



A303 Amesbury to Berwick Down

Proposed Changes Consultation Booklet

July 2019



Proposed Changes Consultation Booklet – Correction Sheet

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

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

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

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

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

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1 Introduction

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

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

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

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

1.2 Responding to this non-statutory consultation

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

1.3 Next Steps

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

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

2 The proposed changes

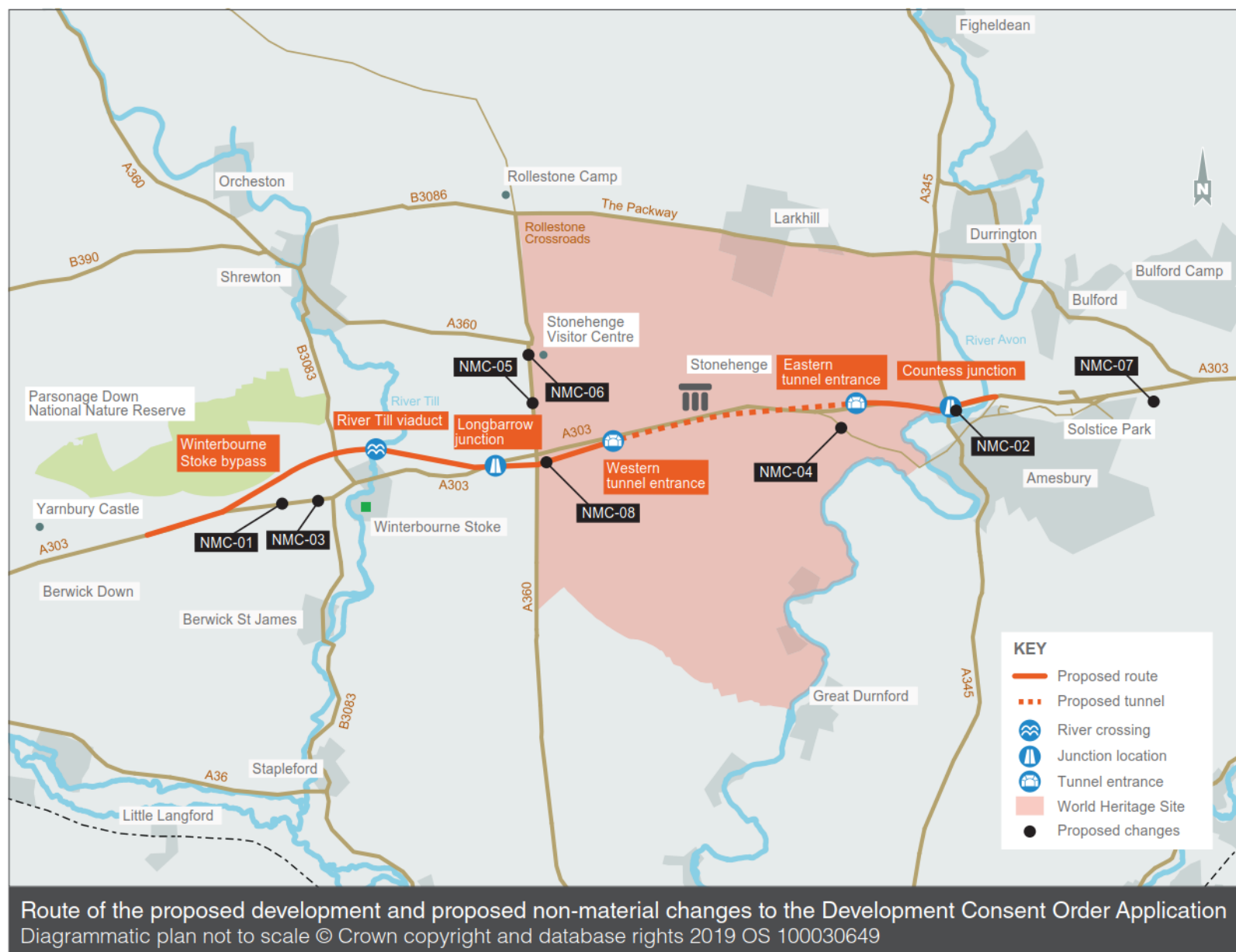
2.1 Eight minor non-material changes

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

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

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

Further information on each change is shown overleaf.



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

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



0300 123 5000



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



A303Stonehenge@highwaysengland.co.uk

3 Guide to the information in the following chapters

3.1 Structure of the chapters

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

3.2 Environmental appraisal of the proposed changes

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

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

“A description of the development, including in particular—

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

3.2.3 In addition, we have considered:

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

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

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

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

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

3.3 Impacts on land

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

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

4.1 Background to the change

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

4.2 Description of the change

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

4.3 Before and after plans/drawings

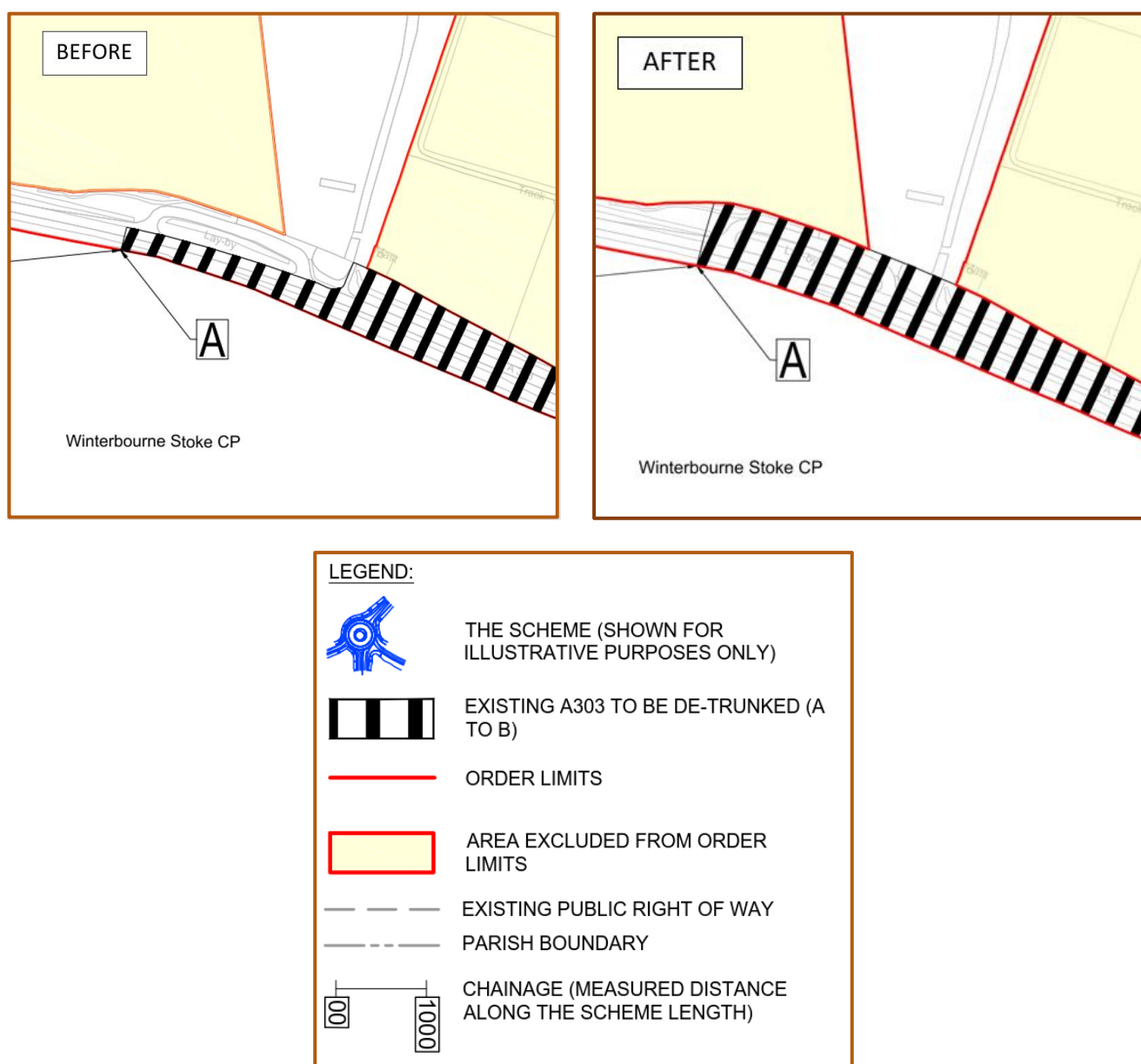


Figure 3-1 Extract from De-Trunking Plans [APP-015]

4.4 Summary of environmental appraisal

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

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

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

4.5 Conclusions of the environmental appraisal

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

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

Table 4-1 Environmental Appraisal Table for NMC-01

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

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

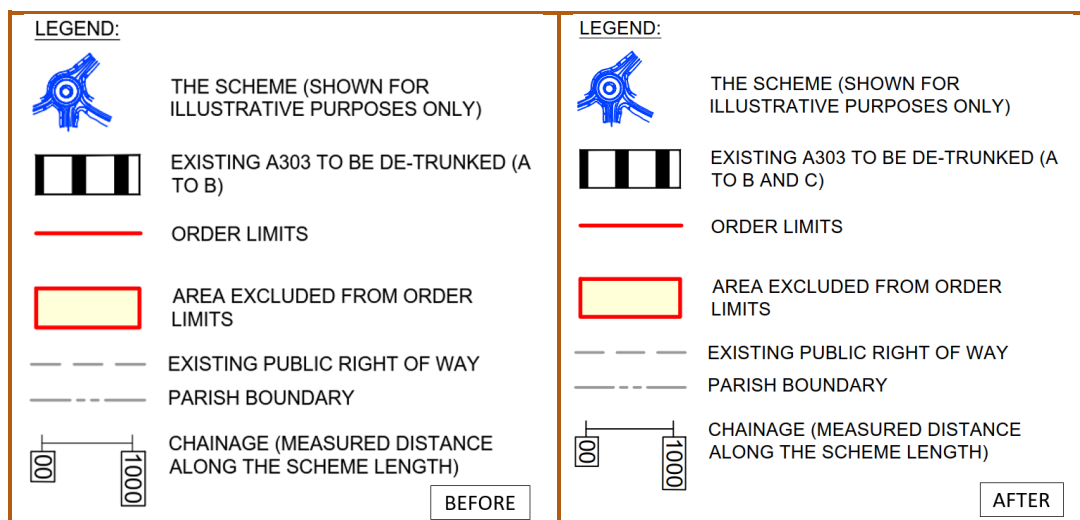
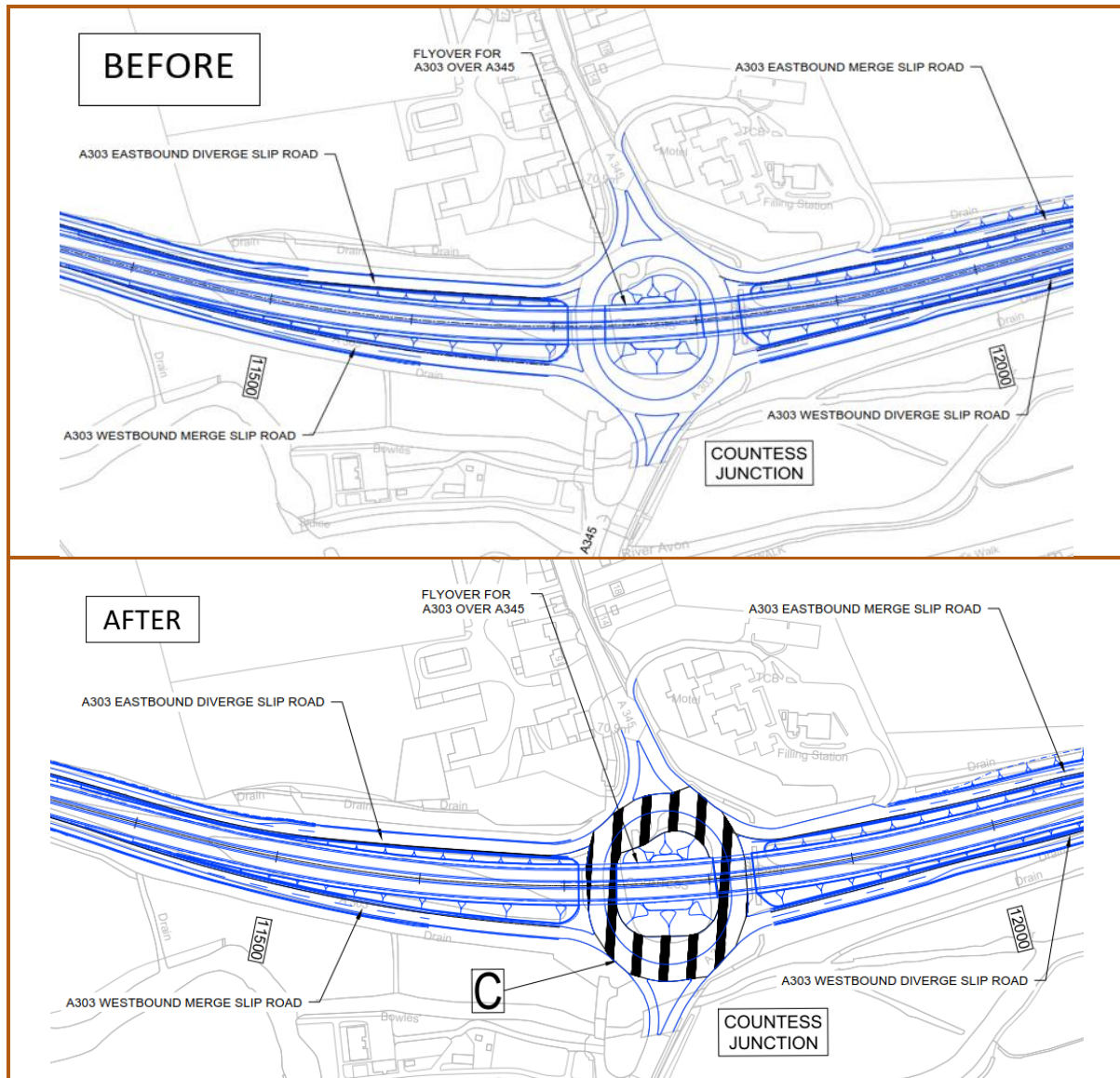
5.1 Background to the change

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

5.2 Description of the change

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

5.3 Before and after plans/drawings



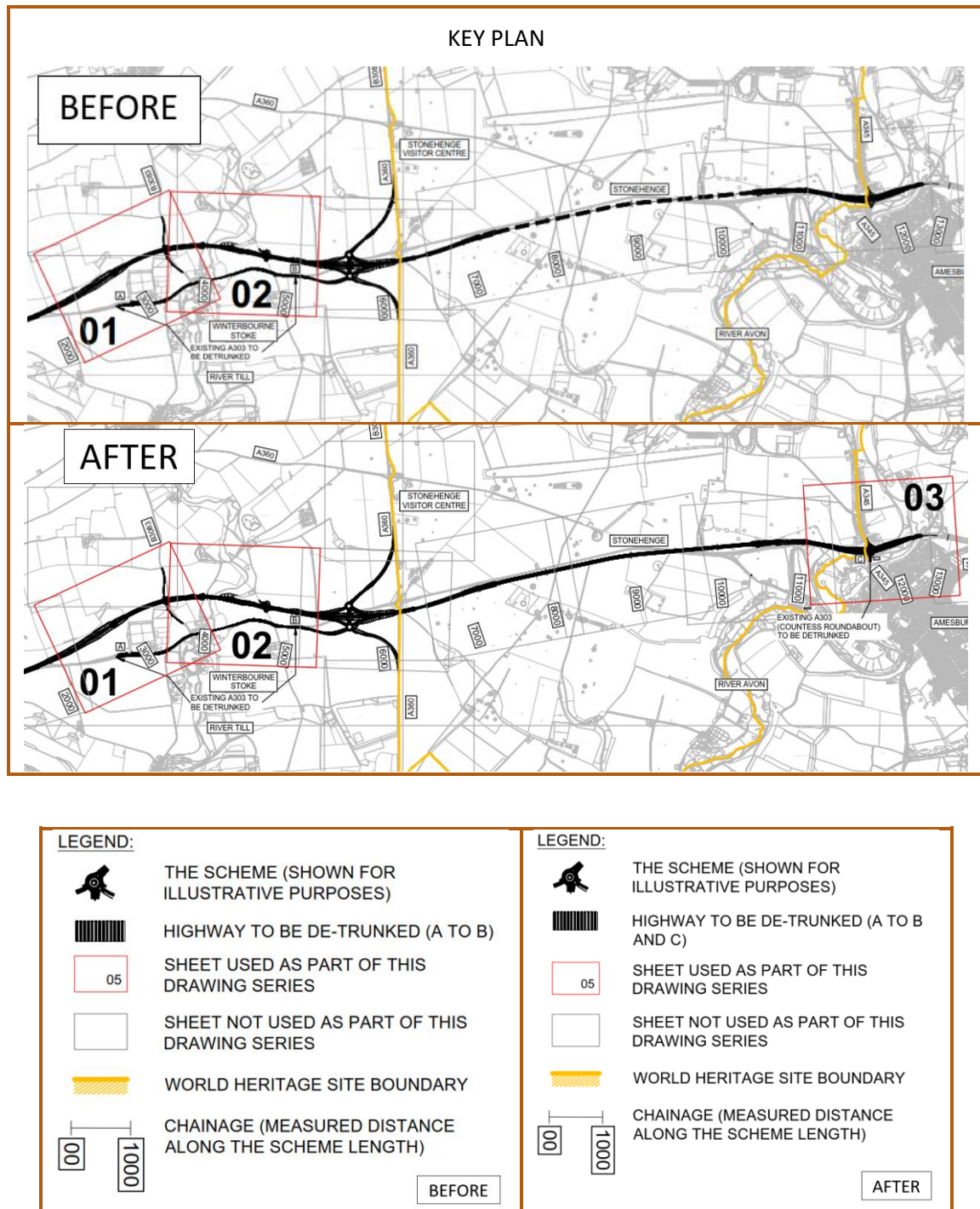


Figure 5-1 Extract from De-Trunking Plans [APP-015]

5.4 Summary of environmental appraisal

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

5.5 Conclusions of the environmental appraisal

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

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

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

Table 5-1 Environmental Appraisal Table for NMC-02

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

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

6.1 Background to the change

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

6.2 Description of the change

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

6.3 Before and after plans/drawings

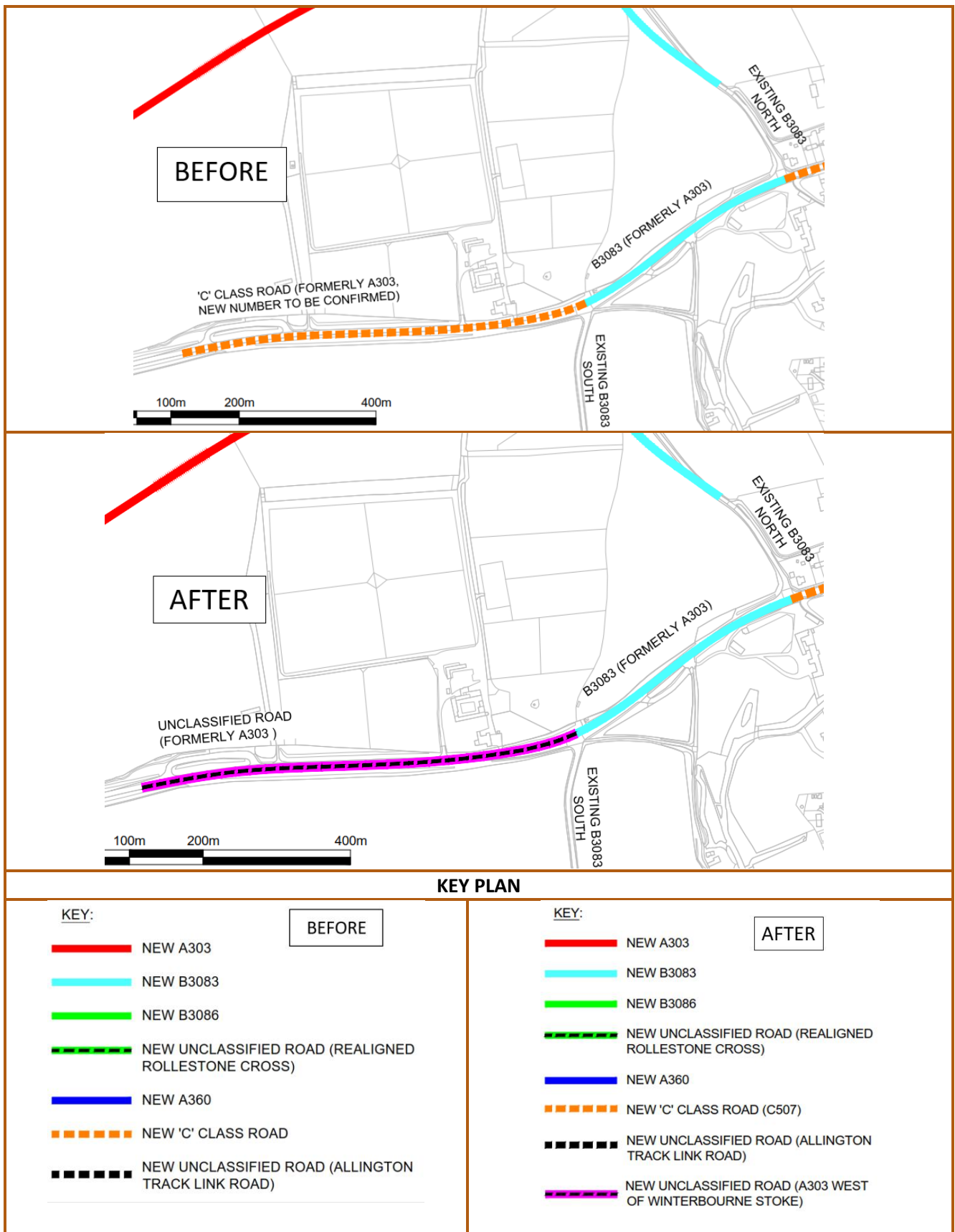


Figure 6-1 Extract from the Classification of Roads Plan [APP-016]

6.4 Summary of environmental appraisal

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

6.5 Conclusions of the environmental appraisal

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

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

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

Table 6-1 Environmental Appraisal Table for NMC-03

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

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

7.1 Background to the change

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

7.2 Description of the change

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

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

7.3 Before and after plans/drawings

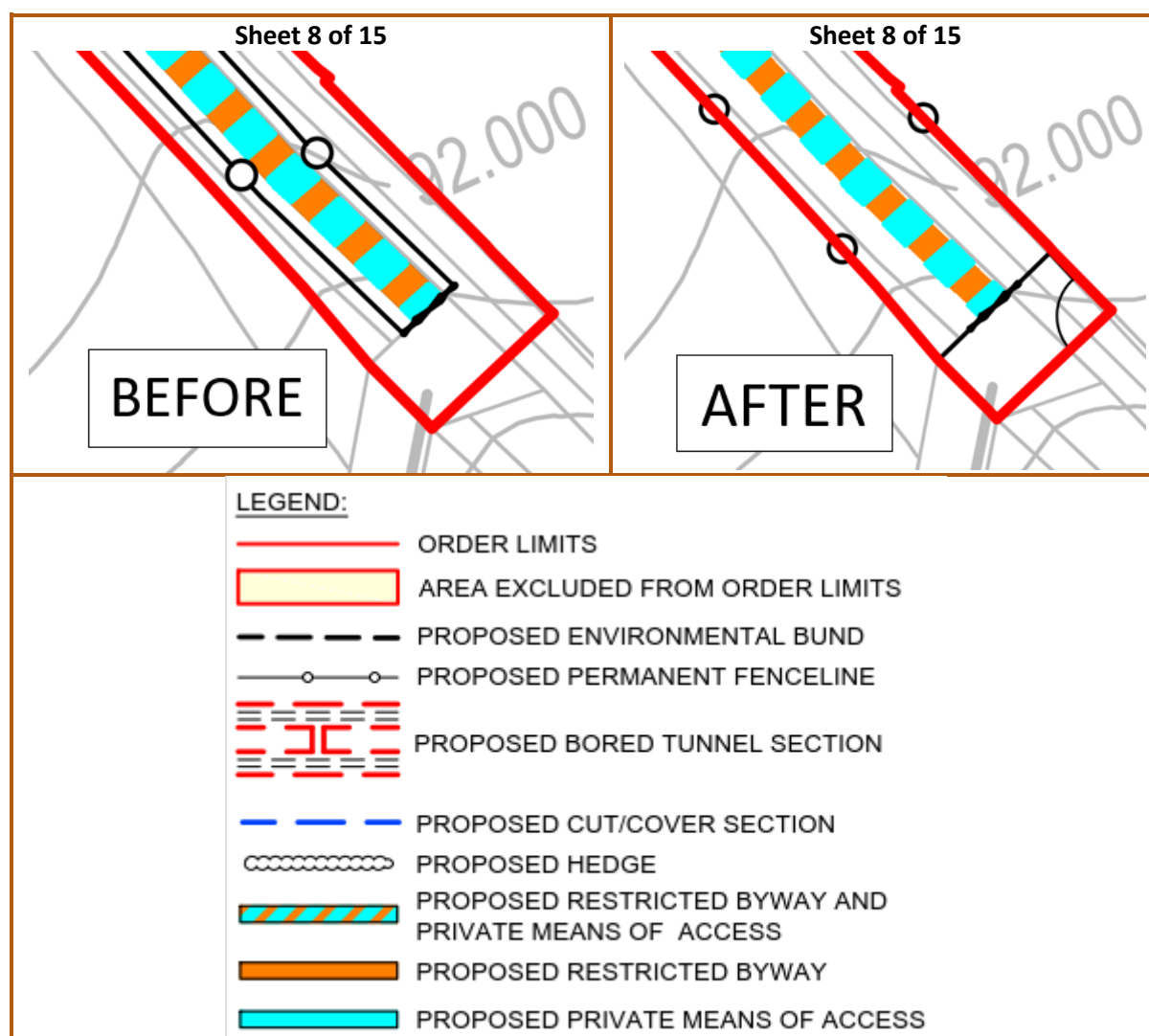


Figure 7-1 Extract from General Arrangement Drawings [APP-012]

7.4 Summary of environmental appraisal

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

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

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

7.5 Conclusions of the environmental appraisal

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

Table 7-1 Environmental Appraisal Table for NMC-04

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

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

8.1 Background to the change

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

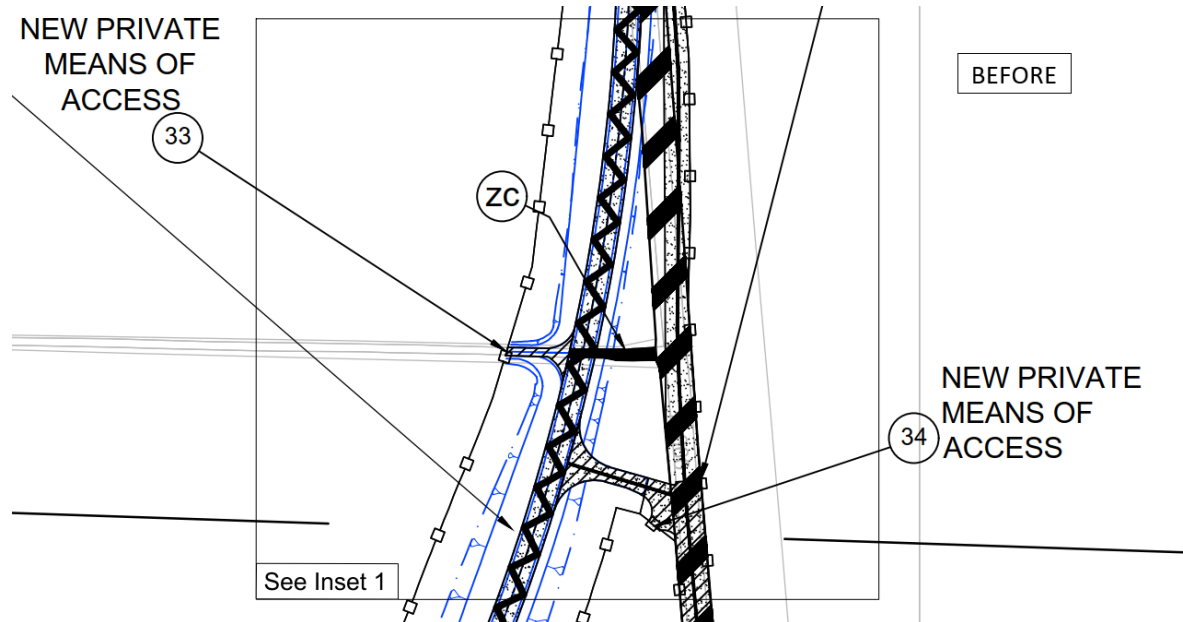
8.2 Description of the change

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

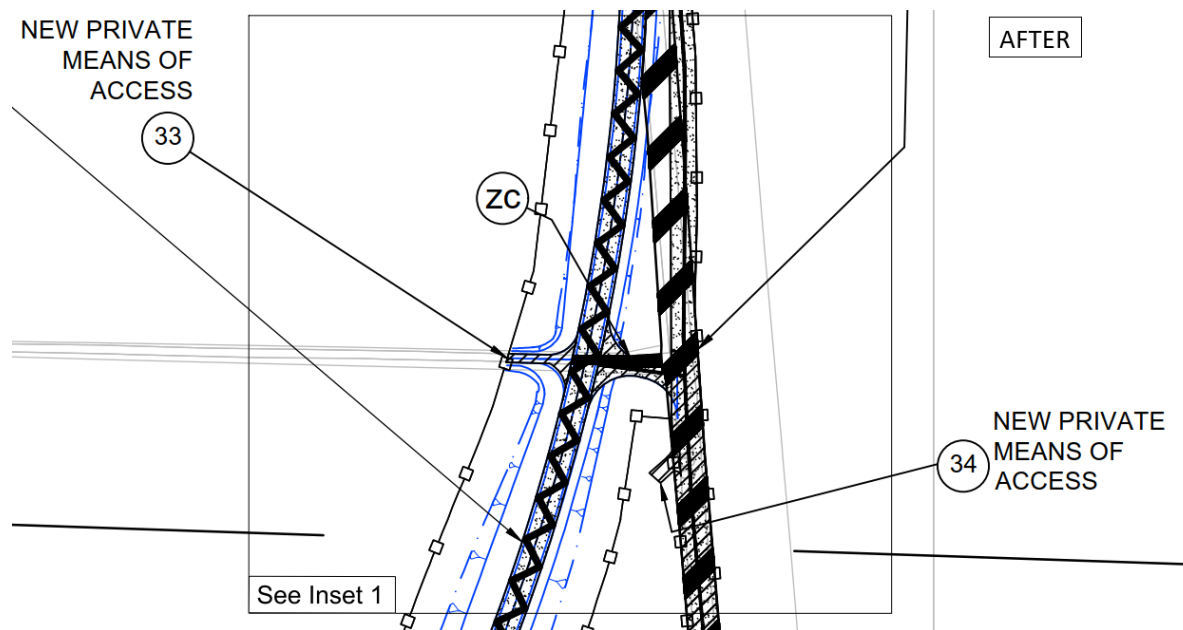
- 8.2.3 The proposed change would need to be added to the Rights of Way and Access Plans (sheet 14 of 15, including the addition of revised Inset 1A and new Inset 1B on that Sheet) [APP-009]. It would also require a minor amendment to the corresponding drafting in Part 3 of Schedule 3 to the draft Development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

8.3 Before and after plans/drawings

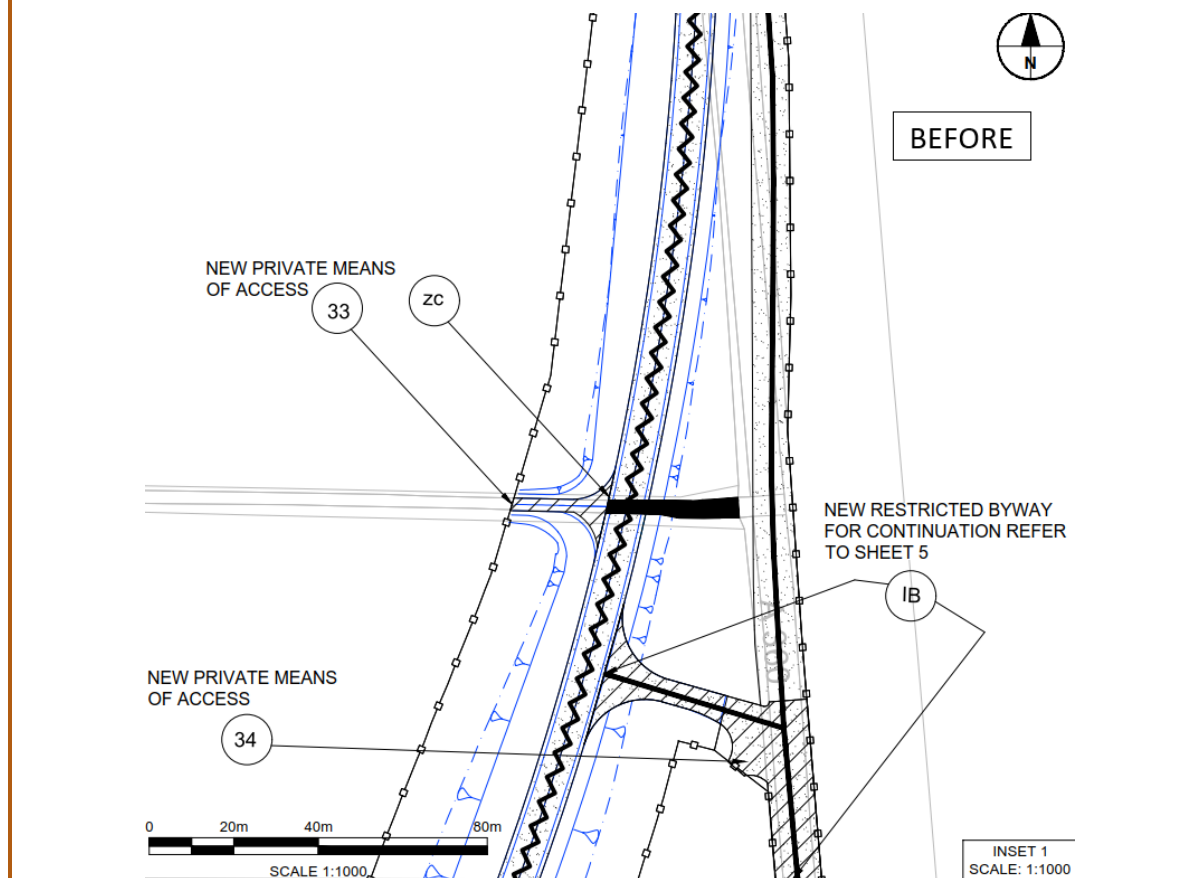
Sheet 14 of 15 - Excerpt showing original proposal with existing field access being stopped up and replaced by new offset link to PMA 33



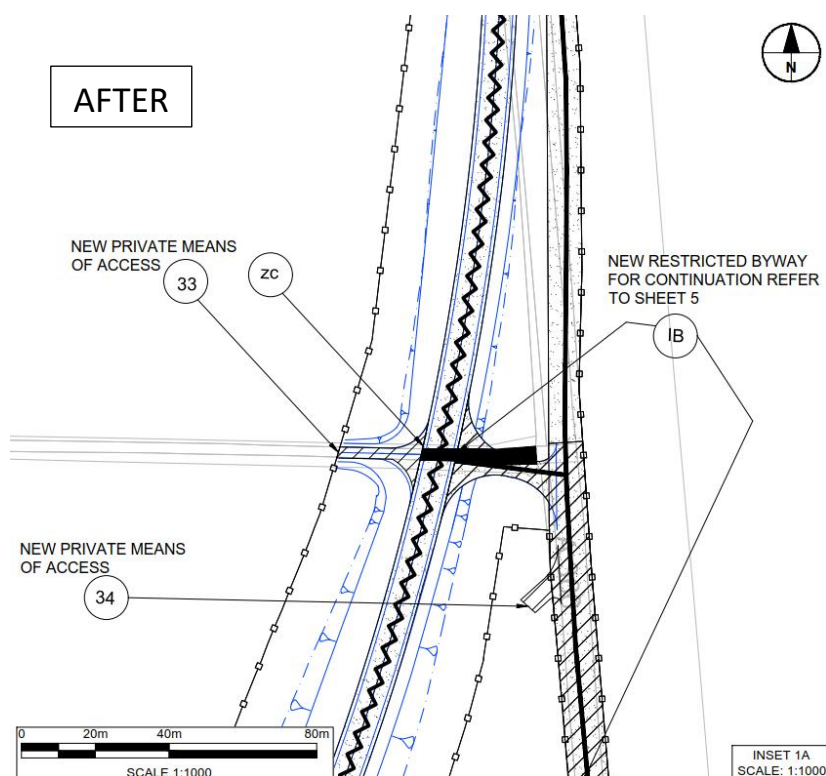
Sheet 14 of 15 - Excerpt showing revised proposal with new field access on a more direct alignment (similar to the stopped up access) and leading more directly to PMA 33



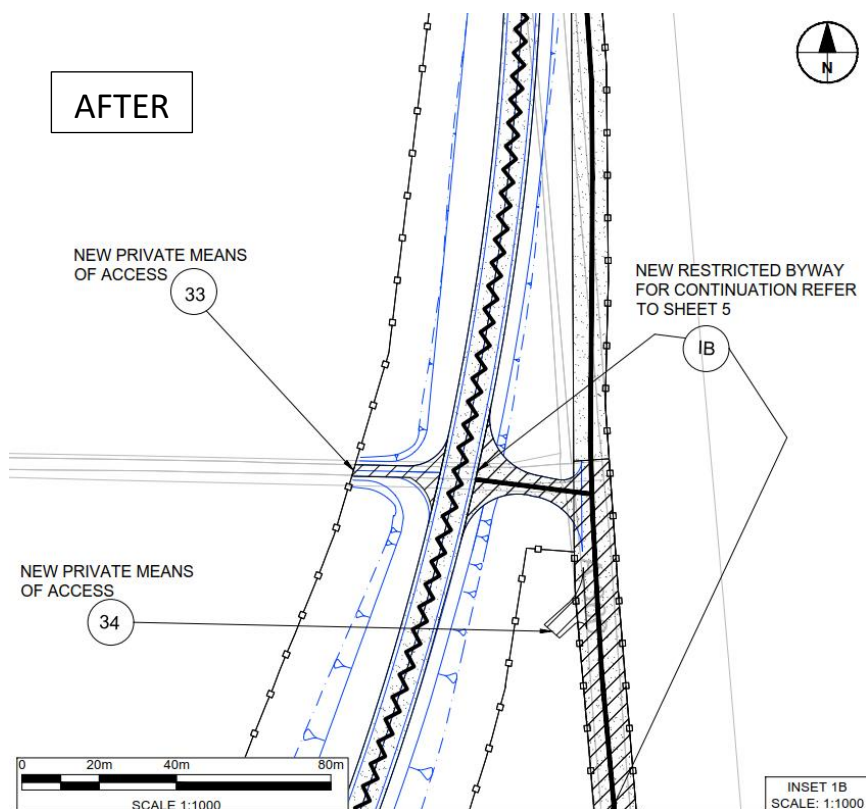
Sheet 14 of 15, Inset 1 - Excerpt showing original proposal with existing field access being stopped up and replaced by new offset link to PMA 33



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



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



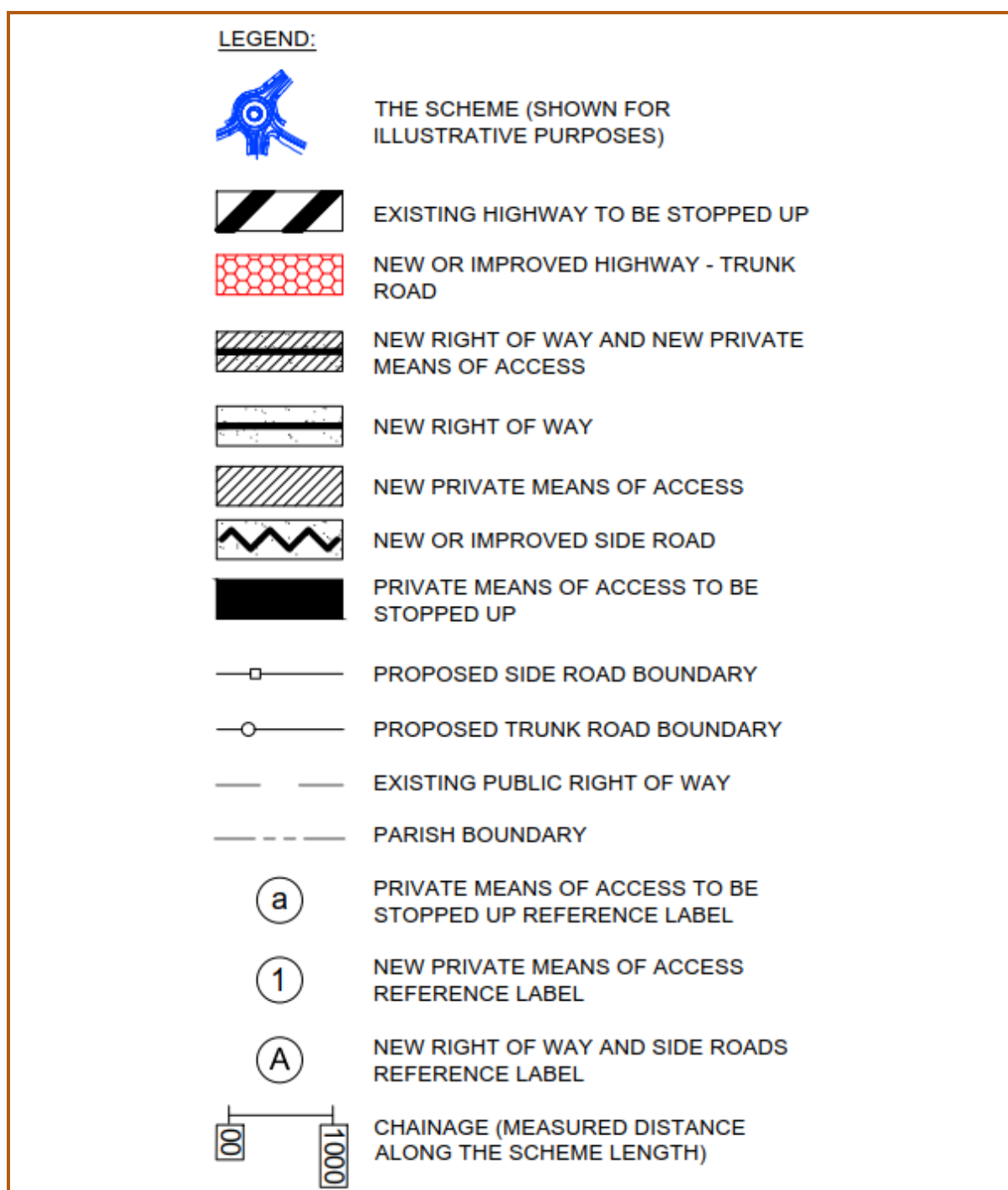


Figure 8-1 Extract from Rights of Way and Access Plans [APP-009]

8.4 Summary of environmental appraisal

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

8.5 Conclusions of the environmental appraisal

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

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

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

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

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

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

9.1 Background to the change

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

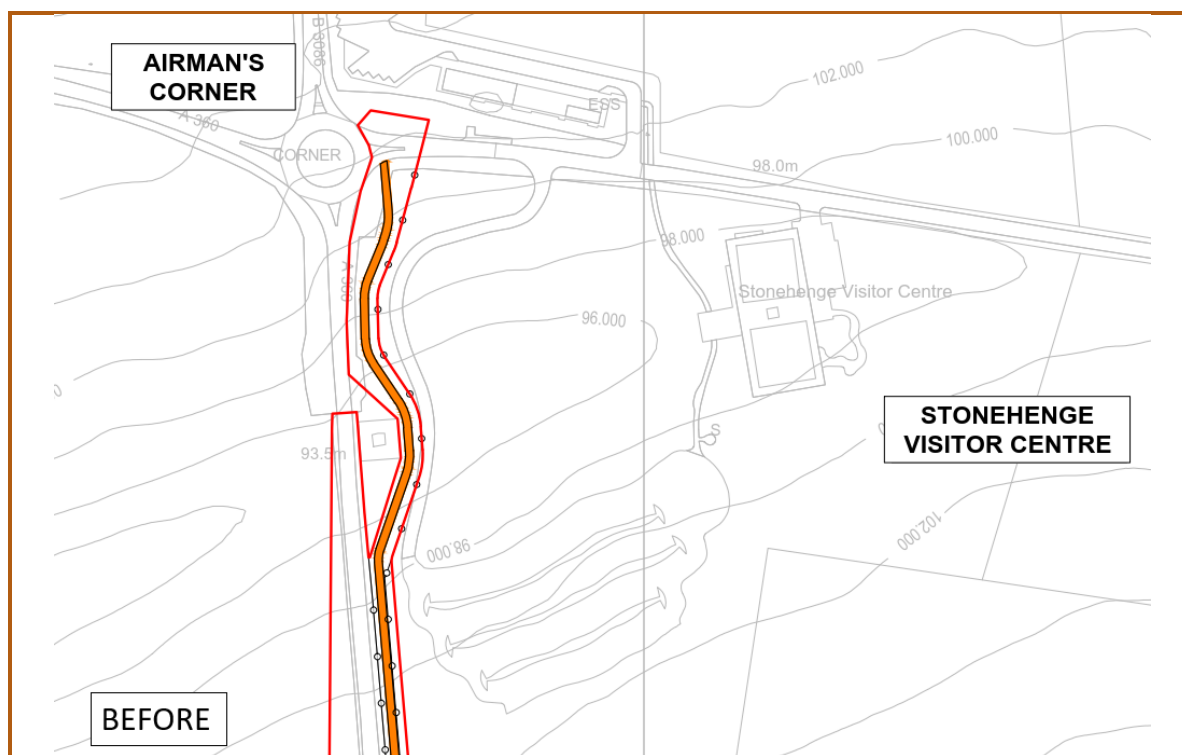
9.2 Description of the change

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

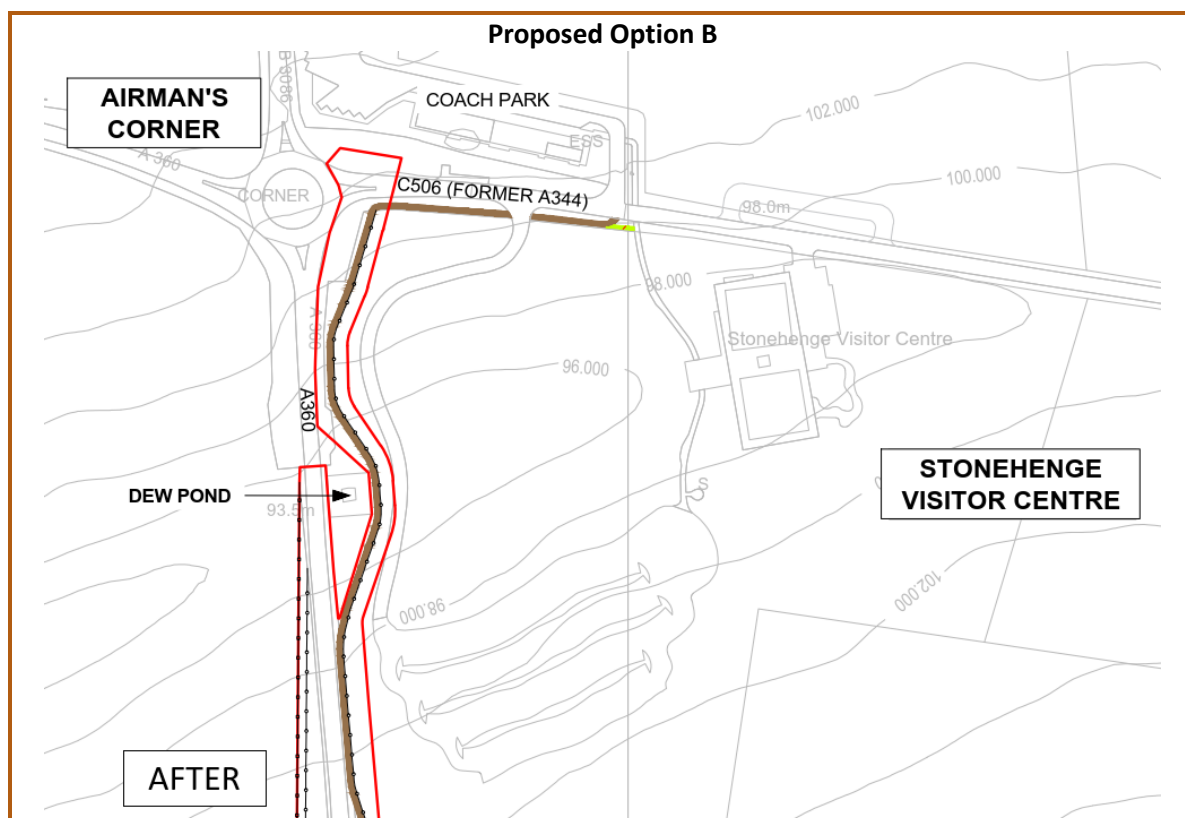
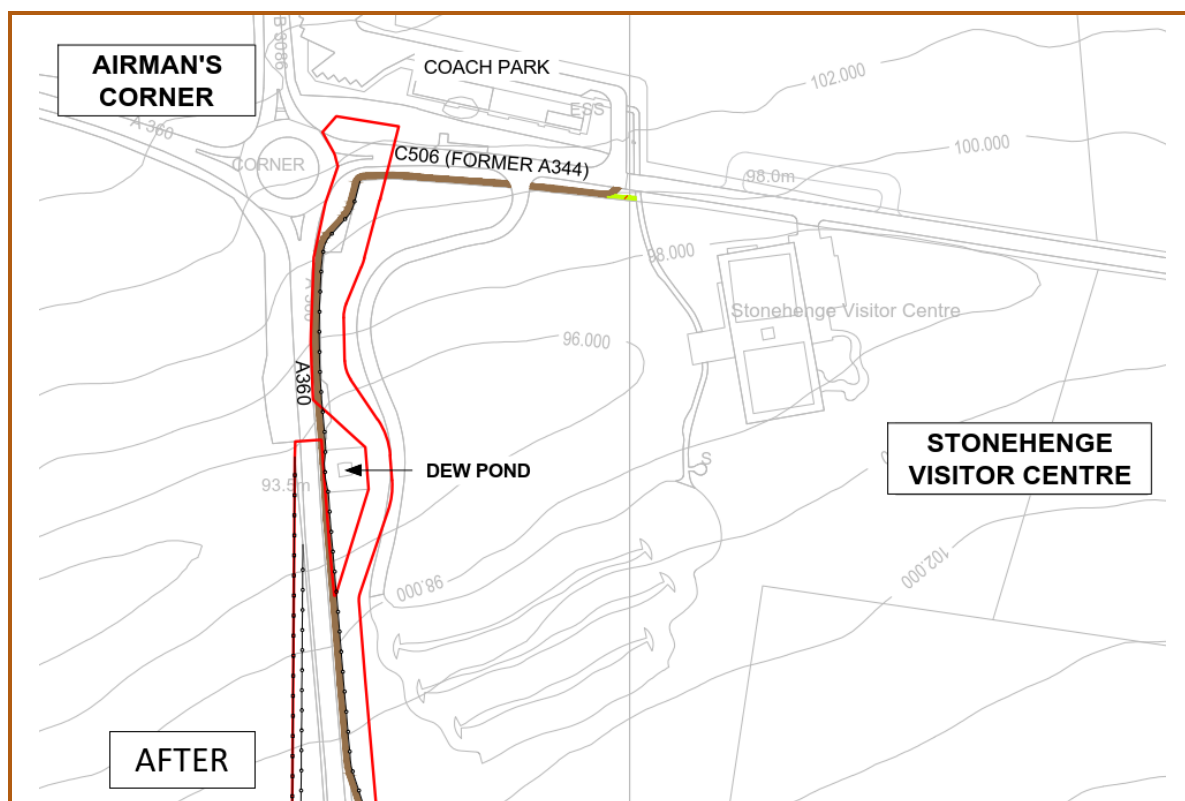
amended where necessary to accommodate the path and the adjoining verge.

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

9.3 Before and after plans/drawings



Proposed Option A



KEY PLAN	
BEFORE	AFTER
<p>LEGEND:</p> <p>ORDER LIMITS</p> <p>AREA EXCLUDED FROM ORDER LIMITS</p> <p>PROPOSED ENVIRONMENTAL BUND</p> <p>PROPOSED PERMANENT FENCELINE</p> <p>PROPOSED BORED TUNNEL SECTION</p> <p>PROPOSED CUT/COVER SECTION</p> <p>PROPOSED HEDGE</p> <p>PROPOSED RESTRICTED BYWAY AND PRIVATE MEANS OF ACCESS</p> <p>PROPOSED RESTRICTED BYWAY</p> <p>PROPOSED PRIVATE MEANS OF ACCESS</p> <p>PROPOSED BYWAY OPEN TO ALL TRAFFIC</p> <p>PROPOSED BRIDLEWAY</p> <p>PROPOSED SHARED CYCLEWAY</p> <p>EXISTING PUBLIC RIGHTS OF WAY</p>	<p>LEGEND:</p> <p>ORDER LIMITS</p> <p>AREA EXCLUDED FROM ORDER LIMITS</p> <p>PROPOSED ENVIRONMENTAL BUND</p> <p>PROPOSED PERMANENT FENCELINE</p> <p>PROPOSED BORED TUNNEL SECTION</p> <p>PROPOSED CUT/COVER SECTION</p> <p>PROPOSED HEDGE</p> <p>PROPOSED RESTRICTED BYWAY AND PRIVATE MEANS OF ACCESS</p> <p>PROPOSED RESTRICTED BYWAY</p> <p>PROPOSED PRIVATE MEANS OF ACCESS</p> <p>PROPOSED BYWAY OPEN TO ALL TRAFFIC</p> <p>PROPOSED BRIDLEWAY</p> <p>PROPOSED SHARED CYCLEWAY</p> <p>PROPOSED FOOTWAY</p> <p>EXISTING PUBLIC RIGHTS OF WAY</p>

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

9.4 Summary of environmental appraisal

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

9.5 Conclusions of the environmental appraisal

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

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

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

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

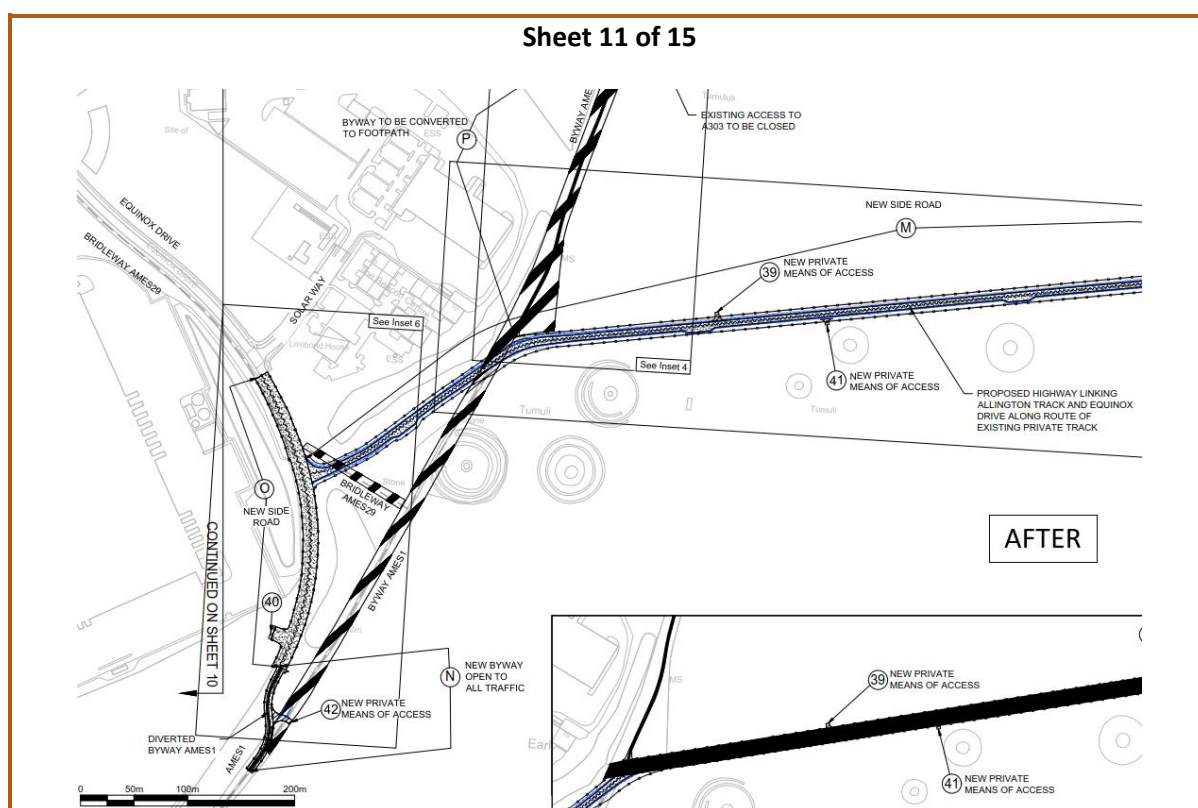
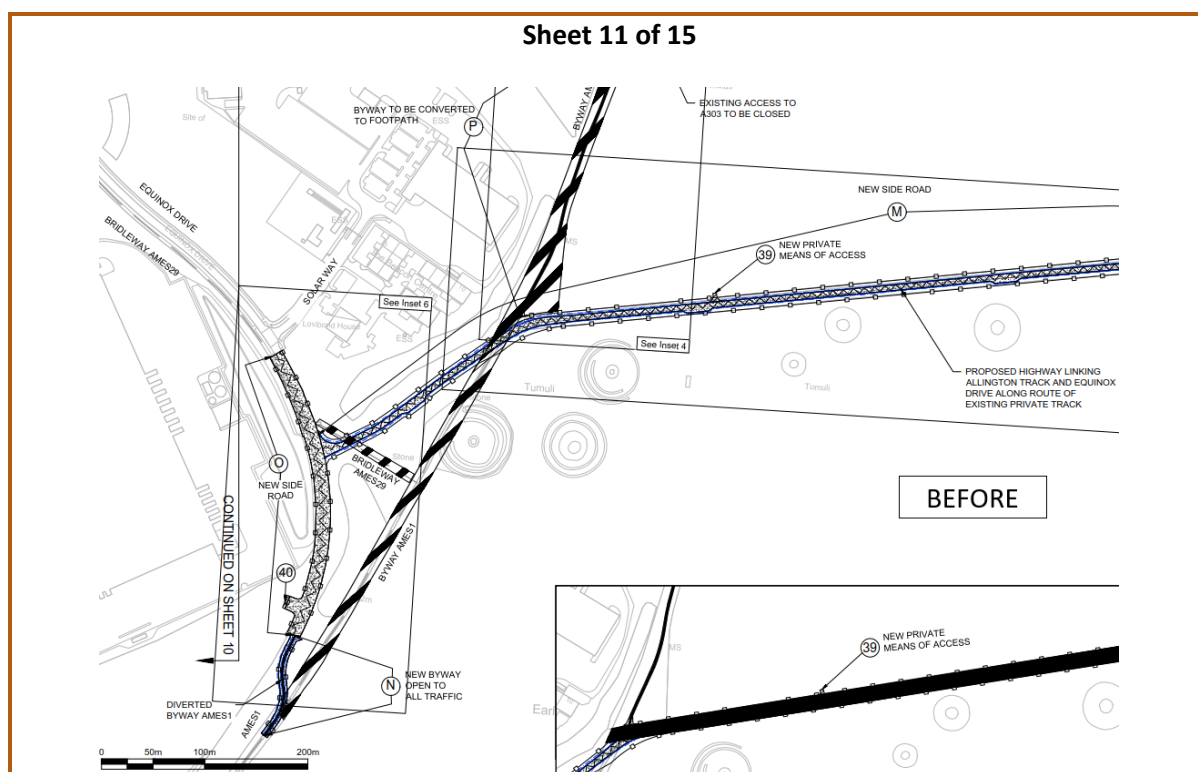
10 Proposed Change NMC-07: Additional private means of access

10.1 Background to the change

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

10.2 Description of the change

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



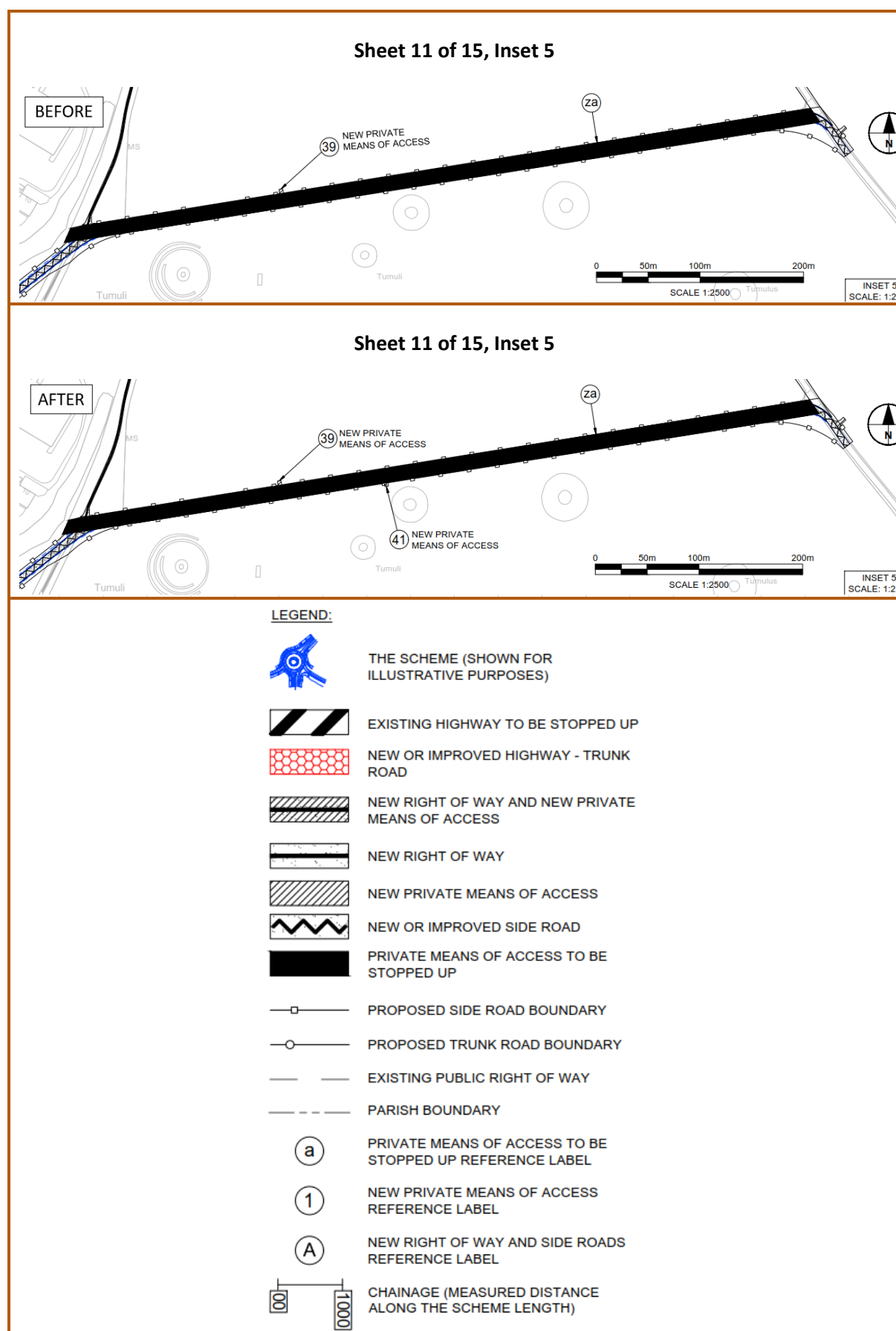


Figure 10-1 Extract from Rights of Way and Access Plans [APP-009]

10.4 Summary of environmental appraisal

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

10.5 Conclusions of the environmental appraisal

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

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

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

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

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

11.1 Background to the change

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

11.2 Description of the change

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

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

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

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

11.3 Before and after plans/drawings

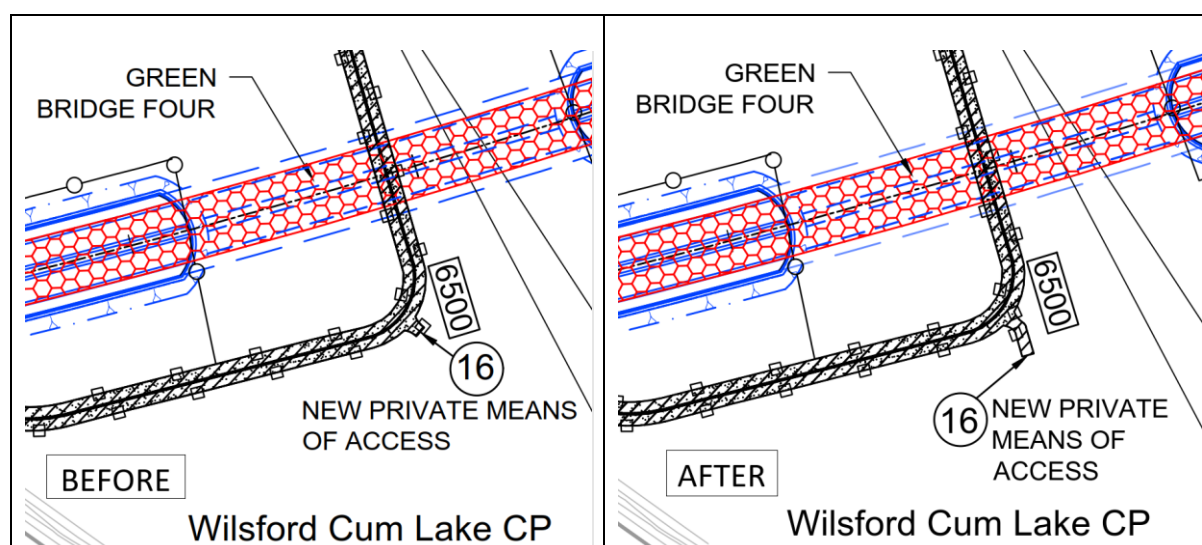


Figure 11-1 Extract from Rights of Way and Access Plans [APP-009]

11.4 Summary of environmental appraisal

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

11.5 Conclusions of the environmental appraisal

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

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

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

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

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

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