

# A303 Amesbury to Berwick Down

TR010025

## Deadline 6

**8.38 - Comments on any further information requested by the ExA and received to Deadline 4 and 5 regarding the Outline Environmental Management Plan**

APFP Regulation 5(2)(q)

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

July 2019



## Infrastructure Planning

### Planning Act 2008

### The Infrastructure Planning (Examination Procedure)

### Rules 2010

## A303 Amesbury to Berwick Down

### Development Consent Order 20[\*\*]

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**Comments on any further information requested by the ExA  
and received to Deadline 4 & 5 regarding the Outline Environmental  
Management Plan**

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# 1 Introduction

## 1.1 Purpose of Report

- 1.1.1 This report provides Highways England's responses to representations by Interested Parties (IPs) submitted at Deadline 4 and Deadline 5.

## 1.2 Structure of this document

- 1.2.1 This report is structured by Interested Party and includes matters they have raised from their representations and the associated responses from Highways England. The Table of Contents provides the complete listing of the representations received and included in this report.
- 1.2.2 The matters raised were regarding:
- Comments on the OEMP [REP3-006] submitted at Deadline 3
  - Written confirmation of oral statements made at Issue Specific Hearings

## 1.3 The Examination Library

- 1.3.1 Reference in these questions set out in square brackets (e.g. [APP-010]) are to documents catalogued in the Examination Library. The Examination Library can be viewed at the following link:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010025/TR010025-000484-Stonehenge%20-%20Examination%20Library%20Template.pdf>

## 2 Wiltshire Council (REP4-039)

2.1	Comments on Updated Outline Environmental Management Plan	
	Matter Raised	Highways England's Response
2.1.1	<p><u>WC Item 2.1 (General comment on the OEMP)</u></p> <p>Whilst detailed, the formatting, signposting and cross referencing within the document could be refined to make it more navigable.</p>	<p>Highways England notes this comment. A contents table for the REAC has been included within the revised OEMP to be submitted at Deadline 6 (26th July 2019).</p>
2.1.2	<p><u>Item 2.2 (General comment on the OEMP)</u></p> <p>The vision for the management of the WHS is not as evident in the document as it should be and the Council would like to see the whole document couched in terms of the principles set out in the WHS Management Plan, all of which have been endorsed by WHS stakeholders. The cultural heritage principles should be clearly set out as key to all decision-making.</p>	<p>The OEMP is applicable to the entire scheme and as such it is not considered appropriate for the whole document to be couched in terms of principles set out within the WHS Management Plan. The principles of the WHS Management Plan have been considered for elements of the OEMP which directly or indirectly affect the WHS site or setting and have been key to decision making to date (refer to section 1.2.4 of the OEMP). Consideration of the aims and policies of the WHS Management Plan will continue to play a role through the detailed design phase. This has now been made more explicit within the Design Vision set out in part 4 of the OEMP submitted at Deadline 6.</p>
2.1.3	<p><u>WC Items 2.3.1 - 2.3.3, 2.14 - 2.18, 2.25.1, 2.28.1, 2.32, 2.33.1, 2.35 - 2.37, 2.39, 2.40.1 and 2.41 - 2.44</u></p> <p>General approval comments</p>	<p>Please see Highways England's responses to Second Written Questions DCO2.44 and 2.47.</p>
2.1.4	<p><u>WC Items 2.4.1 (Introduction 1.1.12) and 2.12.1 (PW-G5)</u></p> <p>Comments with references to Wiltshire Council / stakeholder consultation.</p>	<p>Highways England notes these comments. the statutory bodies which are to be consulted during the preparation of the CEMPs (and therefore its subplans) are listed within items PW-G1 of table 2.1a and MW-G5, MW-G7 and MW-G11 of table 3.2b of the OEMP [REP4-020]. Where appropriate to</p>

		do so, the 'Reporting Criteria' column sets out the role of consultative bodies for relevant plans.
2.1.5	<p><u>WC Item 2.5.1 (Introduction 1.2.10)</u></p> <p>The Council notes the contents of this paragraph. However, this has the effect of fragmenting the effects of the Scheme, especially on ecology. The Council believes that HE should consider the likelihood of in-combination effects on the biodiversity and ecology both within the Scheme footprint and with other works which may be taking place nearby, such as residential site construction etc. There is a possibility for faunal species to be displaced and disturbed by the combination of site workings with a zone of impact, depending on the nature of the works. Certainly, vegetation stripping, soil movements, temporary haul roads and construction lighting could all impact.</p>	<p>The measures in the preliminary works and main works REAC tables need to be read together. In respect of ecology in particular, the MW-BIO items refer directly back to the PW aspects where necessary; ensuring that effects on ecology are considered throughout the development programme. See also the response to item 2.1.8 below.</p> <p>Cumulative impacts with other projects and in-combination impacts relating to ecology have been assessed and are described within the Environmental Statement</p>
2.1.6	<p><u>WC Item 2.6.1 (Roles and Responsibilities 2.1.3)</u></p> <p>The Council suggests a minor drafting amendment to this paragraph so that it would state: “...a preliminary works contractor <b>shall</b> prepare a revised (reduced) version of the table, scoped in agreement with The Authority, <b>in consultation with the relevant stakeholders as set out in this OEMP</b>, to the extent of their contractual responsibilities.”</p>	Amendments made as suggested.
2.1.7	<p><u>WC Item 2.7.1 (Roles and Responsibilities Table 2.1 – The Authority)</u></p> <p>The Council considers that an additional bullet point should be added to this section which states: “<b>Consulting with relevant stakeholders as set out in this OEMP prior to approval of the documents.</b>”</p>	It will be the appointed Contractor's responsibility, not The Authority's, to consult with relevant stakeholders during the preparation of the CEMPs and related documents. The obligation to consult is already set out clearly in the REAC tables.
2.1.8	<p><u>WC Item 2.8.1 (Roles and Responsibilities Table 2.1 – Ecological Clerk of Works)</u></p> <p>The Council notes that one of the CEMP responsibilities for this role is to be responsible for ensuring that all ecological elements of the</p>	Amendment made to the ECoW CEMP responsibilities list within Table 2.1:

	EMP are complied with. The Council believes this role should also ensure that the effects of multiple CEMPs in any spatial and temporal area do not combine to produce adverse effects on ecology / biodiversity.	<b><i>'Ensure that the effects of multiple CEMPs do not combine to produce adverse effects on biodiversity.'</i></b>
2.1.9	<p><u>WC Item 2.9.1 (Roles and Responsibilities Table 2.1 Traffic Control Officer)</u></p> <p>The Council suggests that the text in the second bullet point under CEMP responsibilities be amended to state: "...a Site Access Plan, a <b>Construction Traffic Routeing Plan</b> and a Site Travel Plan) and submitting this for approval <b>by The Authority, in consultation with Wiltshire Council.</b>"</p>	<p>Amendment made to the Traffic Control Officer CEMP responsibilities list within Table 2.1:</p> <p><b><i>'Prepare a Traffic Management Plan (TMP) including a Construction Workforce Travel Plan, a Site Access Plan, <b>construction traffic routeing details</b> and a Site Travel Plan) and submitting this for approval by The Secretary of State [in line with DCO Requirement 9], in consultation with Wiltshire Council.'</i></b></p>
2.1.10	<p><u>WC Item 2.9.2 (Roles and Responsibilities Table 2.1 Traffic Control Officer)</u></p> <p>Furthermore, an additional bullet point is required in Overall Responsibilities (suggest new fourth bullet point), which states: <b><i>"Ensuring that all elements of the Scheme comply, at all appropriate times, with the requirements of the Traffic Signs Regulations and General Directions 2016 (as amended)"</i></b>.</p>	Highways England notes this comment, however it is not the intention for the OEMP to list all statutory and legislative requirements. As stated within Sections 1.1.8 and 3.2.4 of the OEMP, all contractors will be required to comply with relevant legislation and shall have regard to relevant technical guidance in individual subject areas.
2.1.11	<p><u>WC Item 2.9.3 (Roles and Responsibilities Table 2.1 Traffic Control Officer)</u></p> <p>The Council also considers that a minor drafting amendment is required to the current 4th bullet point (proposed to become the 5th bullet point) to state: <b><i>"Management of the layout and signing of site access..."</i></b>.</p>	Amendment made as suggested.
2.1.12	<p><u>WC Item 2.10.1 (Introduction to the REAC 3.1.2)</u></p> <p>The Council suggests that a minor drafting amendment is made to this paragraph to state: "...The Authority, <b>in consultation with relevant stakeholders as set out in this OEMP</b> (see Table 3.2a...)"</p>	<p>Amendment made to Section 3.1.2:</p> <p><b><i>'Each CEMP or update will be prepared in accordance with the principles of the original OEMP and will require approval from The Authority, following consultation with the relevant stakeholders as set out in this OEMP...'</i></b></p>

2.1.13	<p><u>WC Item 2.11.1 (PW-G4)</u></p> <p>The Council recommends that a minor drafting amendment is required to the third statement to read: “...an application <b>shall</b> be made to Wiltshire Council...”.</p>	Amendment not made as the existing language has the same effect.
2.1.14	<p><u>WC Item 2.12.1 (PW-G5)</u></p> <p>The Council suggests that the third statement in this section is amended to state: “...The Authority, <b>in consultation with relevant stakeholders as set out in the OEMP</b>, before commencing the works.”</p>	Highways England notes this comment, however it is not considered necessary to include this amendment as the relevant stakeholders will have been consulted during the production of the CEMP, as stated in item PW-G1, and the method statements will need to comply with the CEMP.
2.1.15	<p><u>WC Item 2.13.1 (PW-G6)</u></p> <p>The Council requires that an additional item is added here to cover Site Lighting. It should state:</p> <p><b>“Site Lighting:</b></p> <p><b><i>The works contractor shall define within the CEMP the proposed approach to the site lighting around construction compounds and elsewhere along the route alignment, giving consideration to the WHS context and other environmental constraints. Lighting shall be at the minimum luminosity necessary and use low energy consumption fittings and should avoid light spillage.</i></b></p> <p><b><i>Lighting shall also be designed, positioned and directed so as not to unnecessarily intrude on adjacent buildings, ecological receptors, structures used by protected species and other land uses to prevent unnecessary disturbance, interference with local residents, or passing motorists on nearby roads. This provision will apply particularly to sites where night working will be required and in particular, the tunnel portal areas.”</i></b></p>	Amendment included within the Deadline 4 version of the OEMP [REP4-020].



2.1.16	<p><u>WC Item 2.19.1 (PW-NOI1)</u></p> <p>Section a) should be amended to state: “...<i>such as the use of low noise equipment, provision of acoustic enclosures...</i>”.</p>	Amendment included within the Deadline 4 version of the OEMP [REP4-020].
2.1.17	<p><u>WC Item 2.20.1 (PW-NOI3)</u></p> <p>In order to address inconsistencies in the OEMP, the Council suggests that the reporting criteria for this item is amended to state: “...<i>Vibration Management Plan, in consultation with Wiltshire Council.</i>”</p>	Amendment included within the Deadline 4 version of the OEMP [REP4-020].
2.1.18	<p><u>WC Item 2.20.1 (PW-NOI3)</u></p> <p>The 2009 and 2010 ground investigation reports do not adequately address the high levels of TPH found in TP4 at Countess Roundabout when preliminary work was carried out to install traffic lights on the roundabout. HE consultants have advised that this will be covered by further investigation work that has been proposed and that the Council will be included in discussions relating to this. This was referred to as “phase 7”. The Council has seen no documents relating to this and the Council’s inclusion in such discussions needs to be acknowledged in the preliminary works OEMP or other relevant documentation relating to preliminary ground investigation work of known contamination.</p>	This change has not been made as there are sufficient controls in relation to contaminated land potentially being found through the phase 7 surveys through requirement 7 of the dDCO.
2.1.19	<p><u>WC Item 2.22.1 (PW-WAT1)</u></p> <p>The Council requires amendments to this section to state:</p> <p>“...<i>water levels and quality. The plan shall include measures for the monitoring and protection of private water supplies used for human consumption, such as to ensure drinking water quality is maintained. This will be completed having regard to industry guidance.</i>”</p>	Highways England notes these comments, however measures to manage to impact on abstraction boreholes and private water supplies are already contained within items MW-WAT11 and MW-COM6 of the OEMP.

	<b><i>Wiltshire Council to be consulted on the development of said plan."</i></b>	
2.1.20	<p><u>WC Item 2.23.1 (PW-WAT3)</u></p> <p>The Council requires an additional section to be included for preliminary works to better reflect the commitments provided in MW-WAT3 for site drainage, that states: "water flows from sites will be limited during construction to existing runoff rates, unless otherwise agreed with Wiltshire Council and the EA in accordance with relevant legislation."</p>	<p>New item (PW-WAT3) has been included within the OEMP:</p> <p><i>'Water flows from sites will be limited during construction to existing runoff rates, unless otherwise agreed with Wiltshire Council and the Environment Agency in accordance with relevant legislation.'</i></p>
2.1.21	<p><u>WC Item 2.24.1 (PW-TRA1)</u></p> <p>The Council suggests a minor drafting amendment to the first paragraph to state: "...where these works could impact on <b>any</b> public roads and / <b>or</b> non-motorised user..."</p>	Amendment made as suggested.
2.1.22	<p><u>WC Item 2.24.2 (PW-TRA1)</u></p> <p>A further minor drafting amendment should be made to the end of the second paragraph as follows: "...Traffic Signs Regulations and Generation Directions <b>2016 (as amended)</b>."</p>	Amendment not made as the existing language has the same effect as all contractors will be required to comply with relevant legislation and shall have regard to relevant technical guidance in individual subject areas (refer to Sections 1.1.8 and 3.2.4 of the OEMP).
2.1.23	<p><u>WC Item 2.26.1 (MW-G7)</u></p> <p>The Council considers that the Flood Risk Management Plan is a key management plan which should be specifically referenced here.</p>	Amendment made as suggested.
2.1.24	<p><u>WC Item 2.26.2 (MW-G7)</u></p> <p>The current drafting appears to be inconsistent with relation to item h) Noise Insulation and Temporary Rehousing Policy. This policy does not appear to be specifically mentioned in the OEMP commitments at present.</p>	Highways England does not consider there to be an inconsistency as the Noise Insulation and Temporary Rehousing Policy is specifically mentioned within item MW-NOI4 and is listed within item MW-G7.

2.1.25	<p><u>WC Item 2.26.3 (MW-G7)</u></p> <p>The Council believes that item m) Traffic Management Plan should be expanded to include: “<b><i>(including a Construction Workforce Travel Plan, a Site Access Plan, Construction Traffic Routeing Plan and a Site Travel Plan).</i></b>”</p>	<p>Amendment made to item MW-G7 point m):</p> <p><b><i>m) Traffic Management Plan (to include a Construction Workforce Travel Plan, a Site Access Plan, construction traffic routeing details and a Site Travel Plan).</i></b></p>
2.1.26	<p><u>WC Item 2.27.1 (MW-G11)</u></p> <p>The Council suggests that a minor drafting amendment is required to this section so that it reads: “...on matters related to their function and with <b>and</b> The Authority. ...”.</p>	Amendment made as suggested.
2.1.27	<p><u>WC Item 2.29.1 (MW-G16)</u></p> <p>The Council suggests that a minor drafting amendment is required to this section so that it reads: “This suspension would not <b>apply to include</b> the tunnelling operation, ...”.</p>	Amendment made as suggested.
2.1.28	<p><u>WC Items 2.30.1, 2.45.1, 2.46.1, 2.48.1, 2.50.1, 2.51.1, 2.53.1, 2.55.4, 2.56.2, 2.59.1, 2.60.1 and 2.61.3</u></p> <p>Comments for including consultation with Wiltshire Council within the reporting criteria column.</p>	Highways England notes these comments and where appropriate has amended the relevant reporting criteria column within the OEMP (to be submitted at Deadline 6) to include consultation with Wiltshire Council (or other relevant stakeholders, as appropriate).
2.1.29	<p><u>WC Item 2.31.1 (MW-G21)</u></p> <p>The Council suggests that a minor drafting amendment is required to this section to state: “...and shall also be suitable for <b>use by ambulances.</b>”</p>	Amendment made as suggested.
2.1.30	<p><u>WC Item 2.34.2 (MW-CH5)</u></p> <p>Furthermore, with regard to point c) cycle-ways are not defined in law, and all references to such should be changed to “cycle tracks” which are defined at s329 of the Highways Act 1980.</p>	Please see Highways England's response to Wiltshire Council's comment on the same point in relation to the dDCO also submitted at Deadline 6. For the same reasons given there, no change is proposed

2.1.31	<u>WC Item 2.38.1 (D-CH12)</u> The Council requires approval of lighting to be used.	Wiltshire Council will be consulted on lighting pursuant to the provisions of the OEMP (Chapter 4) and the legal agreement (in respect of local roads).
2.1.32	<u>WC Item 2.47.1 (MW-NOI1)</u> Section a) should be amended to state: "...such as the <b>use of low noise equipment</b> , provision of acoustic enclosures...".	Amendment included within the Deadline 4 submission of the OEMP [REP4-020].
2.1.33	<u>WC Item 2.49.1 (D-NOI2)</u> Council requires that this section is expanded to include the following: "...Junction Flyover <b>which conforms with the current harmonised Specifications Standard BS EN 14388 (2005) and meet the A3 (DL<math>\alpha</math> 8 to 11 dB) and B3 (DLR&gt;24 dB) standards for sound absorption and airborne sound insulation as specified in BS EN 1793 part 1 and 2 (1998), or equivalent future standards.</b> "	Amendment included within the Deadline 4 submission of the OEMP [REP4-020].
2.1.34	<u>WC Item 2.52.1 (MW-WAT3)</u> The Council requires that this section is amended to state: "...Sufficient time will be made for the Environment Agency <b>and Wiltshire Council (for land drainage consent)</b> to issue permits...".	Highways England does not intend to make this amendment. The Environment Agency are responsible for permits. Wiltshire Council are responsible for land drainage consents as lead local flood authority, however these have been dis-applied through article 3 of the dDCO, with relevant controls for Wiltshire Council included in the protective provisions for drainage authorities at Part 3 of Schedule 11 to the dDCO.
2.1.35	<u>WC Item 2.52.2 (MW-WAT3)</u> However, amendment to point c) is also required to state: "... (unless otherwise agreed with Wiltshire Council and the Environment Agency in accordance with relevant legislation...)".	Amendment made but 'or' rather than 'and': ' <i>c) water flows from sites will be limited during construction to existing runoff rates, unless otherwise agreed with <b>Wiltshire Council or the Environment Agency in accordance with relevant legislation;</b></i> '
2.1.36	<u>WC Items 2.55.1 and 2.55.2 (MW-WAT10)</u> 2.55.1 This section should reference flood risk management.	2.55.3 – The contractor will produce the GMP which will include their proposals for monitoring in consultation with Wiltshire Council relevant to their function as lead local flood authority (as stated within item MW-G7 of the OEMP). Therefore, Highways England does not propose to make the

	<p>2.55.2 The Council requires the following amendment to the opening paragraph here to state: “...<i>The Plan shall be prepared in consultation with the Environment Agency and Wiltshire Council and address...</i>”.</p> <p>2.55.3 Point c) should be expanded to also include the following: “...<i>reporting programme. <b>This should be undertaken during a baseline period, construction and for a minimum of 5 years post construction.</b></i>”</p>	<p>suggested amendment as Wiltshire Council will have the opportunity to comment on the monitoring proposals in the GMP during its development.</p> <p>Item MW-WAT10 within the OEMP has been amended as follows to address 2.55.1 and 2.55.2:</p> <p><i>The main works contractor shall develop a Scheme-wide GMP, outlining how groundwater resources are to be protected in a consistent and integrated manner. The Plan shall be prepared in consultation with the Environment Agency and address:</i></p> <ul style="list-style-type: none"> <li><i>a) Potential effects on groundwater (resources and quality) that fall outside other regulations such as the Environmental Permitting Regulations.</i></li> <li><i>b) An update to the Groundwater Risk Assessment for the final design and construction plan.</i></li> <li><i>c) The groundwater level and water quality monitoring and reporting programme.</i></li> <li><i>d) Development of baseline groundwater conditions and derivation of trigger levels and action levels/mitigation/action plans for exceedances and accidents/incidents.</i></li> <li><b>e) The management of groundwater flood risk.</b></li> </ul> <p><i>The main works contractor shall consult with the Environment Agency during the development of the GMP <b>and Wiltshire Council (insofar as relevant to its functions as lead local flood authority).</b></i></p>
2.1.37	<p><u>WC Item 2.56.1 (MW-WAT12)</u></p> <p>The Council requires the last sentence of this section to be amended to read: “...<i>following consultation with the Environment Agency <b>and Wiltshire Council.</b></i>”</p>	<p>Amendment made to as follow:</p> <p><i>The plan shall be developed following consultation with the Environment Agency <b>and Wiltshire Council (in so far as relevant to its functions as lead local flood authority).</b></i></p>
2.1.38	<p><u>WC Item 2.57.1 (MW-WAT14)</u></p> <p>The Council requires that this section is amended to state:</p>	<p>Highways England notes this comment, however it is considered that Requirement 10 adequately secures controls the Scheme's drainage design (through approval and consultation), which would facilitate these requirements being considered and further amendments to the OEMP are not necessary.</p>

	<p><i>“...surface water drainage (including road drainage) system reflects....with Requirement 10 of the DCO and shall be designed to:</i></p> <p><i>a) Maintain pre-development runoff rates (peak flow and volume) for the 1, 30 and 100 year rainfall events;</i></p> <p><i>b) Convey the 1 in 30 year rainfall event without causing flooding to any part of the site;</i></p> <p><i>c) Manage the 1 in 100 year rainfall event within the site without causing flooding to any building (including a basement) or in any utility plant susceptible to water (e.g. pumping station or electricity substation);</i></p> <p><i>d) Manage flows from rainfall in excess of the 1 in 100 year rainfall event in routes that minimises the risks to people and property;</i></p> <p><i>e) Provide a 40% uplift in peak rainfall intensity to allow for climate change in accordance with Environment Agency guidance;</i></p> <p><i>f) Enable automated control of the tunnel drainage.”</i></p>	
2.1.39	<p><u>WC Item 2.58.1 (MW-WAT15)</u></p> <p>The Council requires that an additional point e) is added into this section which states: <b><i>“e) ensure that the potability of private drinking water supplies use for human consumption in accordance with drinking water quality standards. Wiltshire Council shall be notified of any samples that fail to meet drinking water standards as soon as practicable after the failure is detected.”</i></b></p>	Highways England notes these comments, however considers that items MW-WAT11 (Management of impact on abstraction boreholes) and MW-COM6 (private water supplies) adequately cover the provisions requested within this proposed amendment. Please also see Highways England's response to Second written questions Fg2.24.
2.1.40	<p><u>WC Item 2.61.1 (MW-TRA2)</u></p>	<p>Item MW-TRA2 of the OEMP has been amended:</p> <p><i>The TMP shall include:</i></p>

	The Council requires point b) of what the TMP should include to be amended to state: "...works on or adjacent to <b>or affecting</b> public roads".	<p>a) measures to provide for the safety of traffic, the public and construction staff during traffic management works and temporary traffic control measures;</p> <p>b) a programme of traffic management measures to be implemented and details of traffic management proposals for all stages of the works, on <b>affected or adjacent to</b> public roads;</p>
2.1.41	<p><u>WC Item 2.61.2 (MW-TRA2)</u></p> <p>To distinguish between on-site haulage of materials i.e. within the Order limits, and those affecting, especially local roads, the Council requires point f) to be amended as follows: "<b>f) a Construction Traffic Routeing Plan, identifying the roads to be used for all known principal sources of construction materials delivered to the site plan of the haul routes to be used;</b>".</p>	<p>Item MW-TRA2 of the OEMP has been amended to include a new point within the TMP content list:</p> <p><b>f) a plan identifying the roads to be used for all known principal construction materials to be delivered to the site;</b></p>
2.1.42	<p><u>WC Item 2.62.1 (MW-TRA9)</u></p> <p>The Council suggests a minor drafting amendment to the last sentence of this section to read: "...when their use in connection with the <b>Scheme works</b> <del>networks</del> has finished."</p>	Amendment not made as the existing language has the same effect.
2.1.43	<p><u>WC Item 2.63.1 (MW-TRA12)</u></p> <p>Whilst the Council believes that this has been included within the OEMP following discussions between itself and HE, the Council is of the opinion that this should be a Requirement within Schedule 2 of the draft DCO instead. This is because the management of the tunnel during closures is not really a matter for the works contractor, but a matter for HE to determine, and to change in the light of operational experience and the emergence of new or changed technological opportunities.</p>	<p>This does not need to be a DCO requirement because, as the OEMP item indicates, the Tunnel Closure Management Plan (TCMP) will be handed over by the main works contractor, alongside the works themselves.</p> <p>The TCMP will therefore be prepared by that contractor at the time of the completion of construction, and will then be owned by the body that is operating the tunnel (and can then amend as time goes on).</p>
2.1.44	<p><u>WC Item 2.65.1</u></p> <p>The Council suggests a minor drafting amendment to this section so that it reads: "...how <del>The Authority's</del> will involve key stakeholders..."</p>	Amendment included within the Deadline 4 submission of the OEMP [REP4-020].



2.1.45	<u>WC</u> Comments on WR Report: (810 – the EA) Regarding paragraph 23.2.26, Wiltshire Council also requests that the Council be consulted during the preparation of the Water Management Plan, as it is the flood risk management authority leading on surface water, groundwater and ordinary watercourses.	Please see Highways England's response to para 2.4.1 [item 2.1.4 above] of the Council's comments on the OEMP.
2.1.46	<u>WC</u> Comments on WR Report: (810 – the EA) There is inconsistency with regards the need for consultation with Wiltshire Council on documents such as the Flood Risk Management Plan (MW-WAT12), the Groundwater Management Plan (MW-WAT10), the Soils Management Strategy (MW-GEO3) and site drainage (MW-WAT3).	Please see Highways England's response to para 2.4.1 [item 2.1.4 above] of the Council's comments on the OEMP. Highways England does not believe there is an inconsistency as Wiltshire Council will be consulted on all plans (relevant to their function), as stated in item MW-G7.
2.1.47	<u>WC</u> Comments on WR Report: (822 – Morrison & King) Regarding paragraph 37.2.6 in HE's response, action / commitment MW-GEO3 in the OEMP states that the main works contractor shall produce a Soils Management Strategy. Wiltshire Council requests that it be consulted in the preparation of the strategy as the movement of soils and construction activities could impact the drainage characteristics of an area and increase flood risk.	Please see Highways England's response to para 2.4.1 [item 2.1.4 above] of the Council's comments on the OEMP.
2.1.48	<u>WC</u> Written Question DCO.1.70: HE's response states that site clearance is part of the preliminary works, and that the preliminary works will be carried out in accordance with the preliminary works OEMP (REAC table 3.2a of the OEMP). Wiltshire Council requests that table 3.2a includes an action / commitment for site drainage, similar to what has been included in REAC table 3.2b ref MW- WAT3 for the main works, that states "water flows from sites will be limited during construction to existing runoff rates, unless otherwise agreed with Wiltshire Council and the EA in accordance with relevant legislation".	Highways England can confirm that a new item (PW-WAT3) will be included within the OEMP (submitted at Deadline 6) to address this comment:  <b>Site Drainage:</b>  <i>Water flows from sites will be limited during construction to existing runoff rates, unless otherwise agreed with Wiltshire Council and the Environment Agency in accordance with relevant legislation.</i>
2.1.49	<u>WC</u> Written Question Fg.1.25: Section 7.2.5 - 7.2.7 in Appendix 11.4 Groundwater Risk Assessment of the ES states that groundwater monitoring (both level and quality information) will be undertaken during a baseline period, construction, and a minimum 5-year period post construction. This information will be invaluable to confirm that	Highways England can confirm that an amendment will be made to item MW-WAT10 of the OEMP (groundwater management plan (GMP)) to be submitted at Deadline 6. This will require the contractor to consult with Wiltshire Council during the preparation of the GMP (insofar as relevant to its



	the design is functioning as intended and any required mitigation works. The ongoing monitoring will provide confidence in the groundwater modelling outputs and inform the detailed design and Groundwater Management Plan for construction. Wiltshire Council requests that the scope and detail of the monitoring (number, location, ownership, maintenance, etc.) be agreed with ourselves and the EA when developing the Groundwater Management Plan. Wiltshire Council should also be consulted in the preparation of the Groundwater Management Plan (MW-WAT10 in the OEMP), as the Council is the statutory authority leading on groundwater flood risk management.	functions as lead local flood authority). Refer also to response item 2.1.36 above.
2.1.50	<b>WC Oral submission ISH 4 para 4.1.2</b> - ..... The risk that permanent compaction poses is to change the drainage characteristics of the land, causing more runoff that could lead to flooding. HE has indicated that the mitigation measures will be outlined in the Soils Management Strategy to be developed by the appointed contractor. The Council believes that this could be more clearly stated in the OEMP.	Highways England notes this comment. Following these comments and the comments of other parties at Deadline 4 and at the Compulsory Acquisition Hearings, Highways England is considering the appropriate amendments to be made to the OEMP in respect of soil management. Highways England can confirm that an outline Soils Management Strategy, to be further developed by the contractor, has been included within the revised OEMP to be submitted at Deadline 6.
2.1.51	<b>WC Oral submission ISH 4 para 4.1.3</b> - MW-WAT3 in the OEMP commits to “water flows from sites will be limited during construction to existing runoff rates, unless otherwise agreed with the Environment Agency in accordance with relevant legislation”. This should include consultation with Wiltshire Council, as the Council is the statutory authority leading on surface water, groundwater and ordinary watercourse flood risk management.	Highways England notes this comment. An amendment has been made to the OEMP (submitted at Deadline 6) to include agreement with Wiltshire Council where relevant to flood risk and site runoff:  <i>‘c) water flows from sites will be limited during construction to existing runoff rates, unless otherwise agreed with <b>Wiltshire Council or the Environment Agency</b> in accordance with relevant legislation’</i>  Highways England considers that this amendment provides Wiltshire Council with a consultation / agreement role in accordance with their function.
2.1.52	<b>WC Oral submission ISH 4 para 4.2.4</b> - Site drainage is dealt with in the REAC Table 3.2b (reference MW-WAT3). In the current wording, there is no mention of consultation with Wiltshire Council for agreeing the strategy, only the EA and the sewerage undertaker are mentioned. As the Council is the lead authority for flood risk	

	management and surface water, the Council must be consulted with regard flood risk and site runoff. This action / commitment within the OEMP will need to be amended to include consultation with Wiltshire Council.	
2.1.53	<b>WC Oral submission ISH 4 para 4.3.2</b> regarding contaminants, The Council will work closely with the EA on this issue. The Council requires to be consulted on the Soils Management Plan, and notes that at the moment it isn't.	The OEMP has been updated at Deadline 6 to provide for consultation with Wiltshire Council during the development of the detailed Soils Management Strategy.

### 3 Wiltshire Council (REP5-009)

3.1		
	<b>Matter Raised</b>	<b>Highways England's Response</b>
3.1.1	<b>[RE5-009] Para 3.2.</b> With regard to the response in 9.4.2, the Outline Environmental Management Plan (OEMP) contains a number of mitigation measures, which should additionally include proactive monitoring as specified in MW-WAT15 to protect the quality of all drinking water supplies both public and private. The Local Planning Authority should be involved as it is responsible for the legislative controls for private water supplies.	Item MW-WAT15 has been amended to provide for Wiltshire Council to be consulted on the proposals for monitoring of water resources, in relation to their responsibility for private water supplies.  Please also see the response to SWQ Fg 2.24
3.1.2	<b>[RE5-009] Para 3.3 and 4.2.</b> Furthermore, in relation to the response in 9.4.3 and 9.6.1, in the OEMP, MW-COM6 contains a requirement for the main works contractor to provide an alternative water supply if a private water supply is adversely affected by the Scheme. The Council would support this requirement having a more proactive approach rather than reactive should there be adverse impacts	The suite of measures in the MW-COM series of items within the OEMP require an on-going liaison regime on Highways England, with a key role of the Agricultural Liaison Officer considering issues related to drainage and water supply.  Through the monitoring proposals also required by the Groundwater Management Plan (MW-WAT10) and the requirements of MW-GEO1, MW-

	whereby the main works contractor is under an obligation to routinely monitor supplies for bacteriological and chemical contamination.	GEO2 and MW-GEO8, sufficient controls and monitoring requirements will be able to be put in place to deal with contamination concerns.
3.1.3	<b>[RE5-009] Para 4.3.</b> Furthermore, in relation to the response in 9.6.3, whilst the HE response is correct in stating that Wiltshire Council is responsible for enforcement of the private water supplies legal regime, including sampling, it is disappointing that HE has not sampled under the full sampling suite as required under the regulations. Sampling has only been undertaken using a limited suite for baseline chemistry.	Please see the response to SWQ Fg2.24

## 4 National Farmers Union (REP4-052 and REP4-053)

4.1	Comments on Updated Outline Environmental Management Plan	
	Matter Raised	Highways England's Response
4.1.1	<p><b>Oral submission: Schedule 2: Requirement 4:</b> Outline Environmental Management Plan (OEMP): The NFU has requested to Highways England that the OEMP must include details covering the following:</p> <ol style="list-style-type: none"> <li>1. The role of Agricultural Liaison Officer</li> <li>2. How private water supplies will be secured</li> <li>3. How agricultural field drainage will be dealt with during and after construction</li> </ol> <p>How soils will be reinstated and aftercare implemented.</p>	<p>These points are addressed within the OEMP submitted at Deadline 4 [REP4-020]. Highways England acknowledges the further detail requested on these points and responds where appropriate in the following sections.</p>
4.1.2	<p><b>Oral submission: Agricultural Liaison Officer: Under '2 Project Team Roles and Responsibilities'</b> in the OEMP an Agricultural Liaison Officer (ALO) has now been included which sets out the responsibilities the ALO will undertake but it does not set out when the ALO will be appointed, how long for, the qualifications of the ALO, contact details. The wording the NFU would like to see setting this out is highlighted below:</p> <ol style="list-style-type: none"> <li>1. <i>The Agricultural Liaison Officer (ALO) will be appointed by Highways England prior to the commencement of pre-construction activities and will be the prime contact for ongoing engagement about practical matters with landowners, occupiers and their agents before and during the construction process. There may be more than one ALO if required.</i></li> </ol>	<p>Highways England can confirm that an amendment has been made to Table 2.1 of the OEMP (Table 2.1 – Roles and Responsibilities) to be submitted at Deadline 6. This will include the following:</p> <p>....</p> <ul style="list-style-type: none"> <li>• The ALO will be shall be appointed by the main works contractor prior to the commencement of the main works. There may be more than one ALO if required.</li> <li>• The ALO will have relevant experience of working with landowners and agricultural businesses and will have knowledge of the compulsory acquisition process (if required) and working on a linear infrastructure project.</li> <li>• Post-construction the ALO will remain in place for up to one year to manage remediation issues.</li> <li>• After that year the main works contractor shall ensure that ongoing contact details are provided in order for landowners and occupiers to</li> </ul>

	<p>2. <i>The ALO will have relevant experience of working with landowners and agricultural businesses and will have knowledge of the compulsory acquisition process (if required) and working on a linear infrastructure project.</i></p> <p>3. <i>The ALO (or their company) will be contactable from 7am to 7pm during the construction phase to landowners, agents and occupiers and will provide 24-hour team or company contact details for use in the event of emergency.</i></p> <p>4. <i>Post-construction the ALO will remain in place for up to one year in order to manage remediation issues.</i></p> <p>5. <i>After that year Highways England will ensure that ongoing contact details are provided in order for landowners and occupiers to seek consent, if required, in respect of restrictive covenants for</i>  <i>the lifetime of the project or to highlight any defects. Information in relation to the process of management of restrictive covenants will be issued to landowners and occupiers upon any change in the person/s responsible for the process on behalf of Highways England or the OFTO.</i></p> <p><b>In the OEMP 'Liaison with Landowners'</b> has also been set out at Ref:MW-COM3 on page 77 and this should be included under the role responsibilities of the ALO with the main contractors.</p>	<p>seek consent, if required, in respect of restrictive covenants for the lifetime of the project or to highlight any defects. Information in relation to the process of management of restrictive covenants shall be issued to landowners and occupiers upon any change in the person/s responsible for the process on behalf of The Authority.</p> <p>Point 3 of the submission has not been included as the ALO's (and the ALO's company, if relevant) contact arrangements shall be determined on appointment by the contractor. Highways England's 24-hour phoneline will be available in case of emergency.</p> <p>The 'liaison with landowner' requirements within MW-COM3 have been duplicated in Table 2.1 of the OEMP for clarity.</p>
4.1.3	<p><b>Oral submission: Private Water Supplies:</b> Wording to cover how private water supplies should be dealt with has been taken from the Statement of Common Ground with the NFU. But the following words "at the contractor's option" have been included in two places. It is stated that water has to be 'provided or procured or to meet the reasonable cost'. This cannot be at the contractor's option it should only be at the landowners option. The wording 'at the contractors option' must be deleted. This is at Ref:MW-COM6 in the OEMP page 77.</p>	<p>For clarity Highways England confirms that 'at the contractor's option' does not refer to whether or not the alternative water supply is provided, but refers instead to the form and type of alternative supply to be provided; which will be dependent on the contractor's construction methodology, phasing, procurement methodology, and discussions with landowners at the time that the need for such alternative water supply is required.</p> <p>All assessment of potential groundwater impact as indicated that there is limited potential for adverse effects on abstraction boreholes. In the exceptional case that private water supplies are affected, measures contained within the OEMP (MW-COM6 and MW-WAT11) are appropriate to</p>

		ensure that private supplies are maintained. These measures are considered standard practice for schemes of this nature and are typical of requirements placed on contractors constructing such schemes.
4.1.4	<p><b>Oral submission:</b> Due to the nature of the complicated private water supply systems to farms where water may be affected, the main farms being Manor Farm, Boreland Farm, Springbottom Farm and Druids Lodge. The NFU believes strongly that a farm pack needs to be set up for these farms pre construction and one of the main areas to be covered needs to be private water supplies. The details to be include needs to be as follows</p> <ul style="list-style-type: none"> <li>• Details and location of each borehole</li> <li>• Details recorded of results from water monitoring carried out by HE</li> <li>• How an emergency will be reported if water is contaminated</li> <li>• The procedure for getting water to a farm and how it will be distributed to animals and residential properties if water is affected on a temporary basis</li> <li>• The procedure for getting a new supply of water whether from a borehole, mains supply or combination of both to a farm if the water from the boreholes is contaminated on a permanent basis.</li> <li>• A guarantee given that if a new supply of water is provided from the mains that it will be up to pressure to meet demands and how this would be met.</li> </ul> <p>The above needs to be included in the OEMP so that it is binding on HE to carry this out at pre- construction stage.</p>	See response to item 25.1.14 – 25.1.16 in the Comments on Written Representations [REP3-013] and above response to item NFU-K. Given the measures already contained within the OEMP, Highways England does not consider it necessary to provide a 'farm pack' which covers private water supplies.

4.1.5	<p><b>Oral submission: Field Drainage:</b> HE has now inserted a section to cover agricultural field drainage in the OEMP at ref: MW- COM7 on page 78. The NFU is in agreement with the wording but it does not provide enough clarity on how field drainage will be reinstated during and after construction.</p>	<p>Highways England does not consider the additions necessary as the provisions within item MW-COM7 of the OEMP [REP4-020] have been defined from the information provided by the NFU. It is not the intention of the OEMP to define all aspects of the commitments to the level of detail that is requested by the NFU. As stated within item MW-COM7 of the OEMP, the contractor shall ensure that the existing land drainage systems are not compromised / are maintained during construction and reinstated on completion. Item MW-COM7 also provides for drainage surveys and consideration of the design of drainage works during construction (should they be required).</p> <p>In this framework, the Agricultural Liaison Officer will work closely with landowners to determine the detailed approach to field drainage that is required at the appropriate time.</p>
4.1.6	<p><b>Oral submission: Outline Soil Management Plan:</b> NFU would like to see an outline soil management plan being drafted which includes details of the general principles of how soil will be treated and aftercare carried out. The detail included in the OEMP at MW-COM4 and MW-COM 5 is very brief and does not give enough assurance to landowners and occupiers. We would like further detail to be agreed in an outline soil plan which is linked to the OEMP so that it is binding under the DCO.</p>	<p>See response to item 25.1.5 – 25.1.6 in the Comments on Written Representations [REP3-013].</p> <p>Highways England can confirm that an Outline Soils Management Strategy (SMS) is to be included within the OEMP submitted at Deadline 6.</p> <p>To ensure the contractor develops the SMS based on the outline provided, item MW-GEO3 has been amended as follows:</p> <p><i>The main works contractor shall produce a detailed Soils Management Strategy (SMS) <b>based on the Outline SMS within Annex A.3.</b></i></p> <p>In addition to the above, a new item (PW-GEO3) has been included within the OEMP submitted at Deadline 6 which requires the preliminary works contractor(s) to produce a SMS based on the Outline SMS.</p>
4.1.7	<p><b>Oral submission:</b> The NFU would like to state how important it is that a pre- construction record of condition and soil survey is undertaken to form a soil report/soil statement. This soil report/statement can then be used to inform what aftercare requirements are needed to bring the soil back into agricultural use and to bring the soil back to its original condition. We would also expect annual monitoring of physical soil</p>	<p>Highways England agrees that the management of soil during construction and restoration needs careful management. Appendix B provides useful detail which has partially been included within item MW-COM8 (record of Condition Survey). The remainder of Appendix B relates to pre-construction information which Highways England already possesses following the Environmental Assessment. It is therefore not considered necessary to include the entire contents of Appendix B.</p>



	<p>characteristics and soil nutrient levels to be carried out. The NFU would expect to see aftercare carried out over a five year term.</p> <p>The NFU would like to see the wording at Appendix B in regard to the pre-construction survey of soils. The detail we have requested to be included in a record of condition has now been included in the OEMP at ref: MW- COM 8 but this will need to be linked to the soil survey and form part of the soil statement.</p> <p>Under Appendix B wording has been highlighted that the NFU would like to see covered in some form for temporary soil compound sites and access and haul roads.</p>	<p>To ensure existing soil conditions are fully understood and recorded, Highways England can confirm that item MW-COM4 of the OEMP submitted at Deadline 6 has been amended (and a new PM-COM2 created) to provide for provision of preconstruction soil statements:</p> <p><i>The [contractor] shall produce Preconstruction Soils Statements for areas of agricultural land within individual land holdings that will be temporarily occupied during the construction of the Scheme. These shall provide a baseline schedule of soil condition against which the restoration of the soil post-construction will be assessed. The statements shall identify soils resource topsoil and subsoil unit plans and shall include, as a minimum, all pre-construction soil survey information obtained to inform the ES and the information gathered from the record of condition surveys (refer to item MW-COM8).</i></p> <p>Regarding the elements of Appendix B which cover compound sites and haul routes, these cannot be included as they contradict the non-dig methodology required to preserve archaeological remains.</p>
4.1.8	<p><b>Oral submission: Geology, Ground Conditions and Groundwater Flows:</b></p> <p>The NFU has covered the detail it expects to see in regard to abstraction and private water supplies in a written submission following the hearing on the draft DCO on the 4<sup>th</sup> June 2019. It is essential that HE start monitoring all private boreholes that may be affected by the scheme (if they have not done so already) and provide the results on a regular basis to the relevant landowner. This needs to be stated in the OEMP.</p>	<p>See response to agenda item 5.1 in the oral submission report from ISH4 regarding floodrisk [REP4-032].</p> <p>The need to monitor private boreholes is not required as the potential impact has been assessed as not being affected by the scheme. Refer to 40.5.13 [REP3-013] which states that:</p> <p>‘Annex E of [APP-282], Table E-3 assesses the effect on quality and quantity of the groundwater at licensed private drinking water abstractions. The sensitivity of the borehole receptors is considered to be high which is in acknowledgement of the reliance on and quality of the abstracted water. No impact is anticipated.’</p> <p>Highways England does not propose to monitor all private boreholes where no impact is anticipated.</p>



## 5 Historic England (REP4-086)

5.1	Comments on Updated Outline Environmental Management Plan	
	Matter Raised	Highways England's Response
5.1.1	<p><b>3. Relationship between OEMP and DAMS</b></p> <p>3.1 The d2DCO provides that the Scheme must be carried out in accordance with the Detailed Archaeological Mitigation Strategy (DAMS) and OEMP and as such these are both fundamental documents to the Scheme. There is need for a clear relationship between the management and mitigation measures they provide for and secure under the DCO. In order to ensure that the measures in both are properly secured we will continue to provide more detailed comments on drafting to Highways England to assist them in updating the OEMP (as well as the DAMS) under a consistent and overarching approach.</p> <p>3.2 At present, and this is similarly reflected in our comments on the d2DCO (see in particular commentary on draft Article 2 and the definition of “commence”), there remains a need to provide additional clarity regarding the scope of activity covered during the Preliminary Works stage. The definitions of the scope of works covered must be consistent across the various documents submitted. At present it does not appear that there is such consistency although this may result from differing deadlines for submission of the dDCO and OEMP which might be resolved following submission of the next iterations of these documents.</p> <p>3.3 We remain cautious in relation to the categorisation of work and the extent to which the OEMP will secure the appropriate level of environmental management and mitigation that is necessary. Where it is indicated that categories of work would commence in advance of</p>	<p>3.1: Highways England looks forward to further consultation with Historic England regarding the DAMS and the OEMP. We are not aware of any inconsistencies between the two documents.</p> <p>3.2: Noted. Highways England considers that there is consistency between the dDCO and the OEMP with regard to the scope of preliminary works. With regard to the definition of commence, please see Highways England's response to SWQ DCO.2.32.</p> <p>3.3: No work should commence in advance of certification of the OEMP – see Written Question CH.2.3. .</p> <p>3.4: We can confirm that it would. .</p> <p>3.5 There will be no amendments to the OEMP document post certification.</p>

	<p>the certification of the OEMP we remain in discussion with Highways England regarding how, in such circumstances, the implementation of an equivalent level of management and mitigation would be similarly secured.</p> <p>3.4 In particular we are looking to ensure that the OEMP would provide for appropriate coverage for both temporary and permanent works throughout the whole programme, both within and outside the WHS.</p> <p>3.5 We consider that it would also be helpful for the process for amendment and change to the OEMP, if this is being proposed post certification by the Secretary of State, to be clarified further.</p>	
5.1.2	<p><b>4. Record of Environmental Actions and Commitments (REAC) Tables</b></p> <p>4.1 The separation of the work into topics is helpful but its presentation can also undermine the achievement of a holistic approach. We have recommended to Highways England that the presentation of the REAC Tables be reviewed to consider how these might be made more accessible and how the relationships between different elements could be better highlighted. For example, the inclusion of a table of contents as a minimum would provide assistance in orientating to the relevant commitments in the tables.</p> <p>4.2.A particular complexity associated with the Scheme due to the nature of the WHS inscription is the extent to which cultural heritage can be affected by multiple aspects of the works executed at each stage of preliminary works, main construction and operation, including all the temporary works necessary to facilitate each stage. Hence it is important that the OEMP coordinates the management of risk to designated heritage assets and archaeological remains by identifying which phases of work must be conducted in compliance with the DAMS through the REAC tables.</p> <p>4.3.The OEMP therefore presents one opportunity and a means to ensure that the potential for unintended consequences for the historic environment across the entire Scheme is avoided through</p>	<p>4.1: Noted. A table of contents for the REAC tables will be provided within an updated OEMP submitted at Deadline 6.</p> <p>4.2 / 4.3 / 4.4: All phases of works must be undertaken in accordance with the DAMS (refer to items PW-CH1, MW-CH1 and MW-CH2 of the OEMP [REP4-020]). In addition to these items Highways England can confirm that an additional section (1.3.5) is to be included within an updated OEMP (to be submitted at Deadline 6) which states:</p> <p><i>'The provisions of the CEMPs and the management plans required by this OEMP must be consistent and coordinated with the provisions of the DAMS.'</i></p> <p>Given these provisions it is not considered necessary to repeatedly cross reference the DAMS throughout the OEMP.</p>

	<p>detailed reference to where, for example, works must be conducted in accordance with the DAMS and SSWSIs.</p> <p>4.4. Consequently it is important that these relationships are cross referenced throughout the REAC tables and their easy and clear identification is facilitated by the structure of this section of the OEMP.</p>	
5.1.3	<p><b>5. Development of Detailed Design</b></p> <p>5.1.A significant inclusion in the latest iteration of the OEMP is at section 4 in relation to the development of the detailed design for the Scheme.</p> <p>5.2 HBMCE consider that it is important to ensure that there is a consistent and holistic approach to development of the detailed design across the entire</p> <p>Scheme. At present section 4 of the OEMP focuses on the design within the WHS exclusively. In our opinion there is need for this to be expanded across the full extent of the Order limits so that an equally sensitive approach is adopted to elements of the Scheme located within the setting of the WHS or within the setting of other scheduled monuments outside the WHS not considered to contribute to the OUV of the WHS, as within the WHS itself. The OEMP should seek to achieve consistency in design where this is needed to ensure, for example, comparability in terms of quality of material or typology, while still allowing sufficient flexibility to identify appropriate responses to the significance and sensitivity of individual areas of the Scheme. In so doing it will allow for the identification of areas within the landscape where its character transitions, and where the Scheme will therefore need to similarly transition through its detailed design to reflect the same change in character and be more successfully integrated into that landscape.</p>	<p>5.1: Noted.</p> <p>5.2: Refer to Highways England's response to Second Written Question De.2.2.</p>

5.1.4	<p><b>6. Design vision for the scheme</b></p> <p>6.1 Given the international importance of the landscape, described as being without parallel, there is a need for an overall vision for the Scheme. This has also been identified by the Examining Authority. The character of the WHS, both in terms of its historic and natural environment, should form the starting point for this design vision.</p> <p>6.2 HBMCE has been discussing with Highways England how to develop such a vision which should outline a set of unifying principles on which basis the current illustrative and detailed designs can both evolve. It should set a bar for the quality of both design and delivery that should be expected across all aspects of the Scheme, commensurate with the international importance of the WHS landscape and directly responding to the elements within that landscape that convey its OUV.</p> <p>6.3. In the current draft we have found that the separation of the design commitments which have been included in the REAC tables in Section 3 from</p> <p>the design principles set out in Section 4 does not facilitate the narration of the coherent and consistent overarching approach that is needed.</p>	<p>These points are noted. Highways England can confirm that a Design Vision has been included within the OEMP submitted at Deadline 6. Refer also to Highways England's response to Second Written Question De.2.2.</p>
5.1.5	<p><b>7. Heritage Led Design</b></p> <p>7.1. One of the 4 stated objectives of the Scheme defined by the Secretary of State/Department for Transport is that of Cultural Heritage. HBMCE have advised Highways England to consider how the drafting of the OEMP can further actively engage with this core objective, seeking to embrace the opportunity for design-led mitigation of environmental effects. As currently drafted the OEMP prioritises the ability to deliver the Scheme in decision making. Whilst recognising that deliverability is important, we would also advise that the core cultural heritage objective offers a real opportunity to achieve a Scheme of the very highest quality by fully engaging with the potential for heritage-led design to contribute to the detailed</p>	<p>7.1: Noted. Consultation with Historic England and other members of HMAG is inbuilt in to the decision-making process as set out in the OEMP. We welcome further engagement with Historic England and will continue to consult with them regarding the OEMP as submitted at DL4, its wording and the thrust of the document and its design principles.</p>

	design process. The continued input of key heritage consultees and advisers to assist in delivering this core objective at the heart of the Scheme, so embedded due to the international importance of the WHS landscape, offers the opportunity to achieve a final Scheme with cultural heritage firmly rooted in all levels of decision making.	
5.1.6	<b>8. Archaeological Mitigation</b> 8.1 The appending of the OAMS to the OEMP presents confusion since this document has been superseded by the DAMS. We consider therefore that all references in the OEMP should be to this more detailed document which now more accurately reflects the strategy for archaeological mitigation that is to be employed across the Scheme.	8.1: Noted. The revised OEMP submitted at Deadline 6 contains no references to the OAMS.
5.1.7	<b>9. Consultation, Approval and Sign-off</b> 9.1. In our Written Representations, submitted at Deadline 2, HBMCE indicated that we did not consider it appropriate for Highways England to act as the sole authority in relation to approval of matters pertaining to the historic environment under the Scheme (Section 7.6.124). 9.2 We remain in discussion with Highways England regarding this issue to clarify how HBMCE will engage with the development of the documentation produced under the Scheme (ranging from, for example, the CEMPs, to the OLEMP, HMP, CHAMP, DAMS, HEMP, HMP, OLEMP, OWSI, SSWSI, and Method statement for preservation in situ of archaeological deposits). 9.3 We are aware that a new provision has been included on the basis of these discussions to date in the dDCO. HBMCE will continue to discuss the matter of the process of consultation and approval with Highways England in our role as a statutory consultee as well as in conjunction with other members of HMAG. 9.4 HBMCE's role in approval of documents would be to ensure that the historic environment in general, as well as the OUV of the WHS	9.1: Highways England has now made provision in the DAMS and the OEMP submitted at Deadline 6 for a range of documents to be approved by Wiltshire Council, following consultation with Historic England in circumstances where a scheduled monument consent would normally be required. Please SWQ CH.2.1 for more detail. 9.2: Noted. As stated within MW-G7 of the OEMP [REP4-020], Historic England will be consulted during the preparation of and material updates to plans in respect of matters relevant to their function. In addition to this, as stated above the revised OEMP has been amended (items PW-CH1, PW-CH3, PW-CH4, PW-CH5, MW-CH1, MW-CH3, MW-CH5, MW-CH6) to include approval of documentation by Wiltshire Council (in consultation with Historic England, to the extent the works the subject of the approval would ordinarily trigger the need for scheduled monument consent). 9.3: Noted. See point 9.1 above. 9.4: Noted. See point 9.1 above. 9.5: Noted.

and the scheduled monuments within and surrounding it, are appropriately safeguarded under the Scheme and all impacts proportionately mitigated.

9.5 We would expect to be able to provide the Examining Authority with updates regarding the progression of these continued discussions both in our Statement of Common Ground and in comments on subsequent versions of the OEMP and related documents such as the DAMS submitted during the Examination.

## 6 Environmental Agency (REP4-049)

6.1	Comments on Updated Outline Environmental Management Plan	
	Matter Raised	Highways England's Response
6.1.1	<p><b>3.1 MW-WAT12 Flood Risk Management Plan</b></p> <p>We support the inclusion of this plan in the OEMP. However, we recommend some additional wording to MW-WAT12 relating to climate change allowances. This is given below:</p> <p>“Flood Risk Management Plan:</p> <p>The main works contractor shall prepare a Flood Risk Management Plan to the Authority for approval, as part of the Water Management Plan. The plan will summarise:</p> <ul style="list-style-type: none"> <li>a) any areas within Flood Zone 3 <u>plus appropriate allowance for Climate Change</u> areas susceptible to groundwater flooding, and other flood risk sources, such as sewer flooding;</li> <li>b) any applications made, or likely to be made, for an environmental permit, where required in relation to flood defence, for temporary and permanent works and the status of the works;</li> <li>c) any specific requirements or conditions of the approval that will be obtained from the relevant consenting bodies;</li> <li>d) any flood risk management or mitigation measures implemented, or to be implemented, in support of temporary and permanent works proposals; and</li> </ul> <p>a statement on the cumulative flood risk impact of temporary and permanent works. The plan shall be developed following consultation with the Environment Agency.”</p>	<p>Amendments have been made to Item MW-WAT12 within the OEMP submitted at Deadline 6:</p> <p>any areas within the <b>1% AEP plus appropriate allowance for Climate Change</b>, susceptible to groundwater flooding, and other flood risk sources, such as sewer flooding;</p>



6.1.2	<p>3.2 MW-WAT13 Flood Risk – general provisions:</p> <p>We are satisfied with the wording of MW-WAT13 provided in the amended OEMP dated May 2019 and agree with its aims. However, at the current time we are still in discussion with Highways England regarding the details within the Flood Risk Assessment (FRA), as it appears the current scheme has the potential to change the flood risk in the area. This would need to be reflected in the OEMP. This is relevant because MW-WAT13 refers to the FRA given in ES (Appendix 11.5) the latest version is dated May 2019, particularly in the third paragraph highlighted in bold below. We recommend that either the FRA and/or the OEMP should be amended and we would expect to see no increase in flood risk from the scheme.</p> <p>MW-WAT13 states:</p> <p>“Flood Risk – general provisions:</p> <p>The main works contractor shall, where reasonably practicable, minimise works within the floodplain. Temporary compounds and haul routes will be located outside of EA Flood Zones 2 and 3 and primary overland flow paths wherever reasonably practicable.</p> <p>The main works contractor shall be responsible for obtaining from the Environment Agency updated modelled water levels (1% AEP including climate change) as well as updated information on the required standard of protection of the flood defences.</p> <p><b>The main works contractor shall ensure that flood risk is managed safely throughout the construction and implementation period, and that all designs do not cause increased risk levels from those assessed in the Flood Risk Assessment (FRA) included in the ES (Appendix 11.5) and include the provision of a safe refuge during a flood event.</b></p> <p>The main works contractor shall be responsible for providing and maintaining continuous flood defence provision, where relevant, for</p>	<p>Highways England can confirm that an amendment to item MW-WAT13 of the OEMP submitted at Deadline 6 has been made to include reference to the latest FRA:</p> <p>The main works contractor shall ensure that flood risk is managed safely throughout the construction and implementation period, and that all designs do not cause increased risk levels from those assessed in the Flood Risk Assessment (FRA) included in the <b>ES submitted as part of the DCO examination (Appendix 11.5 REP3-008)</b> and include the provision of a safe refuge during a flood event.</p>
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	<p>both permanent and temporary works, to the statutory flood defence level as detailed within the FRA.</p> <p>The main works contractor shall consider and implement appropriate measures to manage the potential risks of flooding from rivers, localised perched groundwater, overland surface water flows and sewer surcharging, in accordance with the details provided within the FRA. This will include consideration of potential flow paths within the site which could become active in the event of extreme rainfall and/or sewer surcharging, particularly during temporary works. Overland flow paths will be determined by site topography, therefore vulnerable operations and materials will be located within elevated parts of the site where reasonably practicable, away from potential flow paths. If this is not possible, other appropriate protection measures will be incorporated.</p> <p>The main works contractor shall assess potential build-up of groundwater on the upstream side of below ground structures, as this may lead to rise in groundwater levels and in severe occurrences of groundwater flooding, and mitigate where appropriate. At the end of construction, where temporary support, such as sheet piling and secant piles, do not form part of the operational structure, pile walls where required will be removed, cut-down or piped through routes provided to prevent the potential build-up of groundwater.”</p> <p>We are currently in discussions with Highways England regarding the FRA, OEMP and other documents relating to flood risk matters.</p>	
6.1.3	<p><b>3.3 MW-BIO3 River Till ecological mitigation</b></p> <p>Piling - We note that non-impact piling is now included in the OEMP. We presume this means non-percussive piling. If this is the case we would be satisfied with this method, however, we would still wish to be consulted on the timing and nature of any proposed piling to avoid fisheries impacts. We therefore provide below some suggested additional text to the piling paragraph in MW-BIO3 in the OEMP. We</p>	<p>Non-impact piling would be non-percussive and is required at the River Till pursuant to MW-BIO3. As stated within PW-G1, MW-G5 and MW-G7, consultation with the Environment Agency will be undertaken with regards to the preparation of and material updated to management plans in respect of matters relevant to their functions. The piling works would require a CEMP to be in place (as they form part of the authorised development) to proceed, and would follow a piling risk assessment (refer to item MW-G9). As such, the Environment Agency would be consulted in matters relating to piling works associated with the temporary and permanent bridge crossing the River Till.</p>

	<p>would then be satisfied that permanent adverse impacts could be avoided.</p> <p><i>“Piling</i></p> <p>Non-impact piling shall be used for the construction of both the temporary bridge and the permanent viaduct. <u>The Environment Agency should be consulted on the timing and nature of any proposed piling, and any agreed measures implemented into the scheme to avoid fisheries impacts”</u></p> <p>Temporary bridge - We note that the wording has recently been changed in MW-BIO3 to recommend relocation of the temporary bridge after every two years. We have not been cited on this change and would like further discussion as to why this is the case, as it is not necessarily something we would support. We would also like to see commitment to actively restoring the river corridor to previous condition or better (as recommended in the River Avon Restoration Plan) upon cessation of the temporary crossing(s). With these considerations included we would be satisfied that permanent adverse impacts could be avoided.</p>	<p>Further to these points, it is noted that the Environment Agency will review piling methodologies further to their Protective Provisions within the dDCO.</p> <p>The temporary bridge that crosses the River Till is expected to be in place for two years. This is considered to be a short enough period that any localised effects of shading of vegetation within the SSSI/SAC from the 6m wide temporary bridge would fully reversible and would have no adverse effect on the integrity of the SAC (Environmental Statement, Chapter 8 Biodiversity, paragraph 8.9.15 [APP-046]). Highways England can confirm that an amendment has been made to item MW-BIO3 of the OEMP submitted at Deadline 6 which addresses the assessment of the condition of vegetation beneath the structure and ensures that there will be no permanent adverse impacts:</p> <p><i>In the event that it was necessary to extend the use of the temporary bridge beyond two years, the condition of the vegetation would be assessed and there would be consultation with the Environment Agency and Natural England as to whether the bridge should be retained in place for the minimum additional time necessary, or re-positioned.</i></p>
6.1.4	<p><b>7.3.2</b> The OEMP should consider human health and environmental impacts of scheme and contamination. This should be included in MW GEO1 of the OEMP which currently only requires control of risks to humans from disturbance of contaminated land.</p>	<p>Highways England can confirm that an amendment has been made to item MW-GEO1 of the OEMP submitted at Deadline 6 in response to this comment:</p> <p><i>The main works contractor shall implement measures on site, in accordance with CIRIA C741 4th Edition Environmental Good Practice, to assess and control risks to human <b>health and the environment resulting from the disturbance of contaminated land</b>, e.g. construction workers, site visitors <del>,and</del> nearby residents <b>and environmental receptors such as controlled waters.</b></i></p>

6.1.5	<p><b>9.4 Issue 6.2: Opportunities for management by grazing.</b></p> <p>We would defer to Natural England in relation to managed by grazing (although we support the hearing comments that a correct grazing/mowing regime is fundamental to long-term success of establishment of chalk grassland health and diversity). In addition, we would recommend that the HEMP should also include a maintenance regime for the area around the drainage structure and river crossings, as well as any ongoing invasive non-native species management, to sustain appropriate chalk river habitat.</p>	<p>Noted. The HEMP will be defined by the contractor prior to completion of The Scheme (or section thereof). As stated in item MW-G11 of the OEMP [REP4-020], the Environment Agency will be consulted during the preparation of the HEMP.</p>
6.1.6	<p><b>9.5 Issue 7.1: The EA's recommendation that OEMP measures PW-BIO1, MW-BIO5, and MW-BIO6 should be expanded in respect of biosecurity and invasive species. Should the draft DCO include provision for a full survey and control plan prior to preliminary works commencement?</b></p> <p>9.5.1 Please reference our written representations dated 3 and 31 May 2019. To conclude, yes, we consider the draft DCO should include provision for a full survey and control plan prior to the commencement of preliminary works. This is required because we believe the sections in the OEMP relating to biosecurity and invasive non-native species are too broad and unprepared given the extent of the other data gathering exercises. Invasive non-native species and biosecurity can be managed effectively, but success depends on thorough and considered method statements, and having any rapid response plans in place should a new species become known. This would infer that early information as to the presence and distribution of invasive non-native species is essential, especially given the size and complexity of soil/people/transport movements in the works area. Early knowledge will also make any required management more successful and cost-effective due to appropriate lead-in time and budget allocated. We would emphasise that the full survey and control plan can be a relatively straightforward</p>	<p>9.5.1: Highways England can confirm that a full invasive non-native species (INNS) survey will be undertaken prior to the preliminary works commencing. Should INNS be identified, appropriate action to manage INNS shall be undertaken prior to the preliminary works commencing (where possible under agreement with the landowner). The management of INNS will pass to the relevant contractor upon the gaining of land access under the DCO.</p> <p>Highways England can confirm that an amendment has been made to items PW-BIO1, MW-BIO6 and MW-BIO7 of the OEMP (to be submitted at Deadline 6) which provides further assurance that INNS will be appropriately managed:</p> <p>PW-BIO1</p> <p><b><i>The preliminary works contractor (all) shall be cognisant of the findings of any pre-works invasive non-native species (INNS) survey and any ongoing management measures. The preliminary works contractor (all) shall, should INNS be present within works areas, produce an appropriate INNS Management Plan which includes Method Statements addressing how identified species are to be effectively managed. This plan shall be included within the CEMP for approval by The Authority.</i></b></p> <p><b><i>The preliminary works contractor (all) shall implement measures to promote biosecurity and ensure legal compliance with regards to INNS and diseases to avoid and minimise the risk of spread as a consequence of The Scheme. This will include, Tool Box Talks, exclusion zones and method statements on suitable working practices, which will include but not be</i></b></p>

exercise and should adhere to industry best practice.

9.5.2 We also believe that the DCO should commit to completing any ongoing invasive species treatment started, and also aim to monitor and manage any invasive non-native species which may have resulted from the construction works unknowingly. This could be incorporated into any maintenance or management plan.

9.5.3 There seems to be slight confusion in Highways England's response to our written representations as regarding HRA and legislation to prevent spread, and we welcome further discussion to clarify. Our comments above would still apply.

**limited to, the cleaning of equipment (including boots) and vehicles on and off site and between sites, *vegetation clearance methods (such as treatments / timings)* and the segregation of vegetation arisings, including suitable disposal methods.**

MW-BIO5

*The preliminary works contractor (all) shall implement measures to promote biosecurity **and ensure legal compliance with regards to INNS** and diseases **to avoid and minimise the risk of spread** as a consequence of The Scheme. This will include, Tool Box Talks, exclusion zones and method statements on **suitable working practices, which will include but not be limited to, the cleaning of equipment (including boots) and vehicles on and off site and between sites, *vegetation clearance methods (such as treatments / timings)* and the segregation of vegetation arisings, including suitable disposal methods.***

MW-BIO6

***The main works contractor shall be cognisant of the findings of any pre-works INNS floral survey and any management measures undertaken by The Authority or the preliminary works contractor(s). Should INNS be present within works areas, the main works contractor shall produce an INNS Management Plan which adopts where appropriate any previously produced INNS Management Plans relevant to the Scheme and includes Method Statements addressing how identified species are to be effectively managed and ensure legal compliance. This plan shall be included within the CEMP for approval by The Authority.***

9.5.2: The HEMP will be defined by the contractor prior to completion of The Scheme (or section thereof) based on the recent CEMP. This would include any ongoing INNS management measures forming part of that CEMP, commenced as part of, or as a consequence of The Scheme. As stated in item MW-G11 of the OEMP [REP4-020], the Environment Agency will be consulted during the preparation of the HEMP.

		9.5.3: Noted. Highways England will continue to discuss this point with the EA in order to provide clarity.
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## 7 English Heritage (REP4-048)

7.1	Comments on Updated Outline Environmental Management Plan	
	Matter Raised	Highways England's Response
7.1.1	<p><b>Feedback on ES Appendix 2.2 OEMP Deadline 3 Update – 31 May 2019</b></p> <p>EHT welcomes the progress made in the latest version of the OEMP to provide a mechanism for engagement and consultation beyond the DCO process. We have given HE feedback in regards to our concerns related to the effectiveness of the consultation process. We have also flagged we are: seeking to be consulted in the development of the CEMP and a number of the plans, strategies and policies that are appended to this document; seeking recognition in the OEMP that there are ancient artefacts on display at the Stonehenge Visitor Centre which will need to be monitored carefully for impacts of vibration from nearby construction; and require more information about what the monitoring of the Stonehenge monument entails to assess the heritage and operational impacts of this. EHT is also working through HMAG to support the development of design principles and commitments.</p>	<p>Highways England can confirm that an amendment has been made to item MW-NOI6 within the OEMP submitted at Deadline 6 which provides for vibration monitoring at Stonehenge Visitor Centre:</p> <p><i>Vibration monitoring will be undertaken at the Stonehenge Visitor Centre during the construction period, the details of which will be determined in consultation with the English Heritage Trust and set out in the Noise and Vibration Management Plan.</i></p>

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