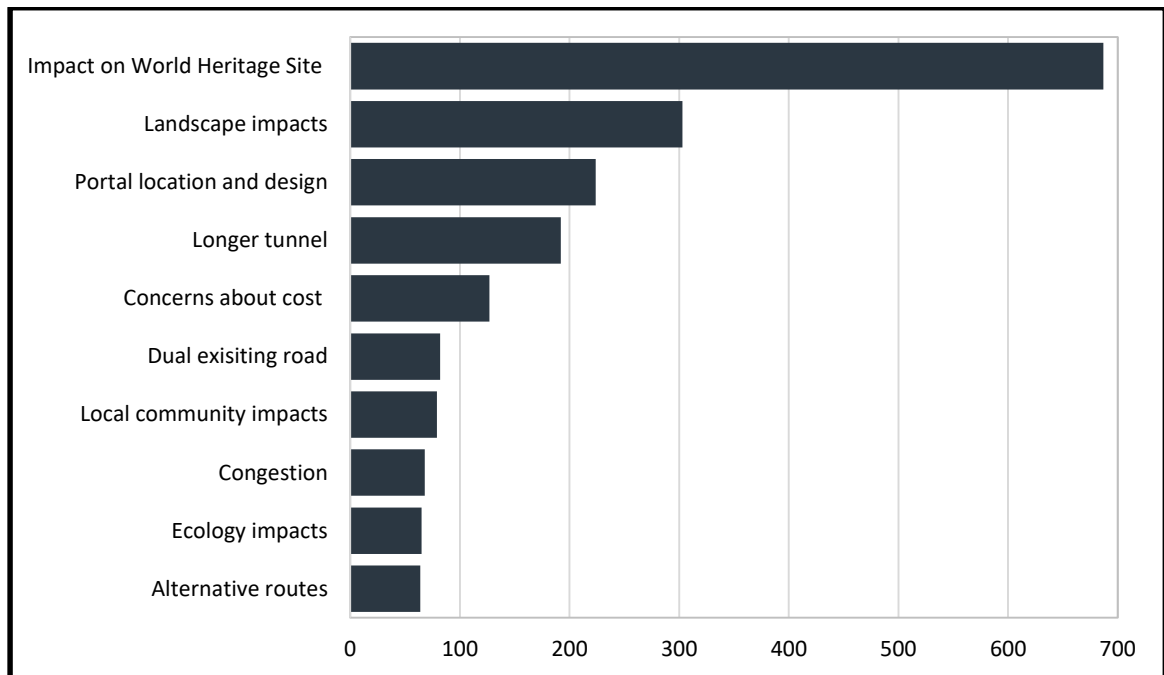


Figure 6-4: Comments made in relation to the western tunnel portal

6.1.15 The main concerns raised were in relation to:

- the proposed location of the western portal lying on the winter solstice alignment and in close proximity to the Normanton Down barrow group;
- Option 1S in particular continuing to run from the western portal broadly along the solstice alignment south-westwards towards a junction with the A360 (as mentioned above), and potentially intruding, either by sight of the road itself or by sight of approaching headlights, on the winter solstice sun setting behind the distant natural horizon from Stonehenge;
- impacts of both Options 1N and 1S on the integrity and authenticity of the prehistoric landscape in an area of the WHS which was a focus of early Neolithic human activity, pre-dating Stonehenge, and later Bronze Age activity, containing a rich density of monuments unique in the world, both in concentration and disposition; and
- with both route Options 1N and 1S, the high risk of associated disturbance/destruction of yet-to-be discovered archaeology that almost certainly exists in this part of the WHS.

6.1.16 As well as the archaeological and heritage concerns, another significant concern arose about the proximity of the expressway and western portal in relation to the RSPB Normanton Down nature reserve and the nesting sites of the protected stone-curlew population. All these and other considerations, along with the results of recently undertaken archaeological and ecological surveys, have been taken into consideration in a re-assessment of the optimal route alignment and portal location in this part of the WHS (as set out in the SAR), leading to the choice of preferred route running parallel to the existing A303. This accommodates the portal being located alongside the existing road where it can be better integrated into the landscape.

Tunnel section

- 6.1.17 The main queries raised about the tunnel itself were to do with its operation and maintenance, including safety concerns in the event of fire within the tunnel.
- 6.1.18 Such matters will be addressed as part of the detailed design of the tunnel, in close liaison with the emergency services who will be engaged in all the decision-making about the tunnel details and the associated planning of the emergency response arrangements.
- 6.1.19 Queries were also raised, both in relation to the tunnel and for the scheme as a whole, about the potential for disruption during a long period of construction, with associated impacts on adjacent local communities and road users. These are recognised concerns that will be fully addressed as part of the scheme’s ongoing development, with accompanying construction management plans geared towards minimising nuisance and disruption during the construction period.

From the eastern tunnel portal to A345

- 6.1.20 The proposal to locate the eastern portal to the east of The Avenue, to allow its subsequent reinstatement over the top of the tunnel where it is currently severed by existing A303 dual carriageway, has been generally welcomed.
- 6.1.21 Views most frequently expressed about topics in relation to the eastern portal are illustrated in Figure 6-5 below.

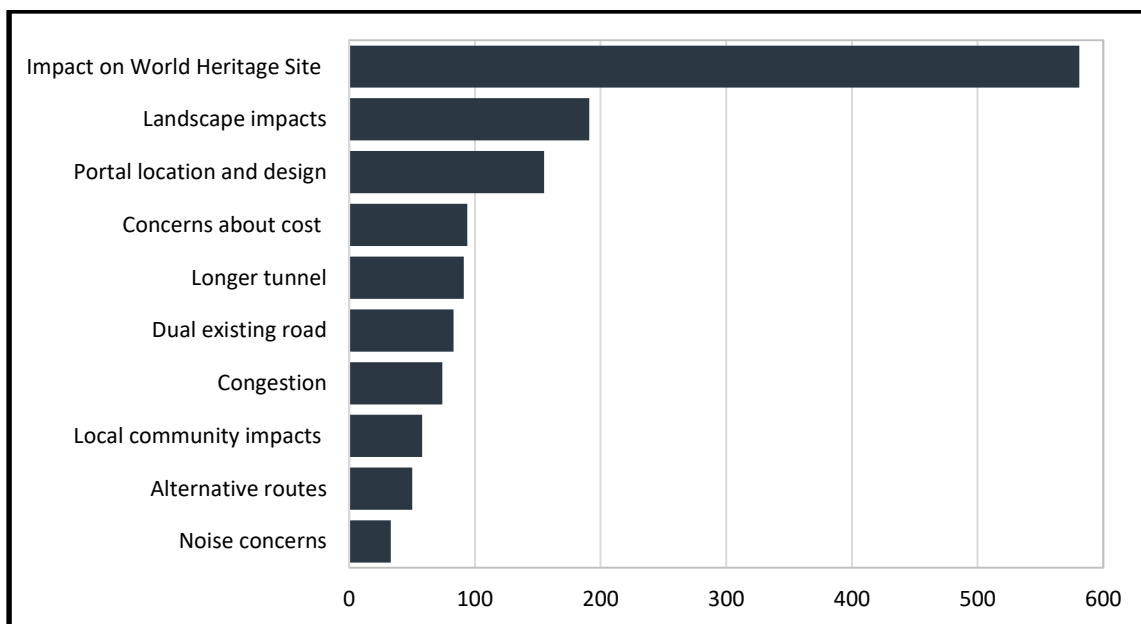


Figure 6-5: Comments made in relation to the eastern tunnel portal

- 6.1.22 Some respondents remain concerned about the proximity of the portal location to The Avenue because of potential impacts on its setting. Such concerns have also been raised in relation to the ‘Nile Clumps’ of protected trees on the north side of the existing A303 and to Vespasian’s Camp (Iron Age Hillfort) on the south side. The other main concern is to do with potential impacts that the portal and road construction might have on groundwater flows that could affect the supply to the spring at Mesolithic Blick Mead immediately to the east of Vespasian’s Camp. These matters have not affected the choice of preferred route but will be taken into consideration as part of the continuing development of the scheme.

Junction with A345

- 6.1.23 The prospect of a flyover being constructed to carry the A303 over the existing Countess Roundabout came as no surprise to people, as such a flyover has long been talked about and was part of previous proposals for the A303 Stonehenge improvement taken through public inquiry in 2004.
- 6.1.24 Views most frequently expressed about topics in relation to the proposed junction at Countess Roundabout are illustrated on Figure 6-6 below.

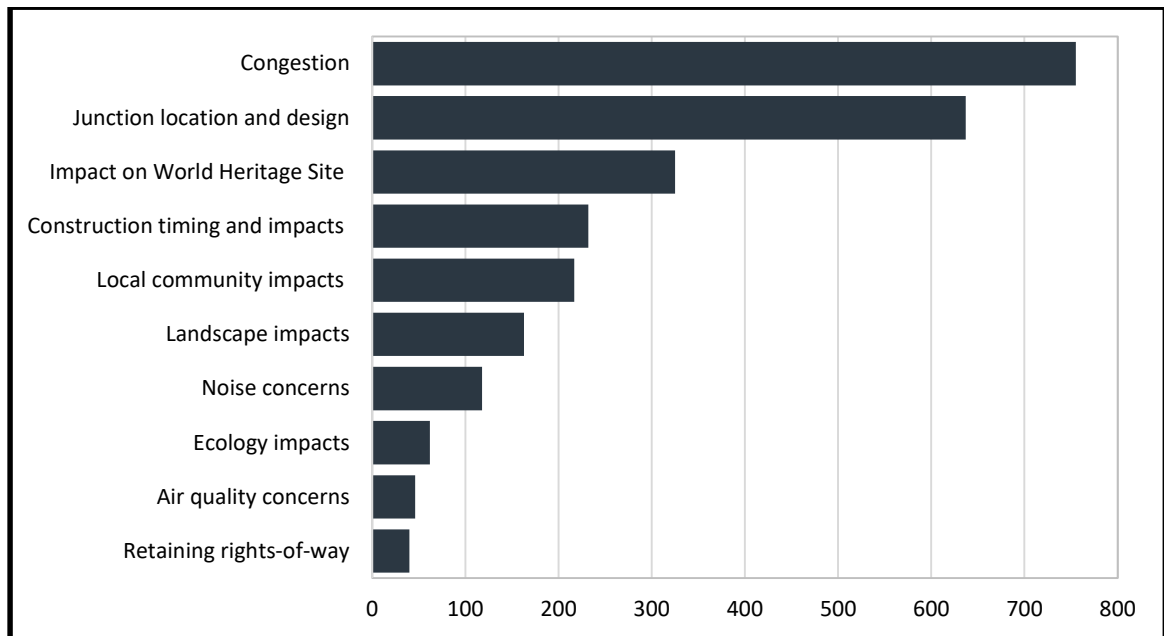


Figure 6-6: Comments made in relation to A303/A345 Countess junction

- 6.1.25 There was general agreement that all traffic movements between the A345 Countess Road and the A303 should be maintained in the future, with some people thinking a better solution would be to take the A345 above the A303 and others thinking that a better solution would be to achieve separation by taking either the A303 or the A345 below the existing roundabout. These suggestions arose from people's concerns about increased levels of traffic noise and visual intrusion arising from the construction of a flyover next to adjacent property alongside Countess and the A303. These concerns will be taken into consideration as part of the continuing development of the scheme, including concerns extending to potential impacts on Amesbury Abbey, its parkland grounds and Mesolithic Blick Mead just to the west of Countess, all of which will be part of the scheme's assessment, with associated mitigation measures designed to minimise adverse effects.
- 6.1.26 Notwithstanding any concerns about a new flyover at Countess, local opinion was generally opposed to any notion of somehow combining the A345 Countess junction and the Solstice Park junction a short distance to the east. People do not wish to see the Solstice Park junction possibly becoming the main access to and from the A303 at Amesbury; they think that could result in traffic rat-running along adjacent parts of the local road network to the detriment of the everyday quality of life in the local communities.

6.2 Key considerations

6.2.1 The key considerations informing the choice of preferred route can be separated into those relating to (a) the choice of a northern vs. southern bypass for Winterbourne Stoke and (b) the choice of route through the western part of the WHS, as summarised in the Table 6-1 below.

Table 6-1: Key considerations informing appraisal of route options

Route section	Key considerations
North vs. South of Winterbourne Stoke	<ul style="list-style-type: none"> • Impacts on the local communities of Winterbourne Stoke and Berwick St James, including the effects of traffic noise on people in and outside their homes. • Environmental impacts on protected sites, including the River Till SAC & SSSI, Parsonage Down National Nature Reserve/SAC/SSSI and the scheduled Barrow Groups north of Winterbourne Stoke. • Landscape considerations, in terms of integrating the new road into the local topography as much as possible, including minimising the visual and physical intrusion of the viaduct crossing of the River Till. • Ease of road access to and from Winterbourne Stoke and Berwick St James via the A360, avoiding the possibility of generating rat-running traffic using the B3083 from Shrewton. • Effects on local businesses and amenities.
Route through western part of WHS	<ul style="list-style-type: none"> • Effects on the OUV attributes of the WHS, arising from impacts of the western tunnel portal and new expressway on the integrity and authenticity of the Neolithic and Bronze Age funerary landscape, with its unique concentration and disposition of Barrow Groups. • Impact on the winter solstice alignment viewed from Stonehenge, as the single most important sightline in the WHS. • Damage to undiscovered buried archaeology. • Impact on the RSPB reserve on Normanton Down Barrow Group. • Effects arising from possible junction locations with the A360 adjacent to the WHS.

6.2.2 The above considerations have been expressed in a variety of ways and emphasised in a number of responses made by individuals, groups and organisations. These, and other matters raised, have been considered, together with the findings of further archaeological and ecological surveys undertaken during and since consultation, in a review of route options through the western part of the WHS, along with an updated assessment of the route options north and south of Winterbourne Stoke to inform the choice between the two. This work is set out in the SAR and has informed the choice of preferred route running parallel with the existing A303 in combination with a northern bypass for Winterbourne Stoke.

6.2.3 To the east of Stonehenge and the eastern tunnel portal, matters raised were less to do with the choice of route and more to do with design decisions that will be made as part of the continuing development of the scheme. These, and other such matters raised about the scheme generally, will be addressed in determining the

scheme design and associated essential mitigation measures that will be adopted to minimise its impacts. This subsequent development stage will result in the more detailed scheme proposals being taken into a further period of public consultation, currently planned for early 2018.

7 Conclusions

7.1 Purpose of the consultation

7.1.1 The purpose of this (non-statutory) consultation was to inform people about the A303 Stonehenge scheme proposals in order to secure feedback that could in turn inform the choice of preferred route and the continued development of the scheme. As such, the consultation needed to attract feedback from stakeholders with an interest in the World Heritage Site and the A303 corridor, from local communities, road users and many others. A multifaceted approach was needed to promote consultation that reached beyond the traditional bounds of an infrastructure project to ensure all those with an interest in the scheme had the opportunity to provide feedback.

7.1.2 To achieve its purpose, the consultation the consultation had to:

- be meaningful, purposeful and informative to the widest range of stakeholders potentially interested in the scheme;
- ensure inclusivity by making the consultation accessible, clearly defined, transparent, and respectful of community identities;
- recognise the reach and complexity the scheme has and the range of stakeholders who are likely to have an interest;
- raise awareness of the consultation at all geographical scales – local, regional, national and international to reflect the importance and status of the World Heritage Site;
- make information available through a number of methods and levels of detail to enable consultees to engage at the level that suits them;
- offer appropriate and convenient methods, both traditional and digital, of providing feedback to help make it easy for consultees to respond to the consultation;
- take reasonable steps to identify, engage and consult with hard-to-reach groups potentially affected by or interested in the scheme;
- recognise the positive contribution consultees can make towards the scheme, including the identification of ways the scheme can contribute to the strategic objectives of host communities and authorities; and
- respect and make maximum use of local knowledge and experience and relevant expertise that may challenge and supplement various technical and environmental studies.

7.2 Summary of what was done

7.2.1 A number of ways were pursued first to promote consultation and then to engage with those choosing to participate, as summarised below.

7.2.2 Promotion within the consultation zone (see Chapter 3, Figure 3-1).

7.2.3 A Consultation Leaflet was delivered to over 17,000 addresses (homes and businesses) in local communities around the scheme. Letters and emails were sent to nearly 500 organisations and statutory bodies, and hard-to-reach groups were identified and contacted. Information points and deposit locations were also set up in public locations (see Chapter 3 for details).

Advertising

- 7.2.4 **Radio:** The consultation was advertised on local radio stations for a three-week period on Heart West Country (Wiltshire), Sam FM (Swindon), Smooth West Country (Wiltshire), Spire FM (Salisbury). This reached an estimated audience of 340,000, hearing the advert an average of just over 21 times.
- 7.2.5 Consultation was advertised on Plus Digital Audio (for example on Spotify and other digital radio channels) to people whose profile identified them as being in Wiltshire, reaching approximately 205,000 people.
- 7.2.6 **Press:** The consultation advertising reached nearly 20% of adults in Wiltshire through the following channels:
- Three adverts (2 at start-of-consultation and 1 reminder in last week) in Wiltshire Gazette & Herald and Salisbury Journal; and
 - One advert at start-of-consultation in the national press in Times and *I*, with a combined circulation of over 700,000.
- 7.2.7 **Service station advertising:** Adverts were placed in service stations along the A303 and M4 corridors including on 20 six-sheet advertising panels, 40 washroom posters and 39 digital screens, reaching more than one-and-a-half million adults.
- 7.2.8 **Digital:** Digital advertising on Google Adwords added to the audience reach.
- 7.2.9 The media release issued by the Department for Transport (DfT) at start of consultation was reported across the world on well-known channels such as BBC, Sky News, MSN. As a result, there were initially 8,500 Mentions in blogs, websites, with just under half from outside the UK.
- 7.2.10 **Social media:** An A303 Stonehenge Facebook page and Twitter account were created to promote consultation. Of everyone who responded to consultation, 13% said they found out about the scheme through social media. The measurement of these channels is as follows:
- Twitter reach:
 - 180 mentions (number of times @A303Stonehenge formed part of someone else's tweet):
 - 77 retweets (number of @A303Stonehenge tweets which were retweeted by other users);
 - 33 likes (number of times Highways England's tweets were liked); and
 - 25 quotes (number of times tweets have been quoted by others).
 - Facebook reach:
 - Posts went directly onto nearly 8,900 timelines.
 - Facebook Fans come from 16 different countries across the world, as far afield as USA and Australia, as well as across Europe.

Consultation materials and exhibitions

- 7.2.11 To make engagement easy and accessible, all information was written in plain English, making all technical information intelligible.

- 7.2.12 To provide context to the scheme, Highways England also published supporting documents explaining the objective and context of upgrading the entire A303 route to an Expressway, and the strategic case for the route and the scheme improvements.
- 7.2.13 Ten public exhibitions were attended by some 2,500 people – see Chapter 3 for associated details.
- 7.2.14 Positive feedback was received in response to Question 9 in the feedback questionnaire about the consultation. Many responses said that the consultation was informative and professionally presented, with the material on display at the public exhibitions, including innovative interactive touch-screens, being well received.

Website

- 7.2.15 An A303 Stonehenge website was set up specifically for the consultation. The website was visited by over 46,000 times during the consultation period, with just over 30,000 of these being unique views (by individual users).
- 7.2.16 Just over 2,500 people sent in a response using the website and the feedback questionnaire, suggesting that some 27,500 people viewed the website and chose not to respond, but wanted to find out more information.

7.3 Did the consultation achieve its purpose?

- 7.3.1 From the above summary, it can be concluded that:
- Consultation promotion reach was widespread, at all geographical scales using traditional and digital channels to inform and ensure access for those who wanted to get involved. Hard-to-reach groups were identified and reasonable attempts were made to engage them.
 - The promotion reached local communities and wider audiences, including those with general and professional interest in the WHS and road users, many of whom use either the A303 or the alternative route to the South West via the M4 and M5.
 - Digital impressions created the potential for hundreds of millions of people to read about the consultation, increasing reach and with it the likelihood of people getting involved and providing feedback.
 - The website hits show the consultation reached many outside the consultation zone with an interest in the scheme. This reach enabled a wide range of stakeholders and interested people to engage in the consultation, many of whom might not otherwise have done so.
- 7.3.2 The approach has been successful in reaching, informing and engaging people, as can be seen from the distribution of responses received from across the country shown on Figure 4-10 in Chapter 4.
- 7.3.3 Many attending the public exhibitions were complimentary about the quality of the display material and the professionalism of staff in attendance. There were also a number of less positive comments (including from people using the Stonehenge Alliance and FoE proformas for their responses) challenging: the validity of the consultation; whether it had reached a wide enough audience; or whether it had run for a long enough period with sufficient options and sufficient information. However, in terms of meeting its purpose, the consultation has been successful; it

has proved effective, not only in informing a wide audience about the planned scheme, but also in securing valuable feedback that has informed the appraisal and assessment of route options as set out in the Scheme Assessment Report.

- 7.3.4 The feedback received has been particularly helpful in ensuring nothing has been missed in considering the relative merits of the bypass options north and south of Winterbourne Stoke. Also, for consideration of the route alignments through the western part of the WHS, from the western portal location westwards, the feedback has been an important input to the determination of the optimum alignment through that part of the WHS. Otherwise along the scheme, many matters have been raised which will be kept under consideration and will feed into the continued development of the scheme.
- 7.3.5 The feedback shows how meaningful, purposeful and informative the consultation has been. Local knowledge and experience, together with related expertise, has helped inform the choice of preferred route. Highways England recognises and is fully appreciative of this contribution.

Abbreviations List

AAJV	Arup Atkins Joint Venture
AONB	Area of Outstanding Natural Beauty
ASAHRG	Avebury and Stonehenge Archaeological and Historical Research Group
BOAT	Byways Open to All Traffic
CBA	Council for British Archaeology
CPRE	Campaign for the Protection of Rural England
DCO	Development Consent Order
DfT	Department for Transport
DTA	Drainage Treatment Area
HGV	Heavy Goods Vehicle
HIA	Heritage Impact Assessment
ICOMOS	International Council on Monuments and Sites
LEP	Local Enterprise Partnership
MoD	Ministry of Defence
NMU	Non-Motorised User
NPSNN	National Policy Statement for National Networks
NSIP	Nationally Significant Infrastructure Project
OUV	Outstanding Universal Value
PRoW	Public right-of-way
RIS	Road Investment Strategy
RIS1	Road Investment Strategy for the 2015/16-2019/20 Road Period
RSPB	Royal Society for the Protection of Birds
SAC	Special Area of Conservation
SAR	Scheme Assessment Report
SSSI	Site of Special Scientific Interest
TAR	Technical Appraisal Report
UNESCO	United Nations Educational, Scientific, and Cultural Organisation
WANHS	Wiltshire Archaeological and Natural History Society
WFD	Water Framework Directive
WHS	Stonehenge, Avebury and Associated Sites World Heritage Site

Glossary

Area of Outstanding Natural Beauty	An area outside a National Park designated for conservation due to its natural beauty.
Campaign for the Protection of Rural England	Organisation that was the forerunner of the re-named 'Campaign to Protect Rural England' which is a national charity devoted to protecting and enhancing rural England.
Client Scheme Requirements	The objectives of the A303 Amesbury to Berwick Down scheme.
Conservation Area	An area of special environmental or historic interest or importance, of which the character or appearance is protected by law against undesirable changes [Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990].
Council for British Archaeology	Educational charity promoting appreciation and care of the historic environment in the United Kingdom.
County Wildlife Site	Areas of land of recognised value for wildlife, which fall outside the legal protection given to Sites of Special Scientific Interest (SSSI).
Defra	Defra is the Government department responsible for environmental protection, food production and standards, agriculture, fisheries and rural communities in the United Kingdom of Great Britain and Northern Ireland
Department for Transport	Government department responsible for the transport network in England, and for aspects of the transport network in the devolved administrations.
Development Consent Order	The means of applying for consent to undertake a Nationally Significant Infrastructure Project (NSIP). NSIPs include, for example, major energy and transport projects.
Drainage Treatment Area	Receives surface water run-off from the highway and processes it through a range of treatments to remove any pollutants and ensure water quality before allowing infiltration to ground.
English Heritage Trust	Charity that cares for the National Heritage Collection of state-owned historic sites and monuments across England.
Expressway/Expressway Standard	A road with high quality performance and safety standards, as described in the July 2013 Action for Roads report.
Grade-separated	At different levels; for example, a grade-separated junction is two or more roads crossing above or under each other.
Heavy Goods Vehicle	Any vehicle with a gross combination mass (GCM) of over 3,500 kilograms
Historic England	Public body that champions and protects England's historic places, funded largely by the Department of Culture Media and Sport (DCMS).
International Committee on Monuments and Sites (ICOMOS)	Professional association that works for the conservation and protection of cultural heritage places around the world, and provides advice on World Heritage Sites to the United Nations Educational, Scientific and Cultural Organisation (UNESCO).

Local Enterprise Partnership	A voluntary partnership set up between local authorities and businesses to drive local economic growth and job creation activities. There are 39 LEPs across England.
Ministry of Defence	Government department responsible for the defence of the UK and its overseas territories, including the maintenance of the armed forces.
National Infrastructure Plan	Document published by the UK Government, setting out its strategy for meeting the infrastructure needs of the UK economy.
National Nature Reserve	Reserves established to protect some of the most important habitats, species and geology in the United Kingdom, and to provide 'outdoor laboratories' for research.
National Planning Policy Framework	The primary national policy document guiding the designation of local plans and consideration of applications for planning permission by local authorities.
National Policy Statement for National Networks (2015)	Sets out the national roads policy framework, as presented to Parliament in December 2014.
National Trust	Charity that cares for historic houses, gardens, ancient monuments, countryside and other sites across England, Wales and Northern Ireland, including the Stonehenge landscape.
Nationally Significant Infrastructure Project	A project which requires development consent to be granted by the relevant Secretary of State, as defined by the Planning Act 2008.
Natural England	An executive non-departmental public body responsible for the natural environment
Non-Motorised User	Cyclists, pedestrians (including wheelchair users), and equestrians using the public highway.
Outstanding Universal Value	To be included on the UNESCO World Heritage List, sites must be deemed to be of 'outstanding universal value', being of cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity.
Public Right-of-way	A way over which the public have a right to pass and repass. The route option may be used on foot, on (or leading) a horse, on a pedal cycle or with a motor vehicle, depending on its status. Although the land may be owned by a private individual, the public may still gain access across that land along a defined route. Public rights-of-way are all highways in law.
Road Investment Strategy	The Government's strategy to improve England's motorways and major A roads. The first RIS (known as RIS1) was published in 2014 and covers the period 2015-2020.
Scheduled Monument	A 'nationally important' archaeological site or historic building, given protection against unauthorised change and included in the Schedule of Monuments kept by the Secretary of State for Culture, Media and Sport. The protection given to Scheduled Monuments is given under the Ancient Monuments and Archaeological Areas Act 1979.

The scheme	The A303 Stonehenge, Amesbury to Berwick Down scheme (where not implicit).
Site of Special Scientific Interest	A conservation designation denoting to a protected area in the United Kingdom. The Sites are protected by law to conserve their wildlife or geology. In England, the designating body for SSSIs, Natural England, selects SSSIs that have a particular landscape, geological or ecological characteristic.
Special Area of Conservation	A site designated under the Habitats Directive. These sites, together with Special Protection Areas (or SPAs), are called Natura sites and they are internationally important for threatened habitats and species.
Special Protection Area	Areas of strictly protected sites classified in accordance with Article 4 of the EC Birds Directive (2009/147/EC) on the conservation of wild birds. They are classified for rare and vulnerable birds (as listed on Annex I of the Directive), and for regularly occurring migratory species.
Statement of Outstanding Universal Value	Statements written for World Heritage Sites that are key references for their effective treatment and management.
Stonehenge Master Plan	Plan produced by English Heritage and National Trust in 1999 containing proposals for a new Stonehenge Visitor Centre adjacent to the roundabout junction of the A345 with the A303 that were later changed.
Stonehenge, Avebury and Associated Sites World Heritage Site Management Plan	A management plan that covers the management requirements of a WHS over a specified period of time. The WHS Management Plan 2015 covers the management requirements for this WHS in the period 2015-2021.
Strategic Road Network	The network of approximately 4,300 miles of motorways and major 'trunk' A roads across England, managed by Highways England.
United Nations Educational, Scientific and Cultural Organisation (UNESCO)	The United Nations agency which promotes international collaboration through education, science and culture.
Water Framework Directive	An EU directive which aims to achieve good status of all water bodies (surface water, groundwater and the sites that depend on them, estuaries and near-shore coastal waters) and prevent any deterioration. It has introduced a comprehensive river basin management planning system to protect and improve the ecological quality of the water environment. It is underpinned by the use of environmental standards.
World Heritage Site	A site listed by UNESCO because of its special natural or cultural value.

Appendices

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Highways England creative job number BRS17_0027

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