

A303 Amesbury to Berwick Down

TR010025

Deadline 7
8.5(1) - Statement of Common Ground –
National Trust
(TRACKED CHANGES)

APFP Regulation 5(2)(q)

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

August 2019



Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Examination Procedure)

Rules 2010

A303 Amesbury to Berwick Down

Development Consent Order 20[**]

STATEMENT OF COMMON GROUND – National Trust

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STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) Highways England Company Limited and (2) The National Trust for Places of Historic Interest or Natural Beauty.

Signed.....
[NAME]
Project Manager
on behalf of Highways England
Date: [DATE]

Signed.....
[NAME]
[POSITION]
on behalf of The National Trust for Places
of Historic Interest or Natural Beauty
Date: [DATE]

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1 Introduction

1.1 Purpose of this document

- 1.1.1 This Statement of Common Ground (“SoCG”) has been prepared in respect of the proposed A303 Amesbury to Berwick Down improvement project (“the Application”) made by Highways England Company Limited (“Highways England”) to the Secretary of State for Transport (“Secretary of State”) for a Development Consent Order (“the Order”) under section 37 of the Planning Act 2008 (“PA 2008”).
- 1.1.2 The order, if granted would authorise Highways England to carry out the following works:
- A northern bypass of Winterbourne Stoke with a viaduct over the River Till valley;
 - A new junction between the A303 and A360 to the west of and outside the WHS, replacing the existing Longbarrow roundabout;
 - A twin-bore tunnel approximately 2 miles (3.3km) long, past Stonehenge; and
 - A new junction between the A303 and A345 at the existing Countess roundabout.
- 1.1.3 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available at the deposit locations and/or the Planning Inspectorate website.
- 1.1.4 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties to it, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination.

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared by (1) Highways England as the Applicant and (2) The National Trust for Places of Historic Interest or Natural Beauty.
- 1.2.2 Highways England became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing Highways England made provision for all legal rights and obligations of the Highways Agency to be conferred upon or assumed by Highways England.

- 1.2.3 As noted in the National Trust's Relevant Representation [RR-2344] at paragraph 1.1, the National Trust is Europe's largest conservation charity with more than five million members. Established over 125 years ago, its primary purpose is to promote the preservation of special places for the benefit of the nation. To achieve this aim, the National Trust owns and manages places of historic interest and natural beauty; it also has the ability to declare its land to be held inalienably. The National Trust is the largest private landowner in the UK and owns 850 hectares of the Stonehenge landscape within the World Heritage Site ("WHS"). This SoCG deals with issues that are relevant to the National Trust in its capacity as an affected landowner and in its capacity as a major conservation organisation.
- 1.2.4 Collectively Highways England and the National Trust are referred to as 'the parties'.

1.3 Terminology

- 1.3.1 In the tables in the Issues chapter of this SoCG "Not Agreed" indicates a final position and "Under discussion" indicates where these points will be the subject of on-going discussion between the parties with the aim, wherever possible, to resolve, or refine, the extent of disagreement between the parties. "Agreed" indicates where the issue has been resolved.
- 1.3.2 It can be taken that any matters not specifically referred to in the Issues chapter of this SoCG are not of material interest or relevance to the National Trust, and therefore have not been the subject of any discussions between the parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to the National Trust.

2 Record of Engagement

2.1.1 A summary of the meetings and correspondence that has taken place between Highways England and the National Trust in relation to the Application is outlined in Table 2-1.

Table 2-1 – Record of Engagement

| Date | Form of correspondence | Key topics discussed and key outcomes (the topics should align with the Issues tables) |
|----------|--|---|
| 19/01/17 | Consultation Response | January 2017 A303 Consultation Response |
| 07/09/17 | Preferred Route Announcement – Landowner Meeting | Meeting to discuss the preferred route to be taken forward by Highways England |
| 15/11/17 | Survey meeting | Meeting to discuss groundwater pumping surveys |
| 30/11/17 | Landowner Meeting | Reviewing the updated design in respect of the National Trust's land holdings. Provide details of any accommodation works for their tenant farmers and land take required on surface and for the tunnel |
| 30/01/18 | Landowner Meeting | Update on the consultation materials and plans for the public consultation |
| 31/01/18 | Statutory consultation general invite | Landowner Invitational Event |
| 07/02/18 | Statutory consultation section 42 notice | Section 42 consultation invite |
| 20/03/18 | S42 Notification | S42d extended consultation letter |
| 28/03/18 | S42 Notification | S42 Non-Statutory Undertaker |
| 28/03/18 | Land requirements meeting | Review plan showing proposed land requirements over National Trust land and discuss process for agreement |
| 24/04/18 | Consultation Response | 2018 Consultation Response sent by Phillip Morris for The National Trust for Places of Historic Interest or Natural Beauty |

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| 11/06/18 | Land requirements meeting | Discuss design progress following consultation and review updated plan/strategy details showing proposed land requirements |
| 31/07/18 | Land requirements meeting | Discuss outstanding concerns and understand strategy for inalienable land |
| 18/10/18 | Land requirements and SoCG meeting | Discuss outstanding concerns and understand strategy for inalienable land |
| 26/10/18 | Provision of link to DCO documents and confirmed land requirements | Provision of plan and table showing National Trust land requirements |
| 03/12/18 | S.56 notice | Service of notice under s.56 |
| 02/12/18 | Meeting with National Trust and Heritage Monitoring & Advisory Group (HMAG) regarding tunnel restriction | Discuss land and restriction requirements and concerns |
| 11/12/18 | Land requirements and SoCG meeting | Discuss outstanding concerns and understand strategy for inalienable land |
| 10/01/19 | Provision of SoCG programme and plot details | Response to request for programme and plot areas |
| 11/01/19 | Relevant Representation received | National Trust provided copy of Relevant Representation [RR-2344] as provided to the Planning Inspectorate |
| 15/02/19 | Land requirements and SoCG meeting | Discuss outstanding concerns and understand strategy for inalienable land |
| 01/03/19 | Land requirements and SoCG meeting | Discuss outstanding concerns and understand strategy for inalienable land |
| 11/04/19 | Provision of draft tunnel restriction terms | Set out provisional terms of tunnel restriction for discussion |
| 18/04/19 | Key issues and concerns | Discuss key themes of outstanding concerns and identify strategy to resolve |
| 07/05/19 | Written Representation received | National Trust provided copy of Written Representation as provided to the Planning Inspectorate |
| 05/06/19 | Provision of link to Highways England responses to National Trust Written Representation [REP2-115] | Clarified position on Highways England's position on each of the points raised in National Trust's Written Representation |

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| 10/06/19 | Land requirements and SoCG meeting | Discuss outstanding concerns and understand strategy for inalienable land |
| 19/06/19 | Access for West Amesbury and Park Farms | Discuss options and requirements for access over National Trust land |
| 19/06/19 | Land requirements and SoCG meeting | Discuss outstanding concerns and understand strategy for inalienable land |
| 02/07/19 | Tunnel restriction with HMAG and National Trust | Explanation of tunnel restriction details and agreement in principle on broad terms |
| 16/07/19 | Accommodation works meeting | Presentation of accommodation works proposals and understand outstanding concerns |
| 17/07/19 | Provision of draft updated Outline Environmental Management Plan ("OEMP") for discussion | Highways England provided a copy of the draft updated OEMP for review at meeting of 23/07/19 |
| 23/07/19 | OEMP meeting | Discuss updated drafting of the OEMP |
| 24/07/19 | Draft SoCG | Provision of drafted SoCG |
| 31/07/19 | SoCG discussion | Identified matters agreed, not agreed and still outstanding for majority of issues |
| 01/08/19 | SoCG discussion | Discuss and understand matters agreed, not agreed and still outstanding |
| 08/08/19 | SoCG discussion and agreement | Discuss and understand matters agreed, not agreed and still outstanding |

2.1.2 In addition to Table 2-1 above, the National Trust has also attended the following stakeholder A303 Amesbury to Berwick Down groups:

- Stakeholder Strategy Board;
- Heritage Monitoring & Advisory Group;
- Scientific Committee;
- UNESCO World Heritage Committee Engagement Group;
- Environmental Group;

- Communications Group;
- Benefits Steering Group; and
- Attendance at regular design progress reviews held by Highways England, to participate in discussion on matters of design with potential to impact on the Outstanding Universal Value ("OUV") of the WHS.

2.1.3 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) Highways England and (2) The National Trust for Places of Historic Interest or Natural Beauty in relation to the issues addressed in this SoCG.

3 Matters Agreed

| Ref | Document Reference | Para Ref | Sub-section/ Discipline | National Trust Comment | Highways England Response | Status |
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| 3.1 | [RR-2344] | 2.1 | Context | The Trust owns more than 800 ha of the Stonehenge part of the Stonehenge, Avebury and Associated Sites World Heritage Site (WHS), and we take our role as custodians very seriously. Currently, the busy A303 road cuts through the WHS, having a major adverse impact on its Outstanding Universal Value (OUV), and acting as a barrier to people and wildlife seeking to access and explore the landscape. In addition, the Trust is aware of the longstanding challenges of highway access to the South West via the A303 route corridor. | Noted. | Agreed |
| 3.2 | [RR-2344] | 2.2 | Context | The Trust therefore welcomed the announcement of the Government's intention to invest in a bored tunnel to remove a large part of the existing A303 from the Stonehenge landscape. We consider that – if well-designed and delivered with the utmost care for the surrounding archaeology and chalk grassland landscape – it could provide an overall benefit to the WHS. More specifically | Noted. | Agreed |

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| | | | | it could help to reunite the landscape, providing improvements to monument setting, tranquillity and access for both people and wildlife. | | |
| 3.3 | [RR-2344] | 3.1 | Areas of interest | In responding to the proposed scheme, the Trust's key areas of interest are cultural heritage, landscape, ecology and public access. This applies to both the potential benefits and any adverse impacts, and to the design, mitigation, construction and the operational phase. In addition, we have an interest in related matters such as appearance, noise and vibration, artificial light, air quality, water quality, public amenity and implications for visitor experience and land management. Finally, we have an interest in the overall planning balance and in the draft DCO, including its Requirements, compliance and monitoring. | Noted | Agreed |
| 3.4 | [RR-2344] | 6.1 & 7.3 | Land - Inalienability of land | The DCO includes the need for land that is owned by the Trust to be compulsorily acquired, and as such the Trust is considered an 'affected person'. In 1907 Parliament gave the Trust a power to declare land 'inalienable', and the Trust's land at the Stonehenge landscape is today held inalienably. In order to build the proposed scheme, Highways England would need to compulsorily acquire National Trust | Highways England understands that the land owned by the National Trust which it is proposing to compulsorily acquire pursuant to the DCO is held inalienably. | Agreed |

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| | | | | inalienable land. The Trust promises to look after its special places 'for ever, for everyone'. | | |
| 3.5 | [RR-2344] | 7.1 | Progress of scheme | The National Trust is a significant landowner at the Stonehenge landscape, and is an advocate of a solution for the A303 that would remove a large part of the existing A303 from the WHS, reuniting the landscape, whilst protecting the integrity of this special place. We welcome the progress made by Highways England to date. At present, based on our initial appraisal of the DCO documents, we have a range of issues and concerns that we intend to raise through the DCO process. | Noted | Agreed |
| 3.6 | Meeting 15 th February 2019 | - | Countess Farm | | In a meeting with the National Trust on 15 February 2019, Highways England provided a commitment that Countess Farm would be provided with a pre-construction condition survey. | Agreed |
| 3.7 | Meeting 15 th February 2019 WR [REP2-115] | - 6.10.1 | Settlement monitoring Noise and vibration - <i>Vibration effects at Stonehenge Cottages</i> | <i>The National Trust is concerned that the impact of vibration at the Stonehenge Cottages during construction of the proposed scheme may have been underestimated. The precise method of calculation of predicted vibration levels from tunnelling has not been referenced. Requirement: the National Trust considers that further investigations into the potential for vibration impacts at the Stonehenge</i> | In a meeting with the National Trust on 15 February 2019, Highways England provided a commitment that Stonehenge Cottages would be provided with a condition survey prior to tunnel works. <i>The OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012]) requires the contractor to undertake a vibration scoping</i> | Agreed |

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| | | | | Cottages are required to determine if the current level of proposed mitigation is sufficient. | appraisal of the works to construct the Scheme, as well as pre- and post-tunnelling operation condition surveys (MW-NOI5), and vibration monitoring at Stonehenge Cottages commencing when the Tunnel Boring Machine ("TBM") is approaching (MW-NOI6). As a conservative approach monitoring of vibration at Stonehenge Cottages is proposed to start when the TBM is within 250m of the Cottages. At this distance the predicted vibration level is less than half the Lowest Observed Adverse Effect Level (LOAEL) for vibration annoyance effects, and therefore this would allow for a period of monitoring to occur before there is a risk of perceptible vibration. MW-NOI5 contains obligations relating to remedial works at the Cottages, if required. | |
| 4.2 3.8 | [RR-2344] | 5.1.1 | DCO - Insufficient detail | At this stage the DCO documentation does not sufficiently show critical detail across a broad range of matters in relation to both design and delivery. The Trust would like to see this detail defined through the DCO, and where this is not appropriate seeks provision within the DCO to ensure the Trust is a consultee on all key aspects of the detailed design and delivery through Requirements and bespoke protective provisions. | The design has been fixed to an appropriate level for the DCO application. The detailed design will be developed through the detailed design stage of the project, with stakeholder involvement taking place as set out in section 4 of the OEMP. Highways England would like has, and will continue to engage with the National Trust on all relevant aspects of the detailed design | Under Discussion Agreed |

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| | | | | <p>This has been provided in general terms through updates to the DCO and OEMP by setting out requirements for consultation <u>around the progression of detailed design post Examination, and during the Preliminary Works and Main Works construction period</u>. While National Trust considers that further work is required to finalise this consultation process (set out separately elsewhere in this document), <u>on this basis</u> the principle of the level of detail included in the DCO is agreed.</p> | <p>and delivery of the Scheme <u>throughout its life</u>.</p> | |
| <p>4.5 3.9</p> | <p>[RR-2344] WR [REP2-115]</p> | <p>5.1.4 6.8.1 0 6.11. 1</p> | <p>Byways Open to All Traffic (BOATS)</p> | <p>The current use of the BOATs within the WHS causes an adverse impact on the OUV of the WHS. To address this Policy 6 of the Stonehenge & Avebury and Associated Sites WHS Management Plan (2015) requires the management, 'of vehicular access to byways within the WHS to avoid damage to archaeology, improve safety and encourage exploration of the landscape on foot whilst maintaining access for emergency, operational and farm vehicles and landowners.' We are concerned that neither this scheme, nor the cumulative impacts of this scheme in combination with the existing BOATs within the WHS, should exacerbate the damage to OUV already caused. In addition, the benefits to OUV afforded by the scheme's removal of traffic within a substantial proportion of the WHS</p> | <p>Changing the status of the existing BOATs is beyond the scope of the Scheme and is a matter for Wiltshire Council to consider as the local highway authority. Highways England wishes to ensure that the Scheme is integrated within the existing byway network and, where the <u>appropriate</u> opportunity exists, create legacy benefits for non-motorised users in accordance with its Strategic Business Plan and Road Investment Strategy, which are aligned with Government policy to encourage walking, cycling and horse-riding through national and local policies and plans. The new public rights of way measures proposed along the Scheme would not only maintain, but would also</p> | <p>Under- Discussio n Agreed</p> |

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| | | | <p>should not be undermined, either by increased usage of the existing BOATs, or use (legally or illegally) by motorised users on new PRoWs created as part of the scheme.</p> <p><i>Requirements:</i> care should be taken in approval of any detail in relation to the scheme not to encourage increased use of PRoWs by motorised users where that would harm the OUV of the WHS.</p> <p>Additionally the status of the current BOATs (Byways Open to All Traffic) require further consideration to ensure compatibility with the overall configuration of the other forms of access and Rights of Way within the WHS post scheme construction.</p> <p>The Trust agrees that the status of existing BOATs is a matter for Wiltshire Council. The approach to BOATs in the proposed DCO application Scheme, is agreed, in line with, subject to the design principles and commitments set out in the OEMP. The National Trust has previously stated the removal of motorised vehicles from the BOATS could be seen as positive progression if that was to be introduced as part of the Scheme, however this is not currently proposed.</p> | <p>considerably enhance the existing PRoW network, significantly improving connectivity for non-motorised users, as illustrated on the Rights of Way and Access Plans [APP-009].</p> <p>Highways England has made submissions to the Examination setting out that it does not support the provision of a link between Byways 11 and 12.</p> | |
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| | | | | However, t The <u>National</u> Trust would not be in agreement with the provision of a link between Byways 11 and 12 for motorised users, if this were to be proposed by <u>Wiltshire Council introduced as part of the Scheme</u> . | | |
| 4.6 3.10 | [RR-2344] WR [REP2-115] | 5.1.5 6.8.5 | DCO —Limits of deviation | <p>The Trust's initial review indicates that some of the proposed Limits of Deviation (LoDs) are a cause for concern given the wide variation possible within the LoDs. The Trust has particular concerns with regards to the impacts on the OUV of the WHS landscape around both of the portal entrances. We would welcome further clarity from, and discussion with, Highways England with regards to the proposed LoDs and their implications, including any knock-on effects to other scheme elements.</p> <p>The Trust is content with the tunnel LoDs; that the impact of their implementation has been included in the Applicant's assessment work; and that should the LoDs be utilised to any extent, the mitigation measures for this will be appropriately controlled within the provisions of the DAMS.</p> | <p>The Limits of Deviation (LoDs) set out the maximum parameters necessary to deliver the scheme based on the information available at this stage in the process. The Environmental Statement [APP 039—APP 054] and Heritage Impact Assessment (HIA) [APP 195] report on the effects of the Scheme to the extent of the LoDs.</p> <p>Agreed</p> | <p>Under- Discussion Agreed</p> |
| 4.8 3.11 | [RR-2344] | 5.1.7 | Environment —Ecology—Adequacy of OEMP and assessment | <p>There is was formerly insufficient detail in the OEMP (Outline Environmental Management Plan) to allow us to adequately assess if the approach to mitigation, establishment methodology, and subsequent</p> | <p>Adequacy of OEMP and Assessment The Outline Environmental Management Plan (OEMP) [APP 187] contains sufficient detail with which to assess whether mitigation is suitable. The</p> | <p>Under- Discussion Agreed</p> |

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| | | | <p>management is wholly suitable. In some cases we have identified areas where proposals should be strengthened, for example mitigation for European Protected Species at the Countess flyover, and the potential for improved east-west ecological connectivity. We also seek sought further clarity on the interrelationship of, and how information will transfer through, the OEMP to the CEMP, and to the LEMP (Landscape & Ecology Management Plan) and HEMP.</p> <p>The OEMP has now been updated and information provided to sufficiently reassure the National Trust on this general issue. Details are still under discussion in relation to the process for consultation and further OEMP updates (covered elsewhere).</p> | <p>assessment, including the proposed mitigation, is in accordance with industry guidance and best practice, including Ecological Impact Assessment guidelines published by the Chartered Institute of Ecology and Environmental Management (CIEEM) and Guidance provided in Highways England's IAN 130/10, which is a component part of the DMRB, as set out in ES Chapter 8, Biodiversity [APP-046], Section 8.3, Assessment Methodology.</p> <p>OEMP, CEMP (LEMP and HEMP)</p> <p>We refer the National Trust to Additional Submission 3 [AS-007] of Highways England response to the S51 Advice, which explains the relationships between and requirements of the various environmental management documents. As described above, in response to point [RR-2344] 5.1.2, the Outline Environmental Management Plan (OEMP) is the basis from which detailed, works-specific, CEMPs will be prepared by the relevant contractors, as is required by the OEMP itself and therefore secured through paragraph 4 of Schedule 2 of the draft Development Consent Order [APP-020]. The OEMP sets out the requirement for the main works contractor to prepare a Landscape</p> | |
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| | | | | | <p>and Ecology Management Plan (LEMP) (reference MW-LAN1), in accordance with industry good practice and a Landscaping Scheme (under paragraph 8 of Schedule 2 of the DCO [APP-020]). The main works contractor will prepare a final version of the CEMP for the operational and maintenance phase of the Scheme in the form of a Handover Environmental Management Plan (HEMP) (required by the OEMP to be based on the CEMP and the LEMP in effect at the time). Each CEMP, including the LEMP, HEMP and any other accompanying method statements, will be developed in consultation with the relevant stakeholders as set out in the OEMP.</p> <p><u>East West Connectivity</u></p> <p>Improved east-west connectivity could be achieved with the implementation of the replacement planting located within the National Trust soft estate on the north side of the A303 at Countess Farm. However, this is not required as essential mitigation for vegetation loss or habitat fragmentation and would be for enhancement purpose only. Highways-</p> | |
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| | | | | | England welcomes further discussion on this matter. Agreed | |
| 4.12 3.12 | [RR-2344] WR [REP2-115] | 6.2 6.12.5 | Land - Temporary possession (Article 29) | <p>The Trust also notes that the DCO includes wide powers of temporary possession which the Trust does not consider should apply to its land. The potential use of temporary possession powers over Trust land needs to be controlled and monitored to avoid adverse impacts on the WHS, including during construction. The Trust therefore expects to see these controlled within the DCO, potentially through avoidance and appropriate protective provisions.</p> <p>Article 29 - 'Temporary use of land for constructing the authorised development': The Trust understands from the Applicant that the land in Plot 5-37 is no longer required to be subject to powers of temporary possession, but, were it to remain subject to powers of temporary possession, the Trust, would require consultation on the use of the land in this plot. With reference to the ability of the Applicant to temporarily occupy land which may then be acquired permanently; the Trust has noted the ability that would exist for occupation of Trust land even when only sub-soil acquisition is to take place. This has been tempered by an</p> | <p>The temporary possession of land will be limited to what is essential for the efficient construction of the Scheme. The DCO seeks powers to take temporary possession of land for constructing and maintaining the Scheme. These powers may be exercised in respect of land that is only required during the construction works, such as for compounds and the storage of materials. Where land is intended to be acquired permanently, temporary possession may initially be taken until the permanent requirements are finalised to ensure that Highways England does not permanently acquire more land than is necessary. It is accepted and agreed, however, that such temporary possession powers are not required at the surface over land identified for only subsoil acquisition.</p> <p>Having reviewed the land requirements for plot 05-37, it is agreed that the Scheme can be carried out without the need for this plot, and a commitment will be provided to the National Trust in this regard.</p> | <p>Under- Discussio n Agreed subject to drafting</p> |

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| | | | | assurance by the Applicant that this would be limited to monitoring activities only. The Trust agrees to the principles of temporary possession under article 29, subject to agreement of a record of the above as a protection in a properly documented binding written form with the Applicant. | Highways England has offered a commitment to the Trust to confirm- It is agreed that no temporary possession powers will be used at the surface of plots 06-08, 06- 11, 06-13, 07-02, 07-05, 07-07, 07-13, 08-02, 08-07, 08-09, 08-10, 08-11, 08- 22, and temporary possession powers would be limited to subsoil level only. Access will be required at the surface of these plots in order to undertake surveys. | |
| 4.12 3.13 | [RR-2344] WR [REP2-115] | 6.2 6.12. 5 | Land - Temporary possession (Article 30) | Article 30 – ‘Temporary use of land for maintaining the authorised development’: The National Trust understands that there is a need to include some powers to temporarily use land to maintain the authorised development once it is built and operating. However, the use of such powers must be proportionate and subject to appropriate controls. Given that, as currently defined in the dDCO, ‘maintain’ includes powers not only to ‘inspect, repair, adjust, alter and remove’, but also to ‘reconstruct’, the Trust has concerns about the justification for such wide powers to be exercised over land within and/or adjoining the WHS. The breadth and type of works that could be required to maintain the authorised development have the potential for unassessed and unmitigated adverse | The Applicant's response to the Written Question DCO.1.12 [REP2-030], considers the definition of "maintain" and related issues. It is clear that maintenance of the authorised development would not lead to environmental effects that have not been assessed (see DCO.1.12(iii)). Indeed, the draft DCO submitted at Deadline 6 [REP6-005] contains an amendment to the definition of "maintain" in article 2, such that the following proviso has been added: "...provided such works do not give rise to any materially new or materially different environmental effects to those identified in the environmental statement". Temporary possession for the purposes of maintenance under article 30 may only be taken on the | Under- Discussio n- Agreed |

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| | | | | <p>impacts to arise in relation to the OUV of the WHS.</p> <p><i>Requirements:</i> with regards to the National Trust's own land, the Trust requires the Applicant to agree a mechanism by which it will consult the Trust on, and allow the Trust to agree to the proposed use of its land for any temporary purposes. This could be secured through amendments to the dDCO either within Articles 29 and 30 or in protective provisions for the Trust.</p> | <p>service of not less than 28 days notice and the notice is required to state the part of the authorised development for which possession is required, and the purpose for which possession will be taken (see article 30(3)). Additionally, temporary possession of land may only be taken during the "maintenance period" defined in paragraph 11 as the period of five years beginning with the date on which that part of the authorised development came into use or was opened to the public. The Applicant will continue to discuss articles 29 and 30 with the National Trust with a view to reaching an accommodation acceptable to both parties.</p> | |
| 4.15 3.14 | Environmental Statement | - | Methodology | The methodology for environmental impact assessment including assessment of cumulative effects is agreed . | Agreed | Under-Discussion Agreed |
| 4.16 3.15 | Environmental Statement | - | Data collection methods | The methods used in the ES for data collection, relevant to the NT's interests are agreed | Agreed | Under-Discussion Agreed |
| 4.17 3.16 | Environmental Statement | - | Baseline data | The baseline data used in the ES for considering environmental effects/impacts are agreed | Agreed | Under-Discussion Agreed |

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| 3.17 | WR [REP2-115] | 6.2.4 | Agriculture - <i>Combine Harvester Access via Countess Farm</i> | As detailed in our summary of oral submissions put at the Compulsory Acquisition Hearings [REP5-019], the Trust stated that it has (on request of the Applicant) engaged in discussion on this matter to provide provision for access arrangements outside of the Order Limits across the Trust's estate. There is a proposal to provide this access using a route and in a form which is in principle acceptable to the Trust and the Applicant. This has been offered to the affected party for consideration. The Trust considers that it has made its position clear as to the extent and provision of access that it feels is appropriate within the WHS and which it can offer. | Details of the combine harvester access is set out in Highways England's response to Written Question Ag.2.5 [REP6-019] and CA.2.43 [REP6-026]. Highways England and National Trust are in agreement on the requirement and offer to provide an access to benefit Park Farm and West Amesbury Farm for combine harvester access only. | Agreed |
| 3.18 | WR [REP2-115] | 6.5.1 | Compulsory Acquisition - <i>Extent of acquisition proposed</i> | Articles 3, 5, 7 and 19 to 30 and Schedules 1, 3, 4, 6, 7 and 11. These provisions comprise the powers to construct the scheme, make variations to it and to acquire land or rights, permanently or temporarily. Negotiation is under way with the Applicant on these provisions with a view to the National Trust being able to confirm in, or before, the compulsory acquisition hearing it has requested whether: a) the boundaries of the plans are accurate in terms of Trust ownership | a) Highways England's land referencing exercise has confirmed the accuracy of boundaries of the plans in terms of the National Trust's ownership, including verification against the registered titles and confirmation from the National Trust through land interest questionnaires. Highways England believes the land ownership shown in the Book of Reference is an accurate record of the National Trust's ownership. c) Highways England believes that the Book of Reference accurately and | Agreed |

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| | | | | c) in all other respects whether the dDCO accurately and clearly records the extent of the Trust's existing land rights and the extent of the powers that are being sought over them. | clearly records the extent of the National Trust's existing land rights and the Book of Reference and Schedules 4, 6 and 7 of the draft DCO [REP6-005 and REP6-006] sets out the extent of the compulsory acquisition powers and temporary use powers that are being sought. | |
| 3.19 | WR [REP2-115] | 6.5.2 | Compulsory Acquisition – <i>Ownership, access and protection</i> | <p>Specific issues that will be addressed within those discussions will also include:</p> <p>a) whether the extent of the land and rights required is the minimum necessary to achieve the public purpose underlying the scheme and namely whether the Trust should retain ownership of the land it is deemed to own underneath any existing carriageways after any stopping up provisions in the DCO take effect, and if not, whether adequate safeguards exist to regulate the use of this land in the interest of protecting the WHS</p> <p>b) whether adequate access arrangements are being proposed to support future use of all land retained by the Trust</p> <p>c) whether through requirements, protective provisions, control documents or other means there can be satisfactory controls identified over the extent and design of the works, how they will be carried out and thereafter operated.</p> | <p>The Applicant is discussing these issues with the National Trust.</p> <p>a) The existing A303 has been included within the Order land for permanent acquisition by Highways England to ensure land is secured to construct and maintain the new restricted byway and private means of access, and to provide rights for statutory undertakers to access apparatus. Highways England is continuing discussions with the National Trust to reach an agreement in regard to this ownership. The position is agreed in principle, and documentation is being drafted to secure the position.</p> <p>b) Adequate access arrangements provided to support the use of the land retained by the National Trust are included in the Scheme, shown on the Rights of Way and Access Plans [APP-009] and described in Schedule 3 to the draft DCO [REP6-005 and REP6-006].</p> | Agreed subject to drafting |

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| | | | | The Applicant and the Trust are in agreement in principle in relation to the ownership of land underneath carriageways, access arrangements and other control documents. However, this is subject to the agreement of adequate documentation. | c) As detailed above, Highways England is confident that the mechanisms included within the draft DCO [REP6-005 and REP6-006] including its requirements, the updated DAMS [REP6-013 and REP6-014] and the updated OEMP [REP6-011 and REP6-012] submitted at Deadline 6, are appropriate in the context of this Scheme, but will continue to discuss these matters with the National Trust with a view to addressing its concerns. | |
| 3.20 | WR [REP2-115] | 6.8.6 | Heritage and historic environment - <i>Cutting Design</i> | The <u>National</u> Trust is content that <u>in principle</u> the design commitments and consultation requirements set out in the OEMP as updated would provide sufficient controls in respect of the <u>overarching</u> cutting design, subject to the consultation process throughout detailed design development (covered elsewhere). | Agreed | Agreed |
| 3.21 | WR [REP2-115] | 6.8.7 | Heritage and historic environment - <i>Variable Message Signs and Signage</i> | The <u>National</u> Trust is content that <u>in principle</u> the design commitments and consultation requirements set out in the OEMP as updated would provide sufficient controls in respect of signage (including variable message signs), subject to the consultation process throughout detailed design development (<u>including consultation on positioning of signage</u>) - (<u>consultation matters covered elsewhere</u>). | Agreed | Agreed |

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| 3.22 | WR [REP2-115] | 6.8.1 2 | Heritage and historic environment - <i>Haul Roads</i> | The Trust's understanding is that within the WHS, haul roads will be contained within the footprint of the final construction, and there will be no creation of additional haul routes across the WHS. The OEMP [REP4-020] has a commitment (D-CH31) which satisfactorily addresses this issue. This comment is subject to any wider comment on the OEMP. | Agreed | Agreed |
| 3.23 | WR [REP2-115] | 6.8.1 4 | Heritage and historic environment - <i>Lighting</i> | The Trust is content that the OEMP as updated does provide sufficient controls in respect of the design of the lighting scheme. <u>Subject to the consultation process throughout detailed design development (covered elsewhere).</u> | Agreed | Agreed |
| 3.24 | WR [REP2-115] | 6.8.1 8 | Heritage and historic environment - <i>Fencing and Gates</i> | The Trust is content that <u>in principle</u> the design commitments, design principles and consultation requirements set out in the OEMP as updated would provide sufficient controls in respect of the design of the fencing and gating scheme, subject to the consultation process throughout detailed design development (covered elsewhere). | Agreed | Agreed |
| 4.4 3.25 | [RR-2344] WR [REP2-115] | 5.1.3 6.11. 1 | Rights of Way Sustainable transport | The overall Rights of Way strategy needs further consideration, especially in regard to the proposed treatment of the current A303 and the redundant portion of the A360 and | The existing road surface of the existing A303 and A360 would be reduced to a width of no more than 4m to provide a level, durable surface for non-motorised | Under-Discussion Agreed |

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| | | | | <p>other NMU (Non-Motorised User) access post scheme construction.</p> | <p>users including those needing mobility aids, and those vehicles permitted to use the route such as agricultural and maintenance vehicles. It would be treated with a new visually recessive surface. The surplus areas of redundant road surface would be replaced by chalk grassland (Section 2.3.56(d) in the Environmental Statement [APP-040]). The design of these elements will be developed through the detailed design process in consultation with National Trust.</p> <p>The new and altered public rights of way for the Scheme are shown on the Rights of Way and Access Plans [APP-009]. The Applicant considers its proposals in respect of public rights of way will improve provision for non-motorised users in and around the WHS. In respect of the detailed design of the public rights of way created or altered by the Scheme, Highways England has prepared an update to the OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012]) which contains additional design commitments, the design vision, design principles to help guide the development of the detailed design together with a robust stakeholder consultation</p> | |
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| | | | | | <p>mechanism to involve heritage stakeholders, including the National Trust, in the development of aspects of the detailed design within the WHS. This includes consultation with heritage stakeholders, including the National Trust, on aspects of the design of public rights of way within the WHS.</p> <p>The OEMP includes commitments to consult with the SCDG (of which National Trust will be a member) on public rights of way provision including surfacing, materials, fencing and gating. There are also four design principles in respect of public rights of way and a number of commitments in items D-CH26.</p> <p>Compliance with the OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012]) is secured via requirement 4 in Schedule 2 to the draft DCO [REP6-005 and REP6-006].</p> <p>The status of the existing BOATS AMES-11 and AMES12, or any change to them, is a matter for Wiltshire Council as local highway authority.</p> | |
| 3.26 | WR [REP2-115] | 6.8.8 | Rights of Way and non | a) any bound surface should be a maximum of 3m in width, with a visually recessive | Agreed, and secured through item D-CH26 of the OEMP. | Agreed |

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| | | | motorised users – Width of new bound surfaces on A360 and A303 | finish in keeping with the character of the surrounding landscape | | |
| 3.27 | WR [REP2-115] | 6.8.9 | Rights of Way and non motorised users – Surfacing of new restricted byways on A303 | Contra to the Applicant's statement in 6.1 Environmental Statement Chapter 6, 6.17, Table 6.7 the National Trust understands HMAG had not agreed the design for the NMU route on the line of the redundant A303 at the time of submission of the application. While subsequent discussions between the Applicant and the Trust (among others) have been positive, no substantive written commitments have been received with regard to the design of the A303 NMU route. | Within the WHS, commitments with regard to surfacing are set out at items D-CH2, D-CH3 and D-CH14 of the OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012]) which provides for, respectively, the breaking up of the redundant A303 and A360 within the WHS, and that provision of surfacing within the WHS shall be developed in consultation with National Trust, Historic England, English Heritage and Wiltshire Council. Furthermore, the OEMP commits (at paragraph 4.5.3) to consult with the SCDG (of which National Trust will be a member) on public rights of way provision including surfacing, materials, fencing and gating. Through the ongoing Heritage Partners Design Review meetings, the Applicant has developed a series of Design Principles to guide the detailed design of elements of the Scheme, including the public rights of way within the WHS, which is | Agreed |

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| | | | | | incorporated into the updated OEMP as Chapter 4. The latest version of these principles was submitted at Deadline 6 [REP6-011 and REP6-012]. | |
| 3.28 | WR [REP2-115] | 6.8.8 and 6.8.9 | Rights of Way and non motorised users – A360 and A303 chalk grassland | b) any area not used as a formal surface should become chalk grassland priority habitat (as defined by the Habitats Directive 2010 Annex I habitat types) in line with Policies 3g and 3h of the Stonehenge & Avebury and Associated Sites WHS Management Plan (2015) | As shown in ES Table 8.14 the strategy being pursued for habitat creation will provide substantial net gain of habitat that is appropriate to the local landscape and contributes to local objectives for biodiversity gain. This will include the creation of significant areas of new chalk grassland habitat within the Order limits, as shown illustratively on the Environmental Masterplan [APP-059] and detailed in Chapter 8 of the Environmental Statement [APP-046], Sections 8, 8.8.14 – 8.8.21, 8.9.65 – 8.9.66, and Table 8.14 (item MW-BIO2 of the OEMP secures the establishment of the new habitats shown within Environmental Masterplan). | Agreed |
| 3.29 | WR [REP2-115] | 6.8.8 and 6.8.9 | Rights of Way and non motorised users – A360 and A303 urban infrastructure | c) no 'urban' infrastructure such as rubbish bins, benches, kerbing or significant drainage infrastructure should be installed, and any signage for the new PRow should be non-reflective and in-keeping with the character of the WHS, and should be designed and located in such a way as to ensure no adverse impacts on the OUV of the WHS | Agreed, see item D-CH27 of the OEMP. | Agreed |

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| 3.30 | WR [REP2-115] | 6.2.3 | Agriculture - <i>Decommissioning of the A303</i> | <p><i>Requirements:</i> clarification is sought on the maintenance, management, and future liability responsibilities for the land of what will become the decommissioned A303</p> <p>The <u>National Trust</u> is content that <u>in principle</u> the design commitments and consultation requirements set out in the OEMP as updated would provide sufficient controls in respect of the management and maintenance of the decommissioned A303, subject to the consultation process throughout detailed design development (covered elsewhere).</p> <p><u>The exact nature of management and maintenance to be carried out is still a matter for discussion.</u></p> | <p>The future management of the length of decommissioned A303 to become restricted byway will become the responsibility of Wiltshire Council as public rights of way authority. The mechanics for this will be dealt with in a legal agreement between Highways England and Wiltshire Council. Highways England intends to retain responsibility for the section of decommissioned A303 to the east of Stonehenge Road – this area is expected to be managed as part of its soft estate. Controls over the extent and design of the works, how they will be carried out and thereafter operated are contained in the OEMP, an updated version of which was submitted at Deadline 6 [REP6-011 and REP6-012] of the examination, secured via Paragraph 4 of Schedule 2 to the draft DCO [REP6-005 and REP6-006]. Item MW-G11 of the OEMP provides for the provision of a Handover Environmental Management Plan to be developed on the basis of the most recent CEMP and LEMP. This will deal with the ongoing maintenance of the Scheme where it will remain within</p> | Agreed |
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| | | | | | Highways England's (or its appointed maintenance body) remit. | |
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| 3.31 | WR [REP2-115] | 6.4.1 | Biodiversity, biological environment and ecology - <i>General 'net gain' and ecological networks</i> | The fourth objective of the Applicant's scheme is 'to improve biodiversity. In the Environmental Statement (ES) Chapter 8. Page 8-3, 8.2.5 it states that the National Planning Policy Framework (NPPF) 2018 provides for 'minimising impacts and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures' and 8.2.7 'which encourages developers to look beyond maintaining existing biodiversity value and actively encourages provision of additional benefits for biodiversity which contribute to future proofing the natural environment.' In addition, ES Chapter 8, Page 8-65, 8.9.72 states that - 'The chalk grassland of the Scheme would enhance the west east connectivity, improving ecological network along the whole length from Yarnbury Castle to Amesbury'. In ES Chapter 8 Page 4-47, 8.8.17 states that – 'In the eastern section of the Scheme the opportunities for habitat creation will be focused on the slopes of cuttings and along the existing A303'. Due to the current proposal for a surfaced track of 3-4 meters wide along the length of the line of the redundant A303, the area remaining for establishing a green byway of species | Agreed | Agreed |

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| | | | | <p>rich chalk grassland and the delivery of a coherent ecological network, necessary to enhance connectivity, will be severely constrained within the remaining width of the single carriageway.</p> <p><i>Requirement:</i> if a net gain for biodiversity is an objective of the scheme as outlined by the Applicant, every available area that is suitable should be used for the creation of species rich chalk grassland and further provision should be provided to restore or enhance species rich chalk grassland beyond the existing line of the road through appropriate introduction or supplementation of wildflower species.</p> <p>The Trust is content that the design commitments and consultation requirements set out in the OEMP as updated would provide sufficient controls in respect of the principle of creating chalk grassland, subject to the consultation process throughout detailed design development (covered elsewhere).</p> | | |
| 3.32 | WR [REP2-115] | 6.4.5 | Biodiversity, biological environment and ecology - <i>The</i> | <p><i>Requirements:</i> further information is required on the treatment of the phosphatic chalk and if it is to be incorporated into the substrate for nutrient poor soils, whether it is suitable</p> | As detailed within Chapter 10 (paragraphs 10.6.77-79) of the Environmental Statement [APP-048], in order to assess the availability of phosphorus in the Phosphatic Chalk, | Agreed |

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| | | | <p><i>creation of habitats using chalk substrate (ES Chapter 8, Page 8.47, 8.8.19)</i></p> | <p>for chalk grassland vegetation establishment.</p> <p>The Trust is content that the design commitments and consultation requirements set out in the OEMP as updated would provide sufficient controls in respect of the principle of creating chalk habitats, subject to the consultation process throughout detailed design development (covered elsewhere).</p> | <p>phosphorus leachate testing was undertaken in February 2018 on the Phosphatic Chalk cores obtained during the EP Ground Investigation and held in storage. A total of 16 Phosphatic Chalk samples, collected at depths ranging between 8.45m bgl and 32.6m bgl and corresponding with the proposed tunnel vertical alignment, were submitted for leachate analysis for a suite comprising reactive phosphorus (also known as orthophosphate) and selected major ions. The results of the additional leachate analyses reported concentrations of reactive phosphorus below the laboratory level of detection of 0.05mg/l in all 16 samples. Concentrations of leachable total phosphorus were also recorded below the laboratory level of detection of 1mg/l. The leachate test results suggest that the dominant calcium carbonate chemistry of the Chalk is likely to generate a precipitation (mineral formation) rather than a dissolution environment, such that the rock is unlikely to yield large concentrations of dissolved phosphorus. This means that the material would not have a deleterious effect on the water quality of the River Till. The establishment of</p> | |
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| | | | | | suitable chalk grassland would be achieved even if some of the phosphatic chalk is at the surface. This is because of the low solubility of the phosphorous within the phosphatic chalk (paragraph 10.6.79) [APP-048]. | |
| 3.33 | WR [REP2-115] | 6.4.6 | Biodiversity, biological environment and ecology - <i>Trees</i> | <p>ES Chapter 8 page 8-31 Table 8.11 provides a summary evaluation of habitats present within the Scheme and study area. These sections only reference a single veteran beech tree located to the north of King Barrow Ridge. There are a number of veteran trees on King Barrow Ridge with high or moderate bat roost potential.</p> <p><i>Requirements:</i> the National Trust seeks assurance that Root Protection Zones have sufficiently been taken into consideration so that the construction operations will not have any adverse impact on the stability of trees in this location.</p> <p>The Trust is in principle content that the design commitments and consultation requirements set out in the OEMP as updated would provide sufficient controls in respect of the consideration of Root Protection Zones, subject to the consultation process throughout detailed design development (covered elsewhere).</p> | <p>It is considered that sufficient safeguards for trees have been included within the DCO documentation. As detailed within MW-LAN3 of the OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012]) an Aboricultural Mitigation Strategy (AMS) shall be prepared to protect trees retained within and immediately adjacent to the order limits which should deal with the concerns raised. This shall consider the following standards:</p> <ul style="list-style-type: none"> • BS 3936-1: Nursery stock. Specification for trees and shrubs; • BS 3936-4: Nursery stock. Specification for forest trees, poplars and willows; • BS 3882: Specification for topsoil and requirements for use; • BS 3998: Tree Work. Recommendations; | Agreed |

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| | | | | | <ul style="list-style-type: none"> • BS 4428: Code of practice for general landscape operations (excluding hard surfaces); • BS8545 Trees from nursery to independence in the landscape; • BS 5837: Trees in relation to design, demolition and construction; and • BS 6031: Code of practice for earthworks. <p>Alternatively, where a British Standard does not exist, works will follow industry good practice, e.g. Natural England's Advice on managing, restoring, and creating grassland and agreement will be sought from Wiltshire Council. The AMS shall also define:</p> <ul style="list-style-type: none"> • The root protection area (RPA) and Construction Exclusion Zones (CEZ) of trees to be retained within or immediately adjacent to the order limits and wherever practicable. • The approach for working within RPAs, where this cannot reasonably be avoided required. • The approach to inspecting, maintaining and managing trees and scrub to be retained. | |
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| | | | | | <ul style="list-style-type: none"> The approach for felling where otherwise not identified in the ES. <p>Compliance with the OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012]) is secured through the requirement contained in paragraph 4 of Schedule 2 to the draft DCO [REP6-005 and REP6-006].</p> | |
| 3.34 | WR [REP2-115] | 6.6.1 | Flood risk, groundwater protection, geology and land contamination | The sensitivity of the WHS as a receptor within the Geology and Soils Chapter of the ES was not defined. This is inconsistent with the methodology used for other schemes, such as the A303 Sparkford to Ilchester dualling scheme. In accordance with DMRB methodology, the WHS could be defined to have a 'very high' sensitivity, which may change the outcome of the assessment. | DMRB Volume 11 Section 3 Part 11 Geology and Soils refers to only statutory and non-statutory designations specifically related to geology or soils and not designations related to heritage or archaeology. The Sparkford to Ilchester Dualling Scheme Geology and Soils chapter (ES, Chapter 9) and Table 9.1 refers to WHSs as an example of very high sensitivity receptors but only where they are designated due to their geological importance. The WHS at Stonehenge is not designated for its geological importance. In the absence of any geological designations in the study area, these were scoped out of the geology and soils assessment as stated in the ES Chapter 10 Geology and Soils [APP-048] paragraph 10.6.43 and agreed with by the Planning Inspectorate | Agreed |

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| | | | | | <p>in their Scoping Report responses. The remaining assessment presented in the ES is a potential contaminated land assessment which considers visitors and workers at the WHS as moderate sensitivity receptors. The assessment also considers other receptors within the WHS like groundwater and the River Avon which borders the WHS to the east. The ES [APP-048] in Chapter 10, paragraph 10.6.90 refers to a low potential for ground contamination to exist along the Scheme and whilst archaeological remains, scheduled monuments and historic landscapes are not explicitly stated in the conceptual site model and Table 10.8 (Summary of Potentially Sensitive Receptors); measures contained within the OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012]) such as: PW-GEO1 (ground investigation), PW-GEO2 (unexpected contamination), MWGE01 (contamination risks), MW-GE02 (groundwater contamination), MW-GEO3 (soils management strategy), MW-GEO6 (hazardous substances), MW-GEO7 (excavated materials management), and MW-GEO8 (construction on and adjacent to land affected by</p> | |
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| | | | | | contamination) would all limit the possibility for dispersal and accidental releases of any existing contamination encountered, or any potential polluting materials introduced during construction, to heritage assets (including the WHS which is assessed as of very high value in the Environmental Statement Chapter 6 Cultural Heritage [APP-044]). | |
| 3.35 | WR [REP2-115] | 6.8.1 5 | Heritage and historic environment – <i>Monitoring of Archaeological Mitigation</i> | <p>The appropriate monitoring of archaeological mitigation of the scheme is critical to ensuring the protection of the OUV of the WHS. While there is a commitment to such monitoring within the Applicant's submitted scheme (6.1 Environmental Statement Chapter 6, 6.10.1) it is not specified how, or by whom this would be done.</p> <p><i>Requirements:</i> the National Trust seeks provision within the dDCO for appropriate consultation with Trust, and HMAG prior to, and as part of, sign off of all archaeological mitigation works within the WHS and for subsequent monitoring, including provision for cost of monitoring.</p> <p>The Trust is <u>in principle</u> content that the design commitments and consultation requirements set out in the OEMP as updated would provide sufficient controls in respect of the monitoring of archaeological</p> | As stated in the OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012]) (e.g. PW-CH1 and MW-CH1 for HMPs), HMAG will be consulted on before Highways England as 'the Authority' or Wiltshire Council (with respect to SSWSIs, archaeological method statements and Heritage Management Plans) approves the plans relating to archaeological mitigation works, such as the Heritage Management Plan. The consultation provided for in the OEMP will ensure that the views of HMAG are taken into account in finalising the documentation, prior to Highways England's or Wiltshire Council's approval. There is therefore no requirement for any external approval by HMAG members. The OEMP [MW-CH7] allows for monitoring arrangements for designated and non-designated heritage | Agreed |

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| | | | | mitigation, subject to the consultation process throughout detailed design development (covered elsewhere). | assets to be prepared in consultation with HMAG (for sites within the WHS) and WCAS (for sites outside of the WHS) and approved by The Authority prior to works commencing. Section 7 of the draft DAMS [REP6-013 and REP6-014], sets out the monitoring, communications and sign-off of archaeological works procedures including consultation with HMAG (which includes the National Trust). | |
| 3.36 | WR [REP2-115] | 6.8.1 7 | Heritage and historic environment – <i>Tree planting</i> | Planting of new trees within the WHS can have adverse impacts on both sub-surface archaeology, and on the visual relationships between monuments relating to the OUV of the WHS. The National Trust is therefore concerned to ensure there are no adverse impacts on OUV from tree planting. <i>Requirements:</i> no new tree planting should form part of the scheme within the WHS, and any replacement planting should only be permitted where it replaces existing screening of heritage assets; or provides essential and proportionate mitigation to provide habitat connectivity specifically for bats, providing it does not adversely impact on visual relationships between monuments conveying the attributes of OUV of the WHS; and where such replanting is fully archaeologically mitigated. | The OEMP (as updated [REP6-011 and REP6-012]) reference MW-LAN04 states “No new trees shall be planted within the WHS except where required for ecological or visual mitigation (e.g. at Countess Roundabout/Countess Farm), and providing the planting does not adversely impact on visual relationships between monuments conveying the attributes of OUV of the WHS, and such planting is appropriately archaeologically mitigated.” | Agreed |

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| | | | | <p>The <u>National Trust</u> is <u>in principle</u> content that the design commitments and consultation requirements set out in the OEMP as updated would provide sufficient controls in respect of tree planting within the World Heritage Site, subject to the consultation process throughout detailed design development (covered elsewhere).</p> | | |
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4 Matters Under Discussion

| Ref | Document Reference | Para Ref | Sub-section/ Discipline | National Trust Comment | Highways England Response | Status |
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| 4.1 | [RR-2344] | 4.1 | Current position | <p>The Trust welcomes the progress made by Highways England to date, and considers that the proposed scheme has the potential to be acceptable and deliver tangible benefits to the WHS. However, we will only support the progression of a scheme which we are sure protects the OUV of the WHS. Given the unique and internationally significant nature of the landscape, we do not consider that the DCO submission from Highways England currently provides the level of detail required for us to be confident that the approach to design and delivery of the scheme will achieve this essential goal. In addition, there are some areas of the current design approach that we disagree with, as well as important areas of methodology that are yet to be defined.</p> | <p>Highways England continues to work with the National Trust to understand its outstanding concerns.</p> <p>A comprehensive Heritage Impact Assessment has been prepared following ICOMOS guidelines (https://www.icomos.org/world_heritage/HIA_20110201.pdf). The scope and approach of this assessment, which is reported in ES Appendix 6.1 [APP-195], was endorsed by UNESCO/ICOMOS in their report from their third advisory mission on the scheme early in 2018 (https://whc.unesco.org/en/list/373/documents/), and developed in consultation the HMAG.</p> <p>The Applicant considers that the HIA has been carried out accurately and with a full appreciation and understanding of the importance of the WHS and its OUV. Overall, the Scheme is assessed to have a Slight Beneficial effect on the OUV of the WHS as a whole and the OUV of the WHS would be sustained.</p> | Under Discussion |

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| | | | | | <p>Further information can be found in the ES Chapter 6, Cultural Heritage [APP-044] and ES Appendix 6.1, Heritage Impact Assessment [APP-195].</p> <p>The design will be developed through the detailed design stage of the project. Highways England would like to engage with the National Trust on all relevant aspects of the detailed design and delivery of the Scheme. An agreement is being drafted to detail this engagement.</p> | |
| 4.2 | [RR-2344] | 5.1.1 | DCO— Insufficient detail | <p>At this stage the DCO documentation does not sufficiently show critical detail across a broad range of matters in relation to both design and delivery. The Trust would like to see this detail defined through the DCO, and where this is not appropriate seeks provision within the DCO to ensure the Trust is a consultee on all key aspects of the detailed design and delivery through Requirements and bespoke protective provisions.</p> | <p>The design has been fixed to an appropriate level for the DCO application. The detailed design will be developed through the detailed design stage of the project. Highways England would like to engage with the National Trust on all relevant aspects of the detailed design and delivery of the Scheme. An agreement is being drafted to detail this engagement.</p> | Under Discussion |
| 4.3 4.2 | [RR-2344] WR [REP2-115] | 5.1.2 6.8.4 | Environment - Document development | <p>The Trust has a strong interest in the development of the key control documents within the DCO including the:</p> <ul style="list-style-type: none"> • CEMPs (Construction Environmental Management Plan) • CHAMPs (Cultural Heritage Asset Management Plans) and all successor plans produced by the | <p>• The Detailed Archaeological Mitigation Strategy (DAMS) is being developed in consultation with Wiltshire Council Archaeology Service and HMAG (which includes the National Trust), and is secured by paragraph 5 of Schedule 2 of the draft Development Consent Order</p> | Under Discussion |

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| | | | | <p>Applicant on a four year cycle</p> <ul style="list-style-type: none"> • the DAMS (Detailed Archaeological Mitigation Strategy), • HEMP (Handover Environmental Management Plan) • HMPs (Heritage Management Plans) • LEMP (Landscape and Ecology Management Plan) • Method Statements (specifying requirements for the preservation in situ of archaeological deposits) • OWSI (Outline Written Scheme of Investigation), • SSWSIs (Site Specific Written Schemes of Investigation) <p>The approach defined within these above listed documents will be key in our assessment of the scheme's suitability. As such, we expect to be closely consulted in their development. At this stage we would have expected to see the DAMS, and the completed Archaeological Evaluation Reports that support it, but to date we have not.</p> <p>The National Trust's position is that these documents do not presently have sufficient detail.</p> | <p>(DCO) [APP-020];</p> <ul style="list-style-type: none"> • The Overarching Written Scheme of Investigation is being prepared to accompany the DAMS (as referred to above); • The Record of Environmental Actions and Commitments (REAC) tables 3.2a and 3.2b of the Outline Environmental Management Plan (OEMP) [APP-187] and the Outline Archaeological Mitigation Strategy [APP-220] have been submitted as part of the DCO application. Highways England's appointed contractor will be required to develop and implement a detailed Construction Environmental Management Plan (CEMP), which will be based on the OEMP, as secured by paragraph 4 of Schedule 2 of the draft DCO; and • The main works contractor will prepare a final version of the CEMP for the operational and maintenance phase of the Scheme in the form of a Handover Environmental Management Plan (HEMP). <p>A full and comprehensive programme of archaeological evaluation surveys has</p> | |
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| | | | | <p><i>Requirements:</i> in order to better understand the development of these documents the Trust seeks for the Applicant to:</p> <p>a) prepare and distribute a road map detailing expected timelines for the development of these documents; showing:</p> <ol style="list-style-type: none"> i. points where the Trust, and HMAG will see and have the opportunity to input into these documents ii. when the Trust, and HMAG will see the finalised versions <p>b) provide a named person (or role) within the project ultimately responsible for:</p> <ol style="list-style-type: none"> i. the production of each of these documents ii. ensuring the requirements or conditions of the document are upheld <p>c) provision to be made within the dDCO for the Trust and HMAG to be consulted throughout the development of these documents and to be listed as part of the approval regime for final sign off.</p> | <p>been completed. The completed archaeological evaluation reports have been developed in consultation with Wiltshire Council Archaeology Service and HMAG, which includes the National Trust. The National Trust has been provided with the opportunity to comment. The results of the archaeological evaluations were considered for the submission of the ES and the HIA [APP-195]. The archaeological evaluation reports confirm the archaeological baseline and the approach to mitigation. These have been reviewed in line with the ES tables that detail the impacts and the significance of effects (Section 6.9 in Chapter 6 of the ES [APP-044] and Appendix 6.8 [APP-217]). No additional significant effects have been identified. The National Trust has been consulted on Archaeological Evaluation Reports and has been provided with the opportunity to comment. These comments will be taken into consideration as the reports are finalised in the near future.</p> <p>Each CEMP, including the HEMP, will be developed in consultation with the relevant stakeholders as set out in the OEMP.</p> | |
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| | | | | | <p>We refer the National Trust to Additional Submission 3 [AS-007] of Highways England response to the S51 Advice, which explains the relationships between and requirements of the various environmental management documents.</p> <p>The various documents are required at different times and are prepared by different parties. As set out in the OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012]), the CEMPs will be developed by the preliminary works and main works contractors [PW-G1 and MW-G5]. They will be consulted upon with Wiltshire Council, the Environment Agency, Natural England and Historic England and will append as appropriate the Heritage Management Plan which the National Trust will be consulted upon as part of HMAG (for works within the WHS). As set out in paragraph 6.8.14 of ES Chapter 6 Cultural Heritage [APP-044], Cultural Heritage Asset Management Plans (CHAMPs) will be prepared every four years by Highways England (or the operating authority) and following DMRB Volume 10 Environmental Design and Management, Section 6 Archaeology,</p> | |
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| | | | | | <p>Part 2, HA 117 / 08 Cultural Heritage Asset Management Plans (Highways Agency 2008) and as referred to at paragraph 5.1.21 in the draft Detailed Archaeological Mitigation Strategy (DAMS) [REP6-013 and REP6-014], to ensure that cultural heritage assets are protected during the course of highways operation and maintenance works. The draft DAMS [REP6-013 and REP6-014] sets out the structured, iterative detailed archaeological mitigation strategy, including, at part two, the Overarching written scheme of investigation. The DAMS is being developed by Highways England in consultation with the Heritage Monitoring Advisory Group (which includes the National Trust) and the Scientific Committee. It will be finalised prior to the end of the Examination and is secured by Requirement 5 of Schedule 2 of the draft DCO [REP6-005 and REP6-006]. Potential impacts from construction will be considered as part of the Heritage Management Plans detailed in the OEMP [PW-CH1 and MW-CH1] which will indicate how the historic environment is to be protected in a consistent and integrated manner including from potential impacts of</p> | |
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| | | | | | <p>construction. The National Trust will be consulted upon on these plans (for works within the WHS) as part of HMAG. HEMPs (see paragraphs 1.1.12, 3.1.3 and MW-G11 in the OEMP) will be based on the final CEMPs which will be consulted upon as described above. Section MW-LAN1 of the OEMP requires the mains work contractor to prepare a Landscape and Ecology Management Plan (LEMP), which will be appended to the CEMP as appropriate. This will be consulted on with Wiltshire Council and Natural England as the appropriate consultation bodies for such matters. In respect of the other documents set out in National Trust's submissions, consultation with the National Trust is set out in the OEMP in the following items: OEMP in the following items:</p> <ul style="list-style-type: none"> • PW-CH3 – Site Specific Written Schemes of Investigation, produced in consultation with HMAG for works within the WHS, to describe the mitigation measures that will be carried; and • PW-CH4 and MW-CH5– Method Statements, produced in consultation with HMAG for | |
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| | | | | | works within the WHS, to include protective fencing for identified heritage assets and appropriate archaeological mitigation measures. | |
| 4.4 | [RR-2344] | 5.1.3 | Rights of Way | The overall Rights of Way strategy needs further consideration, especially in regards to the proposed treatment of the current A303 and the redundant portion of the A360 and other NMU (Non-Motorised User) access post scheme construction. | The existing road surface of the existing A303 and A360 would be reduced to a width of no more than 4m to provide a level, durable surface for non-motorised users including those needing mobility aids, and those vehicles permitted to use the route such as agricultural and maintenance vehicles. It would be treated with a new visually recessive surface. The surplus areas of redundant road surface would be replaced by chalk grassland (Section 2.3.56(d) in the Environmental Statement [APP-040]). The design of these elements will be developed through the detailed design process in consultation with National Trust. | Under Discussion |
| 4.5 | [RR-2344] | 5.1.4 | Byways | The status of the current BOATs (Byways-Open to All Traffic) require further consideration to ensure compatibility with the overall configuration of the other forms of access and Rights of Way within the WHS post scheme construction. | Changing the status of the existing BOATS is beyond the scope of the Scheme and is a matter for Wiltshire Council to consider as the local highway authority. Highways England wishes to ensure that the Scheme is integrated within the existing byway network and, where the opportunity exists, create | Under Discussion |

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| | | | | | legacy benefits for non-motorised users in accordance with its Strategic Business Plan and Road Investment Strategy, which are aligned with Government policy to encourage walking, cycling and horse riding through national and local policies and plans. The new public rights of way measures proposed along the Scheme would not only maintain, but would also considerably enhance the existing public rights of way network, significantly improving connectivity for non-motorised users, as illustrated on the Rights of Way and Access Plans [APP-009]. | |
| 4.6 | [RR-2344] | 5.1.5 | DCO – Limits of deviation | The Trust's initial review indicates that some of the proposed Limits of Deviation (LoDs) are a cause for concern given the wide variation possible within the LoDs. The Trust has particular concerns with regards to the impacts on the OUV of the WHS landscape around both of the portal entrances. We would welcome further clarity from, and discussion with, Highways England with regards to the proposed LoDs and their implications, including any knock-on effects to other scheme elements. | The Limits of Deviation (LoDs) set out the maximum parameters necessary to deliver the scheme based on the information available at this stage in the process. The Environmental Statement [APP-039—APP-054] and Heritage Impact Assessment (HIA) [APP-195] report on the effects of the Scheme to the extent of the LoDs. | Under Discussion |
| 4.7 4.3 | [RR-2344] WR | 5.1.6 | Land - Restrictions | We are not yet convinced that the restrictions proposed above the tunnel on Trust land (as well as on adjacent land) are | Agreed – Highways England await any outstanding concerns. | Under Discussion |

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| | [REP2-115] | 6.8.1 9 | on National Trust land | <p>appropriate for a WHS where restrictions on archaeological research could adversely impact its OUV. In addition we require further information on how the sub-surface archaeology within the area Highways England intend to purchase will be adequately protected post construction.</p> <p>The Trust has previously stated its concerns over the Tunnel Protection Zone and the restrictive covenants to be affected on the Trust's estate above the tunnel, including concerns in relation to protection of archaeology and future archaeological research. Discussion has been ongoing with the Applicant and HMAG on this issue.</p> <p>The Trust is now recently in possession of the draft covenants proposed to be imposed on Trust land, and once we have reviewed this document we will make further comment if any outstanding concerns remain.</p> | | |
| 4.8 | [RR-2344] | 5.1.7 | Environment -Ecology | <p>There is insufficient detail in the OEMP (Outline Environmental Management Plan) to allow us to adequately assess if the approach to mitigation, establishment methodology, and subsequent management is wholly suitable. In some cases we have identified areas where proposals should be strengthened, for</p> | <p>Adequacy of OEMP and Assessment The Outline Environmental Management Plan (OEMP) [APP-187] contains sufficient detail with which to assess whether mitigation is suitable. The assessment, including the proposed mitigation, is in accordance with industry guidance and best practice, including</p> | <p>Under Discussion</p> |

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| | | | | <p>example mitigation for European Protected Species at the Countess flyover, and the potential for improved east-west ecological connectivity. We also seek further clarity on the interrelationship of, and how information will transfer through, the OEMP to the CEMP, and to the LEMP (Landscape & Ecology Management Plan) and HEMP.</p> | <p>Ecological Impact Assessment guidelines published by the Chartered Institute of Ecology and Environmental Management (CIEEM) and Guidance provided in Highways England's IAN-130/10, which is a component part of the DMRB, as set out in ES Chapter 8, Biodiversity [APP-046], Section 8.3, Assessment Methodology.</p> <p><u>OEMP, CEMP (LEMP and HEMP)</u></p> <p>We refer the National Trust to Additional Submission 3 [AS-007] of Highways England response to the S51 Advice, which explains the relationships between and requirements of the various environmental management documents.</p> <p>As described above, in response to point [RR-2344] 5.1.2, the Outline Environmental Management Plan (OEMP) is the basis from which detailed, works-specific, CEMPs will be prepared by the relevant contractors, as is required by the OEMP itself and therefore secured through paragraph 4 of Schedule 2 of the draft Development Consent Order [APP-020]. The OEMP sets out the requirement for the main works contractor to prepare a Landscape and Ecology Management Plan (LEMP) (reference MW-LAN1), in-</p> | |
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| | | | | | <p>accordance with industry good practice and a Landscaping Scheme (under paragraph 8 of Schedule 2 of the DCO [APP-020]). The main works contractor will prepare a final version of the CEMP for the operational and maintenance phase of the Scheme in the form of a Handover Environmental Management Plan (HEMP) (required by the OEMP to be based on the CEMP and the LEMP in effect at the time). Each CEMP, including the LEMP, HEMP and any other accompanying method statements, will be developed in consultation with the relevant stakeholders as set out in the OEMP.</p> <p><u>Protected Species (Bats)</u></p> <p>Regarding European Protected Species, it is understood that the National Trust is referring to bats. The assessment of the potential for impact on bats, including on roosts and crossing points, is set out in ES Chapter 8, Biodiversity [APP-046]. The results of the bat crossing point surveys are presented in detail in ES Appendix 8.18, Bat crossing point survey report [APP-259]. During the six hours of survey undertaken at the Countess Roundabout during the targeted Crossing Point Surveys, a total of six bats were recorded crossing the</p> | |
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| | | | | | <p>A303 (four traveling from north to south, two commuting from south to north). Five of the bats recorded were soprano pipistrelle <i>Pipistrellus pygmaeus</i>. A further two bats (undefined pipistrelle and a soprano pipistrelle) were recorded crossing the A465 to the south of the Countess roundabout where the A465 bisects the River Avon.</p> <p>The surveys indicate that a very small proportion of bats that are crossing the A303 are doing so at Countess flyover. The majority of bats recorded crossing the A303 (north or south) were recorded to be using the River Avon / A303 bridge (17 bats were confirmed crossing underneath the bridge). It should be noted that due to the high levels of bat foraging activity under the bridge, the number of bats crossing at this point, is likely to be significantly higher. As this bridge is being retained, fragmentation impacts associated with Countess Flyover are not significant.</p> <p>The proposed planting and inclusion of a noise barrier around the flyover is likely to provide a secondary function of pushing up any bats flying over the A303 to 'safe' heights, or assist in funnelling bats through the large underpasses.</p> | |
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| | | | | | <u>East-West Connectivity</u> Improved east-west connectivity could be achieved with the implementation of the replacement planting located within the National Trust soft estate on the north side of the A303 at Countess Farm. However, this is not required as essential mitigation for vegetation loss or habitat fragmentation and would be for enhancement purpose only. Highways England welcomes further discussion on this matter. | |
| 4.9 4.4 | [RR-2344] WR [REP2-115] | 5.1.8 6.7.1 6.8.2 0 6.9.1 6.9.2 | Environment Countess Farm Health and wellbeing Grade II listed buildings Landscape and visual effects and design - Assessment of impacts | There is potential for significant landscape, visual, noise and vibration impact at Countess Farm and we require further information to be satisfied that the proposed mitigation measures fully address these issues. Health and wellbeing: We are concerned about the impact of the construction on all the occupants of our property at Countess Farm. Requirements: the National Trust seeks clarification on the mitigation to limit the impact of noise, dust, light and disturbance on our tenants. Listed buildings: It is stated that there will be 'permanent adverse effects on the setting of one listed building in the vicinity of Countess | Health and Wellbeing: The potential for noise, dust, light and disturbance impacts on Countess Farm as a result of the construction of Countess flyover are assessed in the relevant topic chapters of the ES, including Chapter 5, Air Quality [APP-043], Chapter 7, Landscape and Visual [APP045], Chapter 9, Noise and Vibration [APP-047], Chapter 13, People and Communities [APP-051], and Chapter 15, Cumulative Effects [APP053]. The assessment reported in the ES has concluded that there would be: no significant adverse impacts on air quality; and temporary significant adverse noise effects for nearby residents during construction. | Under Discussion |

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| | | | <p><i>on Countess Farm</i></p> <p><i>Sound barrier and screening at Countess Flyover</i></p> | <p>Roundabout.'(6.1 Environmental Statement Chapter 16, Table 16.1) However, there is both a Grade II listed farmhouse and an associated group of Grade II listed buildings comprising the farm complex that will also be adversely impacted at Countess Farm.</p> <p><i>Assessment of impacts:</i> Clarification of the assessment of the impact of the mitigation at Countess Farm by year 15 is sought. In 6.1 Environmental Statement Chapter 7: Landscape and Visual, Table 7.11: Summary of significant effects – construction and Table 7.12: Summary of significant effects - operation year 1, Countess Farm (High Receptor Sensitivity) has a Major Impact Magnitude and a Large adverse Residual Effect recorded. In Table 7.13 Summary of significant effects – operation year 15, Countess Farm is predicted to have Moderate Impact Magnitude and Moderate adverse Residual Effect. In 6.1 Chapter 16: Summary: Table 16.1: Summary of effects, the Permanent adverse effects on these listed buildings at the Construction Phase are then not described at the Operational Phase, which appears to the Trust to be contradictory. Additional information is required on this reduction in the Impact Magnitude and Residual Effect and how under the best</p> | <p>The cumulative effects assessment found that in-combination there would be a significant adverse visual, noise and air quality effect during the construction phase at Countess Farm. During construction, impacts will be controlled and reduced as far as reasonably practicable in the vicinity of the Countess Farm through measures contained within the OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012]) to, for example, control noise (PW-NOI1, PW-NOI3, PW-NOI4, PW-NOI5, PW-NOI6, MW-NOI1, MW-NOI3, MW-NOI4, MW-NOI5 and MW-NOI6), dust (PW-AIR1 and MW-AIR1), and artificial lighting (MW-G29).</p> <p>Operational mitigation will be delivered through the use of a thin surfacing system, which results in lower levels of noise generation than a standard hot rolled asphalt surface, as required by D-NOI1 in the OEMP, a 1.8m high noise barriers on the north and south sides of the flyover, as required by reference D-NOI2 in the OEMP; and landscaping of the flyover embankments would be secured through requirement 8 of the draft DCO [REP6-005 and REP6-006]. The Applicant considers that these</p> | |
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| | | | <p>case scenario, the proposed mitigation of planting will deliver this reduction over 15 years. Currently the proposed planting is restricted to within the soft estate of the existing highway, and in addition an unspecified number of trees are to be removed to create sufficient area for the drainage system (see Fig 2.2 Preliminary design drainage catchments, Countess Pond 1, Countess Catchment 12, Outfall Catchment 15, Countess Pond 3 and Catchment 15), which will limit the space for replacement or additional planting. The visualisations shown in ES Figures [APP - 145] and [APP-146] illustrate the view from the North-East and therefore do not fully show the impact magnitude of the flyover on Countess Farm. We seek additional mitigation in the form of extended fencing and planting including standard trees to maximise the buffering, with 100% archaeological mitigation for all works undertaken within the WHS.</p> <p><i>Sound barrier and screening:</i> <i>Requirements:</i> further information is required on the type and height of screening and sound barrier that will be attached to the flyover; in addition to the how light and pollution will be mitigated at Countess Farm.</p> | <p>measures provide adequate mitigation against the impacts of noise, dust, light and disturbance on the tenants of Countess Farm.</p> <p><i>Listed Buildings:</i> ES Chapter 6 Cultural Heritage [APP-044, Table 6.11] sets out the significant permanent adverse effect of the construction of the Scheme on the Grade II listed Stables and Barn at Countess Farm (NHLE 1131055). With regards to non-significant effects for the other listed buildings in the complex, which are situated slightly further back from the existing dual carriageway and Countess Roundabout, these are set out in ES Appendix 6.8 - Cultural Heritage - Summary of non-significant effects [APP-217, Table 1.1: Construction phase: temporary; Table 1.4: Construction phase: permanent – historic buildings (setting) and Table 1.7: Operational phase: historic buildings (setting)] set out the non-significant effects for the Grade II listed buildings at Countess Farm including Countess Farmhouse and front garden walls (NHLE 1318487), a Large Barn at Countess Farm (NHLE 1131056), a Large Granary at Countess Farm (NHLE 1318488).</p> | |
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| | | | | | <p><u>Landscape and visual</u></p> <p>The Landscape and Visual Impact Assessment has identified a significant visual effect at Countess Farm due to the height of the viaduct and associated vehicles above the intervening vegetation, as reported in ES Chapter 7 [APP-045], Section 7.9. This is supported by visualisations of the Countess Flyover to aid in understanding the scale of the proposal, ES Figures [APP-145] and [APP-146]. The mitigation for this significant visual effect is set out in ES Section 7.8, including Table 7.5 [APP-045], and shown indicatively on the Environmental Masterplan [APP-059]. It includes new planting within the highway's boundary, and will be included in the landscaping scheme to be implemented pursuant to paragraph 8 of Schedule 2 to the draft DCO [APP-020]. The mitigation will reduce the significance of the effect from major adverse to moderate adverse by year 15 of operation, however, as the flyover would still be visible at and beyond this time, the moderate adverse effect will remain.</p> | |
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| | | | | | <p>The matter of off-site planting at Countess Farm is currently under discussion between Highways England and the National Trust.</p> <p><i>Assessment of impacts:</i> The OEMP (as updated for Deadline 6 [REP6-011 and REP6-012]) includes provision at P-LE05 that “Existing highway planting at Countess Junction shall be retained, supplemented by additional tree planting where practicable.”</p> <p>The reduction in the magnitude of impact between operation year 1 ([APP-045] Table 7.12) and operation year 15 ([APP-045] Table 7.13) is due to the establishment of new planting between the elevated section of Countess flyover and the slip road from the proposed A303 to Countess roundabout, as indicated on Section H of the Environmental Masterplan [APP-059], as this planting would be in leaf and taller in height than compared to the year 1 assessment when the vegetation would not be in leaf and smaller and the landscape less established and integrated. In [APP-054]: Summary of Effects, Table 16.1: Summary of effects, for Cultural Heritage, the permanent adverse effects on these listed buildings are described as Construction</p> | |
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| | | | | | <p>(permanent) as this approach allows for a thorough and detailed assessment of each constituent element of the Scheme to be undertaken, acknowledging the permanent impacts as a result of the construction of the Scheme. The Applicant considers this approach to be appropriate and in line with methodology as set out in DMRB, Volume 11, Section 3, Part 2 (HA208/07) for the assessment of road schemes in relation to cultural heritage and is therefore not contradictory in its approach. Please also refer to the Applicants response to Written Question CH.1.9 [REP2-025]. The construction (temporary) and operational (permanent) significant adverse effects to the visual receptor is included in the Landscape and Visual Impact Assessment section of Table 16.1 [APP-054]. With reference to Highways England response to Written Question CH.1.47 [REP2-025], the planting proposals would screen the lower parts of the Countess flyover retaining walls and slip-roads and soften views of the upper parts of the flyover. However, the flyover would remain visible and retain a significant visual effect at year 15 of operation as the viaduct and vehicles (including lorries)</p> | |
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| | | | | | <p>would be up to 11.5 metres above the grounds of Countess Farm. The detailed design stage of the drainage works, in combination with a detailed tree survey, will establish the likely impact and exact extent of removal; such that it may be that the extent of tree loss could be reduced. The planting will be secured under requirement 8 of Schedule 2 of the draft DCO [REP6-005 and REP6-006] pursuant to which Highways England will be required to submit a detailed landscaping scheme, which must be based on the mitigation measures set out in the ES. Highways England has offered additional off-site planting to which the National Trust are agreeable, as set out in the response to Written Question CH.1.47 [REP2-025]. Requests for extended fencing and the planting to include standard trees are under discussion, along with the detail of any agreement between Highways England and the National Trust regarding archaeological mitigation.</p> <p><u>Noise and vibration</u></p> <p>With regards to operational traffic noise, mitigation measures have been included in the design via the use of a thin-surfacing system for the road surface,</p> | |
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| | | | | | <p>which results in lower levels of noise-generation than a standard hot rolled-asphalt surface, and 1.8m noise barriers-on the flyover, as secured through the-Outline Environmental Management-Plan (OEMP) [APP-187], (D-NOI1 and-D-NOI2). The OEMP is secured through-paragraph 4 of Schedule 2 of the draft-Development Consent Order [APP-020].-With these measures in place the-magnitude of the increase in traffic noise-at Countess Farm is negligible (less than-1dB), as set out in ES Chapter 9, Noise-and Vibration ([APP-047]), table 9.24-(Countess Farm is included in the row-“Remainder of receptors in study area,-including majority of residential buildings-and non-residential receptors in-Amesbury”).</p> <p>During construction, a significant-adverse daytime noise effect is-anticipated for short periods during-some of the works as summarised in ES-Chapter 9, table 9.25. Road construction-works using vibratory rollers will be-required in the vicinity of Countess-Farm, however the predicted vibration-levels do not exceed the criteria to be-classed as a significant adverse effect-as set out in ES Chapter 9, paragraphs-9.9.14 — 9.9.23, and summarised in-</p> | |
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| | | | | | <p>Table 9.15. The contractor would be required to prepare a Construction Environmental Management Plan (CEMP), including a specific Noise and Vibration Management Plan, which will be based on the OEMP [APP-187] and will include a range of construction noise and vibration mitigation measures which would be adopted during the works (OEMP references MW-NOI1: Best Practicable Means, MW-NOI2: Section 61 Consents, MW-NOI3: Noise and Vibration Management Plan, MW-NOI4: Noise Insulation and Temporary Re-Housing, MW-NOI5: Vibration, and MW-NOI6: Monitoring of Noise and Vibration). In producing the CEMP, the contractor will be required to consult with Wiltshire County Council.</p> <p><u>Sound barrier and screening:</u> A 1.8-metre-high and absorptive noise barrier is proposed between the slip roads on both the north and south side of Countess flyover as secured in D-NOI2 of the OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012]). This commitment includes reference to the applicable standards that the noise barrier will need to meet: "...the current harmonised Specifications Standard BS EN 14388</p> | |
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| | | | | | <p>(2005) and meet the A3 (DLα 8 to 11 dB) and B3 (DLR>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 approved by the Authority."</p> <p>Lighting during the construction phase must be in accordance with the provisions of item MW-G29 of the OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012]), which sets out that lighting should 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.</p> | |
| <p>4.10 4.5</p> | [RR-2344] | 5.1.9 | <p>Operations— Operational phase – ground monitoring</p> | <p>Further clarity is needed around the types and frequency of activities which will need to be carried out once the proposed scheme is operational, how the impact of this activity will be assessed and how the Trust will interact with Highways England and their agents in this regard.</p> <p>The Trust has been provided with information relating to initial proposals for</p> | <p>The operation of the Scheme, including, for example, the use of the Scheme by road users and the operational plant within the tunnel, is assessed through the EIA, as reported in ES Chapters 5 to 16 [APP-043 – APP-053]. As set out in the OEMP [APP-487] (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012], which is secured through requirement 4 of</p> | Under Discussion |

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| | | | | <p>future ground monitoring. It agrees in principle with an approach and methodology that would have minimum impact in installation and removal of equipment. The Trust seeks security on these principles.</p> | <p>Schedule 2 of the draft DCO [APP-020] [REP6-005 and REP6-006], the main works contractor will be required to prepare a HEMP (MW-G11). The HEMP will provide the relevant information on existing and future environmental commitments and objectives that would need to be honoured and define on-going actions and risks that need to be managed and will be consulted upon with the Environment Agency, Wiltshire Council, Natural England and Historic England on matters related to their functions.</p> <p>As with the physical design of the scheme, details of operational activities will be developed through the detailed design process. Where relevant to interests of the National Trust, the details will be developed in consultation with the National Trust.</p> <p>Ground monitoring will be required as part of the tunnel construction works, including possible continued monitoring following completion of construction and into the operational phase. These movement monitoring stations/points are referenced (alongside the archaeological mitigation associated with them) in the DAMS, and types and frequency of</p> | |
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| | | | | | <p>activities will be detailed in the CEMP and Heritage Management Plans.</p> <p>To confirm the absence of any adverse influence regardless of predicted effects, monitoring regimes shall be developed by the appointed contractor. The OEMP requires under reference MW-CH8 that “The main works contractor shall develop a Ground Movement Monitoring Strategy, to be prepared in consultation with the members of HMAG (which includes National Trust) and to be approved by the Authority. The strategy will identify heritage assets that are at risk from ground vibration from the tunnel, or from ground surface movement caused by settlement. As part of this strategy, the contractor shall develop contingencies and identify measures to ensure the protection of assets.</p> <p>It is anticipated that for settlement, this will include monitoring points (settlement markers) with manual monitoring by carrying out a levelling survey or by a fixed monitoring instrument. The contractor’s monitoring during construction will continue until such time as there is no further movement measured.</p> | |
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| | | | | | <p>Highways England is responsible for ongoing maintenance of the strategic network, in addition to its upgrade and improvement. The local road network is maintained by the local highway authority, being Wiltshire Council.</p> <p>Planned maintenance of the new road and tunnel will be carried out overnight and during periods of low traffic flow in one tunnel bore at a time, with two-way (contraflow) traffic using the other tunnel bore. Arrangements for the ongoing maintenance of the proposed highway drainage system for the scheme, including details of frequency and methods are set out in ES Appendix 11.3, Road Drainage Strategy [APP-281].</p> | |
| 4.44 4.6 | [RR-2344] WR [REP2-115] | 6.1 & 7.1 6.5.5 | DCO Land Take – general objection | At this stage, the Trust objects to the acquisition of this [the land owned by the Trust and held inalienably] land on the grounds of the outstanding issues raised. These issues represent significant reasons why land held by the Trust for the benefit of the nation should not be released for the purposes of the scheme until they are adequately resolved to the Trust's satisfaction, and solutions secured in the final form of any confirmed DCO documentation. | Highways England will continue to work with the National Trust to understand and address its outstanding concerns and work towards the removal of the National Trust's objection. Highways England has set out in the Statement of Reasons [APP-023] why the land owned by the National Trust is required and that there is a compelling case in the public interest for this land to be compulsorily acquired. | Under Discussion |

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| | | | | <p>It is a matter of record that the land proposed for acquisition is held inalienably to which the provisions of section 130 Planning Act 2008 apply. The ongoing negotiations between National Trust and the Applicant are also allowing the Trust to keep under review the extent of the safeguards generally that are being offered to the Trust in terms of protections available to it and in the light of the robustness of those safeguards, whether the objection that the Trust is presently maintaining to acquisition of its land by compulsion can be withdrawn. The Trust is not however able to predict whether or at what point, if any, during the examination process it will be in a position to withdraw that objection.</p> | <p>Highways England understands that the land owned by the National Trust which it is proposing to compulsorily acquire pursuant to the DCO is held inalienably.</p> | |
| 4.12 | [RR-2344] | 6.2 | Land— Temporary possession | <p>The Trust also notes that the DCO includes wide powers of temporary possession which the Trust does not consider should apply to its land. The potential use of temporary possession powers over Trust land needs to be controlled and monitored to avoid adverse impacts on the WHS, including during construction. The Trust therefore expects to see these controlled within the DCO, potentially through avoidance and appropriate protective provisions</p> | <p>The temporary possession of land will be limited to what is essential for the efficient construction of the Scheme. The DCO seeks powers to take temporary possession of land for constructing and maintaining the Scheme. These powers may be exercised in respect of land that is only required during the construction works, such as for compounds and the storage of materials. Where land is intended to be acquired permanently, temporary</p> | Under Discussion |

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| | | | | | <p>possession may initially be taken until the permanent requirements are finalised to ensure that Highways England does not permanently acquire more land than is necessary.</p> <p>It is accepted and agreed, however, that such temporary possession powers are not required at the surface over land identified for only subsoil acquisition. Highways England has offered a commitment to the Trust to confirm that no temporary possession powers will be used at the surface of plots 06-08, 06-11, 06-13, 07-02, 07-05, 07-07, 07-13, 08-02, 08-07, 08-09, 08-10, 08-11, 08-22, and temporary possession powers would be limited to subsoil level only.</p> | |
| 4.13 4.7 | [RR-2344] WR [REP2-115] | 7.2 6.5.3 6.8.1 and 6.8.2 | DCO - Communicat ion / consultation | <p>We seek further provisions to be made within the DCO, and for Highways England (and its contractors) to work with and consult with the Trust (and other key stakeholders) in a meaningful way through the entire life of the project, and post construction.</p> <p>The Trust would agree that in so far as their relevant statutory functions are concerned in this regard, where discharge or approval is required, that Historic England or WCAS should be the appropriate bodies to play that role. Within the WHS, the Trust</p> | <p>Highways England welcomes ongoing engagement and is in discussion with the National Trust on the most appropriate means of achieving this. An agreement is being drafted to detail this engagement.</p> <p>Alterations have been made throughout the examination to the OEMP, which is secured through requirement 4 of Schedule 2 of the draft DCO [REP6-005 and REP6-006]. The Applicant submitted an update to the OEMP for Deadline 6 [REP6-011 and REP6-012]</p> | Under Discussion |

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| | | | | <p>believes that in addition to Historic England, and WCAS, both the National Trust and English Heritage hold important and relevant expertise which should be considered across a range of matters. This is why HMAG too has an important role to play in providing advice, setting requirements, and monitoring archaeological mitigation within the WHS, one which should not be subjugated. Whilst HMAG is tied into several facets of consultation, there remains an issue about unclear process and consistency in approach of consultation with the Heritage Stakeholders. This is true for both controls within the DAMS and the OEMP. We are working with the Applicant and the other Heritage Stakeholders to resolve this matter. One that in our submission, is not insurmountable. We are awaiting the version of the DAMS that the Applicant is due to submit at DL6, and will be able to comment further in due course.</p> | <p>and the National Trust's role in the updated OEMP is discussed further below.</p> <p>Highways England has included measures within the Scheme to secure ongoing involvement with the National Trust (as a member of HMAG) with respect to how the Scheme is carried out and its impact on the WHS. Highways England has also secured the delivery of the design solutions designed to minimise the impact of the Scheme on the WHS, which also involve consultation with HMAG. Further detail of these measures is provided below, demonstrating the means that are in place to ensure the Scheme will not be designed or constructed in an inappropriate manner. Consultation with the National Trust is secured in two key ways: Firstly, paragraph 4 of Schedule 2 to the draft DCO [REP6-005 and REP6-006] requires Highways England to carry out the Scheme in accordance with the OEMP. The OEMP requires the contractor to develop Construction Environmental Management Plans ("CEMP") for the Scheme, which must be prepared in accordance with the principles of the OEMP. The OEMP</p> | |
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| | | | | | <p>requires the preliminary works CEMP to include for the preliminary works:</p> <ul style="list-style-type: none"> • PW-CH1 – a Heritage Management Plan, prepared in consultation with the members of HMAG (of which National Trust is a member) (for works within the WHS) and Wiltshire Council Archaeological Service (for works outside the WHS); • PW-CH3 – Site Specific Written Schemes of Investigation, produced in consultation with members of HMAG, to describe the mitigation measures that will be carried; • PW-CH4 – Method Statements, produced in consultation with members of HMAG for works within the WHS, to include protective fencing for identified heritage assets and appropriate archaeological mitigation measures; • PW-CH5 – Site Specific Written Schemes of Investigation, produced in consultation with members of HMAG, to include measures to install temporary barrier fencing to limit land | |
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| | | | | | <p>disturbance at the western portal and eastern portal approaches;</p> <ul style="list-style-type: none"> • PW-CH6 – Site Specific Written Schemes of Investigation, developed in consultation with members of HMAG for works within the WHS, to include measures to avoid significant archaeological remains where possible and implement appropriate archaeological mitigation measures where impacts are unavoidable; • PW-LAN1 – requires consultation with members of HMAG prior to the installation of fencing to protect retained vegetation within the WHS. <p>In respect of the main works the OEMP requires the main works CEMP to include:</p> <ul style="list-style-type: none"> • MW-CH1 – Heritage Management Plan based on the Detailed Archaeological Mitigation Strategy (see requirement 5 of Schedule 2 to the draft development consent order [REP6-005 and REP6-006]), prepared in consultation with the members of HMAG and | |
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| | | | | | <p>Wiltshire Council Archaeological Service, indicating how the historic environment is to be protected in a consistent and integrated manner.</p> <ul style="list-style-type: none"> • MW-CH3 requires consultation with the members of HMAG on the type of construction boundary fencing to be used within the WHS or its setting and to be included in an Archaeological Method Statement forming part of a main works CEMP; • MW-CH5 requires the development in consultation with the members of HMAG for works within the WHS, of Archaeological Method Statements describing the appropriate measures to be used where potentially sensitive archaeological remains are required to be buried or sealed beneath fill material; • MW-CH6 requires the preparation, in consultation with the members of HMAG for works within the WHS, of Site Specific Written Schemes of Investigation | |
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| | | | | | <p>in respect of service/utility corridors requiring excavations, to avoid archaeological remains wherever possible and implement appropriate archaeological mitigation measures where impacts are unavoidable;</p> <ul style="list-style-type: none"> • MW-CH7 requires appropriate monitoring arrangements for all heritage assets during the construction programme, prepared in consultation with the members of HMAG for works within the WHS. <p>Secondly, paragraph 5 of Schedule 2 to the draft DCO [REP6-005 and REP6-006] requires the Scheme to be carried out in accordance with the DAMS [REP6-013 and REP6-014]. Highways England has submitted a document that further clarifies the relationship between the DAMS and the OEMP. As stated in the OEMP e.g. PW-CH1 and MW-CH1 for HMPs, members of HMAG will be consulted before Highways England as 'the Authority' approves the documentation. The consultation provided for in the OEMP will ensure that the views of HMAG are taken into account in finalising the documentation,</p> | |
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| | | | | | <p>prior to Highways England's approval. The OEMP also provides for landowners to be informed of the programme and activities during both the preliminary works phase (see PW-COM1 of the OEMP) and the main works phase (see MW-COM1 of the OEMP). Other key design elements, designed having regard to the impact of the Scheme on the WHS, that are secured via the OEMP include:</p> <ul style="list-style-type: none"> • D-CH8 – requires no signage or other vertical installations (such as CCTV) above the top of the cutting and no lighting of signs at the western end of the Scheme in order to protect the WHS's OUV; • D-CH2 and D-CH3 which require the redundant sections of the road surface to the existing A303 and A360 (including the existing Longbarrow Roundabout) to be broken out, save to the extent they are required for public rights of way; • D-CH4 – requires Green Bridge No. 4 to be between 145m and 149.9m wide; | |
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| | | | | | <ul style="list-style-type: none"> • D-CH5 – which requires the western approach to the tunnel to be in cutting to a minimum 7m depth with vertical retaining walls; • D-CH6 and D-CH7 – which require cut and cover tunnels extending eastwards and westwards from the bored tunnel; • D-CH9, D-CH10, D-CH11 and D-CH12 - which taken together limit the use of highway lighting within the WHS and require improved lighting at Countess roundabout. <p>Section 4 of the OEMP now also includes the design vision and a range of Scheme wide and WHS specific design principles; and also for consultation with the National Trust (as part of the Stakeholder Design Consultation Group) on key elements of the design with the WHS.</p> <p>The OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012]) therefore provides assurance that the design solution will be transmitted into the requirements of</p> | |
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| | | | | | the main works contractor and that the National Trust, as a member of HMAG, will be consulted with regards to the design solution. Potential impacts from construction will be considered as part of the Scheme-wide HMP detailed in the OEMP (PW-CH1 and MW-CH1) which will indicate how the historic environment is to be protected in a consistent and integrated manner including from potential impacts of construction. The implementation of the OEMP is secured by Requirement 4 of schedule 2 of the draft DCO [REP6-005 and REP6-006]. The OEMP (MW-CH7) allows for monitoring arrangements for designated and non-designated heritage assets to be prepared in consultation with the members of HMAG (for sites within the WHS) and WCAS (for sites outside of the WHS) and approved by The Authority prior to works commencing. | |
| 4.14 | [RR-2344] | 7.3 | Land—Land-Take | The Trust will not part with its land held inalienably unless we are completely satisfied that the proposals are, in all the circumstances, appropriate. We are objecting at this stage to the purchase of National Trust land held inalienably in order- | Highways England will continue to work with the National Trust to understand and address its outstanding concerns and work towards the removal of the National Trust's objection. | Under-Discussion |

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| | | | | to ensure the best possible outcome for the WHS is secured. In due course, if we are convinced that the scheme addresses the issues and concerns we are raising, and offers the level of protection we have pressed for throughout, we will be in a position to remove our objection. | | |
| 4.15 | Environmental Statement | - | Methodology | The methodology for environmental impact assessment including assessment of cumulative effects | | Under Discussion |
| 4.16 | Environmental Statement | - | Data collection methods | The methods used in the ES for data collection, relevant to the NT's interests are agreed | | Under Discussion |
| 4.17 | Environmental Statement | - | Baseline data | The baseline data used in the ES for considering environmental effects/impacts are agreed | | Under Discussion |
| 4.8 | WR [REP2-115] | 6.8.8 | Rights of Way and non-motorised users – Surfacing of new restricted byways on A360 | <p>It is not clear from the submitted documentation what the width or the surface treatment of the new restricted byway running north south along the existing alignment of the A360 would be (6.1 Environmental Statement, Chapter 2, 2.3.57).</p> <p>In order to minimise adverse visual impacts on the OUV of the WHS and secure its protection we seek provision that:</p> <p>a) there should be no new bound surface on the new PRow of the A360. A bound surface (with a maximum width of 3m) could</p> | <p>Highways England disagrees that any new bound surface on the A360 would represent an adverse impact on the Winterbourne Stoke Crossroads Barrows and their setting. The existing A360 already has a major adverse impact on the group. Downgrading to an NMU and realigning the road to the west is assessed as having a Moderate Beneficial effect on the Asset Group in the ES Chapter 6 [APP-044, Table 6.11: Summary of significant effects – construction (permanent)] and the Heritage Impact Assessment [APP-195,</p> | Under discussion |

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| | | | | be put in place along the line of the existing A360 (where this road becomes redundant). But at the point at which the NMU route diverges from the existing A360 eastwards into the WHS there should be no formal bound surface; in particular in the vicinity of the Winterbourne Stoke Barrow group where any new bound surface would represent an adverse impact on the monuments and their setting | <p>Table 11: Summary of assessed impacts and effects of the existing A303 and anticipated impacts and effects of the Scheme on Asset Groups conveying Attributes of OUV].</p> <p>Within the WHS, commitments with regard to surfacing are set out at items D-CH2, D-CH3 and D-CH14 of the OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012]) which provide for, respectively, the breaking up of the redundant A303 and A360 within the WHS, and that provision of surfacing within the WHS shall be developed in consultation with National Trust, Historic England, English Heritage and Wiltshire Council. Through the ongoing Heritage Partners Design Review meetings, the Applicant has developed a series of Design Principles to guide the detailed design of elements of the Scheme, including the public rights of way, which is incorporated into the updated OEMP as Chapter 4.</p> | |
| 4.9 | WR [REP2-115] | 6.8.8 | Rights of Way and non-motorised users – | d) there must be a maintenance strategy agreed that ensures that the surface approach continues to be applied throughout the maintenance agreement and any successor agreements. And those | The future management of the length of decommissioned A303 to become restricted byway will become the responsibility of Wiltshire Council as public rights of way authority and the | Under discussion |

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| | | 6.2.3 | <p>A360 and A303 maintenance strategy</p> <p><i>Decommissioning of the A303</i></p> | <p>services providers who may need access to services beneath this surface must be required to make any repairs using the surfacing approach as defined above.</p> <p><i>Requirements:</i> clarification is sought on the maintenance, management, and future liability responsibilities for the land of what will become the decommissioned A303</p> | <p>mechanics for this handover will be dealt with in a legal agreement between Highways England and Wiltshire Council. Highways England intends to retain responsibility for the section of decommissioned A303 to the east of Stonehenge Road – this area is expected to be managed as part of its soft estate. Controls over the extent and design of the works, how they will be carried out and thereafter operated are contained in the OEMP, including in particular provision of a HEMP, an updated version of which was submitted at Deadline 6 [REP6-011 and REP6-012], secured via requirement 4 of Schedule 2 to the draft DCO [REP6-005 and REP6-006].</p> | |
| 4.10 | WR [REP2-115] | 6.2.2 | <p>Agriculture - <i>Agricultural access to land during construction</i></p> | <p>Detail of how tenants are to access land severed during construction for the purposes of moving livestock, machinery, and undertaking routine management such as daily livestock welfare checks has not been provided.</p> <p><i>Requirements:</i> clarification is required.</p> <p>Clarification has been provided, and further discussions are ongoing relating to accommodation works on north-south movements across the existing A303.</p> | <p>As noted in Highways England's response to Written Question Ag.1.11 [REP2-022]: "...access to premises will be maintained during the operation of the Scheme and during its construction. This is ensured by the scope of the powers available to the undertaker under the DCO. Article 10 of the draft DCO [REP6-005 and REP6-006] makes provision for the stopping up and replacement of private means of access. In accordance with paragraph (2)(a) of that article, a private means of access</p> | Under discussion |

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| | | | | | that is to be replaced and is listed in Part 3 of Schedule 3, may only be permanently stopped up once the replacement private means of access has been completed to the reasonable satisfaction of the street authority. Article 10(2)(b) makes provision for a temporary alternative route to be put in place, pending the completion of the replacement means of access specified in Part 3 of Schedule 3." No land occupied by National Trust's tenants will be severed during construction. The National Trust's tenants will therefore be able to access land during construction for the purposes of moving livestock, machinery, and undertaking routine management such as daily livestock welfare checks. The OEMP contains specific measures requiring liaison with landowners and occupiers in terms of access (MW-COM1) through the Agricultural Liaison Officer. | |
| 4.11 | WR [REP2-115] | 6.2.1 | Agriculture and cultural heritage - <i>Impact of the intensification of PRow</i> | Concerns that the scheme will result in an increase in the anti-social use of the PRow network have not been resolved. Currently illegal activities including hare coursing, fly-tipping, camping, and occupation by caravans, vans and motorhomes, already cause issues for land controllers. This includes left rubbish (which can be | Highways England's response to Written Question Ag.1.4 ii and iii [REP2- 022] noted: To prevent improper use of the existing and proposed Public Rights of Way (PRow) network, fences and gates would be provided. The detail of these will follow at the detailed design stage if development consent for the Scheme is | Under Discussion |

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| | | | <p><i>(Public Right of Way)</i></p> <p>potentially hazardous for livestock and wildlife), fire sites, unauthorised use of agricultural water supplies, and the obstruction of agricultural access.</p> <p><i>Requirements:</i> care should be taken in approval of any detail in relation to the scheme not to encourage increased use of PRowS by motorised users where that would harm the OUV of the WHS.</p> | <p>granted. At this stage, it is envisaged that fences along public rights of way would be provided to prevent access onto private land, grazed grassland or the highway, or to provide a buffer zone to the retained cutting between Longbarrow junction and the western tunnel entrance. Kent Carriage Gaps would be provided at access points to restricted byways, preventing entry by mechanically-propelled vehicles. Equestrian gates would be provided at access points to bridleways and pedestrian gates would be provided at access points to footpaths. This is subject to detailed design of these matters and discussions with Wiltshire Council. Within the WHS, the OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012]), reference D-CH14, requires the provision of fencing and surfacing to be developed in consultation with the National Trust, Historic England, English Heritage and Wiltshire Council. Article 9 of the draft DCO [REP6-005 and REP6-006] makes provision for the public rights of way provided by the Scheme to be maintained by Wiltshire Council. Wiltshire Council could also use its powers to prevent unlawful use of the</p> | |
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| | | | | | existing and proposed Public Rights of Way. Highways England is in discussions with Wiltshire Council concerning matters arising from its maintenance of roads affected by the Scheme. In addition, Highways England has submitted an update to the OEMP at Deadline 6 [REP6-011 and REP6-012] which contains additional design commitments, design principles to help guide the development of the detailed design together with a robust stakeholder consultation mechanism to involve heritage stakeholders, including the National Trust, in the development of aspects of the detailed design within the WHS. This includes matters in relation to public rights of way within the WHS, including surfacing, fencing and gating. Compliance with the OEMP is secured via requirement 4 in Schedule 2 to the draft DCO [REP6-005 and REP6-006]. | |
| 4.12 | WR [REP2-115] | 6.2.5 | Agriculture - Fencing and gates | <i>Requirements:</i> a) clarification on the location and specification of new fencing, gates, and all other accommodation works proposed for use on or adjacent to National Trust land interests is required to confirm suitability for agricultural use and to ensure no adverse impact on the OUV of the WHS | Highways England's response to Written Question Ag.1.4 ii and iii [REP2-022] noted the detail of fencing and gates "...will follow at the detailed design stage if development consent for the Scheme is granted. At this stage it is envisaged that fences along public rights of way would be provided to prevent access onto private land, grazed grassland or | Under Discussion |

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| | | | <p>b) that the design and specification is subject to approval by the Trust where located on or adjacent to Trust land interests.</p> <p>The Trust is <u>in principle</u> content that the design commitments and consultation requirements set out in the OEMP as updated would provide sufficient controls in respect of the design of the fencing and gating scheme, subject to the consultation process throughout detailed design development (covered elsewhere).</p> | <p>the highway, or to provide a buffer zone to the retained cutting between Longbarrow junction and the western tunnel entrance. Kent Carriage Gaps would be provided at access points to restricted byways, preventing entry by mechanically propelled vehicles. Equestrian gates would be provided at access points to bridleways and pedestrian gates would be provided at access points to footpaths. This is subject to detailed design of these matters and discussions with Wiltshire Council". The Applicant has developed a series of Design Principles to guide the detailed design of elements of the Scheme, including the public rights of way within the WHS, which forms part of the OEMP [REP6-011 and REP6-012]. As further noted in the response to Ag.1.4 ii and iii [REP2-022]: "Within the World Heritage Site, the OEMP [APP-187]," ...(an updated version of which is being submitted at Deadline 6 [REP6-011 and REP6-012]) "...reference D-CH14, requires the provision of fencing and surfacing to be developed in consultation with the National Trust, Historic England, English Heritage and Wiltshire Council". Through the ongoing Heritage Partners Design Review</p> | |
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| | | | | | meetings, the Applicant is establishing the principles and developing a process for stakeholder consultation on detailed design of elements of the Scheme, to be incorporated into the updated OEMP as Chapter 4. This was submitted for Deadline 6 [REP6-011 and REP6-012]. | |
| 4.13 | WR [REP2-115] | 6.3.1 | Air quality, dust and other emissions - <i>General dust generating activities and range</i> | <p>Areas within the National Trust landholdings and WHS are not identified within the DCO documentation to contain specific activities likely to generate dust and therefore only 'standard' levels of mitigation are recommended in the Air Quality Chapter of the ES. We consider the range of activities most likely to generate dust is too narrow in range.</p> <p><i>Requirements:</i></p> <ul style="list-style-type: none"> a) the Trust seeks discussions on what further mitigation should be considered particularly near to the unique lichen assemblage on the standing stones b) clarification on how dust will be controlled during construction of the flyover which is in close proximity to the agricultural, business and residential premises at Countess Farm c) the implementation of 'further standard' mitigation measures are requested which should be implemented to control and reduce the effects of dust and fine particles | Construction activities have the potential to generate dust and therefore standard good practice dust mitigation measures, secured through the OEMP, will be implemented across the construction works. The construction works which are envisaged to turn the A303 into the proposed green byway are considered to have a risk of dust egress and can be adequately controlled using standard mitigation measures. The risk of adverse effects is also minimised through these measures for the lichen assemblage on the standing stones as these are located approximately 165m from these works, as discussed in the Stonehenge Lichen Report [APP-234]. The locations where further standard mitigation is proposed are locations where notable sources of dust generation are anticipated (e.g. haul routes, large earthworks and stockpiling etc) and where sensitive receptors (i.e. residential locations) are in close proximity, some within 10 | Under Discussion |

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| | | | | provided in Appendix 5.4 Table 5.4.10 of the ES. | metres (m). This includes activities at Countess roundabout such as the construction of the flyover. The implementation of air quality mitigation is set out in the OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012]), specifically in MW-AIR1 and MW-AIR2. | |
| 4.14 | WR [REP2-115] | 6.4.2 | Biodiversity, biological environment and ecology - <i>Seed mixtures</i> | ES Chapter 8 Page 8-45 8.4.4 states that 'all green bridges would be sown or planted with suitable plant species to facilitate the movement of the biodiversity features' and ES Chapter 8 Page 8-47 8.8.16 states chalk bunds on green bridges and areas of false cuttings and embankments will be seeded and planted with larval food plants for butterflies. It also states that areas of new calcareous grassland will also be included. However, Appendix 8.26 Outline Landscape and Ecology Management Plan Table 6.2 provides detail of a typical wildflower seed mixture that excludes the larval food plants for key chalk grassland butterflies. In order to provide suitable conditions for butterflies and to benefit an expanded range of insect groups (such as moths and pollinators including bees, for which preferential pollen sources and extended food sources of pollen and nectar, including late flowering species, are critical) the National Trust requests the below. Requirements: the | As set out in the OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012]), MW-BIO2, the main works contractor must establish the new habitats identified within the Environmental Masterplan (ES Figure 2.5) [APP-059] within the Order limits and manage them accordingly to ensure their establishment and development to achieve their target purpose(s), through to any handover of the Scheme. In addition, under the requirement in paragraph 8 of Schedule 2 to the draft DCO [REP6-005 and REP6-006], a detailed landscaping scheme must be submitted to the Secretary of State for approval. This must be based on the mitigation measures set out in the ES, including the principles set out in the Outline Landscape and Ecology Management Plan ('OLEMP') [APP-267]. In addition, the OEMP, at item MW- | Under Discussion |

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| | | | <p>National Trust asks that the list of wildflower species is expanded, with a targeted planting scheme implemented along the entire length of the chalk grassland habitat, to include seeds and wildflower plugs of additional species including but not limited to:</p> <p>Table 1:</p> <table><tr><td>Latin Name</td><td>Common Name</td></tr><tr><td>Succisa pratensis</td><td>Devil's-bit scabious</td></tr><tr><td>Hippocrepis comosa</td><td>Horseshoe vetch</td></tr><tr><td>Helianthemum nummularium</td><td>Common rockrose</td></tr><tr><td>Viola hirta</td><td>Hairy violet</td></tr><tr><td>Rumex asetosa</td><td>Common sorrel</td></tr><tr><td>Echium vulgare</td><td>Vipers bugloss</td></tr><tr><td>Centaurea nigra</td><td>Common knapweed</td></tr><tr><td>Campanula rotundifolia</td><td>Harebell</td></tr><tr><td>Knautia arvensis</td><td>Field knapweed</td></tr><tr><td>Euphrasia nemerosa</td><td>Eyebright</td></tr><tr><td>Campanula glomerata</td><td>Clustered bellflower</td></tr></table> | Latin Name | Common Name | Succisa pratensis | Devil's-bit scabious | Hippocrepis comosa | Horseshoe vetch | Helianthemum nummularium | Common rockrose | Viola hirta | Hairy violet | Rumex asetosa | Common sorrel | Echium vulgare | Vipers bugloss | Centaurea nigra | Common knapweed | Campanula rotundifolia | Harebell | Knautia arvensis | Field knapweed | Euphrasia nemerosa | Eyebright | Campanula glomerata | Clustered bellflower | <p>LAN1, requires the development of a Landscape and Ecology Management Plan. The objectives will be to create a mosaic of early-successional habitats ranging from bare ground to species-rich low nutrient swards. The selection of species will be carried out during detailed design and the preparation of the detailed landscaping scheme. As such, no further commitment is required.</p> | |
| Latin Name | Common Name | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Succisa pratensis | Devil's-bit scabious | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hippocrepis comosa | Horseshoe vetch | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Helianthemum nummularium | Common rockrose | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Viola hirta | Hairy violet | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rumex asetosa | Common sorrel | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Echium vulgare | Vipers bugloss | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Centaurea nigra | Common knapweed | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Campanula rotundifolia | Harebell | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Knautia arvensis | Field knapweed | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Euphrasia nemerosa | Eyebright | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Campanula glomerata | Clustered bellflower | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | Stachys officinalis | Betony | | |
| | | | | Serratula tinctoria | Saw-wort | | |
| | | | | Filipendula vulgaris | Dropwort | | |
| | | | | Odontites vernus | Red bartsia | | |
| | | | | Trifolium pratense | Red clover | | |
| 4.15 | WR [REP2-115] | 6.4.3 | Biodiversity, biological environment and ecology - <i>Scrub encroachment</i> | Chapter 8, Page 8.47, 8.8.18. 'Management will be carried out to prevent excessive development of scrub': <i>Requirement:</i> clarification is required on the future management responsibilities of these areas to prevent scrub encroachment onto areas of open grassland, and where grazing has been identified as the management tool how essential infrastructure such as fencing and water supplies will be provided. | | As set out in the OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012]), MW-BIO2, the main works contractor must establish the new habitats identified within the Environmental Masterplan (ES Figure 2.5) [APP-059] within the Order limits and manage them accordingly to ensure their establishment and development to achieve their target purpose(s), through to any handover of the Scheme. As described in the OEMP [REP6-011 and REP6-012], MW-BIO13, botanical monitoring must be carried out to inform appropriate management of the chalk grassland and other habitats within the Scheme. This will inform the management action of 'grazing, mowing, control of scrub, and specific habitat management to create or maintain conditions of characteristic species of chalk grassland and other habitats'. Example management measures which | Under Discussion |

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| | | | | | will be confirmed within the detailed Landscaping Scheme to be submitted for approval by the Secretary of State under Requirement 8 of the draft DCO [REP6-005 and REP6-006] and the LEMP required to be developed under item MW-LAN1 of the OEMP and could include, where practicable, managing chalk grassland by appropriate grazing to maximise gains in biodiversity, providing, in any areas where chalk grassland is to be managed by grazing, appropriate fencing and stock watering facilities. In addition, where areas of chalk grassland are not managed by grazing, mowing will be used to manage the grassland to achieve biodiversity and other objectives, with periodic control of scrub as necessary (paragraph 7.2.2 of the OLEMP [APP-267]), the principles of which will be reflected in the detailed landscaping scheme, to be submitted. | |
| 4.16 | WR [REP2-115] | 6.4.4 | Biodiversity, biological environment and ecology - <i>Remediation of land</i> | Where land is being acquired on a temporary basis, including National Trust land, detail is required on remediation prior to return to landowners, and how delivery of the ongoing management necessary to achieve the successful establishment of species rich chalk grassland will be secured. Where land is being acquired and permanently retained a mechanism should | The OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012], is the basis from which detailed, works-specific CEMPs will be prepared by the relevant contractors, as is required by the OEMP itself and therefore secured through paragraph 4 of Schedule 2 of the draft DCO [REP2-033]. The OEMP sets out the | Under Discussion |

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| | | | | be implemented to ensure land being restored to species rich grassland is under appropriate ownership to allow for the ecological objective to be met. Inadequate management such as insufficient or inappropriate timing of grazing or cutting, failure to remove cuttings, or failure to prevent scrub encroachment will prevent the successful establishment of species rich chalk grassland. In addition an ongoing programme of monitoring and wildflower sward supplementation of species not represented is required to ensure species rich chalk grassland is created. | requirement for the main works contractor to prepare a LEMP (MW-LAN1), in accordance with industry good practice. The principles for the LEMP are set out in the OLEMP [APP-267]. Under requirement 8 of Schedule 2 of the draft DCO [REP6-005 and REP6-006], Highways England will be required to submit a detailed landscaping scheme to the Secretary of State for approval, which is required to be on the basis of the mitigation measures set out in the ES, which includes the OLEMP, and will incorporate management obligations. In addition, under article 29 of the draft DCO, Highways England (subject to certain exceptions) is under an obligation to restore land which is subject to temporary possession powers to the reasonable satisfaction of the owners of the land before handing it back. | |
| 4.17 | WR [REP2-115] | 6.4.7 | Biodiversity, biological environment and ecology - <i>Bats</i> | The buildings at the Countess Farm complex have been identified as bat roosts. The proposed mitigation is planting and inclusion of a noise barrier around the flyover with the intention of it 'likely providing the function of pushing up any bats flying over the A303 to 'safe' heights, or assist in funnelling bats through the large underpasses'. It is understood that the noise | The crossing point surveys undertaken at the Countess roundabout only recorded a total of six bats crossing the A303 in a north or south direction during the six hours of surveys undertaken, none of which were confirmed to have emerged / re-entered from the Countess complex [APP-160]. Designs of the Countess flyover and Countess junction | Under Discussion |

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| | | | | <p>barrier will not be sufficiently high to prevent bats from flying directly into the path of taller traffic on the flyover and the proposed planting as suggested is restricted to within the existing boundary of the highway. In addition an unspecified number of trees are required to be removed to create sufficient area for the drainage system (see Fig 2.2 Preliminary design drainage catchments, Countess Pond 1, Countess Catchment 12, Outfall Catchment 15, Countess Pond 3 and Catchment 15), which will limit the space for replacement or additional planting.</p> <p><i>Requirements:</i> the National Trust seeks additional essential mitigation in the form of replacement planting by agreement with the Trust with 100% archaeological mitigation for works undertaken within the WHS.</p> | <p>would be able to incorporate suitable and proportionate measures to reduce the potential impacts on the likely limited number of individual bats that may commute south from the roosts at Countess Farm complex.</p> <p>The OEMP (as updated for Deadline 6 [REP6-011 and REP6-012]) includes a design principle at P-LE05 that “Existing highway planting at Countess Junction shall be retained, supplemented by additional tree planting where practicable.”</p> <p>Replacement and new planting would be dealt with under the requirement contained in paragraph 8 of Schedule 2 to the draft DCO [REP6-005 and REP6-006], Highways England will be required to submit a detailed landscaping scheme for approval by the Secretary of State which is required to be based on the mitigation measures set out in the ES. This would set out the detailed planting to be delivered by the Scheme. The obligation to act in compliance with this scheme is reflected in item MW-LAN2 of the OEMP and is also a requirement of the draft DCO [REP6-005 and REP6-006]. Other measures would separately be secured by the OEMP (a revised version of which was submitted at</p> | |
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| | | | | | <p>Deadline 6 [REP6-011 and REP6-012]) through items such as MW-LAN1 (in respect of a Landscape and Ecology Management Plan) and MW-BIO1 onwards.</p> <p>With regard to the archaeological mitigation associated with removal of existing trees and replacement planting, the draft DAMS [REP6-013 and REP6-014], sets out the structured, iterative detailed archaeological mitigation strategy. The DAMS is being developed in consultation with HMAG (which includes The National Trust) and the Scientific Committee. It will be finalised prior to the end of the Examination and is secured by Requirement 5 of Schedule 2 of the draft DCO [REP6-005 and REP6-006].</p> | |
| 4.18 | WR [REP2-115] | 6.8.1 1 | Heritage and historic environment - <i>Ground Settlement impacts</i> | <p>The Applicant states that, 'it is assumed that,' ground settlement will be minimal at the surface, but no evidence is provided to support this 6.1 Environmental Statement Chapter 6, 6.4.1 i)</p> <p><i>Requirements:</i> given the sensitivity of archaeological deposits and monuments to ground and sub-surface disturbance, we consider that further evidence needs to be submitted by the Applicant to demonstrate the scale of any surface ground settlement</p> | <p>The predicted effects of excavation induced ground settlement have been considered as part of a staged assessment used in tunnelling to determine the zone of influence and potential structures and archaeology affected during construction (Land Instability Risk Assessment [APP-278], Section 6.4).</p> <p>The Land Instability Risk Assessment [APP-278] predicts that ground surface</p> | Under Discussion |

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| | | | | <p>and assess the adequacy of proposed mitigation, and to identify any residual impacts on monuments that convey the attributes of OUV of the WHS.</p> | <p>movement above the tunnel will be limited to 20-30mm as a maximum. ES Chapter 6 - Cultural Heritage [APP-044] therefore notes: "It is assumed that ground settlement will be minimal at the surface from the boring of the twin bored tunnel and any changes to heritage assets on the surface would be negligible and imperceptible to the eye" ([APP-044] para. 6.4.1 (i)), and "It is assumed that vertical and lateral displacement from the excavation of deep cuttings or the retained cut will be minimal and any changes to heritage assets on the surface would be negligible and imperceptible to the eye" ([APP-044] para. 6.4.1 (j)).</p> <p>Items PW-CH1 and MW-CH1 of the OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012]) require the preliminary works and main works contractors to produce HMPs indicating how the historic environment is to be protected in a consistent and integrated manner, coordinated with all other relevant environmental topics. This includes the potential indirect impacts on heritage from activities such as ground vibration and ground movement / subsidence.</p> <p>Items PW-NOI4 and MW-NOI5 of the</p> | |
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| | | | | | <p>OEMP [REP6-011 and REP6-012] identify industry guidance that the preliminary works and main works contractors are to follow in relation to controls and working methods for managing vibration. This guidance specifically refers to ground borne vibration from tunnelling. They also require the preliminary works and main works contractors to identify any potentially vibration sensitive cultural heritage assets and actions to control or mitigate impacts, including monitoring. Notwithstanding the above, in the OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012]) a specific item has been added to require a ground movement monitoring strategy to be developed by the main works contractor.</p> <p>The installation of monitoring equipment and programme of monitoring to monitor ground movement above the tunnel will be included as part of the HMP required by item PW-CH1 and MW-CH1 of the OEMP [REP6-011 and REP6-012]. The monitoring methodology instigated as part of the HMP will consider acceptable levels and identify the associated action in response as part of a pre-planned contingency plan. The general principle</p> | |
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| | | | | | <p>is to control the works such that unacceptable levels are not breached and put in place a warning of trends which may approach unacceptable levels.</p> <p>It will be the responsibility of the contractor to ensure risks are assessed and mitigated in their safe systems of work during construction, pursuant to the OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012]). As part of this plan, the contractor will develop contingencies using a suite of tool box items from further investigation, assessment and monitoring during construction to identify measures to ensure the protection of assets. This could range from simply slowing down the TBM to instigating ground stabilisation measures including grouting. Where the need for ground stabilisation is identified this will be undertaken from inside the main tunnel bore where it is safe and practicable to do so in preference to surface intervention. Other methods for the ground stabilisation specifically for construction of the cross-passage tunnels could include fissure grouting and local face depressurisation facilitated from the main TBM tunnels;</p> | |
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| | | | | | <p>further enhanced ground support can be provided by the installation of pipe umbrellas or spiles. These methods have been successfully employed on the recent (2013) Crossrail C310 Thames Tunnel project through the chalk aquifer. With these mitigation mechanisms in place, the assumptions as set out in ES Chapter 6 [APP-044], para. 6.4.1 (i) and para. 6.4.1 (j) still stand, and there will be no significant effects on monuments that convey the attributes of OUV of the WHS.</p> | |
| 4.19 | WR [REP2-115] | 6.8.1 3 | Heritage and historic environment - <i>Scrub</i> | <p>The creation of intermittent scrub habitat within the WHS, for example on the western approaches to Green Bridge 4 (6.1 Environmental Statement Chapter 6, 6.8.5 d) is in direct contradiction with Priority 1 of the Stonehenge & Avebury and Associated Sites WHS Management Plan (2015) which requires the management of scrub for the protection of archaeology. The introduction of scrub would also introduce a visual intrusion that would have an adverse impact on the visual relationships between the Winterbourne Stoke Barrow Group and the Diamond Group i.e. the adverse impact on OUV that Greenbridge 4 is intended to mitigate.</p> | <p>The scrub proposed within the WHS is to aid connectivity for bats and this is in the vicinity of the Eastern Portal. There is also replacement scrub proposed at the bottom of the dry valley to the east of the eastern portal and around the drainage basins at Countess junction. The requirement contained in paragraph 8 of Schedule 2 to the draft DCO [REP6-005 and REP6-006] requires a detailed landscaping scheme to be submitted for approval by the Secretary of State. This must reflect the mitigation measures set out in the Environmental Statement, which include the principles set out in the OLEMP [APP-267]. In addition, the OEMP contains a number of landscaping</p> | Under Discussion |

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| | | | | <p><i>Requirements:</i> the National Trust therefore seeks assurance that other than for essential and proportional mitigation (where this does not adversely impact OUV) to provide habitat connectivity e.g., for bats, no new scrub is created within the WHS.</p> | <p>obligations, such as the requirement to develop a LEMP (MW-LAN1) and botanical monitoring (MW-BIO13), which makes provision for control of scrub. As such, appropriate habitat and suitable management regime will be put in place through this mechanism. No further requirements are therefore appropriate.</p> | |
| 4.20 | WR [REP2-115] | 6.8.1 6 | Heritage and historic environment – <i>Creation of New Earthworks within the WHS</i> | <p>The creation of new earthworks within the WHS would create an adverse impact on the Authenticity of the WHS and negatively impact the legibility of existing earthworks forming part of monuments that contribute to the OUV of the WHS. We are therefore concerned that contra to discussions with, and assurances given to, the National Trust and HMAG the Applicant states that new embankments will be created within the WHS scheme (6.1 Environmental Statement Chapter 7, Table 7.3 final paragraph). In Plans and Drawings 2.9 a new section of embankment can be seen above the top of the cut on the northern side of the approach to the eastern portal, and is referred to as, 'new embankment formations...up to 1m above ground level,' between the Eastern Portal and Countess roundabout'(6.1 Environmental Statement Chapter 7, 7.9.13). Here the approach to the portal appears to be placed in a false cutting where the cut crosses the head of the dry</p> | <p>Earthworks are referred to within Table 7.3 of APP-045 to describe the embankments or cuttings that are proposed as part of the changes to landform. The Applicant can confirm that at the detailed design the shallow embankment that crosses the dry valley between the eastern tunnel portal and Countess junction mentioned in this issue would be graded out to tie into existing ground levels and this specific aspect of the Scheme would not negatively impact upon the Authenticity or OUV of the WHS. This detailed design intent is supported by the OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012]), which has been updated to include a requirement that there shall be no permanent raised earthworks within the WHS other than those required for the construction of the Countess flyover (D-CH28) and that new landscaping</p> | Under Discussion |

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| | | | | <p>valley. This is in a sensitive location within the WHS in proximity to a number of monuments contributing to its OUV, including both the Stonehenge Avenue and a number of round barrows.</p> <p><i>Requirements:</i> the Trust therefore seeks the removal by the Applicant of all above ground earthwork components of the scheme within the WHS, to ensure its protection.</p> | <p>should reflect and integrate with the original landscape i.e. rolling species rich downland, and not seek to imitate the monuments within the landscape; including grading out of the embankments and rounding off the top of cuttings, in order to reflect the existing natural landform (P-LE02).</p> | |
| 4.21 | WR [REP2-115] | 6.12.5ii | Draft DCO - <i>Requirement s relating to Design and Control Documents</i> | <p>Based on the scheme as currently conceived, and the dDCO as submitted, the National Trust is seeking certain changes to be made as set out above and cross referenced here for ease of reference:</p> <p>a) Schedule 2, Requirement 3: Notwithstanding the latest updates to Section 4 at DL4 (including a suggested section which includes mechanism for consultation on some areas of detailed design), which has been a positive progression; adequate and comprehensive consultation on matters of detail across the scheme remains a key concern for the Trust. In so far as the WHS, the Trust believes that in addition to Historic England, and WCAS, both the National Trust and English Heritage hold important and relevant expertise which should be considered across a range of matters. This</p> | <p>The Applicant responds as follows:</p> <p>a) As noted in the National Trust's response, this has been a matter discussed between the parties. As noted elsewhere in this response the Applicant has updated the OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012]), to include a mechanism for consultation with the National Trust, and other key heritage stakeholders, on aspects of the detailed design of the Scheme within the WHS, as well as securing design commitments and design principles that will apply in the detailed design of the Scheme.</p> <p>b) Discussions between the Applicant and the National Trust during the examination are continuing. The OEMP makes extensive provision for</p> | Under Discussion |

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| | | | <p>is why SCG too has an important role to play, one which should not be subjugated. Whilst SCG is tied into several facets of consultation, there remains an issue about unclear process and consistency in approach of consultation with the Heritage Stakeholders. This is true for both controls within the DAMS and the OEMP. The nature of resolution in cases of disagreement is an element of this discussion. We are working with the Applicant and the other Heritage Stakeholders to resolve this matter and to develop this within the OEMP and if necessary in side agreement outside of the OEMP.</p> <p>b) Schedule 2, Requirement 4: The Trust does still have outstanding concerns in relation to the amended OEMP submitted at DL4 and with the provision for consultation contained therein. We are working with the Applicant to address those concerns; and awaiting the version of the OEMP that the Applicant is due to submit at DL6, and will comment further in due course. The Trust believes that the approval of the CEMP (and HEMP) is of sufficient importance that the Trust should have involvement as a key stakeholder in consultation on its formulation, monitoring, and amendment.</p> <p>c) Schedule 2, Requirement 5: Requirement 5 states that the authorised development</p> | <p>consultation with the National Trust, through its membership of HMAG, on the preparation of elements of the CEMPs, including Heritage Management Plans, Site Specific Written Schemes of Investigation. HEMPs (see paragraphs 1.1.12, 3.1.3 and ref MW-G11 in Table 3.2b: REAC tables for the main works, in Appendix 2.2 OEMP [REP6-011 and REP6-012]) will be based on the final CEMPs and HMPs, the latter of which will be consulted upon with HMAG in relation to matters in the WHS.</p> <p>c) The draft DAMS and accompanying Overarching Written Scheme of Investigation (OWSI) was submitted to the Examination at Deadline 6 [REP6-013 and REP6-014]. The DAMS (including the OWSI) will be developed during the course of the Examination through continuation of regular meetings with the HMAG (which includes the National Trust), in order to produce a finalised DAMS prior to close of Examination. The HMAG meetings will be informed by further engagement with the Scientific Committee during this process. The final DAMS will be a certified document. The draft DAMS sets out the archaeological strategy and framework for the preparation of</p> | |
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| | | | <p>must be carried out in accordance with the DAMS. An Outline Archaeological Mitigation Strategy (OAMS) was included with the application as appendix 6.11 to the Environmental Statement. The OAMS is stated to be the basis for extensive consultation with members of HMAG in order to produce the final strategy. The DAMS and the accompanying OWSI and SSWSI will be key control documents for the Trust and will need to be reviewed in detail by it. The Trust seeks a commitment from the Applicant to be consulted on the DAMS, OWSI and SSWSI throughout the Examination and for the DCO to ensure that the Trust and HMAG are engaged within final approval of the DAMS, OWSI and SSWSI. The Trust also requires consultation upon and engagement within approval of Method Statements, HMPs and CHAMPS.</p> <p>d) Schedule 2, Requirement 8: Requirement 8 requires a landscaping scheme to be submitted and approved in writing by Secretary of State following consultation with the planning authority. The Trust seeks a commitment from the Applicant to be consulted on the content and approval of the landscaping scheme.</p> <p>e) Schedule 2, Requirement 9: Requirement 9 of the dDCO sets out that a Traffic</p> | <p>SSWSIs, HMPs and Method Statements, which will be prepared subsequent to the granting of the DCO. The SSWSIs, HMPs and Method Statements will be prepared in consultation with HMAG/ WCAS, prior to any Preliminary Works or Main Works commencing for the Scheme; these processes are provided for in the draft DAMS (see paragraphs 4.1.11-4.1.14, 4.2.2 and 5.1.6) and the OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012]) (HMP – PW-CH1 and MW-CH1, SSWSIs – PW-CH3 and Method Statements – PW-G5 and MW-G8).</p> <p>d) Requirement 8 of the DCO [REP6-005 and REP6-006] provides that the landscaping scheme must be approved by the Secretary of State, in consultation with the planning authority, Wiltshire Council and Historic England on aspects within the WHS. Wiltshire Council are the appropriate consultation body for this requirement due to its role as local planning authority, which places duties on it to consider, independently, the proposed landscape scheme. The Secretary of State may consider it appropriate, in his or her expert opinion, to further consult other interested</p> | |
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| | | | | <p>Management Plan (TMP) must be approved by the Secretary of State following consultation with the local highway authority. The Trust seeks a commitment from the Applicant to be consulted on the content and approval of the TMP.</p> | <p>parties, but the Applicant does not consider it appropriate to narrow the discretion on this and prescribe further consultees on the face of the DCO.</p> <p>e) The Applicant, in its update to the OEMP submitted at Deadline 6 [REP6-011 and REP6-012], has amended ref MW-TRA2 to require consultation with owners of significant local visitor attractions (including the National Trust and English Heritage) when developing the Traffic Management Plan. This obligation is secured by requirement 4.</p> | |
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5 Matters Not Agreed

5.1.1 There are no matters Not Agreed at the present time.

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