

# A303 Amesbury to Berwick Down

TR010025

**Deadline 7**  
**8.8(2) - Statement of Common Ground –**  
**Wiltshire Council (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[\*\*]

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### STATEMENT OF COMMON GROUND – Wiltshire Council

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<b>Planning Inspectorate Scheme Reference</b>	TR010025
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Rev 2	09.08.2019	Deadline 7 Issue

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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) Wiltshire Council.

~~This Statement of Common Ground represents the examination position [as of 3<sup>rd</sup> May 2019] in respect of discussions between the Applicant and Wiltshire Council. The aim is to review and update this document during the Examination and submit updated versions to the Examining Authority in accordance with the Panel's timetable. It has been prepared and agreed on this basis by (1) Highways England Company Limited and (2) Wiltshire Council.~~

Signed.....

[NAME]

Project Manager

on behalf of Highways England

Date: [DATE]

Signed.....

[NAME]

[POSITION]

on behalf of Wiltshire Council

Date: [DATE]

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# 1 Introduction

## 1.1 Purpose of the Statement of Common Ground

### 1.1 Purpose of this document

- 1.1.1 Statements of Common Ground record the engagement between Highways England and stakeholders and identify matters of agreement, matters not in agreement and matters of ongoing discussion.
- 1.1.2 Guidance about the purpose and possible content of SoCGs is given in paragraphs 58-65 of the Department for Communities and Local Government's "Planning Act 2008: Guidance for the examination of applications for development consent" (March 2015 version). Paragraph 58, copied below, confirms the basic function of SoCGs:
- 1.1.3 "A statement of common ground is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree. As well as identifying matters which are not in real dispute, it is also useful if a statement identifies those areas where agreement has not been reached. The statement should include references to show where those matters are dealt.
- 1.1.4 SoCG are a useful tool to ensure evidence at DCO examination focusses on material differences between the main parties and aims to facilitate a more efficient examination process.
- 1.1.5 The SoCGs have been developed in collaboration with the respective stakeholders and the wording of positions, matters and discussion outcomes in the SoCGs have been agreed with stakeholders.
- 1.1.6 Highways England has been proactively engaging with stakeholders since the options consultation in 2017 and has been working with stakeholders throughout the DCO pre-application to understand and resolve issues where possible.

### ~~1.21.1 Purpose of this document~~

- ~~1.2.1 This SoCG has been prepared in respect of the proposed A303 Amesbury to Berwick Down improvement scheme ("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").~~
- ~~1.2.2 The order, if granted would authorise Highways England to carry out the following works:~~
  - ~~1.2.2.1 A northern bypass of Winterbourne Stoke with a viaduct over the River Till valley;~~
  - ~~1.2.2.2 A new junction between the A303 and A360 to the west of and outside the WHS, replacing the existing Longbarrow roundabout;~~

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~~1.2.2.3 — A twin-bore tunnel approximately 2 miles (3.3km) long, past Stonehenge; and~~

~~1.2.2.4 — A new junction between the A303 and A345 at the existing Countess roundabout.~~

~~1.2.3 — The Application was submitted to the Planning Inspectorate on 19 October 2018.~~

~~1.2.4 — 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.~~

~~1.2.5 — This SoCG has been developed to record the engagement between Highways England and Wiltshire Council and identify areas of agreement, disagreement and ongoing discussion.~~

~~1.2.6 — The SoCG records the current position on relevant issues in respect of the Scheme as of the date on page 3 of the SoCG ('the Reference Date'). It does not constitute the whole or entire body of agreement or disagreement between the Council and the Applicant as further relevant issues may transpire after the Reference Date as the Examination progresses.~~

## 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) Wiltshire Council.

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. In accordance with planning practice guidance, as a highway authority Highways England have flood risk responsibilities and must ensure that road projects do not increase flood risk.

1.2.3 Wiltshire Council is the Unitary Authority for the county of Wiltshire in the South West of England. Wiltshire Council's role in relation to the DCO process derives from Section 42(1)(b) of the Planning Act 2008 as a statutory consultee because the land to which the DCO is located is within the authority's area. As a unitary authority they provide a single tier of local government functions; those relevant to the DCO are referenced below.

1.2.4 Wiltshire Council is the highway authority for all roads and public rights of way in the vicinity of the scheme which do not form part of the A303 trunk road. As the local highway authority, they are responsible for the on-going maintenance of all new roads and public rights of way which are associated with the A303 Stonehenge Scheme, and in respect of those parts of the existing trunk road which are to be downgraded in terms of their current highway status (de-trunked and / or

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converted status). In accordance with planning practice guidance, as a highway authority Wiltshire Council also has flood risk responsibilities and must ensure that road projects for which they are responsible do not increase flood risk.

1.2.5 Wiltshire Council is the responsible authority for the implementation of a broad range of Government Regulation related to public protection and is the local planning authority for the area. Legislation such as Environmental Protection Act 1990 and the Environment Act, 1995 means Wiltshire Council must consider a number of factors in determining whether the location of a development is appropriate. It must have regard to a wide range of issues such as:

- Noise and vibration;
- Air quality;
- Contaminated land;
- Lighting;
- Odour;
- Water and flood risk (considered further below);
- Highways, PRow and users; and
- Traffic.

1.2.6 Wiltshire Council has regulatory responsibility for managing impacts on Wiltshire's natural environment, heritage assets and landscape in relation to its statutory undertakings. These responsibilities include oversight having regard to the favourable conservation status of:

- International – Special Areas of Conservation, Special Protection Areas and Ramsar Sites 99.
- National – Sites of Special Scientific Interest ~~and~~ National Nature Reserves, Local Nature Reserves and SINCS.
- Local – County Wildlife Sites, Protected Road Verges and Local Geological Sites.
- Area of Outstanding Natural Beauty (AONBs).
- New Forest National Park (NFNP).
- Stonehenge and Avebury World Heritage Site (WHS).
- Designated and non-designated archaeological assets and historic landscape character.
- Listed buildings and Conservation Area.

1.2.7 The Wiltshire Council Archaeology Service (WCAS) has a statutory duty to advise the Local Planning Authority on the impact of development proposals on archaeological remains in the County, both within and outside of the Stonehenge, Avebury and Associated Sites WHS. Officers take into consideration direct

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physical impacts on known and potential designated and non-designated heritage assets, issues of setting and visual impact, and in the case of the WHS, possible impacts on the Attributes that convey the OUV of the WHS, its Integrity and Authenticity. In relation to the A303 Improvement Scheme (the Scheme), the service will also have a responsibility in relation to the archaeological requirements imposed as part of the DCO. In addition to its formal statutory role, WCAS have been engaged with throughout the proposed Scheme's design development via a number of working groups associated with the project, including the Heritage Monitoring and Advisory Group and the Scientific Committee.

- 1.2.8 As Lead Local Flood Authority (LLFA), Wiltshire Council has a number of duties and powers to manage local flood risk (relating to surface water, groundwater and ordinary watercourses) under planning legislation and the Flood and Water Management Act 2010.
- 1.2.9 As Land Drainage Authority (LDA), Wiltshire Council has duties and powers under the Land Drainage Act 1991 and the Wiltshire Land Drainage Byelaws 2014, e.g. the consenting of discharges into ordinary watercourses and requiring works to maintain flow in an ordinary watercourse.
- 1.2.10 Collectively Highways England and Wiltshire Council 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 an 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 Wiltshire Council, 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 Wiltshire Council.

~~1.2.7~~ — Where there is a conflict between this document and the Local Impact Report, the Local Impact report shall take precedence. Where there is a conflict between this document and the Written Representations, the Written Representations shall take precedence. However as further information becomes available during the course of the Examination, which satisfies the Council's concerns, this will be reflected in the SoCG.

1.3.3

## 2 Record of Engagement

- 2.1.1 A summary of the key meetings and correspondence that has taken place between Highways England and Wiltshire Council in relation to the Application is outlined in table 2-1.
- 2.1.2 In addition to the specific meetings listed below Wiltshire Council is a member of, and attends regular meetings of:
- Stakeholder Strategy Board;
  - Working groups established to discuss particular areas of specialism;
  - Heritage Monitoring and Advisory Group (HMAG);
  - Scientific Committee;
  - UNESCO World Heritage Committee Engagement Group;
  - Environmental Group;
  - Traffic Local Authority Liaison Group;
  - Project Safety Controls Review Group and Tunnel Design Safety Consultation Group (to work as combined group);
  - Communications Group;
  - Local Community Forum;
  - Benefits Steering Group;
  - A303/A358/A30 Local Authority Steering Group;
  - Attendance at regular design progress reviews held by Highways England, to participate in discussion on matters of design with potential to impact on the OUV of the WHS; and
  - Operational Flood Working Groups.
- 2.1.3 In addition, Wiltshire Council holds a regular Officer Steering Group, to which Highways England is an invitee.
- 2.1.4 All of the meetings associated with these groups in relation to the Scheme are not detailed here.

**Table 2.1 – Record of Engagement**

RoE Ref	Date	Form of correspondence	Key topics discussed and key outcomes
<b>General</b>			
G1	April 2018	Wiltshire Council Response to Statutory Consultation	Detailed response to the statutory consultation undertaken by Highways England pursuant to s48 of the Planning Act 2008

G2	August 2018	Wiltshire Council Response to Supplementary Consultation	Detailed response to the supplementary consultation undertaken by Highways England in relation to three design changes
[RR-2365]	January 2019	Wiltshire Council Relevant Representation	Representation made by Wiltshire Council registering as an Interested Party
<b>Traffic</b>			
T1	26/10/17	Meeting	Emerging design options
T2	21/12/17	Meeting	Stakeholder views and update of transport modelling development plans
T3	25/01/18	Meeting	Local roads design discussion, discussion of forecasting assumptions and issues to consider in considering construction traffic management
T4	22/02/18	Meeting	Progress update and discussion of Traffic Modelling
T5	10/05/18	Meeting	Purpose of meeting to provide Wiltshire Council with initial view of traffic forecasts
T6	05/07/18	Meeting	Discussion of traffic forecasts and construction access
T7	13/09/18	Meeting	Presentation of traffic forecasts and discussion of potential impacts
T8	25/01/18	Meeting	Update on traffic modelling, highway and public rights of way design and statutory consultation proposals
<b>Highways Design (incl. NMU and PRow)</b>			
HD1	11/10/17	Meeting	Review emerging public rights of way proposals

HD2	17/11/17	Wiltshire Council email	Identified concerns about possible diversion to byway WSTO6B (since abandoned)
HD3	21/12/17	Meeting	Update on traffic modelling, local highway and public rights of way proposals and statutory consultation.
HD4	22/12/17	Highways England email	Draft details of the local routes proposals as presented at meeting on 21/12/17
HD5	04/01/18	Meeting	Scheme briefing for council officers
HD6	22/01/18	Wiltshire Council email	Identified anomalies in PRow network, which could be rectified by DCO.
HD7	25/01/18	Meeting	Update on traffic modelling, highway and public rights of way design and statutory consultation proposals
HD8	26/01/18	Wiltshire Council email	Request to avoid byway STAP8 when routing the electricity supply from Stapleford substation to the west tunnel portal. Alternatives proposed via Butts Hill then along byways STAP7, STAP6 and STAP13 or along a footpath next to Beehive Cottage then across fields to byway STAP13.
HD9	09/03/18	Highways England email	Interim clarification on how draft Orders were to be prepared and delivered, subject to confirmation
HD10	20/03/18	Meeting	Briefing on public rights of way proposals to Community Forum
HD11	21/03/18	Wiltshire Council email	Confirmed that Wiltshire Council's

			Countryside Access Improvement Plan 2015 – 2025 supported Highways England's creation of a new public rights of way on freehold land.
HD12	23/03/18	Wiltshire Council email	Advice on enforcement of TROs within WHS in relation to statement for draft consultation report
HD13	26/03/18	Meeting	Highways England update on PRow proposals. Wiltshire Council requested some changes to improve access, particularly for carriage drivers
HD14	26/03/18	Wiltshire Council email	Confirmed acceptance of statement for draft consultation report relating to highways proposals being promoted by others.
HD15	05/04/18	Wiltshire Council email	Issues to consider for access to collect waste from Stonehenge Cottages.
HD16	06/04/18	Wiltshire Council email	Response to query on status of A344
HD17	30/04/18	Meeting	Update on public rights of way proposals
HD18	29/05/18	Wiltshire Council email	Requirements for existing A303 through Winterbourne Stoke and response to query on design standard for recently constructed roundabout on The Packway.
HD19	14/06/18	Meeting	Review the scheme's impact on local roads with Wiltshire Council Transport team
HD20	25/06/18	Meeting	Review the scheme's impact on local roads and land acquisition.

HD21	02/07/18	Wiltshire Council email	Agreed principle of alternative alignment for AMES1 byway diversion. Suggested widening Allington track bell-mouth area to accommodate 2-way movements. Reiterated previous concerns about the need for passing places.
HD22	16/07/18	Wiltshire Council email	Confirmed no knowledge of asbestos found within existing highways (excludes bridge structures)
HD23	24/07/18	Workshop	Walking Cycling and Horse Riding Workshop for stakeholders to review public rights of way proposals and identify opportunity to maximise opportunities for walking, cycling & horse-riding
HD24	13/08/18	Highways England email	Proposals for layby west of Winterbourne Stoke
HD25	08/18/18	Wiltshire Council	Response to supplementary consultation
HD26	06/09/18	Telecon between Highways England and Wiltshire Council	Road width beneath B3083 overbridge
HD27	13/09/18	Highways England email	Draft DCO rights of way and access plans issued for information
HD28	27/09/18	Wiltshire Council email	Confirmed classification of de-trunked A303 through Winterbourne Stoke
HD29	20/11/18	Highways England email	Requesting Wiltshire Council's view on extending the proposed restricted byway south-east to Woodford Road junction
HD30	17/12/18	Meeting	Meeting to review Highways, Transport

			and Public Rights of Way elements of Statement of Common Ground
HD31	21/01/19	Highways England email	Propose approach to incorporating Relevant Representations into SoCG
<u>HD32</u>	<u>26/03/19</u>	<u>Meeting</u>	<u>Meeting to discuss design requirements of Public Rights of Way and to review proposed options</u>
<u>HD34</u>	<u>09/05/19</u>	<u>Meeting</u>	<u>Phone discussion to review options for restricted byway to visitor centre</u>
<u>HD35</u>	<u>28/05/19</u>	<u>Meeting</u>	<u>Meeting to review options for restricted byway to visitor centre</u>
<b>Air Quality</b>			
AQ1	24/11/17	Air quality conference call between Highways England and Wiltshire Council	Discussion on air quality methodology and Scheme
AQ2	05/12/17	Highways England email	Minutes from air quality conference call on the 2nd December and Interim Advice Note provision
AQ3	02/07/17	Meeting in Wiltshire Council offices	Air quality discussion on SoCG in offices and via phone.
AQ4	03/07/18	Highways England email	Indicative Affected Road Network for air quality study area and air quality monitoring data
AQ5	11/07/18	Highways England email	Email Highways England air quality monitoring data and air quality receptor shapefiles.
AQ6	17/07/18	Highways England email	Email confirming no odour sources associated with Scheme.
AQ7	19/07/18	Highways England email	Email Highways England air quality monitoring data and

			receptors as excel files
AQ8	26/07/18	Conference call between Highways England and Wiltshire Council	Brief general progress discussion on air quality assessment
AQ9	06/08/18	Highways England email	Email feedback on construction traffic management plan
AQ10	11/09/18	Conference call between Highways England and Wiltshire Council	Discussion on progress of air quality assessment.
AQ11	11/09/18	Highways England email	Email to provide air quality information on tunnels, pollutants, diversions and construction.
AQ12	14/09/18	Highways England email	Email of the latest air quality receptor points.
AQ13	08/10/18	Highways England email	Email regarding review of air quality matters in the ES
AQ14	22/11/18	Conference call between Highways England and Wiltshire Council	To discuss any queries from the ES and to begin SoCG discussions.
AQ15	10/01/19	Conference call between Highways England and Wiltshire Council	To continue SoCG discussions.
AQ16	23/01/19 to 25/01/19	Email correspondence between Highways England and Wiltshire Council peer reviewers	Request and agreement on dates for conference call
AQ17	29/01/19	Highways England email	Revised draft of mini noise and air quality SoCG issued to Wiltshire Council adding in Councils Relevant Representations (RR)
AQ18	31/01/19	Conference call between Wiltshire Council and Highways England	To continue SoCG discussions.
AQ19	31/01/19	Highways England email	Provision of 2012 Draft Air Quality Supplementary Planning Guidance.

AQ20	01/02/19	Wiltshire Council peer reviewer email	Provision of peer review queries
AQ21	01/02/19	Highways England email	Confirmation of receipt of peer review queries.
AQ22	04/02/19	Conference call between Wiltshire Council peer reviewer and Highways England	Initial discussion/clarification of queries.
AQ23	06/02/19	Wiltshire Council peer reviewer email	Reminder of request for responses.
AQ24	06/02/19	Highways England email	Confirmation provided.
AQ25	06/02/19	Highways England email	Memo of Air Quality responses provided.
AQ26	07/02/19	Conference call between Wiltshire Council peer reviewer and Highways England	Follow up discussion/clarification of queries, with one further query identified. Agreement to provide some additional clarifications as soon as possible to facilitate Ricardo AEA review.
AQ27	08/02/19	Highways England email	Memo of updated Air Quality responses provided.
AQ28	11/02/19	Wiltshire Council peer reviewer email	Confirmation of receipt of updated Memo.
AQ29	11/02/19	Wiltshire Council peer reviewer email	One follow up query on updated memo.
AQ30	11/02/19	Highways England email	Initial response on up query.
AQ31	11/02/19	Highways England email	Final issue of memo addressing all Ricardo AEA air quality queries.
AQ32	11/02/19	Wiltshire Council peer review email	E-mail confirming Ricardo AEA air quality peer review had been submitted to Wiltshire Council.
AQ33	27/02/19	Wiltshire Council email	Wiltshire Council comments on mini SoCG received including proposed DCO requirements
AQ34	01/03/19	Telephone discussion between Wiltshire	Discussion of Wiltshire Council

		Council and Highways England	comments on mini SoCG and proposed DCO requirements
AQ35	28/03/19	Meeting at Wiltshire Council offices between Wiltshire Council and Highways England	Discussion on air quality SoCG and 2 presentations on Traffic Management and Traffic Study Areas and Legacy Monitoring.
AQ36	29/03/19	Wiltshire Council email	E-mail and attached updated air quality SoCG with comments describing WCC position following meeting
AQ37	01/04/19	Highways England email	Updated SoCG implementing WCC Comments in mini-SoCG for air quality prior to moving to main SoCG
<a href="#">AQ38</a>	<a href="#">02/04/19</a>	<a href="#">Highways England E-mail</a>	<a href="#">Update on main SoCG document</a>
<a href="#">AQ39</a>	<a href="#">17/04/19</a>	<a href="#">Highways England E-mail</a>	<a href="#">Update on minor amendments to Air quality sections following wider team reviews.</a>
<a href="#">AQ40</a>	<a href="#">18/04/19</a>	<a href="#">Highways England E-mail</a>	<a href="#">Discussion on potential call</a>
<a href="#">AQ41</a>	<a href="#">03/05/19</a>	<a href="#">Highways England E-mail</a>	<a href="#">SoCG document discussions</a>
<a href="#">AQ42</a>	<a href="#">28/05/19</a>	<a href="#">Highways England E-mail</a>	<a href="#">Discussion on potential call</a>
<a href="#">AQ43</a>	<a href="#">28/05/19</a>	<a href="#">Wiltshire E-mail</a>	<a href="#">Discussion on potential call</a>
<a href="#">AQ44</a>	<a href="#">11/06/19</a>	<a href="#">Highways England E-mail</a>	<a href="#">SoCG document clarifications</a>
<a href="#">AQ45</a>	<a href="#">11/06/19</a>	<a href="#">Wiltshire E-mail</a>	<a href="#">SoCG document clarifications</a>
<b>Noise and Vibration</b>			
NV1	9/11/17	Telephone discussion between Highways England and Wiltshire Council	Scope of noise and vibration assessment, local knowledge on noise sources, sensitive receptors and future developments
NV2	10/11/17	Highways England email	Plan of proposed baseline noise monitoring locations

			sent to Wiltshire Council
NV3	12/12/17	Highways England email	Plan of initial operational DMRB traffic noise study area and receptors sent to Wiltshire Council
NV4	24/05/18	Telephone discussion between Highways England and Wiltshire Council	Wiltshire Council confirmed preferred construction working hours with regard to noise and vibration
NV5	02/07/18	Meeting between Highways England and Wiltshire Council	Update on progress with noise and vibration assessment and discussion on SoCG
NV6	26/07/18	Highways England email	Draft Noise and Vibration Methodology and Baseline Monitoring sections of ES chapter and associated Baseline Monitoring Appendix sent to Wiltshire Council for comment
NV7	07/08/18	Meeting between Highways England and Wiltshire Council	Discussion of baseline noise monitoring results, noise and vibration methodology, draft operational impacts, construction impacts and proposed mitigation
NV8	08/08/18	Wiltshire Council email	Follow on queries from Wiltshire Council on noise and vibration assessment, and Wiltshire Section 61 template, received
NV9	06/09/18	Telephone discussion between Highways England and Wiltshire Council	Response to previous Wiltshire noise and vibration queries. Update on the completed noise and vibration assessment, and confirmation of Wiltshire Councils agreement to various aspects of the final assessment including the baseline

			monitoring locations and monitoring methodology, the selection of receptors and study areas and the overall methodology adopted for the assessment.
NV10	14/09/18	Highways England email	Follow up e-mail to confirm noise and vibration discussion on 6/9/18
NV11	20/11/18	Highways England email	Update on progress to develop noise and air quality sections of SoCG
NV12	22/11/18	Telephone discussion between Highways England and Wiltshire Council	Discussion of progress to develop noise and air quality sections of SoCG
NV13	03/12/18	Highways England email	Draft of mini noise and air quality SoCG issued to Wiltshire Council
NV14	09/01/19	Highways England email	Revised draft of mini noise and air quality SoCGs issued to Wiltshire Council removing redundant text on Wiltshire comments on Scoping and PEIR
NV15	10/01/19	Telephone discussion between Highways England and Wiltshire Council	Wiltshire Council advised will be commissioning an independent Peer Review of the Noise Assessment. Initial run through of Relevant Representations (RR)
NV16	25/01/19	Telephone discussion between Highways England and Wiltshire Council (Wiltshire Council noise peer review)	Initial discussion of peer review process
NV17	29/01/19	Highways England email	Revised draft of mini noise and air quality SoCG issued to Wiltshire Council adding in Councils Relevant Representations (RR)

NV18	05/02/19	Meeting between Highways England and Wiltshire Council (Wiltshire Council noise peer review)	Review of noise assessment focussing on the operational noise modelling and development of the noise mitigation measures
NV19	05/02/19	Telephone discussion (and subsequent e-mail) between Highways England and Wiltshire Council (Wiltshire Council noise peer review)	Queries on the methodology and the operational and construction traffic assessments discussed and provided by e-mail
NV20	06/02/19	Telephone discussion between Highways England and Wiltshire Council (Wiltshire Council noise peer review)	Queries on the construction assessment resolved
NV21	06/02/19	Highways England email (Re: Wiltshire Council noise peer review)	Plans of construction compound locations provided
NV22	11/02/19	Telephone discussion between Highways England and Wiltshire Council (Wiltshire Council noise peer review)	Areas of particular interest for the operational and construction traffic assessments reviewed together and queries resolved, followed up with email confirming outcome of discussions
NV23	11/02/19	Telephone discussion between Highways England and Wiltshire Council (Wiltshire Council noise peer review)	Discussion of recommendations contained within the peer review to be submitted to Wiltshire Council, with a focus on construction noise and vibration
NV24	14/02/19	Highways England email (Re: Wiltshire Council noise peer review)	Confirmation of agreement between Wiltshire Council Peer Reviewer and Highways England on methodology adopted, results of the assessment and conclusions on significance and mitigation, as discussed at the

			teleconference on 11/02/19
NV25	14/02/19	Highways England email	Request for Wiltshire to add in outcome of Wiltshire Councils Peer Review process to mini SoCG
NV26	20/02/19	Wiltshire Council email	Requested Highways England send track changes version of most recent mini SoCG as sent 29/1/19
NV27	21/02/19	Highways England email	Track changes version of mini SoCG sent
NV28	27/02/19	Wiltshire Council email	Wiltshire Council comments on mini SoCG received including proposed DCO requirements
NV29	01/03/19	Telephone discussion between Highways England and Wiltshire Council	Discussion of Wiltshire Council comments on mini SoCG and proposed DCO requirements, followed up with email confirming outcome
NV30	15/03/19	Wiltshire Council email	Confirmation received of agreement on all items in the mini SoCG, other than DCO Requirements. Confirmation of agreement on Highways England's understanding of the aims of Wiltshire Council with regard to the proposed DCO Requirements
<a href="#"><u>NV31</u></a>	<a href="#"><u>25/4/19</u></a>	<a href="#"><u>Telephone discussion between Highways England and Wiltshire Council and confirmation Highways England e-mail</u></a>	<a href="#"><u>Discussion regarding relevant Representations, Wiltshire Councils proposed DCO Requirements in the SoCG, working hours and 1st round DCO written questions</u></a>
<a href="#"><u>NV32</u></a>	<a href="#"><u>26/4/19</u></a>	<a href="#"><u>Wiltshire Council email</u></a>	<a href="#"><u>Wiltshire Council comments on working hours and 1st round DCO written questions</u></a>

<a href="#"><u>NV33</u></a>	<a href="#"><u>29/4/19</u></a>	<a href="#"><u>Wiltshire Council email, Telephone discussion between Highways England and Wiltshire Council and Highways England email</u></a>	<a href="#"><u>Confirmation regarding text in OEMP regarding offer of temporary re-housing at Stonehenge Cottages during tunnelling and definition of 'summer' with regard to earthworks working hours</u></a>
<a href="#"><u>NV34</u></a>	<a href="#"><u>13/6/19</u></a>	<a href="#"><u>Wiltshire Council email</u></a>	<a href="#"><u>Query regarding amending wording in OEMP following Issue Specific Hearings</u></a>
<a href="#"><u>NV35</u></a>	<a href="#"><u>14/6/19</u></a>	<a href="#"><u>Highways England email</u></a>	<a href="#"><u>Draft amendment to OEMP following Issue Specific Hearings provided</u></a>
<a href="#"><u>NV36</u></a>	<a href="#"><u>17/6/19</u></a>	<a href="#"><u>Telephone discussion between Highways England and Wiltshire Council and Highways England email</u></a>	<a href="#"><u>Update on draft amendment to OEMP following Issue Specific Hearings provided, and draft text on Highways England response to Wiltshire Councils proposed DCO Requirements in the SoCG provided</u></a>
<a href="#"><u>NV37</u></a>	<a href="#"><u>20/6/19</u></a>	<a href="#"><u>Wiltshire Council email</u></a>	<a href="#"><u>Confirmation of Wiltshire Councils agreement to Highways England's response to all the Wiltshire Council proposed DCO Requirements in the SoCG, and provision of Wiltshire Councils minor proposed amendments to OEMP text</u></a>
<a href="#"><u>NV38</u></a>	<a href="#"><u>12/7/19</u></a>	<a href="#"><u>Telephone discussion between Highways England and Wiltshire Council and confirmation Highways England e-mail</u></a>	<a href="#"><u>Discussion of 2<sup>nd</sup> round DCO written question responses</u></a>
<b>Archaeology and Heritage</b>			
AH1	10/08/17	Minutes from Heritage Monitoring & Advisory Group (HMAG) meeting	Discussion points: Scientific Committee; Records compilation; future working

			arrangements; Secretariat for HMAG & Scientific Committee
AH2	15/09/17	Minutes from HMAG meeting	Discussion points: Scientific Committee Working Interface; Proposed Scientific Committee Agenda; Working Arrangement with Highways England/AmW; Forward Programme
AH3	25/09/17	Minutes from HMAG meeting	Discussion points: Draft Archaeological Evaluation Strategy Report; Agenda/Itinerary for meeting Scientific Committee; Documents for Scientific Committee; Final Evaluation Reports
AH4	11/10/17	Minutes from HMAG meeting	Discussion points: Archaeology Evaluation Strategy Report; Outcome of Scientific Committee and Future Dates; Developing website for Scientific Committee; early draft of the HIA Scoping Report from AmW; WSI for Archaeological Evaluation of Wilford G1 Barrow (later withdrawn)
AH5	23/10/17	Minutes from HMAG meeting	Discussion points: Developing website for Scientific Committee; Revised WSI for G1 Barrow Evaluation (later withdrawn); Revised Archaeological Evaluation Strategy Report; Advice papers from Scientific Committee on Colluvium and Evaluation; Draft HIA Scoping Report

AH6	06/11/17	Minutes from HMAG meeting	Discussion points: Agenda for next Scientific Committee; Archaeology Evaluation Strategy Report; Overarching Written Scheme of Investigation; comments on the Draft HIA Scoping Report; Scientific Committee Website Development; SMC Wilsford G1 (Access) (later withdrawn)
AH7	08/12/17	Minutes from HMAG meeting	Discussion points: Status of Evaluation Documents; Status of programme for evaluation; Timings of next Scientific Committee meeting
AH8	18/01/18	Minutes from HMAG meeting	Discussion points: Review of access and mitigation for Archaeological Monitoring of the GI works; Review of SSWSIs and outstanding actions; Date for the UNESCO/ICOMOS Working Group meeting; Date of next Scientific Committee meeting
AH9	12/02/18	Minutes from HMAG meeting	Discussion points: Final HIA Scoping Report; Ongoing Surveys; Scientific Committee agenda and itinerary;
AH10	21/03/18	Minutes from HMAG meeting	Discussion points: Blick Mead; Discussion on preliminary HIA results; Evaluation Programme and Associated Documentation; Statement of Common Ground
AH11	13/04/18	Site meeting	Site inspection of Winterbourne Stoke North. To discuss trench Evaluation

			Progress. Attended by WCAS, AmW, and Wessex Archaeology.
AH12	17/04/18	Minutes from HMAG meeting	Discussion points: Scientific Committee Meeting; Blick Mead; Evaluation Programme update; Rollestone Corner Geophysics update; EIA and HIA programme update
AH13	20/04/18	Site meeting	Site inspection of Winterbourne Stoke North. To discuss trench Evaluation Progress. Attended by WCAS, AmW, and Wessex Archaeology.
AH14	04/05/18	Site meeting	Site inspection of Winterbourne Stoke North. To discuss trench Evaluation Progress. Attended by WCAS, AmW, and Wessex Archaeology.
AH15	04/05/18	Site meeting	Site inspection of Longbarrow South. To discuss trench Evaluation Progress. Attended by WCAS, AmW, and Wessex Archaeology.
AH16	09/05/18	Minutes from HMAG meeting	Discussion points: Scientific Committee agenda; update on Archaeological Evaluation; update on Blick Mead
AH17	11/05/18	Site meeting	Site inspection of Longbarrow South. To discuss trench Evaluation Progress. Attended by WCAS, AmW, and Wessex Archaeology.
AH18	18/05/18	Site meeting	Site inspection of Longbarrow South. To discuss trench Evaluation Progress. Attended by WCAS, AmW, and Wessex Archaeology.
AH19	18/05/18	Site meeting	Site inspection of Western Portal. To

			discuss west portal evaluation progress. Attended by WCAS, AmW, and Wessex Archaeology.
AH20	01/06/18	Site meeting	Site inspection of Western Portal. To discuss west portal evaluation progress. Attended by WCAS, AmW, and Wessex Archaeology.
AH21	14/06/18	Minutes from Wiltshire Council Archaeology Services meeting	Discussion points: Western Portal; Archaeological evaluation design; Programme; Long Barrow South – Archaeological Findings and Junction design
AH22	15/06/18	Minutes from HMAG meeting	Discussion points: Post-consultation design changes; update on archaeological evaluation; EIA and HIA programme and update
AH23	12/09/18	Site meeting	Site inspection of Guinness East and Winterbourne Stoke West (Parsons). To discuss trench Evaluation Progress Week 37. Attended by WCAS, AmW, and Wessex Archaeology.
AH24	05/09/18	Site meeting	Site inspection of Winterbourne Stoke West. To discuss trench Evaluation Progress Week 3. Attended by WCAS, AmW, and Wessex Archaeology.
AH25	24/08/18	Site meeting	Site inspection of Winterbourne Stoke West. To discuss trench Evaluation Progress Week 1. Attended by WCAS, AmW, and Wessex Archaeology.

AH26	21/09/18	Site meeting	Site inspection of Winterbourne Stoke East (Turner). To discuss trench Evaluation Progress Week 39. Attended by WCAS, AmW, and Wessex Archaeology.
AH27	12/12/18	Meeting	Meeting with WCAS and Wiltshire Council Conservation Officer to discuss the draft SoCG with regards to heritage
AH28	28/03/19	Meeting	Meeting with WCAS and Wiltshire Council Conservation Officer to discuss the draft SoCG with regards to heritage
<a href="#"><u>AH29</u></a>	<a href="#"><u>31/07/19</u></a>	<a href="#"><u>Meeting</u></a>	<a href="#"><u>Meeting with WCAS to discuss drawings showing the Zone of Theoretical Visibility for both the existing and proposed road alignment and SoCG matters under discussion with regards to heritage</u></a>
<b>Landscape and Visual</b>			
LV1	27/02/18	Meeting	Discussion of study area, LVIA representative viewpoints and accurate visual representations
LV2	06/03/18	Email	Confirmation of items raised at 27/02/18 meeting
LV3	26/04/18	Email	Submission and agreement of additional detail to the LVIA methodology
LV4	05/07/18	Meeting	Kick off meeting on SoCG for Ecology and Landscape
<del>VL5</del> <a href="#"><u>LV5</u></a>	17/01/19	Meeting	Discussion on the Landscape and Visual Statement of Common Ground
<del>VL6</del> <a href="#"><u>LV6</u></a>	14/02/19	Meeting	Discussion on the Landscape and Visual

			Statement of Common Ground
<a href="#"><u>LV7</u></a>	<a href="#"><u>13/03/19</u></a>	<a href="#"><u>Email</u></a>	<a href="#"><u>Information on Swanworth Quarry, Dorset in respect of establishing chalk grassland</u></a>
<a href="#"><u>LV8</u></a>	<a href="#"><u>20/03/19</u></a>	<a href="#"><u>Email</u></a>	<a href="#"><u>Clarification that the views from vehicles users on the existing A303 are covered in the Socio-economic chapter of the Environmental Statement (ES)</u></a>
<a href="#"><u>LV9</u></a>	<a href="#"><u>25/04/19</u></a>	<a href="#"><u>Email</u></a>	<a href="#"><u>Confirmation of the reference numbers used for cumulative schemes as part of the landscape and visual impact assessment</u></a>
<a href="#"><u>LV10</u></a>	<a href="#"><u>14/06/19</u></a>	<a href="#"><u>Email</u></a>	<a href="#"><u>Signposting to the OEMP updates with more design and design principal information (REP3-0076)</u></a>
<a href="#"><u>LV11</u></a>	<a href="#"><u>18/06/19</u></a>	<a href="#"><u>Email</u></a>	<a href="#"><u>Confirmation that 'under discussion' items have been closed out</u></a>
<b>Biodiversity</b>			
Bio1	March 2018	Meeting with regard to biodiversity issues	Scheme overview and specific species mitigation.
Bio2	January 2019	Initial Statement of Common Ground meeting with Wiltshire Council	SoCG and relevant biodiversity issues.
<a href="#"><u>Bio3</u></a>	<a href="#"><u>26/02/19</u></a>	<a href="#"><u>Email and call</u></a>	<a href="#"><u>Issued working draft HRSA Clarification Note</u></a>
<a href="#"><u>Bio 4</u></a>	<a href="#"><u>11/03/19</u></a>	<a href="#"><u>emails</u></a>	<a href="#"><u>Future projects at Parsonage Down, agreements on SoCG issues</u></a>
<a href="#"><u>Bio 5</u></a>	<a href="#"><u>30/05/19</u></a>	<a href="#"><u>email</u></a>	<a href="#"><u>Agreement on SoCG issues re HRA</u></a>
<a href="#"><u>Bio 6</u></a>	<a href="#"><u>06/06/19</u></a>	<a href="#"><u>call</u></a>	<a href="#"><u>Discussion of the biodiversity mitigation and enhancement include in the</u></a>

			<a href="#"><u>indicative Environmental Masterplan and OEMP.</u></a>
<b>Water and Flood Risk</b>			
WFR1	18/08/17	Meeting between Highways England, Wiltshire Council and Environment Agency	Initial discussion on flood risk (all sources), groundwater, water quality and road drainage
WFR2	05/10/17	Meeting between Highways England Wiltshire Council and Environment Agency	Update on water issues following the Preferred Route Announcement
WFR3	20/10/17	Meeting between Highways England, Wiltshire Council and Environment Agency	Flood risk and groundwater
WFR4	26/10/17	Meeting	Wiltshire Council's Operational Flood Working Group
WFR5	27/10/17	Meeting	Data sharing
WFR6	16/11/17	Meeting	Groundwater
WFR7	14/12/17	Teleconference between Highways England, Wiltshire Council and Environment Agency	Groundwater
WFR8	Jan 2018 – Dec 2018	Monthly teleconferences between Highways England, Wiltshire Council and Environment Agency	Groundwater and other water topics
WFR9	11/01/18	Meeting between Highways England, Wiltshire Council and Environment Agency	Groundwater
WFR10	06/03/18	Minutes from meeting between Wiltshire Council, Environment Agency, Wessex Water and Highways England	Preliminary feedback on the PEIR and HE's public consultation; Discussion on progress for the ES regarding water quality, WFD, groundwater, flood risk and road drainage
WFR11	08/03/18	Wiltshire Council email	Foul sewer information from Wessex Water

WFR12	28/03/18	Email	Details of groundwater monitoring network and HydroVu telemetry
WFR13	18/04/18	Meeting	Wiltshire Council's Operational Flood Working Group
WFR14	26/07/18	Email	Groundwater modelling annex provided
WFR15	31/07/18	Email	Groundwater risk assessment and annexes provided
WFR16	12/10/18	Email	A303 Road drainage strategy meeting
WFR17	16/10/18	Meeting	A303 Road drainage strategy meeting
WFR18	17/10/18	Email	A303 Road drainage strategy meeting
WFR19	Sept 2018 – present	Monthly teleconferences between Highways England, Wiltshire Council and Environment Agency	Groundwater and related water topics
WFR20	30/10/18	Meeting	Peer review meeting
WFR21	30/10/18	Email	Requesting access to survey Groundwater Monitoring equipment on Wiltshire Council land
WFR22	12/11/18	Email	Post meeting comments regarding A303 Road Drainage Strategy meeting issued to Wiltshire Council
WFR23	14/11/18	Email	Confirmation of meeting on 22nd November 2018 to provide Wiltshire Council with an update on Groundwater and Groundwater Flooding
WFR24	13/12/18	Highways England email	Collated comments from the peer review of the surface water (pluvial) modelling
WFR 25	14/12/18	Highways England email	V2.0 of SoCG issued

WFR26	29/01/19	Meeting	Discussion of road drainage design and pluvial flood risk assessment and mitigation
WFR27	06/02/19	Highways England email	Further information post meeting on road drainage strategy
WFR28	18/02/19	Meeting	Discussion of road drainage design and pluvial flood risk assessment and mitigation
WFR29	19/02/19	Highways England email	Further information post meeting on road drainage strategy
WFR 30	22/02/19	Highways England email	Correspondence on road drainage following the 18th February 2019 meeting
WFR31	22/02/19	Highways England email	Draft groundwater reports issued: Stonehenge Area Pumping Test 2018 Interpretive Report Stage 4 – Implications of 2018 Ground Investigations to the Groundwater Risk Assessment
WFR32	25/02/19	Highways England email	Correspondence on road drainage following the 18th February 2019 meeting
WFR33	04/03/19	Highways England email	Correspondence on road drainage following the 18th February 2019 meeting
WFR34	04/03/19	Wiltshire Council email	Drainage comments on V2.0 of SoCG
WFR35	28/03/19	Telecom	Discussion on road drainage
WFR36	29/03/19	Highways England email	Working drafts of groundwater reports issued: Stonehenge Area Pumping Test 2018 Interpretive Report Stage 4 – Implications of 2018 Ground Investigations to the

			Groundwater Risk Assessment Stage 4 – Supplementary Groundwater Model Runs to Annex 1 Numerical Model Report Stage 4 – Groundwater Monitoring 2018-19 Conceptual Model Review
WFR37	01/04/19	Meeting between Highways England, Wiltshire Council and Environment Agency	Discussion on groundwater
<del>WFR37</del> <u>WFR38</u>	09/04/19	Highways England email	V3.0 of SoCG issued

### 3 Issues

#### General Comments on Document:

~~—The Council wishes for a general comment to be incorporated expressing our concern about how requirements are going to be discharged and by who.~~

~~1.1.8. —~~

<u>Issue Ref</u>	<u>Doc Ref</u>	<u>Section/Issue</u>	<u>Wiltshire Council Comment</u>	<u>Highways England Response</u>	<u>Status</u>
<u>GEN1</u>	<u>[REP6-041]</u>	<p><u>The Council wishes for a general comment to be incorporated expressing our concern about how requirements are going to be discharged and by who.</u></p> <p><u>Response to ExA question DCO.2.66</u></p>	<p><u>The Council set out a number of additional Requirement it considered necessary within its Comments on the dDCO submitted at Deadline 4 (in relation to):</u></p> <ul style="list-style-type: none"> <li><u>- Construction Environmental Management Plan (CEMP)</u></li> <li><u>- Traffic Monitoring and Mitigation</u></li> <li><u>- Highway Lighting Scheme</u></li> <li><u>- Traffic Management during Tunnel Closures</u></li> <li><u>- Flood Risk Assessment</u></li> </ul>	<u>Highways England will respond to Wiltshire Council's deadline 6 submission at deadline 7.</u>	<u>Under Discussion</u>
<u>GEN2</u>		<u>Approving body for CEMP, other documents, including various management plans, and specific design elements</u>	<p><u>The Council considers it inappropriate for HE to be The Authority and approving body for key documents, for example the CEMP etc.</u></p> <p><u>The Council has also indicated where its approval is required for management plans and design</u></p>	<u>Highways England will respond to Wiltshire Council's deadline 6 submission at deadline 7.</u>	<u>Under Discussion</u>

			<u>elements within its representations made during the Examination.</u>		
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### 3.1 Matters Agreed in relation to Traffic Impact.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.1.1	RoE Ref: G1	Section 5: Highways and Transport Considerations: Local Roads Issues to be Resolved 102.	The statutory consultation appears to provide a clearer indication of the physical proposals and generally the transport consequences thereof. In general terms, the scheme proposals will result in the transport outcomes anticipated, namely (i) the removal of congestion on this part of the A303 corridor, (ii) a more reliable journey time for users of the road in the area, (iii) the avoidance of the proclivity for drivers to rat run on the grounds of actual or anticipated time savings compared with staying on the A303 and (iv) a consequential reduction of traffic on those routes currently used as rat runs. These impacts are all seen as positive.	Highways England thanks Wiltshire Council for these supportive comments.	Agreed
3.1.2	[APP-297]	Section 4.2 of the Transport Assessment describes the geographic extent of the transport modelling	The extent of the modelling is broadly acceptable to Wiltshire Council.	Noted	Agreed

3.1.3	[APP-297]	Section 2 of the Transport Assessment describes relevant planning policy	The planning policy relevant to transport issues covered within the Transport Assessment is broadly acceptable to Wiltshire Council	Noted	Agreed
3.1.4	[APP-297]	Section 4.4 of the Transport Assessment summarises baseline data	The baseline data summary is broadly acceptable to Wiltshire Council.	Noted	Agreed
3.1.5	[APP-297]	Section 4.5 to 4.8 describe traffic modelling -methodology and verification	Wiltshire Council does not wish to challenge the modelling methodology used in relation to the Scheme and accepts that the Transport Assessment is reasonable in this regard.	Noted	Agreed
3.1.6	[APP-297]	Section 5 of the Transport Assessment describes the operational traffic forecasting assumptions and methodology. Section 9.2 to 9.4 describe the construction forecasting assumptions	Wiltshire Council considers the assumptions adopted in relation to the forecasting of future scenarios to be reasonable, it also recognises that certain assumptions can be properly challenged, and that driver behaviours can be difficult to predict with accuracy. The construction forecasting assumptions are based on assumptions made in relation to contractor processes which can be subject to material change. However, the Transport Assessment approach is considered reasonable on the basis of available information	Noted	Agreed
3.1.7	[APP-297]	Chapter 6 of the transport assessment describes the traffic impacts of the scheme once	Whilst the Transport Assessment forecasts general traffic impacts associated with the completed	Highways England concurs that the Transport Assessment explains the scheme impacts.	Agreed

		opened. Chapter 10 summarises the extent to which the scheme complies with policy	scheme, these are accepted as being reasonable, and demonstrate the adequacy of the scheme in addressing problems associated with current A303 capacity issues in the area, there are some impacts which are partly the result of the scheme, and partly as the result of local development. The non-scheme impacts are not included in the Transport Assessment.		
3.1.8	[APP-297]	Chapter 6 of the transport assessment describes the traffic impacts of the scheme once opened. Chapter 10 summarises the extent to which the scheme complies with policy	Wiltshire Council was concerned that additional traffic using Allington Track may have had impacts in Allington at junction with A338.	Highways England has provided further details confirming that there will be no capacity issues at this junction. Wiltshire Council is satisfied that this will be the case.	Agreed
3.1.9	[APP-297]	Chapter 6 of the transport assessment describes the traffic impacts of the scheme once opened. Chapter 10 summarises the extent to which the scheme complies with policy	Wiltshire Council wished to be satisfied that there were unlikely to be impacts at Stock Bottom roundabout south of Amesbury town centre.	Highways England has provided further details to Wiltshire Council. Wiltshire Council is satisfied that any impacts at this location will be acceptable.	Agreed
3.1.10	[APP-297]	Sections 9.5 to 9.7 of the Transport Assessment describe impacts during construction.	Wiltshire Council wish assurance that during construction traffic (HGVs) will route along the strategic road network and if materials are sourced south of Salisbury the HGVs would route using the A303 rather than A36?	Wiltshire Council will be consulted on the contents of a Traffic Management Plan pursuant to paragraph 9 of Schedule 2 to the draft DCO [APP-020REP6-005]. Matters to be included in this plan are set out in reference MW-TRA2 of the Outline Environmental Management Plan [APP-147REP6-011], which include	Agreed
3.1.11	[APP-297]	Sections 9.5 to 9.7 of the Transport Assessment describe impacts during construction.	Wiltshire Council would not wish HGVs to use the B3083 north of Winterbourne Stoke for site access		Agreed

				<p>traffic management measures to be implemented and <del>details of traffic management proposals for</del> <u>routes to be used by construction vehicles to access the works on or adjacent to public road</u> <del>site</del>. In additional at TRA7, the OEMP provides that haul routes will be provided for use by construction vehicles. Compliance with the OEMP is secured by paragraph 4 of Schedule 2 to the draft DCO.</p>	
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### ~~3.2~~ ~~Matters Under Discussion in relation to Traffic Impact.~~

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
<del>3.2.1.12</del>	[APP-297]	Chapter 6 of the transport assessment describes the traffic impacts of the scheme once opened. Chapter 10 summarises the extent to which the scheme complies with policy	Wiltshire Council are concerned that increased traffic generated by the scheme may exceed operational capacity of London Road signalised junction between Amesbury town centre and Countess junction. <u>This is confirmed in the post DCO submission report submitted to WC by HE.</u>	Highways England acknowledge capacity issues at the London Road Junction, although does not accept that these issues are caused solely by the Scheme. The parties are continuing to discuss ways of working together to address Wiltshire Council's concerns at this location.	<del>Under Discussion</del> <u>Agreed subject to completion of a legal agreement between the parties</u>

## 3.2 Matters Under Discussion in relation to Traffic Impact

3.2.1 There are no matters under discussion in relation to traffic impact.

## 3.2.3.3 Matters Not Agreed in relation to Traffic Impact.

3.2.13.3.1 No matters are Not Agreed at the present time.

## 3.3.4 Matters Agreed in relation to Highways Design.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.4.1	RoE Ref: G1	44. Clarification of land ownership details where the existing A303 will be stopped up.	The former line of the A303 to the east of Stonehenge Road junction. (Please note this item only relates to land ownership issues, it does not relate to design clarifications required as referenced within our written representation).	In respect of land comprised in the existing A303, over which new restricted byways are constructed, the new restricted byways would vest in Wiltshire Council when it becomes liable to maintain them. This would take effect by virtue of article 9(1) of the draft DCO [ <del>APP-020REP6-005</del> ] and section <del>263</del> <del>265</del> Highways Act 1980. Any surplus land owned by Highways England comprised in what would be the former A303 would be dealt with in accordance with Crichel Down rules.	Agreed
3.4.2	RoE Ref: G2	V. Proposed Change to Rollestone Crossroads	This proposed change is fully supported on technical grounds as being the best solution to improve	Highways England welcomes Wiltshire Council's comments.	Agreed

		21.	the junction whilst minimising local impacts for a scheme within the WHS. The change is in line with previous suggestions from Shrewton Parish Council to alter the priorities at the junction, affording the perception that the Shrewton direction is not the priority route where choices of route exist. Furthermore, the proposals fit with Wiltshire Council's ambition to review the classification status of the B3086, with a view to downgrading the section between Rollestone Crossroads and A360 via Shrewton, but upgrading the status of The Packway from Class 3 to Class 2 between Rollestone Crossroads and the Durrington A345 roundabout.		
3.4.3	RoE Ref: G2	V. Proposed Change to Rollestone Crossroads 23.	Additionally, Wiltshire Council concurs that there will be no additional adverse landscape and visual effects as a result of the proposed modifications to the Rollestone Crossroads layout, which combined with the other proposed changes being consulted on, are perceived, overall, to have a minor beneficial improvement to the scheme.	Noted	Agreed
3.4.4	RoE Ref: G2	V. Proposed Change to Rollestone Crossroads	As this section of the road is already used by some drivers to avoid existing queues on the A303,	This junction improvement is included in the early works package and provision has	Agreed

		24.	Wiltshire Council would like to see an early implementation of this improvement as part of the advanced works.	been in the Schedule 2 to the draft DCO [ <del>APP-020REP6-005</del> ] and the Outline Environmental Management Plan [ <del>APP-187REP6-011</del> ] to facilitate these works coming forward at an early stage if development consent is granted for the Scheme.	
3.4.5	RoE Ref: G2	VI. Public Rights of Way (PROW) 26.	Wiltshire Council is also supportive of the creation of the new restricted byways throughout the WHS to enable the least restrictive access for the widest range of users. This accords with the requirements of the Equality Act 2010 and Wiltshire Council's overriding duty to assert and protect the use and enjoyment of the public rights of way by the public.	Noted	Agreed
<u>3.4.6</u>	<u>[RR-2365]</u>	<u>Part III Highways &amp; Transport considerations 37.</u>	<u>a) There is a requirement for clarification in relation to the provision and operation of traffic signals controls at both the Longbarrow and Countess Roundabouts, especially in relation to the integration of the signals with the tunnel management systems in the event of the closure of access via the eastbound merge slip-road at Longbarrow Northern Roundabout and the westbound merge slip-road at Countess</u>	<u>Based on the preliminary design, the signal control to stop traffic entering the tunnel will be through Advanced Motorway Indicators (AMI's), which will be located near the start of the Longbarrow northern dumb-bell roundabout eastbound merge slip road and Countess roundabout westbound merge slip road. AMI's will also be located above lane indicators at the</u>	<u>Agreed subject to completion of a legal agreement between the parties</u>

			<u>Roundabout.</u>	<u>tunnel entrances. This equipment will be maintained by Highways England. The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</u>	
<u>3.4.7</u>	<u>[RR-2365]</u>	<u>Part III Highways &amp; Transport considerations</u> <u>37.</u>	<p><u>g) The TR010025 2.10 Traffic Regulation Measures Plans (Speed Limits) show a proposed speed limit of 30 mph for the realigned section of the Allington Track (also in the Draft DCO Schedule 10 Part 1); Wiltshire Council is concerned as to the compatibility of the speed limit with the Department for Transport Circular 01/2013, and with the speed limit on the existing Allington Track; it appears to be set unnecessarily low.</u></p> <p><u>The Council has argued in its written representations for the speed limit to be National Speed Limit. It also seeks inclusion in an agreement an obligation to cover</u></p>	<p><u>The proposed horizontal alignment for the new Allington Track link (shown on Sheet 11 of the Traffic Regulation Measures Plans (Speed Limits) [APP-013]) includes two bends, of 90 degrees (to the west) and 35 degrees (to the east). This design has been agreed with Wiltshire Council. The speed limit has therefore been reduced to reflect the design. The appropriateness of the speed limit included in the Scheme at this location remains under discussion.</u></p> <p><u>Highways England</u></p>	<u>Agreed subject to the completion of a legal agreement between the parties</u>

			<p><u>costs of TROs for issues such as this, if intervention post scheme is required.</u></p> <p><u>The Council is seeking an acknowledgement that the Local Highway Authority will determine speed limit for local roads, where they disagree with scheme proposals.</u></p>	<p><u>acknowledges that Wiltshire Council, as local highway authority, will be responsible for determining the speed limits on the roads that it will be responsible for. The speed limits that will apply to the local roads comprised in the Scheme will be determined through a combination of the DCO, legal agreement to be entered into between Highways England and Wiltshire Council, and Wiltshire Council's existing powers.</u></p>	
3.4.8	[RR-2365]	<p><u>Part III Highways &amp; Transport considerations</u></p> <p><u>37.</u></p>	<p><u>k) There is some concern as to the adequacy of the coverage of the 6.3 Environmental Statement Appendices Appendix 2.2 Outline Environmental Management Plan in relation to some areas of Record of Environmental Actions and Commitments (REAC) tables at 3.2a and 3.2b.</u></p> <p><u>The Council is currently considering the content of the OEMP submitted at deadline 6 [REP6-011] and will submit any outstanding suggested changes to the OEMP at deadline 7.</u></p>	<p><u>The OEMP, which will be secured through DCO Requirement 4 (Schedule 2 of REP6-005), will be the subject of discussion during examination and Highways England is willing to consider any specific comments of Wiltshire Council.</u></p> <p><u>An update of the OEMP was entered into the examination at deadline 6 [REP6-011] together with a report setting out how the OEMP had been updated in response to stakeholder comments</u></p>	<p><u>Agreed in respect of the Environmental Statement. Discussions on changes to the OEMP required by the Council as a whole continue.</u></p>

				<a href="#">[REP6-034].</a>	
<a href="#">3.4.9</a>	<a href="#">[RR-2365]</a>	<a href="#">Part III Highways &amp; Transport considerations</a> <a href="#">37.</a>	<p><a href="#">m) There will be an incentive for haulage sub-contractors seeking to maximise loads per day shifted from east to west of the site to use alternative routes, such as The Packway, because of the potential delays on the A303 (especially westbound) route; enforceable measures will be sought to take action against offenders in an appropriate manner.</a></p> <p><a href="#">The Council is currently considering the content of the OEMP submitted at deadline 6 [REP6-011] and will submit any outstanding suggested changes to the OEMP at deadline 7.</a></p>	<p><a href="#">Wiltshire Council will be consulted on the contents of a Traffic Management Plan pursuant to paragraph 9 of Schedule 2 to the draft DCO [REP6-005]. Matters to be included in this plan are set out in reference MW-TRA2 to MW-TRA11 of the Outline Environmental Management Plan [REP6-011] which include construction traffic routing, compliance which is secured by paragraph 4 of Schedule 2 to the draft DCO.</a></p> <p><a href="#">An update of the OEMP was entered into the examination at deadline 6 [REP6-011] together with a report setting out how the OEMP had been updated in response to stakeholder comments [REP6-034].</a></p>	<a href="#">Agreed in respect of the Environmental Statement. Discussions on changes to the OEMP required by the Council as a whole continue.</a>
<a href="#">3.4.10</a>	<a href="#">[RR-2365]</a> <a href="#">[REP2-045]</a>	<a href="#">Part III Highways &amp; Transport considerations</a> <a href="#">37.</a>	<p><a href="#">n) Highways England have provided no detail on the potential impact of the Solstice events during the construction and operation of the Scheme.</a></p> <p><a href="#">During construction of the Scheme, the TA [APP-297] forecasts that the inevitable additional delays on the A303, particularly at the Countess</a></p>	<a href="#">As described in detail in Chapter 10 of this report [ENV-479] the scheme, overall, would have a large beneficial effect on the Attribute of the OUV of the WHS to which solstice events contribute. The assessment of the potential for impacts on</a>	<a href="#">Agreed subject to the completion of a legal agreement between the parties</a>

			<p><u>junction area, will cause additional diverting traffic onto other routes both to the north and south of the A303. This diverted traffic must not be locally obstructed by on-highway parking associated with solstice and equinox events, or pedestrian movements associated with parked vehicles put in jeopardy by passing traffic. This is a particular concern on most of the local roads where pedestrian provision is not available (no footways, and sometimes unusable verges) e.g. A360, B3086, Packway (part).</u></p> <p><u>It is the Council's view that a Traffic Regulation Order (TRO) should be provided for in the DCO having the effect of limiting parking on defined roads over a period extending to about a week either side of both equinoxes and both solstices (about two months per year). At the time of preparation of these written representations [REP2-045], the view of HE on this matter has not been fully explored, and the Council is developing its position on the matter.</u></p> <p><u>The Council considers that a TRO should be provided for in the DCO to limit parking on defined roads for a period either side of summer and winter equinoxes and solstices.</u></p>	<p><u>the solstice is set out in the Heritage Impact Assessment (HIA), ES Appendix 6.1 [APP-195]. The Outline Environmental Management Plan (OEMP) [REP6-011], which is secured through paragraph 4 of Schedule 2 of the draft Development Consent Order [REP6-005], at item MW-G16, sets out that surface works within the western section of the WHS would be suspended during summer and winter solstice (hours to be determined in consultation with HMAG). Further, the OEMP sets out a requirement for the contractor to consult with event organisers, which includes Solstice events (MW-TRA2).</u></p> <p><u>Highways England continues to work with Wiltshire Council to limit any potential adverse impacts of illegal activity during solstice events during the operation of the Scheme.</u></p>	
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3.4.11	RoE Ref: G2	V. <u>Proposed Change to Rollestone Crossroads 20.</u>	<p>From a highways and transport perspective, the change represents an improvement. The radius of the bend will be relatively tight, and it will be necessary to consider an appropriate speed limit below the National Speed Limit (NSL) to address the tightness of the bend (which represents a departure from Department for Transport (DfT) design standards), and for appropriate signing to highlight the bend and its associated road junction. The proposed change would remove the presence of a crossroads (which in general exhibit worse traffic collision records than other junction types), and alter the priorities of the junction in favour of the route connecting The Packway and Airmans Corner. This alteration of priority is the main driver for altering the junction. The Packway / Airmans Corner route is already the busiest route through the junction, and the proposal to use this route as part of the A303 tunnel diversion route further emphasises the importance of changing the layout. The proposed new road would include a right turn lane junction to serve the Shrewton arm of the junction, and 'The Bustard' road past Rollestone Camp would be served by a simple priority junction</p>	<p>Highways England welcomes Wiltshire Council's comments in support of its proposals for the Rollestone Cross Junction which were incorporated into the Scheme.</p> <p>Despite this general agreement, discussions are continuing between the parties on the appropriateness of the 40mph speed limit included in the Scheme and shown on sheet 13 of the Traffic Regulation Measures Plans (Speed Limits) [APP-013].</p> <p>Highways England acknowledges that Wiltshire Council, as local highway authority, will be responsible for determining the speed limits on the roads that it will be responsible for. The speed limits that will apply to the local roads comprised in the Scheme will be determined through a combination of the DCO, legal agreement to be entered into between Highways England and Wiltshire Council, and</p>	<p>Agreed subject to the completion of a legal agreement between the parties</p>
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			<p><u>off this side arm, in substantially the same location as the existing junction.</u></p> <p><u>The Council is seeking inclusion in an agreement an obligation to cover costs of TROs for issues such as this, if intervention post scheme is required. Furthermore, the Council is seeking an acknowledgement that the Local Highway Authority will determine speed limit for local roads, where they disagree with scheme proposals.</u></p>	<p><u>Wiltshire Council's existing powers.</u></p>	
3.4.12	-	<p><u>Clarification of land ownership details where the existing A303 will be de-trunked.</u></p>	<p><u>Wiltshire Council agrees that it will become responsible for those areas which will be de-trunked. Discussions are ongoing with a view to potential amendments to the de-trunking plan.</u></p>	<p><u>It is intended that Wiltshire Council will take over ownership of those sections of the A303 which will be de-trunked. This is provided for in the draft DCO (article 9(5)).</u></p> <p><u>The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</u></p>	<p><u>Agreed subject to the completion of a legal agreement between the parties</u></p>

<u>3.4.13</u>	<u>-</u>	<u>Clarification of land ownership details where the existing A303 will be stopped up and new PROW provided.</u>		<u>It is intended that Highways England will retain its interests in the existing A303 corridor save that the new highway comprised in the new restricted byway will vest in Wiltshire Council when it becomes responsible for its maintenance (article 9(1) of the draft DCO and section 265 Highways Act 1980). The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</u>	<u>Agreed subject to the completion of a legal agreement between the parties</u>
<u>3.4.14</u>	<u>[RR-2365]</u>	<u>Part III Highways &amp; Transport considerations 37.</u>	<u>b) As a consequence of a) above, there is a need to clarify which of the highway authorities (Highways England or Wiltshire Council) will be the vesting authority, responsible for the on-going maintenance of the carriageways and traffic signals controls at each of the junctions.</u>	<u>Article 9 of the draft DCO [REP6-005] sets out which highway authority will be responsible for the maintenance of the new, altered or diverted streets (including highways) and other structures comprised in the Scheme. The default position under article 9 is that Highways England will be liable to maintain any trunk</u>	<u>Agreed subject to the completion of a legal agreement between the parties</u>

				<p><u>road comprised in the Scheme. The local highway authority will be liable to maintain any other highway, (i.e. other than a trunk road), including any structure or culvert (except for any bridge carrying a highway over a trunk road (see article 9(6)) and any highway that is de-trunked (see article 9(6)). Any highway that will become maintainable by the local highway authority must be completed to the reasonable satisfaction of the local highway authority which, in relation to the Scheme, will be Wiltshire Council. The purpose and effect of article 9 is discussed in further detail in the Explanatory Memorandum to the DCO [APP-021] at paragraphs 6.21 and 6.22.</u></p> <p><u>Article 9 (see article 9(1), 9(2), 9(3), 9(4), 9(5)) recognises that Highways England and the local highway authority may agree in writing to depart from the default arrangements set out in those provisions. The parties agree that matters relating to the</u></p>	
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				<p><u>highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</u></p>	
3.4.15	<u>[RR-2365]</u>	<p><u>Part III Highways &amp; Transport considerations</u> <u>37.</u></p>	<p><u>d) The Draft DCO includes within Schedule 9 Part 2 information in relation to the Northern and Southern Roundabouts forming the 'dumbbell' junction. Whilst the Classifications Plan clearly shows the roundabouts as being classified as the A360, Wiltshire Council will need to be clear as to the future assets for which it will be responsible. Whilst the working assumption has been that Wiltshire Council would be the default vesting authority for off-line junctions, this needs to be clarified, especially in the context of a), b) and c) above. It would be logical that the vesting of the Longbarrow roundabouts is treated in the same way as the Countess Roundabout.</u></p>	<p><u>Schedule 9 to the draft DCO [REP6-005] and the Classification of Roads Plan [APP-016] must be read alongside article 47 of the draft DCO. The roads described in Part 2 of Schedule 9, the slip roads between the A303 and the new Longbarrow Junction, will become a trunk road by virtue of article 47(1)(a). The roads described in Part 3 of Schedule 9, comprising the links between the existing A360 and the new Longbarrow Junction, the circulatory carriageways of the northern and southern roundabouts, and the link between the two carriageways carried by Green Bridge No.3 over the existing A303, will be classified as the A360 by</u></p>	<p><u>Agreed subject to the completion of a legal agreement between the parties</u></p>

				<p><u>virtue of article 47(1)(b) of the draft DCO. This is shown in Inset 2 on the Classification of Roads Plan. As noted above, roads that are not trunk roads must be completed to the reasonable satisfaction of the local highway authority which would then become responsible for their maintenance, by virtue of article 9(1). The responsibility for maintaining the highway surface of the A360 carried over the A303 trunk road by Green Bridge No.3 would fall to the local highway authority, although the structure of Green Bridge No.3 would be maintained by Highways England, by virtue of Article 9(6).</u></p> <p><u>The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</u></p>	
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<u>3.4.16</u>	<u>-</u>	<u>Other matters relating to the de-trunked A303</u>	<u>Wiltshire Council will seek to ensure that it receives an asset in good repair, where the need for structural maintenance in the foreseeable future being minimised. Wiltshire Council will seek to secure a de-trunked asset which will not require foreseen structural maintenance interventions for at least 5 years following the asset being vested in Wiltshire Council.</u>	<u>Highways England acknowledges Wiltshire Council's concerns. The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</u>	<u>Agreed subject to the completion of a legal agreement between the parties</u>
<u>3.4.17</u>	<u>[RR-2365]</u>	<u>Part III Highways &amp; Transport considerations 37.</u>	<u>o) Wiltshire Council will seek to agree commuted payments to support those additional assets for which it could become responsible and ensure absolute clarity of the extent / boundaries of such assets.</u>	<u>Highways England acknowledges Wiltshire Council's concerns. The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</u>	<u>Agreed subject to the completion of a legal agreement between the parties</u>
<u>3.4.18</u>	<u>[RR-2365]</u>	<u>Lighting at Longbarrow Junction</u>	<u>It is welcomed by the archaeology service that no street lighting has been proposed for the area of the new junction, but the Council</u>	<u>Highways England acknowledges WCAS's concerns but note that the new Junction will be a</u>	<u>Under discussion Agreed subject to the</u>

			<p><u>requires further detail regarding any residual impacts of light spillage and adverse impacts on dark skies within the vicinity of the WHS boundary. This needs to be considered in terms of traffic safety considerations given the current proposals for traffic signal controls to address safety concerns at this junction</u></p>	<p><u>substantial improvement on the existing, moving it 600m to the west of the WHS boundary, recessed into the landscape, and being unlit. This is in contrast to the existing Longbarrow Roundabout which is currently lit by street lights and is immediately adjacent to the Winterbourne Stoke Crossroads barrow group. Highways England also notes that the Outline Environmental Management Plan [REP6-011] (compliance with which is secured under paragraph 4 of Schedule 2 of the DCO) requires lighting under Green Bridge Four, located just east of Longbarrow Junction, to only occur between dawn and dusk, be dimmer controlled, and designed to minimise light spill outside of the bridge footprint (item D-CH10).</u></p> <p><u>The potential impact of the Scheme upon dark skies is considered in the Heritage Impact Assessment [APP-195], Section 9.3, paragraphs 9.3.13 – 9.3.19, which concludes that the Scheme</u></p>	<p><u>completion of a legal agreement between the parties</u></p>
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				would have a Moderate Positive impact on this aspect of the WHS, resulting in a Large Beneficial effect.	
<a href="#">3.4.19</a>	<a href="#">RoE Ref: G1</a>	<a href="#">Highways design</a>	<a href="#">Potential impacts include: Lighting associated with the Countess Roundabout flyover</a>	<a href="#">The Countess Roundabout flyover is not being lit. The existing lighting will be replaced and therefore a potential beneficial change from more efficient lighting and reduced light spillage (see item D-CH12 of the OEMP [REP6-011]).</a>	<a href="#">Agreed</a>
<a href="#">3.4.20</a>	<a href="#">[RR-2365]</a>	<a href="#">Part III Highways &amp; Transport considerations 37.</a>	<a href="#">e) Wiltshire Council will require clarification, following detailed design, about the precise boundaries to the new highway for which it will become the vesting authority. It will also require details for the associated support infrastructure including drainage arrangements (including any easements or maintenance access, lighting and power supply other cabling).</a>	<a href="#">In all cases where Wiltshire Council would become the highway authority for a new highway comprised in the Scheme, Highways England confirms that details of the precise boundaries of the new highways, together with details of associated supporting infrastructure, to be maintained by Wiltshire Council, will be provided once the corresponding powers under the DCO have been exercised. The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of</a>	<a href="#">Agreed subject to the completion of a legal agreement between the parties</a>

				being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.	
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### 3.43.5 Matters Under Discussion in relation to Highways Design.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.5.1	RoE Ref: G1	Section 5: Highways and Transport Considerations: Old Stonehenge Road 54.	<p>An issue of concern has been identified in relation to two farms (Park Farm and West Amesbury Farm), because the farms have a need to accommodate movements of large vehicles (combine harvesters, circa 4m wide), which could be problematic if the only access to the farms were to be via Amesbury. It is understood that matters relating to this issue are recognised by HE and attempts will be made to ensure that suitable and appropriate access arrangements are established. The solution to the problem might involve some minor changes to waiting restrictions within Church Street, to help remove local pinch points, which can be caused by on-street parking.</p> <p><u>Access between the National Trust owned fields and Countess</u></p>	<p><u>(Pursuant to the MW-COM series of items in the OEMP [REP6-011])</u> Farm access arrangements have been and will continue to be discussed with affected landholders, including Park Farm and West Amesbury Farm. Suitable alternative access arrangements will be pursued for agreement with the affected landholders of the two farms. If this is unachievable then appropriate compensation will be agreed.</p>	Under Discussion

			<p><u>Road is proposed to be via the public bridleway AMES9A. Wiltshire Council as the highway authority responsible for the maintenance of the surface of this bridleway has no objection in principle to its use as a private means of access for combine harvesters as is proposed, but will require a legal agreement to provide that any damage caused to the surface by the exercise of this new private access will be rectified by the holder of those rights. However, it must be recognised that Wiltshire Council does not own the subsoil of the track over which the bridleway passes and cannot, therefore, give permission for the grant of the proposed new private rights of access; only the owner(s) of the subsoil can do that.</u></p>		
3.5.2	[RR-2365]	Part III Highways & Transport considerations 37.	<p>j) The works proposals do not provide for any works at the layby to the western end of the above section of existing A303. Wiltshire Council is concerned as to the potential abuse of this area of highway, especially bearing in mind proximity to Stonehenge. Potential alternative uses will need to be considered. It is also questioned as to why this layby is excluded from</p>	<p>It is proposed that this layby be filled, profiled, soiled and seeded, to discourage vehicular use. Highways England is reviewing the status of the layby in discussions with Wiltshire Council.</p> <p><u>At deadline 4 Highways England wrote to the ExA</u></p>	<p>Under Discussion.</p> <p><u>Inclusion of the closure of the layby in the Scheme will be subject to the issuing of a favourable</u></p>

			<p>the De-trunking Plans.</p> <p><u>The Council has stated in its written representations that the layby should:</u></p> <ul style="list-style-type: none"> <li>a) <u>Be included in the detrunking drawings</u></li> <li>a)b) <u>Be made inaccessible for potential use by inappropriate users e.g. illegal overnight camping etc.</u></li> </ul>	<p><u>setting out its intentions to submit a request for a non-material change:</u></p> <p><u>Following confirmation by Wiltshire Council that the lay-by would not be required by the Council for operational reasons, as noted in the Applicant's Responses to Written Representations [REP3-013] para 22.7.19, the Applicant proposes to close the layby to prevent its potential misuse in connection with anti-social behaviour.</u></p> <p><u>Accordingly, the Applicant proposes to extend the area of proposed de-trunking on this length of the existing A303 to include the lay-by. This proposed change would require amendment of the De-Trunking Plans [APP-015] (by the addition of thick zebra hatching over the lay-by) and amendment of the corresponding drafting in Part 9 of Schedule 9 to the draft Development Consent Order [REP3-003], to include the lay-by.</u></p>	<p><u>procedural decision by the Examining Authority in response to Highways England's application for proposed non-material changes to the Scheme.</u></p>
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				<p><u>This proposed change would only require the use of land which is already within the Order limits and proposed to be acquired compulsorily; it would not require any 'additional land' as defined in the CA Regulations and would therefore not engage the CA Regulations.</u></p> <p><u>If this proposed change was accepted, the area occupied by the lay-by would be re-profiled to prevent vehicular access, re-seeded and returned to a grassed verge.</u></p> <p><u>Consultation on the proposed change to the layby is underway (running from 26 July to 26 August 2019) and Highways England has submitted a formal application for this proposed change.</u></p>	
3.5.3	[RR-2365]	Part III Highways & Transport considerations 37.	a) There is a requirement for clarification in relation to the provision and operation of traffic signals controls at both the Longbarrow and Countess Roundabouts, especially in relation to the integration of the signals with	Based on the preliminary design, the signal control to stop traffic entering the tunnel will be through Advanced Motorway Indicators (AMI's), which will be located near the start of the Longbarrow	Under Discussion

			<p><del>the tunnel management systems in the event of the closure of access via the eastbound merge slip road at Longbarrow Northern Roundabout and the westbound merge slip road at Countess Roundabout.</del></p>	<p><del>northern dumb-bell roundabout eastbound merge slip road and Countess roundabout westbound merge slip road. AMI's will also be located above lane indicators at the tunnel entrances. This equipment will be maintained by Highways England. The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</del></p>	
3.5.43	[RR-2365]	Part III Highways & Transport considerations 37.	<p>c) The existing Countess Roundabout is vested in Highways England. The TR010025 2.12 De-trunking Plans do not show Countess Roundabout as proposed to be de-trunked. Depending on the outcome of the clarification sought in a) above, there might be a need to amend the de-trunking plans.</p>	<p>Highways England confirms that the De-trunking Plans [APP-015] do not show the existing Countess Roundabout as being de-trunked and as such the responsibility to maintain the circulatory carriageway would remain with Highways England. Highways England is considering Wiltshire Council's concerns in respect of this matter which remains</p>	<p>Under Discussion</p> <p><u>Inclusion of the closure of the layby in the Scheme will be subject to the issuing of a favourable procedural</u></p>

				<p>under discussion.</p> <p><u>At deadline 4 Highways England wrote to the ExA setting out its intentions to submit a request for a non-material change:</u></p> <p><u>As noted in the Applicant's Comments on Written Representations [REP3-013] at paragraph 22.7.32, the submitted application does not include proposals to de-trunk the circulatory carriageway at Countess Roundabout.</u></p> <p><u>As a result of ongoing discussions with Wiltshire Council, the Applicant proposes to amend the De-Trunking Plans [APP-015] and Part 9 of Schedule 9 to the draft Development Consent Order [REP3-003] to de-trunk the circulatory carriageway at Countess Roundabout. This would involve adding a new sheet to the set of De-Trunking Plans, to include the Countess Roundabout, with zebra hatching added to the</u></p>	<p><u>decision by the Examining Authority in response to Highways England's application for proposed non-material changes to the Scheme.</u></p>
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				<p><u>circulatory carriageway to show the proposed de-trunking.</u></p> <p><u>In practical terms, there would be no change to the surface or use of the carriageway.</u></p> <p><u>Consultation on the proposed change to the classification of the circulatory carriageway of the Countess roundabout is underway (running from 26 July to 26 August 2019). Highways England has submitted a formal application for this proposed change.</u></p>	
3.5.5	[RR-2365]	Part III Highways & Transport considerations 37.	g) The TR010025-2.10 Traffic Regulation Measures Plans (Speed Limits) show a proposed speed limit of 30 mph for the realigned section of the Allington Track (also in the Draft DCO Schedule 10 Part 1); Wiltshire Council is concerned as to the compatibility of the speed limit with the Department for Transport Circular 01/2013, and with the speed limit on the existing Allington Track; it appears to be set unnecessarily low.	The proposed horizontal alignment for the new Allington Track link (shown on Sheet 11 of the Traffic Regulation Measures Plans (Speed Limits) [APP-013]) includes two bends, of 90 degrees (to the west) and 35 degrees (to the east). This design has been agreed with Wiltshire Council. The speed limit has therefore been reduced to reflect the design. The appropriateness of the speed limit included in the	Under Discussion

				<del>Scheme at this location remains under discussion.</del>	
3.5.64	[RR-2365]	Part III Highways & Transport considerations 37.	i) Schedule 9 Part 7 of the Draft DCO sets out proposed classification classes for the existing A303 around Winterbourne Stoke. The Council questions the Class 3 proposed classification for the 595m length of road west of the western B3083 junction to the south side of the existing A303. This road will be a little used cul-de-sac and more appropriately unclassified.	<p>Highways England considers the 'C' classification for the 595 metre length of the existing A303 (to be de-trunked), as shown dashed orange on the Classification of Roads Plan [APP-016] (see Inset 1) to be appropriate but acknowledges that Wiltshire Council will become the highway authority responsible for the maintenance of this stretch of road once it has been de-trunked. Highways England and Wiltshire Council are discussing the appropriateness of the classification proposed by the Scheme <del>and</del> Wiltshire Council has proposed that the road should become an unclassified (D class) road. Highways England has submitted a formal application for this proposed change.</p> <p><u>At deadline 4 Highways England wrote to the ExA setting out its intentions to submit a request for a non-</u></p>	<p>Under Discussion</p> <p><u>Inclusion of the closure of the layby in the Scheme will be subject to the issuing of a favourable procedural decision by the Examining Authority in response to Highways England's application for proposed non-material changes to the Scheme.</u></p>

				<p><u>material change:</u></p> <p><u>Following a request from Wiltshire Council as noted in the Applicant's Comments on Written Representations [REP3-013] para 22.7.29, the Applicant intends to amend the proposed re-classification of the existing A303 west of the B3083 Berwick Road from a "C" class road (as proposed in the application) to a "D" class road (as requested by Wiltshire Council).</u></p> <p><u>Accordingly, the Applicant proposes to amend the Classification of Roads Plan [APP-016] and Part 7 of Schedule 9 to the draft Development Consent Order [REP3-003] to effect the change identified in the previous paragraph.</u></p> <p><u>Consultation on the proposed change to the classification of this length of highway is underway (running from 26 July to 26 August 2019). Highways England has submitted a formal</u></p>	
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				<u>application for this proposed change.</u>	
3.5.7	[RR-2365]	Part III Highways & Transport considerations 37.	<del>k) There is some concern as to the adequacy of the coverage of the 6.3 Environmental Statement Appendices Appendix 2.2 Outline Environmental Management Plan in relation to some areas of Record of Environmental Actions and Commitments (REAC) tables at 3.2a and 3.2b.</del>	<del>The OEMP, which will be secured through DCO Requirement 4 (Schedule 2 of APP-020), will be the subject of discussion during examination and Highways England is willing to consider any specific comments of Wiltshire Council.</del>	Under Discussion
3.5.8	[RR-2365]	Part III Highways & Transport considerations 37.	<del>m) There will be an incentive for haulage sub-contractors seeking to maximise loads per day shifted from east to west of the site to use alternative routes, such as The Packway, because of the potential delays on the A303 (especially westbound) route; enforceable measures will be sought to take action against offenders in an appropriate manner.</del>	<del>Wiltshire Council will be consulted on the contents of a Traffic Management Plan pursuant to paragraph 9 of Schedule 2 to the draft DCO [APP-020]. Matters to be included in this plan are set out in reference MW-TRA2 of the Outline Environmental Management Plan [APP-147], compliance which is secured by paragraph 4 of Schedule 2 to the draft DCO.</del>	Under Discussion
3.5.9	[RR-2365]	Part III Highways & Transport considerations 37.	<del>n) Highways England have provided no detail on the potential impact of the Solstice events during the construction and operation of the Scheme. The Council seeks traffic regulation restricting parking once the scheme is in operation.</del>	<del>As described in detail in Chapter 10 of this report [ENV-479] the scheme, overall, would have a large beneficial effect on the Attribute of the OUV of the WHS to which solstice events contribute. The assessment of the potential for impacts on the solstice is set out in the</del>	Under Discussion

				<p>Heritage Impact Assessment (HIA), ES Appendix 6.1 [APP-195]. The Outline Environmental Management Plan (OEMP) [APP-187], which is secured through paragraph 4 of Schedule 2 of the draft Development Consent Order [APP-020], at item MW-G16, sets out that surface works within the western section of the WHS would be suspended during summer and winter solstice (hours to be determined in consultation with HMAG). Further, the OEMP sets out a requirement for the contractor to consult with event organisers, which includes Solstice events (MW-TRA2). Highways England continues to work with Wiltshire Council to limit any potential adverse impacts or illegal activity during solstice events during the operation of the Scheme.</p>	
3.5.10	RoE Ref: G2	V. Proposed Change to Rollestone Crossroads 20.	<p>From a highways and transport perspective, the change represents an improvement. The radius of the bend will be relatively tight, and it will be necessary to consider an appropriate speed limit below the National Speed Limit (NSL) to address the tightness of the bend</p>	<p>Highways England welcomes Wiltshire Council's comments in support of its proposals for the Rollestone Cross Junction which were incorporated into the Scheme.</p>	Under discussion

			<p>(which represents a departure from Department for Transport (DfT) design standards), and for appropriate signing to highlight the bend and its associated road junction. The proposed change would remove the presence of a crossroads (which in general exhibit worse traffic collision records than other junction types), and alter the priorities of the junction in favour of the route connecting The Packway and Airmans Corner. This alteration of priority is the main driver for altering the junction. The Packway / Airmans Corner route is already the busiest route through the junction, and the proposal to use this route as part of the A303 tunnel diversion route further emphasises the importance of changing the layout. The proposed new road would include a right turn lane junction to serve the Shrewton arm of the junction, and 'The Bustard' road past Rollestone Camp would be served by a simple priority junction off this side arm, in substantially the same location as the existing junction.</p>	<p>Despite this general agreement, discussions are continuing between the parties on the appropriateness of the 40mph speed limit included in the Scheme and shown on sheet 13 of the Traffic Regulation Measures Plans (Speed Limits) [APP-013].</p>	
3.5.11	-	<p>Clarification of land ownership details where the existing A303 will be de-trunked.</p>	<p>Wiltshire Council agrees that it will become responsible for those areas which will be de-trunked. Discussions are ongoing with a</p>	<p>It is intended that Wiltshire Council will take over ownership of those sections of the A303 which will be de-</p>	<p>Under Discussion</p>

			<del>view to potential amendments to the de-trunking plan.</del>	<del>trunked. This is provided for in the draft DCO (article 9(5)). The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</del>	
3.5.12	-	<del>Clarification of land ownership details where the existing A303 will be stopped up and new PROW provided.</del>		<del>It is intended that Highways England will retain its interests in the existing A303 corridor save that the new highway comprised in the new restricted byway will vest in Wiltshire Council when it becomes responsible for its maintenance (article 9(1) of the draft DCO and section 263(1) Highways Act 1980). The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude</del>	<del>Under Discussion</del>

				such an agreement before the close of the examination.	
3.5.13	RoE Ref: G1	<del>53. Old Stonehenge Road – Closed to through traffic.</del>	<del>A turning facility must be provided where its public use by vehicular traffic terminates.</del>	<p><del>Where an existing highway is proposed to be stopped up, adequate turning facilities will be provided for road users.</del></p> <p>The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</p>	Under Discussion
3.5.145	[RR-2365]RoE Ref: G1	<u>53. Old Stonehenge Road – Closed to through traffic.</u> <del>Part III Highways &amp; Transport considerations 37.</del>	<p><u>A turning facility must be provided where its public use by vehicular traffic terminates.</u></p> <p><del>b) As a consequence of a) above, there is a need to clarify which of the highway authorities (Highways England or Wiltshire Council) will be the vesting authority, responsible for the on-going maintenance of the carriageways and traffic signals controls at each of the junctions.</del></p>	<p><u>Where an existing highway is proposed to be stopped up, adequate turning facilities will be provided for road users.</u></p> <p>Article 9 of the draft DCO [APP-020] sets out which highway authority will be responsible for the maintenance of the new, altered or diverted streets (including highways) and other structures comprised in the Scheme. The default position under article 9 is that Highways England will be liable to maintain any trunk</p>	<p>Under discussion</p> <p><u>Inclusion of the closure of the layby in the Scheme will be subject to the issuing of a favourable procedural decision by the Examining Authority in</u></p>

				<p>road comprised in the Scheme. The local highway authority will be liable to maintain any other highway, (i.e. other than a trunk road), including any structure or culvert (except for any bridge carrying a highway over a trunk road (see article 9(6)) and any highway that is de-trunked (see article 9(6)). Any highway that will become maintainable by the local highway authority must be completed to the reasonable satisfaction of the local highway authority which, in relation to the Scheme, will be Wiltshire Council. The purpose and effect of article 9 is discussed in further detail in the Explanatory Memorandum to the DCO [APP-021] at paragraphs 6.21 and 6.22.</p> <p>Article 9 (see article 9(1), 9(2), 9(3), 9(4), 9(5)) recognises that Highways England and the local highway authority may agree in writing to depart from the default arrangements set out in those provisions. The parties agree that matters relating to the</p>	<p><u>response to Highways England's application for proposed non-material changes to the Scheme.</u></p>
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				<p>highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination. At deadline 4 Highways England wrote to the ExA setting out its intentions to <u>submit a request for a non-material change:</u></p> <p><u>The Application does not include provision for a turning head on Stonehenge Road to facilitate vehicle turning movements immediately south-east of the point at which Stonehenge Road is proposed to be converted to a new restricted byway – see Reference J on Sheet 8 of the Rights of Way and Access Plans [APP-009]. As Stonehenge Road will become a cul-de-sac for motorised vehicles travelling north-west, which do not have private means of access rights to continue towards Stonehenge Cottages, the</u></p>	
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				<p><u>Applicant considers it appropriate to provide a turning head at this location.</u></p> <p><u>Accordingly, the Applicant proposes to modify the highway layout to incorporate a turning head within the Order limits and within the existing highway boundary, immediately south-east of the terminus of the proposed restricted byway Reference J.</u></p> <p><u>Consultation on the proposed provision of a new turning head on Stonehenge Road is underway (running from 26 July to 26 August 2019). Highways England has submitted a formal application for this proposed change.</u></p>	
3.5.15	[RR-2365]	Part III Highways & Transport considerations 37.	d) The Draft DCO includes within Schedule 9 Part 2 information in relation to the Northern and Southern Roundabouts forming the 'dumbbell' junction. Whilst the Classifications Plan clearly shows the roundabouts as being classified as the A360, Wiltshire Council will need to be clear as to the future assets for which it will be responsible. Whilst the working	Schedule 9 to the draft DCO [APP-020] and the Classification of Roads Plan [APP-016] must be read alongside article 47 of the draft DCO. The roads described in Part 2 of Schedule 9, the slip roads between the A303 and the new Longbarrow Junction, will become a trunk road by	Under Discussion

			<p>assumption has been that Wiltshire Council would be the default vesting authority for off-line junctions, this needs to be clarified, especially in the context of a), b) and c) above. It would be logical that the vesting of the Longbarrow roundabouts is treated in the same way as the Countess Roundabout.</p>	<p>virtue of article 47(1)(a). The roads described in Part 3 of Schedule 9, comprising the links between the existing A360 and the new Longbarrow Junction, the circulatory carriageways of the northern and southern roundabouts, and the link between the two carriageways carried by Green Bridge No.3 over the existing A303, will be classified as the A360 by virtue of article 47(1)(b) of the draft DCO. This is shown in Inset 2 on the Classification of Roads Plan. As noted above, roads that are not trunk roads must be completed to the reasonable satisfaction of the local highway authority which would then become responsible for their maintenance, by virtue of article 9(1). The responsibility for maintaining the highway surface of the A360 carried over the A303 trunk road by Green Bridge No.3 would fall to the local highway authority, although the structure of Green Bridge No.3 would be maintained by Highways</p>	
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				<p>England, by virtue of Article 9(6).</p> <p>The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</p> <p>In respect of Countess Roundabout see 3.5.4 below.</p>	
3.5.16	[RR-2365]	Part III Highways & Transport considerations 37.	<p>e) Wiltshire Council will require clarification, following detailed design, about the precise boundaries to the new highway for which it will become the vesting authority. It will also require details for the associated support infrastructure including drainage arrangements (including any easements or maintenance access, lighting and power supply other cabling).</p>	<p>In all cases where Wiltshire Council would become the highway authority for a new highway comprised in the Scheme, Highways England confirms that details of the precise boundaries of the new highways, together with details of associated supporting infrastructure, to be maintained by Wiltshire Council, will be provided once the corresponding powers under the DCO have been exercised.</p> <p>The parties agree that matters relating to the highways that Wiltshire</p>	Under Discussion

				Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.	
3.5.17	-	Other matters relating to the de-trunked A303	<p>Wiltshire Council will seek to ensure that it receives an asset in good repair, where the need for structural maintenance in the foreseeable future being minimised.</p> <p>Wiltshire Council will seek to secure a de-trunked asset which will not require foreseen structural maintenance interventions for at least 5 years following the asset being vested in Wiltshire Council.</p>	<p>Highways England acknowledges Wiltshire Council's concerns. The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</p>	Under Discussion
3.5.18	[RR-2365]	Part III Highways & Transport considerations 37.	o) Wiltshire Council will seek to agree commuted payments to support those additional assets for which it could become responsible and ensure absolute clarity of the extent / boundaries of such assets.	<p>Highways England acknowledges Wiltshire Council's concerns. The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the</p>	Under Discussion

				terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.	
3.5.19	[RR-2365]	Western Bypass — Oatlands Hill 56.	It is welcomed by the archaeology service that no street lighting has been proposed for the area of the new junction, but the Council requires further detail regarding any residual impacts of light spillage and adverse impacts on dark skies within the vicinity of the WHS boundary. This needs to be considered in terms of traffic safety considerations given the current proposals for traffic signal controls to address safety concerns at this junction	Highways England acknowledges WCAS's concerns but note that the new Junction will be a substantial improvement on the existing, moving it 600m to the west of the WHS boundary, recessed into the landscape, and being unlit. This is in contrast to the existing Longbarrow Roundabout which is currently lit by street lights and is immediately adjacent to the Winterbourne Stoke Crossroads barrow group. Highways England also notes that the Outline Environmental Management Plan [APP-187] (compliance with which is secured under paragraph 4 of Schedule 2 of the DCO) requires lighting under Green Bridge Four, located just east of Longbarrow Junction, to only occur between dawn and dusk, be dimmer controlled, and designed to minimise light spill outside of the bridge	Agreed from a cultural heritage perspective but remains under discussion in terms of highway design

				<p>footprint (item D-CH10).  The potential impact of the Scheme upon dark skies is considered in the Heritage Impact Assessment [APP-195], Section 9.3, paragraphs 9.3.13 – 9.3.19, which concludes that the Scheme would have a Moderate Positive impact on this aspect of the WHS, resulting in a Large Beneficial effect.</p>	
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### 3.53.6 Matters Not Agreed in relation to Highways Design.

3.5.13.6.1 No matters Not Agreed at the present time.

### 3.63.7 Matters Agreed in relation to NMU & PRow.

~~No matters Agreed at the present time.~~

<u>Issue Ref</u>	<u>Doc Ref</u>	<u>Section/Issue</u>	<u>Wiltshire Council Comment</u>	<u>Highways England Response</u>	<u>Status</u>
3.7.1	[RR-2365]	Part VIII Public Rights of Way considerations General 120.	The legislative process by which the creation, diversion and extinguishment (stopping-up) of the affected public rights of way needs to be agreed with Wiltshire Council as the Surveying Authority; with particular regard to whether the confirmation of the legal orders enables of itself the Council to	The Scheme's proposals for public rights of way are shown on the Rights of Way and Access Plans [APP-009] and described in Schedule 3 to the draft DCO. Article 10 of the draft DCO [APP-020] would provide the legislative basis for the creation, diversion and	Agreed

			<p><u>amend the Definitive Map and Statement, or whether further orders will need to be made by Wiltshire Council to enable those amendments.</u></p> <p><u>Still uncertain whether Wiltshire Council will need to make Legal Event Orders to modify the Definitive Map and Statement. Wiltshire Council to seek own legal advice.</u></p>	<p><u>extinguishment of highways, if the DCO is made by the Secretary of State in the form applied for by Highways England. The exercise by Highways England of the power in Article 10 would give effect to the creation, diversion and extinguishment of streets and private means of access, as shown on the Rights of Way and Access plans and as provided for in the DCO. There would be no need for Wiltshire Council to make any further order(s).</u></p>	
3.7.2	[RR-2365]	<p><u>Part VIII Public Rights of Way considerations</u></p> <p><u>General</u></p> <p><u>121.</u></p>	<p><u>Where the diversion and creation of new sections of public rights of way will lead to the new routes becoming maintainable at public expense by Wiltshire Council as Highway Authority, design and construction details and specifications must be agreed by the authority prior to the commencement of works, and to be certified by the authority on completion as having been provided to the required standard before the authority accepts responsibility. Any requirements for the payment to Wiltshire Council of commuted sums to cover / assist with the costs of maintenance of the new routes must also be agreed</u></p>	<p><u>Article 9(1) of the draft DCO [APP-020] requires Highways England to complete any new highways to the reasonable satisfaction of Wiltshire Council who will become responsible for its maintenance.</u></p> <p><u>The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</u></p>	<p><u>Agreed subject to the completion of a legal agreement between the parties</u></p>

			<u>before Wiltshire Council accepts responsibility.</u>		
<u>3.7.3</u>	<u>[RR-2365]</u>	<u>Part VIII Public Rights of Way considerations</u> <u>General</u> <u>122.</u>	<u>Where temporary diversions or closures of public rights of way are necessary during the construction phase, the construction details of alternative routes to be provided must be agreed in advance with Wiltshire Council as Highway Authority.</u>	<u>Wiltshire Council will be consulted on the contents of a Traffic Management Plan pursuant to paragraph 9 of Schedule 2 to the draft DCO [REP6-005]. Matters to be included in this plan are set out in reference MW-TRA2 to MW-TRA11, including in relation to alternative routes for pedestrians and NMUs of the Outline Environmental Management Plan [REP6-011], compliance which is secured by paragraph 4 of Schedule 2 to the draft DCO.</u>	<u>Agreed subject to the completion of a legal agreement between the parties</u>
<u>3.7.4</u>	<u>[RR-2365]</u>	<u>Part VIII Public Rights of Way considerations</u> <u>124. 125. 126. 127.</u> <u>Byways open to all traffic</u>	<u>Provision of additional detail including proposals for physical closures, new junctions surface to be provided, width, signage and waymarking will be required, including structures to provide access for non-motorised users and private means of access whilst excluding motorised users, boundary fencing/hedging, and fencing of Green Bridge against drops.</u>	<u>The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</u> <u>The OEMP submitted at Deadline 6 [REP6-011] contains various additional design commitments, and</u>	<u>Agreed subject to the completion of a legal agreement between the parties</u>

				<u>design principles applying to the matters in question, notably within section 4 and table 4.1 of the OEMP.</u>	
<u>3.7.5</u>	<u>[RR-2365]</u>	<u>Part VIII Public Rights of Way considerations</u> <u>124. 130. 131.</u> <u>Restricted byways</u>	<u>Provision of additional detail including surface to be provided, width, signage and waymarking, structures to provide access for non-motorised users and private means of access whilst excluding motorised users, boundary fencing / hedging, fencing against drops and fencing of Green Bridge against drops.</u>	<p><u>The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</u></p> <p><u>Landscaping, including hard surfacing, will be determined in accordance with requirement 8 in Schedule 2 to the draft DCO [APP-020] which requires the Secretary of State's approval of a landscaping scheme, following consultation with Wiltshire Council.</u></p> <p><u>The OEMP submitted at Deadline 6 [REP6-011] contains various additional design commitments, and design principles applying to the matters in question, notably within section 4 and table 4.1 of the OEMP.</u></p>	<u>Agreed subject to the completion of a legal agreement between the parties</u>

3.7.6	<u>[RR-2365]</u>	<u>Part VIII Public Rights of Way considerations</u> <u>129. 132. 133. 134.</u> <u>Restricted byway in WHS</u>	<u>Provision of detailed proposals for surfacing materials, width (overall and surfaced width), verge treatment, signage, boundary fencing/hedging, turning areas, structures to control motorised and non-motorised users, and private means of access.</u>	<u>The new restricted byway would be within the World Heritage Site. The Outline Environmental Management Plan [REP6-011] reference D-CH14, requires Highways England to develop the fencing and surfacing within the World Heritage Site in consultation with the National Trust, Historic England, English Heritage and Wiltshire Council. Compliance with the Outline Environmental Management Plan is secured by paragraph 4 of Schedule 2 to the draft DCO [REP6-005].</u> <u>Landscaping, including hard surfacing, will be determined in accordance with requirement 8 in Schedule 2 to the draft DCO [REP6-005] which requires the Secretary of State's approval of a landscaping scheme, following consultation with Wiltshire Council.</u> <u>The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement</u>	<u>Agreed subject to the completion of a legal agreement between the parties</u>
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				<u>before the close of the examination.</u>	
<u>3.7.7</u>	<u>[RR-2365]</u>	<u>Part VIII Public Rights of Way considerations</u> <u>128.</u> <u>Bridleways</u>	<u>Provision of detailed proposals for surfacing, width, signage, and boundary fencing / hedging.</u> <u>It is noted that the Examining Authority has instructed Highways</u>	<u>Landscaping, including hard surfacing, will be determined in accordance with requirement 8 in Schedule 2 to the draft DCO [REP6-005] which requires the Secretary of State's approval of a landscaping scheme, following consultation with Wiltshire Council.</u> <u>The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</u>	<u>Agreed subject to the completion of a legal agreement between the parties</u>
<u>3.7.8</u>	<u>[RR-2365]</u>	<u>Part VIII Public Rights of Way considerations</u> <u>Footpaths</u>	<u>Provision of detailed proposals for surfacing, width, signage, and boundary fencing / hedging.</u>	<u>The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the</u>	<u>Agreed subject to the completion of a legal agreement between the parties</u>

				<u>examination.</u>  <u>The OEMP submitted at Deadline 6 [REP6-011] contains various additional design commitments, and design principles applying to the matters in question, notably within section 4 and table 4.1 of the OEMP.</u>	
<u>3.7.9</u>	<u>[RR-2365]</u>	<u>Part VIII Public Rights of Way (PRoW) considerations</u> <u>Connection of Amesbury Footpath 13 into Stonehenge Road 136.</u>	<u>Further information is required relating to any proposed changes at this junction.</u>	<u>The parties agree that matters relating to the maintenance of highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</u>  <u>The OEMP submitted at Deadline 6 [REP6-011] contains various additional design commitments, and design principles applying to the matters in question, notably within section 4 and table 4.1 of the OEMP.</u>	<u>Agreed subject to the completion of a legal agreement between the parties</u>
<u>3.7.10</u>	<u>[RR-2365]</u>	<u>Part VIII Public Rights of Way considerations</u> <u>Stopping-up of Amesbury BOAT1</u>	<u>Detail of physical works to effect stopping-up required.</u>	<u>The parties agree that matters relating to the maintenance of highways that Wiltshire Council</u>	<u>Agreed subject to the</u>

		<u>&amp; BOAT2 and Connection to A303 137. 138.</u>		<p><u>would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</u></p> <p><u>The OEMP submitted at Deadline 6 [REP6-011] contains various additional design commitments, and design principles applying to the matters in question, notably within section 4 and table 4.1 of the OEMP.</u></p>	<u>completion of a legal agreement between the parties</u>
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### 3.73.8 Matters Under Discussion in relation to NMU & PRow.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.8.1	[RR-2365]	Part VIII Public Rights of Way considerations <u>General</u> 120.	<del>The legislative process by which the creation, diversion and extinguishment (stopping-up) of the affected public rights of way needs to be agreed with Wiltshire Council as the Surveying Authority; with particular regard to whether the confirmation of the legal orders enables of itself the Council to</del>	<del>The Scheme's proposals for public rights of way are shown on the Rights of Way and Access Plans [APP-009] and described in Schedule 3 to the draft DCO. Article 10 of the draft DCO [APP-020] would provide the legislative basis for the creation, diversion and</del>	Under Discussion

			<p>amend the Definitive Map and Statement, or whether further orders will need to be made by Wiltshire Council to enable those amendments.</p> <p>Still uncertain whether Wiltshire Council will need to make Legal Event Orders to modify the Definitive Map and Statement. Wiltshire Council to seek own legal advice.</p>	<p>extinguishment of highways, if the DCO is made by the Secretary of State in the form applied for by Highways England. The exercise by Highways England of the power in Article 10 would give effect to the creation, diversion and extinguishment of streets and private means of access, as shown on the Rights of Way and Access plans and as provided for in the DCO. There would be no need for Wiltshire Council to make any further order(s).</p>	
3.8.2	[RR-2365]	<p>Part VIII Public Rights of Way considerations</p> <p><u>General</u></p> <p>121.</p>	<p>Where the diversion and creation of new sections of public rights of way will lead to the new routes becoming maintainable at public expense by Wiltshire Council as Highway Authority, design and construction details and specifications must be agreed by the authority prior to the commencement of works, and to be certified by the authority on completion as having been provided to the required standard before the authority accepts responsibility. Any requirements for the payment to Wiltshire Council of commuted sums to cover / assist with the costs of maintenance of the new routes must also be</p>	<p>Article 9(1) of the draft DCO [APP-020] requires Highways England to complete any new highways to the reasonable satisfaction of Wiltshire Council who will become responsible for its maintenance.</p> <p>The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the</p>	Under Discussion

			<p>agreed before Wiltshire Council accepts responsibility.</p> <p><del>It is noted that the Examining Authority has instructed Highways England to provide design details for public rights of way by 3 May 2019. Wiltshire Council will await receipt of this additional information before deciding whether or not it is able to agree to Highways England's proposal to deal with this matter by concluding a legal agreement between the parties before the close of the examination.</del></p>	examination.	
3.8.3	[RR-2365]	<p>Part VIII Public Rights of Way considerations</p> <p><u>General</u></p> <p>122.</p>	<p>Where temporary diversions or closures of public rights of way are necessary during the construction phase, the construction details of alternative routes to be provided must be agreed in advance with Wiltshire Council as Highway Authority.</p> <p><del>It is noted that the Examining Authority has instructed Highways England to provide design details for public rights of way by 3 May 2019. Wiltshire Council will await receipt of this additional information before deciding whether or not it is able to agree to Highways England's proposal to deal with this matter by concluding a legal agreement between the parties before the close of the</del></p>	<p>Wiltshire Council will be consulted on the contents of a Traffic Management Plan pursuant to paragraph 9 of Schedule 2 to the draft DCO [APP-020]. Matters to be included in this plan are set out in reference MW-TRA2 of the Outline Environmental Management Plan [APP-147], compliance which is secured by paragraph 4 of Schedule 2 to the draft DCO.</p>	Under Discussion

			<del>examination.</del>		
3.8.41	[RR-2365]	Part VIII Public Rights of Way considerations <u>General</u> 123.	<p>An unresolved matter is the severed link between BOAT AMES11 and AMES12 for motorised users. This creates a breach of Wiltshire Council's statutory duty under s.130 Highways Act 1980 to prevent, as far as possible, the stopping-up of highway rights, with the lack of any mitigation measures.</p> <p><u>Wiltshire Council consider that the adverse effects of the severance of the link can and should be addressed within the dDCO. The council is requesting motor vehicle restrictions on specified byways within the World Heritage Site, to be included in the draft DCO. The restrictions would apply to motor vehicles, with the exception of vehicles in the services of the Police Authority, Fire and Rescue Authority and the Ambulance Service, statutory undertakers, public services (and their contractors, Highways England and their contractors, Heritage England and their contractors, agricultural vehicles, and motorcycles. The specified byways are Byways Open to All Traffic(BOAT) and Restricted Byway(RB):</u></p> <p><u>- BOAT Durrington 10 (from its junction with Fargo</u></p>	<p>Highways England acknowledges the consideration by Wiltshire Council of its duties under section 130 Highways Act 1980.</p> <p>Byway 11 will terminate where it currently joins the existing A303, which will be converted into a restricted byway. This will prevent vehicles from using the route of the old A303 between Byways 11 and 12 in close proximity to Stonehenge to the detriment of the monument's setting. No link for mechanically-propelled vehicles (MPV) between Byways 11 and 12 has been proposed further south of the A303 as it would have an adverse impact on the adjacent Normanton Down barrow group and on the <del>tranquillity</del>tranquility of the WHS at this location. MPVs seeking access between Byways 11 and 12 will use the public highway network. Non-motorised users will be able to link between Byways 11 and 12 via the new restricted byway being created along the route of the old A303 through</p>	Under Discussion

			<p><u>Road to its junction with BOAT Amesbury 11 and C506)</u></p> <ul style="list-style-type: none"> <li>- <u>BOAT Amesbury 11 (full length)</u></li> <li>- <u>BOAT Amesbury 12 (from its junction with BOAT Durrington 10 crossing over C506 to its junction with A303)</u></li> <li>- <u>BOAT Amesbury 12 from its junction with A303 to its junction with BOAT Wilsford cum Lake 1</u></li> <li>- <u>RB (old surface route of A303 length of 400 metres from its junction with BOAT Amesbury 11 to its junction with BOAT Amesbury 12)</u></li> <li>- <u>BOAT Wilsford cum Lake 1 (full length)</u></li> <li>- <u>BOAT Wilsford cum Lake 2 (full length)</u></li> <li>- <u>BOAT Berwick St. James 11 (full length)</u></li> <li>- <u>BOAT Woodford 16 (full length)</u></li> </ul> <p>Wiltshire Council considers the effects of the severance of the link between Amesbury BOATs 11 and 12 for motorised vehicles to require the making of a traffic regulation order to prohibit driving of motorised vehicles, other than</p>	<p>the WHS. Currently, MPV users of Byways 11 and 12 are not permitted to make right turns onto the A303 from those byways or onto those byways from the A303. Wiltshire Council would remain the highway and traffic authority for Byways 11 and 12 and the Scheme does not impede Wiltshire Council from the lawful exercise of its functions to prohibit driving, should it choose to do so.</p> <p><u>Highways England set out in its Examination submissions and response to Wiltshire Council's submission in respect of byways 11 and 12 [REP6-037] that it does not agree with the changes proposed by Wiltshire Council, and considers that in order for them to be considered by the Examination, the Council will be required to submit an assessment of the impacts of the proposed change. A decision from the Examining Authority is awaited on this issue.</u></p> <p><u>In response to Wiltshire Council's current position, Highways England confirms</u></p>	
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		<p><u>Current position</u></p>	<p>motorcycles. Wiltshire Council considers that the prohibition of driving order should be included within the DCO. It will also be necessary to make a Traffic Regulation Order to permit the driving of motorcycles by the public on the section of the former A303 between entrances to Byways 11 and 12.</p> <p>The Council has clearly set out its position in the Written Representation. <del>Discussions with HE are ongoing.</del></p> <p><u>Due to the risk to the statutory examination timetable if the Council were to go to public consultation and then provide the outcome to the Examining Panel and the fact that the Council does not wish to put at risk the wider benefits HE's proposed development will bring to the residents of Wiltshire, the wider travelling public and to visitors to the WHS, the Council has decided to withdraw its application that the DCO be amended by the inclusion of a prohibition on the use of motorised vehicles (other than motor cycles and invalid carriages) on part of Durrington byway 10, and Amesbury byway 11 (hereafter referred to as AMES 11) and part</u></p>	<p><u>that it is in agreement with the Council on the principle of monitoring and is in discussion on the manner of recording this, most likely to be through the legal agreement being prepared.</u></p>	
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			<p><u>of Wilford cum Lake byway 1, Wilford cum Lake byway 2, Berwick St James byway 11, Woodford byway 16 and part of Amesbury byway 12 (hereafter referred to as AMES 12).</u></p> <p><u>The Council maintains its concern that the closure of the existing A303 and resultant loss of the travelling motorised public's ability to obtain a passing free view of the Stonehenge monument will increase use of AMES 11 and 12 by the travelling motorised public to an inappropriate level.</u></p> <p><u>However, the Council proposes that this concern, should it arise, can be dealt with suitably under the Council's existing Highway Authority powers provided HE agrees to the monitoring of traffic with these byways once the Scheme becomes operational (to avoid delays caused by evidence gathering) and coverage of the costs of any TRO necessary (to ensure that the residents of Wiltshire do not incur unnecessary costs resulting from the Scheme).</u></p> <p><u>The Council is currently in discussion with HE for the inclusion of these aspects within the Side</u></p>		
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			<u>Agreement currently being developed and considers this should be capable of resolution.</u>		
3.8.5	[RR-2365]	Part VIII Public Rights of Way considerations <del>124. 125. 126. 127.</del> <del>Byways open to all traffic</del>	<p><del>Provision of additional detail including proposals for physical closures, new junctions surface to be provided, width, signage and waymarking will be required, including structures to provide access for non-motorised users and private means of access whilst excluding motorised users, boundary fencing/hedging, and fencing of Green Bridge against drops.</del></p> <p><del>It is noted that the Examining Authority has instructed Highways England to provide design details for public rights of way by 3 May 2019. Wiltshire Council will await receipt of this additional information before deciding whether or not it is able to agree to Highways England's proposal to deal with this matter by concluding a legal agreement between the parties before the close of the examination.</del></p>	The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.	Under Discussion
3.8.6	[RR-2365]	Part VIII Public Rights of Way considerations <del>124. 130. 131.</del> <del>Restricted byways</del>	<p><del>Provision of additional detail including surface to be provided, width, signage and waymarking, structures to provide access for non-motorised users and private means of access whilst excluding motorised users, boundary fencing</del></p>	The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal	Under Discussion

			<p>/hedging, fencing against drops and fencing of Green Bridge against drops.</p> <p>It is noted that the Examining Authority has instructed Highways England to provide design details for public rights of way by 3 May 2019. Wiltshire Council will await receipt of this additional information before deciding whether or not it is able to agree to Highways England's proposal to deal with this matter by concluding a legal agreement between the parties before the close of the examination.</p>	<p>agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</p> <p>Landscaping, including hard surfacing, will be determined in accordance with requirement 8 in Schedule 2 to the draft DCO [APP-020] which requires the Secretary of State's approval of a landscaping scheme, following consultation with Wiltshire Council.</p>	
3.8.72	[RR-2365]	<p>Part VIII Public Rights of Way considerations</p> <p><del>129. 132. 133. 134.</del></p> <p><u>Restricted byway in WHS New Restricted Byway North from Existing Longbarrow Roundabout / Old A303 to Stonehenge Visitor Centre, Old A344 and A360</u></p> <p><u>129.</u></p>	<p><del>Provision of detailed proposals for surfacing materials, width (overall and surfaced width), verge treatment, signage, boundary fencing/hedging, turning areas, structures to control motorised and non-motorised users, and private means of access.</del></p> <p><del>It is noted that the Examining Authority has instructed Highways England to provide design details for public rights of way by 3 May 2019. Wiltshire Council will await receipt of this additional information before deciding whether or not it is able to agree to Highways England's proposal to deal with this matter by concluding a legal agreement between the parties</del></p>	<p>The new restricted byway would be within the World Heritage Site. The Outline Environmental Management Plan [APP-187] reference D-CH14, requires Highways England to develop the fencing and surfacing within the World Heritage Site in consultation with the National Trust, Historic England, English Heritage and Wiltshire Council. Compliance with the Outline Environmental Management Plan is secured by paragraph 4 of Schedule 2 to the draft DCO [APP-020].</p> <p><del>Landscaping, including hard surfacing, will be determined</del></p>	<p>Under Discussion</p> <p><u>Inclusion of the the revised NMU route in the Scheme will be subject to the issuing of a favourable procedural decision by the Examining Authority in</u></p>

			<p><u>before the close of the examination. Finalisation and agreement of the status of this new route and its alignment at the Visitor Centre car park is also required.</u></p> <p><u>Noted that discussions are ongoing with Wiltshire Council, English Heritage, Historic England and the National Trust.</u></p>	<p><u>in accordance with requirement 8 in Schedule 2 to the draft DCO [APP-020] which requires the Secretary of State's approval of a landscaping scheme, following consultation with Wiltshire Council.</u></p> <p><u>The parties agree that matters relating to the route at the Visitor Centre car park is subject to ongoing discussions with English Heritage and Wiltshire Council.</u></p> <p><u>At deadline 4 Highways England wrote to the highways that Wiltshire Council would become liable. ExA setting out its intentions to maintain, as submit a request for a result of non-material change:</u></p> <p><u>For the reasons set out in the Scheme, are capable of being resolved through Applicant's Comments on Written Representations [REP3-013] (paragraphs 28.4.1 to 28.4.3 refer) and subject to continuing discussions with the terms of a legal affected landowner and English Heritage, the Applicant</u></p>	<p><u>response to Highways England's application for proposed non-material changes to the Scheme.</u></p>
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				<p><u>proposes to amend the route and possibly the status of the new public right of way comprised in References U and UA as shown on the Rights of Way and Access Plans [APP-009] (on Sheet 14) and identified in Schedule 3 to the draft Development Consent Order [REP3-003]. This route is the proposed restricted byway which would run from a point opposite Kighton Track northwards to the former A344 at Stonehenge Visitor Centre. Applicant is working with English Heritage Trust and the affected landowner to explore the potential for an alternative route which addresses English Heritage Trust's concerns and meets the Applicant's objective of improving access for non-motorised users.</u></p> <p><u>The Applicant notes that English Heritage Trust's proposed alternative route includes some land which is owned by a third party and which is located outside the Order limits. As such, this proposed change would require additional land as</u></p>	
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				<p><u>defined by the CA Regulations. The Applicant aims to avoid engaging the CA Regulations by endeavouring to secure the additional land by agreement.</u></p> <p><u>It is between the parties. The parties intend to conclude such an the Applicant's view that the inclusion of the alternative route is subject to the parties' reaching agreement before the close, within the requisite timescales, regarding the acquisition of the examination. additional land.</u></p> <p><u>Consultation on the proposed change to PRoW route is underway (running from 26 July to 26 August 2019). Highways England has submitted a formal application for this proposed change.</u></p>	
3.8.8	[RR-2365]	Part VIII Public Rights of Way considerations 128. Bridleways	Provision of detailed proposals for surfacing, width, signage, and boundary fencing / hedging. It is noted that the Examining Authority has instructed Highways England to provide design details for public rights of way by 3 May 2019. Wiltshire Council will await receipt of this additional information	Landscaping, including hard surfacing, will be determined in accordance with requirement 8 in Schedule 2 to the draft DCO [APP-020] which requires the Secretary of State's approval of a landscaping scheme, following consultation with Wiltshire	Under Discussion

			before deciding whether or not it is able to agree to Highways England's proposal to deal with this matter by concluding a legal agreement between the parties before the close of the examination.	Council. The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.	
3.8.9	[RR-2365]	Part VIII Public Rights of Way considerations Footpaths	Provision of detailed proposals for surfacing, width, signage, and boundary fencing / hedging. It is noted that the Examining Authority has instructed Highways England to provide design details for public rights of way by 3 May 2019. Wiltshire Council will await receipt of this additional information before deciding whether or not it is able to agree to Highways England's proposal to deal with this matter by concluding a legal agreement between the parties before the close of the examination.	The parties agree that matters relating to the highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.	Under Discussion
3.8.10	[RR-2365]	Part VIII Public Rights of Way considerations New Restricted Byway North from Existing Longbarrow Roundabout / Old A303 to Stonehenge Visitor	Finalisation and agreement of the status of this new route and its alignment at the Visitor Centre car park is also required. Noted that discussions are ongoing.	The new restricted byway would be within the World Heritage Site. The Outline Environmental Management Plan [APP-187] reference D-CH14, requires Highways England to develop	Under Discussion

		<del>Centre, Old A344 and A360 129.</del>		<del>the fencing and surfacing within the World Heritage Site in consultation with the National Trust, Historic England, English Heritage and Wiltshire Council. Compliance with the Outline Environmental Management Plan is secured by paragraph 4 of Schedule 2 to the draft DCO [APP-020].</del> <del>The route at the Visitor Centre car park is subject to ongoing discussions with English Heritage and Wiltshire Council.</del>	
3.8.11	[RR-2365]	<del>Part VIII Public Rights of Way (PRoW) considerations</del> <del>Connection of Amesbury Footpath 13 into Stonehenge Road 136.</del>	<del>Further information is required relating to any proposed changes at this junction.</del> <del>It is noted that the Examining Authority has instructed Highways England to provide design details for public rights of way by 3 May 2019. Wiltshire Council will await receipt of this additional information before deciding whether or not it is able to agree to Highways England's proposal to deal with this matter by concluding a legal agreement between the parties before the close of the examination.</del>	<del>The parties agree that matters relating to the maintenance of highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</del>	<del>Under Discussion</del>
3.8.12	[RR-2365]	<del>Part VIII Public Rights of Way considerations</del> <del>Stopping-up of Amesbury BOAT1 &amp; BOAT2 and Connection to A303 137. 138.</del>	<del>Detail of physical works to effect stopping-up required.</del> <del>It is noted that the Examining Authority has instructed Highways England to provide design details for public rights of way by 3 May</del>	<del>The parties agree that matters relating to the maintenance of highways that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of</del>	<del>Under Discussion</del>

			<del>2019. Wiltshire Council will await receipt of this additional information before deciding whether or not it is able to agree to Highways England's proposal to deal with this matter by concluding a legal agreement between the parties before the close of the examination.</del>	<del>a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</del>	
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### ~~3.8.3.9~~ Matters Not Agreed in relation to NMU and PRoW.

~~3.8.13.9.1~~ No matters Not Agreed at the present time.

### 3.93.10 Matters Agreed in relation to Air Quality.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.10.1	RoE Ref: AQ1, AQ2 and AQ3 [APP-043]	Study area.	N/A	The approach to the determination of the air quality study area (i.e. DMRB screening criteria) has been discussed with Wiltshire Council.	Agreed
3.10.2	RoE Ref: AQ3 [APP-043]	Policy context.	N/A	Relevant Local Planning Policy has been discussed with Wiltshire Council. The Draft Air Quality Supplementary Planning Document dated September 2012 was provided by Wiltshire Council. The air quality assessment undertaken for the Scheme is consistent with the air quality assessment developer notes included in the draft guidance.	Agreed
3.10.3	RoE Ref: AQ4, AQ5, AQ7 and AQ8 [APP-043]	Baseline.	N/A	Baseline air quality monitoring results from the Highways England air quality survey were provided to Wiltshire Council. Subsequently, discussions were held on the potential need for monitoring along the A36 south of the A303, as neither Highways England nor Wiltshire Council had recent baseline data for this route. It was discussed	Agreed

				that if significant air quality effects had been predicted for this route in either the construction or operational phases that this may have required air quality monitoring. No significant effects have been identified along this route and so no further monitoring is considered to be required.	
3.10.4	RoE Ref: AQ1, AQ2 and AQ3 [APP-043] & [APP-191]	Methodology.	N/A	The details of the air quality methodology have been discussed with Wiltshire Council and copies of relevant documentation provided (i.e. Interim Advice Notes).	Agreed
3.10.5	[APP-043]	Scoping Opinion response	Scoping opinion response from Wiltshire Council contained various comments relevant to air quality	Wiltshire Council's comments were incorporated into the assessment as reported in the Environmental Statement. Specific details provided in Table 5.3 of the Environmental Statement.	Agreed
3.10.6	[APP-043]	Design Mitigation	N/A	No Specific measures are proposed as significant air quality effects are not predicted from the operation of the Scheme	Agreed
3.10.7	[APP-043]	Construction Mitigation	N/A	Construction air quality mitigation measures have been included in the Outline Environmental Management Plan (OEMP) <a href="#">[REP6-011]</a>	Agreed

				submitted with the DCO, <a href="#">[REP6-005]</a> , ES Appendix 2.2 [APP-187], compliance with which is secured by paragraph 4 of Schedule 2 to the draft DCO <del>[APP-020]</del> <a href="#">[REP6-005]</a> . A full and detailed CEMP, which will be largely based on the OEMP, will be prepared by the Contractor, in consultation with Wiltshire Council, prior to the commencement of main works.	
3.10.8	[RR-2365]	VI. Public Protection Considerations Air Quality 96.	The arising referenced in 2.4.54 of Chapter 2 of the Environmental Statement [APP-040] must be spread and managed so as not to cause a statutory dust nuisance.	Measures for the management of dust are set out in the Outline Environmental Management Plan (OEMP) <a href="#">[APP-187]</a> <a href="#">[REP6-011]</a> (MW-AIR1, MW-AIR2, and MW-AIR4), as secured through paragraph 4 of Schedule 2 of the draft Development Consent Order. <a href="#">[REP6-005]</a> . These measures will apply to the spread of arisings on the land east of Parsonage Down as this forms part of the Scheme.	Agreed
3.10.9	[RR-2365]	VI. Public Protection Considerations Air Quality 98.	With regard to the final paragraph in MW-AIR4 in table 3.2b of the OEMP [APP-187], it is suggested that “and agreed” is added to the reporting of Air Quality monitoring with the Council.	Wiltshire Council will be consulted on construction phase air quality monitoring that would be based on IAQM guidance and AIR4.	Agreed

3.10.10	[APP-020]	DCO Requirements	To ensure that emission rates assumed for the construction vehicles are reasonably conservative, it is recommended that emission rates used should be compared with emissions from the actual construction vehicles proposed, as part of the ongoing assessment and management of construction phase impacts.	Highways England consider that this matter is adequately addressed in existing DCO Requirements. Significant air quality effects are not expected during the construction phase and effects are not expected in sensitive locations, such as AQMAs. Standard best practice mitigation measures (as secured through item MW-AIR1 of the Outline Environmental Management Plan) are therefore considered appropriate. It is agreed that specific emissions testing of vehicles is not required. The need for Records of construction vehicles can be included as an item in final CEMP(s), production of which is required by the Outline Environmental Management Plan and is secured through paragraph 4 under Schedule 2 of the DCO [ <del>APP-020</del> REP6-005].	Agreed
3.10.11	[APP-020]	DCO Requirements	Construction phase: No Materials shall be burnt on the development site during the construction phase of the scheme.	Highways England consider that this matter is adequately addressed in existing DCO Requirements. No burning of material is agreed as this is standard best	Agreed

				practice. This will be able to be dealt with in any final CEMP(s), production of which is required by the Outline Environmental Management Plan and is secured through paragraph 4 under Schedule 2 of the DCO [ <del>APP-020</del> REP6-005], pursuant to item MW-AIR1 of the Outline Environmental Management Plan- <u>[REP6-011]</u> .	
3.10.12	[APP-020]	DCO Requirements	No development, (including construction, land raising and demolition if required) shall be carried out other than in accordance with a Construction Environment Management Plan (CEMP) that is first submitted to, and approved by, the local authority.	Highways England consider that this matter is adequately addressed in existing DCO Requirements. Preparation of a CEMP is required by the OEMP [ <del>APP-487</del> REP6-011]. Compliance with the OEMP is secured through paragraph 4 of Schedule 2 of the DCO [ <del>APP-020</del> REP6-005]. As required by the OEMP, Wiltshire Council will be consulted during preparation of the CEMP(s) prior to the commencement of the construction phase.	Agreed
3.10.13	[APP-020]	DCO Requirements	Highways England shall submit a scheme to the local planning authority to examine the legacy impact of the development on Air Quality on the A36 and A350. The	The AQMAs listed are not within the air quality study area and so perceptible changes (i.e. more than 0.4 µg/m <sup>3</sup> ) in air quality are not expected.	Agreed

			scheme shall be approved in writing prior to implantation. Where the scheme identifies negative impacts on air quality a scheme of mitigation shall be submitted to the Local Planning Authority for approval in writing and implemented.	Additionally, the changes that are predicted are for reduced traffic. No legacy air quality monitoring is therefore proposed, and Wiltshire Council are in agreement that operational air quality monitoring is not required following further discussion. A DCO Requirement relating to this matter is therefore not considered necessary.	
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### ~~3.101.1~~ ~~Matters Under Discussion in relation to Air Quality~~

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
<del>3.41.41</del> <u>0.14</u>	[APP-043]	ES Chapter 5	The Council requests more information on the haul routes to be used. Traffic diversions should not involve routing traffic through Air Quality Management Areas (AQMAs).	Highways England acknowledge that whilst traffic diversions may take place through Salisbury AQMAs (Regional Diversion), this will only be as a result of accidents or maintenance, as is currently the case. There are no planned diversions through AQMAs in construction phase 1 or 2 (as described in Chapter 2 of the ES). The regional diversionary routes are not expected to be utilised frequently and are not anticipated to cause a	<del>Under Discussion</del> <u>Agreed</u>

				<p>significant air quality effect in relation to annual air quality standards, for either annual averages or in terms of the number of permissible 1-hour exceedances (18 per year). A conclusion of no significant air quality effects from traffic management was included in Table 5.4: Scoping Opinion and response [APP-043]. Details of traffic management, including in relation to AQMAs will be set out in the traffic management plan (pursuant to Regulation 9 (Traffic management) under Schedule 2 of the DCO [<del>APP-020</del>REP6-005]) that will be consulted upon with Wiltshire Council, prior to the commencement of the construction phase. Separately, Wiltshire Council seek to continue to engage with Highways England on diversionary routes and air quality in Salisbury AQMAs to improve air quality in these areas.</p>	
<del>3.11.21</del> <u>0.15</u>	[APP-020]	DCO Requirements	An assessment of the air quality implications of transportation of tunnel arising's shall be carried out prior to any offsite disposal. This shall identify any potential impacts	Such a requirement is not needed. This is because off-site disposal is not proposed as part of the Scheme.	<del>Under Discussion</del> <u>A greed</u>

			<p>on residents in proximity to the proposed haulage routes, including locations within AQMAs, require separate verification using Salisbury's continuous analyser and other diffusion tubes in urban environments; and identify appropriate measures to mitigate any potentially significant impacts.</p> <p><u>Highways England has confirmed with the Council that off-site disposal is not part of the Scheme.</u></p>	<p><del>Furthermore, as noted in the Mitigation Schedule [APP-186], on</del> On site disposal is secured pursuant to paragraph 8 of Schedule 2 to the draft DCO [APP-020], which <del>requires approval of the landscaping for the Scheme, of which the spreading of on-site excavated material east of Parsonage Down forms a part.</del> REP6-005].</p>	
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### 3.11 Matters Under Discussion in relation to Air Quality.

#### 3.11.1 No matters Under Discussion at the present time.

### 3.11.12 Matters Not Agreed in relation to Air Quality.

#### 3.11.12.1 No matters Not Agreed at the present time.

### 3.123.13 Matters Agreed in relation to Noise and Vibration.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.13.1	RoE Ref: NV3 [APP-047]	Study area	-	Extent of construction and operational study areas and receptors shared, discussed and agreed in advance of DCO submission.	Agreed
3.13.2	[APP-047]	Policy context	-	Relevant Wiltshire Council Core Strategy Policy 57 included in assessment, in addition to standard national policies.	Agreed
3.13.3	RoE Ref: NV1, NV2, NV6 & NV7 [APP-047]	Baseline Noise Monitoring	-	Proposed baseline monitoring locations and methodology shared with Wiltshire Council for comment in advance of monitoring being undertaken.	Agreed
3.13.4	RoE Ref: NV1, NV6 & NV7 [APP-047]	Methodology	-	Assessment methodology shared and discussed with Wiltshire Council in advance of DCO submission.	Agreed
3.13.5	RoE Ref: NV1 [APP-047]	Scoping Opinion response	Scoping Report response from Wiltshire Council contained various comments relevant to noise and vibration	Wiltshire Council's comments were incorporated into the assessment as reported in the ES. Specific details provided in Table 9.2 of the Environmental Statement.	Agreed
3.13.6	RoE Ref: NV1, NV2, NV6 & NV7	Baseline Noise Monitoring Results	-	Baseline noise monitoring results shared, discussed and agreed with Wiltshire Council	Agreed

	[APP-047]			in advance of DCO submission.	
3.13.7	RoE Ref: NV9 - NV10 NV 16 – NV24	Mitigation incorporated into the design including: vertical and horizontal alignment, tunnel, thin surfacing, noise barriers at Countess flyover and solid parapet at River Till viaduct	Based on the Peer Review exercise completed on behalf of Wiltshire Council, Wiltshire Council are content that the proposed operational mitigation identified in the Environmental Statement is suitable and sufficient.	Agreed	Agreed
3.13.8	[RR-2365] RoE Ref: NV15	VI. Public Protection Considerations Noise and Vibration 103.	Whilst vibration levels of $1.0 \text{ mms}^{-1}$ are identified as causing complaint in sections 9.4 and 9.15 of Chapter 9 of the Environmental Statement [APP-047], no suggestion is made as to setting a level trigger alert which is recommended by Wiltshire Council (see comments made in paragraphs 84 and 88 above)	Item MW-NO15 of the Outline Environmental Management Plan <a href="#">[REP6-011]</a> (compliance with which is secured by paragraph 4 of Schedule 2 to the draft DCO) <a href="#">[REP6-005]</a> details the Applicant's proposals in relation to dealing with vibration and relevant trigger levels. If predicted vibration levels exceed $1 \text{ mms}^{-1}$ PPV at occupied residential buildings based on the prediction methodology in BS 5228-2, those potentially affected will be notified as soon as practicably possible in advance of the works. In addition, it is agreed that Wiltshire Council will also be notified at the same time.	Agreed
3.13.9	[RR-2365] RoE Ref: NV15	VI. Public Protection Considerations Noise and Vibration 105.	Wiltshire Council recommends that vibration levels of $1.0 \text{ mms}^{-1}$ should be set as a level trigger alert to Wiltshire Council and affected residents (PW-NO14 of table 3.2a and MW-NO13 of table 3.2b of OEMP). (See paragraph 103 above)		Agreed
3.13.10	[RR-2365] RoE Ref: NV15	VI. Public Protection Considerations Noise and Vibration 106.	In MW-NO15 of table 3.2b in the OEMP [APP-187], it is requested that a requirement to notify Wiltshire Council if predicated vibration exceeds $1.0 \text{ mms}^{-1}$ is added		Agreed

3.13.11	[RR-2365] RoE Ref: NV15	VI. Public Protection Considerations Noise and Vibration 107.	Wiltshire Council should be consulted on the Noise and Vibration Management Plan referenced in NO13 and Section 9.8 of the OEMP [APP-187].	As set out in the Outline Environmental Management Plan (OEMP) [ <del>APP-187</del> REP6-011], the CEMP, to which the Noise and Vibration Management Plan will be appended [MW-G7], will be developed in consultation with Wiltshire Council [MW-G7]. Compliance with the OEMP is secured through paragraph 4 of Schedule 2 of the draft DCO [ <del>APP-020</del> REP6-005].	Agreed
3.13.12	[RR-2365] RoE Ref: NV7 - NV10, NV15, & NV29	VI. Public Protection Considerations Noise and Vibration 109.	Wiltshire Council suggests potential relocation for Stonehenge Cottages inhabitants over the 2 x 7 days construction periods (table 1.1 of Appendix 9.5 of the Environmental Statement [APP-272])	Temporary re-housing would be offered to residents at Stonehenge Cottages if the monitoring of vibration levels at the Cottages on the approach of the TBM indicates that PPV levels exceeding 1mms <sup>-1</sup> are likely to occur continuously for a period of 48hrs or more during each tunnel bore.	Agreed
<u>3.13.13</u>	<u>RoE Ref: NV28 – NV30</u>	<u>Operational traffic noise</u>	<u>Further details of the scheme of operational traffic noise mitigation measures outlined in 9.8.14 of Chapter 9 of the Environmental Statement [APP-047] shall be submitted in writing to the Local Authority, to provide that the maximum change in traffic noise level for sensitive receptors exposed to external road traffic</u>	<u>Highways England consider that this matter is adequately addressed in existing DCO Requirements.</u> <u>Five measures listed in paragraph 9.8.14 are included in the OEMP [REP6-011], compliance with which is secured by paragraph 4 of</u>	<u>Agreed</u>

			<p><u>noise shall not result in additional significant adverse effects, as defined in 9.3.51- 9.3.52 and reported in Table 9.26 of Chapter 9 of the Environmental Statement.</u></p> <p><u>Any scheme of noise mitigation as approved shall be constructed in its entirety as soon as reasonably practicable in pursuance of the scheme and shall be retained thereafter in perpetuity.</u></p> <p><u>Reason: To ensure that the amenities of future occupiers are protected.</u></p> <p><u>The Council has received confirmation from Highways England that the amendments it seeks to the OEMP submitted by Highways England at Deadline 3 will be incorporated into the next draft, therefore this item can now be agreed.</u></p>	<p><u>Schedule 2 to the draft DCO [REP6-005]:</u></p> <p><u>Thin road surfacing: D-NOI1;</u></p> <p><u>Countess Junction Noise Barriers: D-NOI2;</u></p> <p><u>Till viaduct barrier: D-LAN2;</u></p> <p><u>Surface finish of retaining wall surfaces : D-NOI5; and</u></p> <p><u>Absorbent finish at the entrances/exits of the tunnel and Green Bridge Four: D-NOI6.</u></p> <p><u>Horizontal and vertical alignment including the tunnel, earthworks and retaining walls are secured through paragraph 3 of Schedule 2 to the draft DCO [REP6-005].</u></p>	
<u>3.13.14</u>	<u>RoE Ref: NV28 – NV30</u>	<u>Construction noise and vibration</u>	<p><u>No development, (including construction, land raising and demolition if required) shall be carried out other than in accordance with a Construction Environment Management Plan (CEMP) that is first submitted to, and approved by, the local authority.</u></p>	<p><u>Highways England consider that this matter is adequately addressed in existing DCO Requirements. Requirement not necessary. Wiltshire Council will be consulted on the CEMP which will be developed once a contractor is appointed. The CEMP will be prepared in accordance with the OEMP pursuant to</u></p>	<u>Agreed</u>

			<u>Reason: In the interests of prevention of pollution and protection of residential amenity.</u>  <u>The wording in the revised OEMP submitted at Deadline 3 by Highways England meets requirements.</u>	<u>Regulation 4 (Outline Environmental Management Plan) under Schedule 2 of the draft DCO [REP6-005] approved by the SoS.</u>	
<u>3.13.15</u>	<u>RoE Ref: NV28 – NV30</u>	<u>Operational plant at the service buildings and generators at the compounds</u>	<u>The rating level of the noise emitted from operational fixed plant located at the service buildings at the tunnel portal, and generators at the construction compounds, shall not exceed the background level by more than 0 dB(A) at any residential property when assessed in accordance with BS 4142: 2014.</u> <u>Reason: In the interests of prevention of pollution and protection of residential amenity.</u>  <u>This is covered within the OEMP MW-D-NOI3.</u>	<u>Highways England consider that this matter is adequately addressed in the OEMP [REP6-011], compliance with which is secured by paragraph 4 of Schedule 2 of the draft DCO [REP6-005].</u>	<u>Agreed</u>
<u>3.13.16</u>	<u>RoE Ref: NV28 – NV30</u>	<u>Piling during construction</u>	<u>Notwithstanding the requirements of the any submitted CEMP, construction work involving piling shall normally be carried out on the site between the hours of 10.00hrs and 16.00 Mondays to Fridays and no construction work involving piling shall be carried out on Saturdays, Sundays or Bank Holidays, unless otherwise first</u>	<u>Highways England consider that this matter is adequately addressed in existing DCO Requirements. Construction working hours are set out in the OEMP [REP6-011] and separate working hours for piling have not been proposed. Highways England have also provided a commitment to non-impact piling at the</u>	<u>Agreed</u>

			<p><u>agreed in writing by the Local Authority.</u></p> <p><u>Reason: In the interests of prevention of pollution and protection of residential amenity.</u></p> <p><u>No impact piling has been agreed and covered in OEMP MW-D-NOI4 and MW-BIO3.</u></p>	<p><u>Countess flyover bridges and the River Till viaduct, and no piling in the channels of the River Till and River Avon. This matter has been secured through the OEMP [REP6-011], compliance with which is secured by paragraph 4 of Schedule 2 of the draft DCO [REP6-005].</u></p>	
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### 3.133.14 Matters Under Discussion in relation to Noise and Vibration.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.14.1	RoE Ref: NV28—NV30	Operational traffic noise	<p>Further details of the scheme of operational traffic noise mitigation measures outlined in 9.8.14 of Chapter 9 of the Environmental Statement [APP-047] shall be submitted in writing to the Local Authority, to provide that the maximum change in traffic noise level for sensitive receptors exposed to external road traffic noise shall not result in additional significant adverse effects, as defined in 9.3.51–9.3.52 and reported in Table 9.26 of Chapter 9 of the Environmental Statement.</p>	<p>Highways England consider that this matter is adequately addressed in existing DCO Requirements.</p> <p>Three measures listed in paragraph 9.8.14 are included in the OEMP [APP-147], compliance with which is secured by paragraph 4 of Schedule 2 to the draft DCO [APP-020].</p> <p>Thin road surfacing: D-NOI4 Countess Junction Noise Barriers: D-NOI2 Till viaduct barrier: D-LAN2</p>	Under Discussion

			<p>Any scheme of noise mitigation as approved shall be constructed in its entirety as soon as reasonably practicable in pursuance of the scheme and shall be retained thereafter in perpetuity.</p> <p>Reason: To ensure that the amenities of future occupiers are protected.</p>	<p>Horizontal and vertical alignment including the tunnel, earthworks and retaining walls are secured through paragraph 3 of Schedule 2 to the draft DCO [APP-020].</p> <p>As noted in the Mitigation Schedule [APP-186], the need for noise absorbent materials at the entrance/exit of the tunnel and Green Bridge Four will be set out in the contract between Highways England and the scheme Contractor. Highways England therefore considers that Wiltshire Council does not need to approve these measures but continues to discuss this with Wiltshire Council.</p>	
3.14.2	RoE Ref: NV28—NV30	Construction noise and vibration	<p>No development, (including construction, land raising and demolition if required) shall be carried out other than in accordance with a Construction Environment Management Plan (CEMP) that is first submitted to, and approved by, the local authority.</p> <p>Reason: In the interests of prevention of pollution and protection of residential amenity.</p>	<p>Highways England consider that this matter is adequately addressed in existing DCO Requirements. Requirement not necessary. Wiltshire Council will be consulted on the CEMP which will be developed once a contractor is appointed. The CEMP will be prepared in accordance with the OEMP pursuant to Regulation 4 (Outline Environmental Management Plan) under Schedule 2 of the</p>	Under Discussion

				DCO [APP-020] approved by the SoS	
3.14.3	RoE Ref: NV28—NV30	Operational plant at the service buildings and generators at the compounds	The rating level of the noise emitted from operational fixed plant located at the service buildings at the tunnel portal, and generators at the construction compounds, shall not exceed the background level by more than 0 dB(A) at any residential property when assessed in accordance with BS 4142: 2014. Reason: In the interests of prevention of pollution and protection of residential amenity.	Highways England is discussing this matter further with Wiltshire Council.	Under Discussion
3.14.4	RoE Ref: NV28—NV30	Piling during construction	Notwithstanding the requirements of the any submitted CEMP, construction work involving piling shall normally be carried out on the site between the hours of 10.00hrs and 16.00 Mondays to Fridays and no construction work involving piling shall be carried out on Saturdays, Sundays or Bank Holidays, unless otherwise first agreed in writing by the Local Authority. Reason: In the interests of prevention of pollution and protection of residential amenity	Highways England consider that this matter is adequately addressed in existing DCO Requirements. Construction working hours are set out in the OEMP and separate working hours for piling have not been proposed. The proposed type of piling is not considered to give rise to distinctive noise disturbance which would warrant its own set of working hours. Wiltshire Council will be consulted on the CEMP which will be developed once a contractor is appointed. The CEMP will be prepared in accordance with the OEMP pursuant to Regulation 4 (Outline	Under Discussion

				Environmental Management Plan) under Schedule 2 of the DCO [APP-020].	
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3.14.1 No matters Under Discussion at the present time.

3.14.13.15 **Matters Not Agreed in relation to Noise and Vibration.**

3.14.13.15.1 No matters Not Agreed at the present time.

### 3.153.16 Matters Agreed in relation to Cultural Heritage.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.16.1	-	The extent of the study area was put forward in the EIA and HIA Scoping Reports and discussed at various Heritage Monitoring Advisory Group meetings (taking place on 11/10/17, 23/10/17, 06/11/17, 12/02/18, 21/03/18, 15/06/18).		The cultural heritage study area is confirmed in the ES Section 6.5 [APP-044], Study Area and illustrated in Figure 6.1 [APP-067], and Section 5.10 of the HIA, Appendix 6.1 [APP-195].	Agreed
3.16.2	RoE Ref: G1	Legislation and planning policy considered relevant to cultural heritage. Section 9 Archaeology and World Heritage Site Considerations Background and Policy Context 165.	The Response to Statutory Consultation set out the following additional relevant documents: (Updated to reflect paragraph numbers in 2018 NPPF) <ul style="list-style-type: none"> <li>National Planning Policy Framework (NPPF 2018) paras 188-190 and Practice Guidance Further Guidance on World Heritage Sites (2014).</li> <li>National Policy Statement for National Networks (2014) paragraphs 5.120-142.</li> </ul>	Relevant legislation and planning policy documents are confirmed in ES Section 6.2 [APP-044] and Section 4 of the HIA, Appendix 6.1 [APP-195].	Agreed
3.16.3	-	Non-statutory advice considered relevant was referenced in the HIA can be set out as follows: ICOMOS Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (2011); UNESCO/ ICOMOS Advisory Missions (October 2015 and		Relevant non-statutory advice and policy is confirmed in the ES Section 6.2 [APP-044] and Section 5 of the HIA, Appendix 6.1 [APP-195].	Agreed

		January 2017)			
3.16.4	-	The extent of the assessment methodology was put forward in the EIA and HIA Scoping Reports and discussed at various Heritage Monitoring Advisory Group meetings (taking place on 11/10/17, 23/10/17, 06/11/17, 12/02/18, 21/03/18, 15/06/18)		The methodology is as set out in ES Section 6.3 [APP-044] and Section 5 of the HIA, Appendix 6.1 [APP-195].	Agreed
3.16.5	RoE Ref: G1	10. Built Heritage Considerations 197.	The scheme affects several built heritage assets, both designated and undesignated. These were highlighted in the earlier consultation response; since then, all sites of interest along the route have been visited by the relevant officer with the AmW built heritage consultant, and general agreement exists regarding the likely extent of the scheme's impacts. There are no aspects that are considered likely to reach a level of 'substantial harm', in NPPF terms; where 'less than substantial harm' is identified, the NPPF provides for a balancing exercise with public benefits.	Highways England welcome Wiltshire Council's engagement with the design team and the agreements reached.	Agreed
3.16.6	RoE Ref: G1	10. Built Heritage Considerations Key Considerations From West to East 198. 199. 200. 201. 202. 203. 204. 205.	The following points were raised in Wiltshire Council's Statutory Consultation Response: - The positive impact on the Conservation Area of the removing the busy road from Winterbourne Stoke.	Highways England welcome points raised by Wiltshire Council in their Statutory Consultation Response, which have been incorporated into the final DCO application submission.	Agreed

			<ul style="list-style-type: none"> <li>- Significant alteration of views up the Till Valley to the north of the Conservation Area.</li> <li>- The impact of the new Till Valley crossing on undesignated heritage assets as 'less than substantial'.</li> <li>- The milestone (east of Longbarrow) which will be located alongside a byway as a result of the scheme.</li> <li>- The significant positive change to the setting of Stonehenge cottages.</li> <li>- The unaffected milestone on Stonehenge Road.</li> <li>- The impact of the new flyover on the lodges and bridge on Countess Road.</li> </ul>		
3.16.7	4.14 3.	Archaeological Mitigation Design: Yarnbury to diverge of mainline to offline route at Scotland Lodge: Works comprise cycleway and landscape bund (max 1m high) Southern cycleway built within existing highway boundary	Preference expressed for no dig solution for north side cycleway.	A commitment to the protection of archaeological remains with a no dig solution for the restricted byway at this location is set out in the <a href="#">Outline Archaeological Mitigation Strategy</a> , ES Chapter 6 [APP-044] Appendix 6.11 [APP-220] in Table 2.2 (Site / Action Area No. <del>2</del> <u>2</u> ) and in the <a href="#">Outline Environmental Management Plan (OEMP) [REP6-011]</a> at <a href="#">reference MW-CH5</a> and will be secured in the Detailed	Agreed

				Archaeological Mitigation Strategy (DAMS) [REP6-013] through the requirement for method statements at section 5.1 through DCO Requirement 5 (Schedule 2 of [APP-020] [REP6-005]).	
3.16.8	-	Provision of Archaeological Mitigation Strategy	<p>Implementation of Archaeological Mitigation Strategy will need to be secured a Requirement attached to the DCO.</p> <p>The Strategy may include the need to preserve in situ key archaeological remains or a programme of archaeological excavation and recording (including reporting, publication and dissemination of the results).</p>	<p>The Detailed Archaeological Mitigation Strategy (DAMS), developed with heritage stakeholders throughout the examination, will be secured through DCO Requirement 5 (Schedule 2 of [APP-020]). Preparation of the DAMS will be in consultation with HMAG for works within REP6-005) and a certified document under the WHS boundary and WCAS outside the WHS boundary DCO.</p>	Agreed
3.16.9	[RR-2365]	Assessment on Impact on the WHS 50.	A detailed and comprehensive Heritage Impact Assessment (HIA) has been prepared in accordance with the agreed scoping report that specifically assesses the impact of the Scheme on the OUV of the WHS. The assessment clearly shows the large benefits of the removal of the A303 from the central part of the WHS.	Highways England acknowledges WCAS's comments that the HIA has been prepared in line with the agreed HIA scoping report and that they agree with the Slight Beneficial conclusion of the HIA. Highways England also welcomes Wiltshire Council Archaeology Services comment that the Scheme will bring large benefits to the central part of the WHS.	Agreed

3.16.10	[RR-2365]	Western Bypass – Oatlands Hill 56.	It is welcomed by the archaeology service that no street lighting has been proposed for the area of the new junction, but the Council requires further detail regarding any residual impacts of light spillage and adverse impacts on dark skies within the vicinity of the WHS boundary. This needs to be considered in terms of traffic safety considerations given the current proposals for traffic signal controls to address safety concerns at this junction.	Highways England acknowledges WCAS's concerns but note that the new Junction will be a substantial improvement on the existing, moving it 600m to the west of the WHS boundary, recessed into the landscape, and being unlit. This is in contrast to the existing Longbarrow Roundabout which is currently lit by street lights and is immediately adjacent to the Winterbourne Stoke Crossroads barrow group. Highways England also notes that the Outline Environmental Management Plan [ <del>APP-187</del> REP6-011] (compliance with which is secured under paragraph 4 of Schedule 2 of the DCO) [REP6-005] requires <u>that tunnel lighting will be designed to minimize light spill at portals (item D-CH9), lighting under Green Bridge Four, located just east of Longbarrow Junction, to only occur between dawn and dusk, be dimmer controlled, and designed to minimise light spill outside of the bridge footprint (item D-CH10-), no road lighting of the Scheme during operation except under</u>	Agreed from a cultural heritage perspective but remains under discussion in terms of highway design
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				<p><u>Green Bridge Four and Countess Roundabout (item D-CH11), existing lighting units at Countess Roundabout shall be replaced to minimise light spill (item D-CH12), there will be no external lighting on the cutting retaining walls, or the external facades of the tunnel control buildings and tunnel portals within the WHS (item D-CH120) and the new PRow/ PMA within the WHS will not have lighting (item D-CH126) .</u></p> <p>The potential impact of the Scheme upon dark skies is considered in the Heritage Impact Assessment [APP-195], Section 9.3, paragraphs 9.3.13 – 9.3.19, which concludes that the Scheme would have a Moderate Positive impact on this aspect of the WHS, resulting in a Large Beneficial effect.</p>	
3.16.11	RoE Ref: G2	V. Proposed Change to Rollestone Crossroads 22.	From an archaeological perspective, the WCAS is also content with the proposed modification of Rollestone Corner. Archaeological evaluation (geophysical survey and trial trenching) has been undertaken in respect to the modified proposal and no significant archaeological remains have been identified in	The revised layout at Rollestone Cross has been adequately considered within the Heritage Impact Assessment submitted as Appendix 6.1 to the Environmental Statement (document no. 6.3, ref paras 6.8.31 etc.) [APP-195].	Agreed

			<p>this location. The proposed modified scheme is smaller in scale than the previous scheme, however it is within the boundary of the WHS. It is understood on evidence currently available that the proposed modified scheme will not have an adverse impact on the setting of the WHS. WCAS would however, expect that the modified scheme is included within the HIA that is currently in development and which will be submitted with the DCO application.</p>		
3.16.12	=	<u>Limits of Deviation</u>	<p><u>Under DCO Article 7, the limits of deviation of the tunnel are set out as a deviation of up to 200m westwards. This is a matter of concern as it is a significant variation in terms of the very careful location of the eastern and western portals in relation to topography and significant archaeological remains. Wiltshire Council seeks clarification of this issue and require further consultation in the case that the deviation is invoked.</u></p>	<p><u>The Environmental Statement [APP-039 – APP-054] and Heritage Impact Assessment [APP-195] consider the maximum area of land anticipated as likely to be required, taking into account the proposed limits of deviation (LoD) for the Scheme and the flexibility of detailed design provided for in the DCO [APP-040]. The assessments therefore take into consideration what can be regarded as a realistic ‘worst case’ assessment of the impacts associated with the proposed scheme. Therefore, any movement within the design LoD would not result in a worsening of significant</u></p>	<p><u>Agreed in relation to cultural heritage</u></p>

				<u>effects reported in the respective assessments.</u>	
<u>3.17.6</u>	<u>[RR-2365]</u>	<u>Restrictions of Activities Above the Line of the Tunnel</u> <u>57.</u>	<p><u>The imposition of restrictive covenants on ground works on land above the tunnel is referred to in the draft DCO, 4.3 the Book of Reference [APP-025] and the Land Plans (2.2) [APP-005]. The Council has concerns over this and need to have a detailed agreement drawn up as it may restrict the ability to undertake archaeological investigations in a core part of the WHS.</u></p> <p><u>The Council has now seen the technical note from HE and proposed authorization process and we are content that this issue can be dealt with satisfactorily.</u></p>	<p><u>As noted in the Statement of Reasons [APP-023] and response to ExA question CH.1.27, restrictions are required above the tunnel in order to secure protection of the tunnel from potentially conflicting future development and works that might jeopardise the structural integrity of the tunnel.</u></p> <p><u>The tunnel restrictions are in place to protect the integrity of the Stonehenge tunnel. Detail on the restrictions are as follows:</u></p> <ol style="list-style-type: none"> <li><u>1. Development which would require planning permission, deep foundations, piling or influence existing ground conditions.</u></li> <li><u>2. Changes in ground weight loading (either increasing or decreasing) such as:</u> <ol style="list-style-type: none"> <li><u>a. Any excavation (including boring and future archaeological research) below a depth of 1.2m in the area shown in light blue and below a depth of 0.6m in the</u></li> </ol> </li> </ol>	<u>Agreed</u>

				<p><u>area shown in dark blue on the attached plan;</u></p> <p><u>b. Any additional loading as a result of building work or storage;</u></p> <p><u>c. Use by any vehicle or tractor trailer combinations with a gross vehicle weight greater than 44 tonnes, in accordance with Road Vehicle (Construction and Use) Regulations; or</u></p> <p><u>d. Any new tree planting</u></p> <p><u>An updated version of the DAMS is to be submitted at deadline 7. This includes provision for the restrictive covenant to be passed on via a process of application for any archaeologists seeking to carry out investigations in the relevant parts of the WHS.</u></p>	
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### 3.163.17 Matters Under Discussion in relation to Cultural Heritage.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.17.1	-	Preparation of a CEMP	<p>Wiltshire Council require a CEMP to be prepared covering the following matters:</p> <ul style="list-style-type: none"> <li>- Details methods of protection for buried and</li> </ul>	<u>A detailed Construction Environmental Management Plan (CEMP) will be prepared by Highways England's appointed contractor which</u>	<u>Under Discussion Whilst agreed in respect of this matter being</u>

			<p>upstanding archaeological remains during the construction process.</p> <ul style="list-style-type: none"> <li>- Compounds and temporary spoil storage areas outside the WHS in archaeologically sensitive areas.</li> <li>- An element of flexibility for design of construction compounds in the event significant archaeology is discovered.</li> </ul> <p>Detailed consideration of archaeological remains will need to be set out in the associated DAMS.</p> <p><u>The Council is seeking amendments to the OEMP to meet its requirements.</u></p>	<p><u>will be based on, and incorporate, the requirements of the OEMP.</u> Wiltshire Council will be consulted on the preparation of the CEMPs. This is specified in the OEMP [<del>APP187</del>, <del>REP6-011</del>, reference MW-G5, compliance with which is secured by Requirement 4 of Schedule 2 to the draft DCO [<del>APP-020</del> <del>REP6-005</del>]. The contents of the CEMP will be based on, and incorporate, the requirements of the contractor relevant to that contractor's contractual scope.</p> <p>The OEMP includes a number of measures relevant to Wiltshire Council's concerns which will be <del>able to be</del> incorporated within the CEMP and the Heritage Management Plan that will be appended to it:</p> <ul style="list-style-type: none"> <li>• an obligation to prepare a Soil Management Strategy (ref <u>PW-GEO3 and MW-G7GEO3</u>);</li> <li>• appropriate fencing off sensitive archaeological remains in the WHS (ref MW-CH3);</li> </ul> <p>the need for a Heritage</p>	<p><u>dealt with by way of the CEMP, this item remains under discussion until the OEMP is finalised and the matter on approval of the CEMP is resolved as per GEN2.</u></p>
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				<p>Management Plan (prepared in consultation with HMAG and WCAS, <u>and approved by Wiltshire Council (in consultation with Historic England to the extent the works the subject of the approval would ordinarily trigger the need for scheduled monument consent,</u> and based on the DAMS) to be produced which is to include measures for the construction process to take account of archaeological assets (both known and unknown) (item MW-CH1);</p> <ul style="list-style-type: none"> <li>• method statements for dealing with archaeological remains that may need to be buried (MW-CH5); and</li> <li>• monitoring of assets during the construction programme (MW-CH7).</li> </ul> <p>Together these measures will enable Wiltshire Council to gain the comfort it seeks on these issues.</p> <p>Indicative layouts of the construction compounds are provided on Figure 2.7 of the Environmental Statement [APP-061].</p>	
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				<p>The Detailed Archaeological Mitigation Strategy (DAMS) <a href="#">[REP6-013]</a> sets out a strategy for archaeological mitigation at section 5. Details of the proposed mitigation approaches are set out in section 6 of the DAMS and proposals for each identified archaeological action area are set out in Appendix D of the DAMS. The DAMS is being developed in consultation with the Council and other members of HMAG and will be secured through DCO Requirement 5 (Schedule 2 of <a href="#">[APP-020REP6-005]</a>).</p>	
3.17.2	RoE Ref: G1	<p>9. Archaeology and World Heritage Site Considerations</p> <p>Key Issues by Scheme Area</p> <p>Western Section: Winterbourne Stoke Bypass to Longbarrow Junction</p> <p>Parsonage Down East.</p> <p>170.</p>	<p>The proposed deposition of chalk from the tunnel in this location is going to negatively impact on a number of known archaeological features, including settlement and burial features from prehistoric and Roman times. The area has not yet been archaeologically evaluated. When it is, it is likely that further features will be identified and some of these may be highly significant and may need to be preserved in situ at the current ground surface level. Until the evaluation and assessments of</p>	<p>Highways England have completed the archaeological evaluation of the Parsonage Down area. Highways England maintain that this is the preferred site for the deposition of tunnel excavated material and the requisite land take is sufficient to allow significant archaeological remains to be preserved <i>in situ</i> within the redline boundary. Highways England has developed a scheme that ensures that significant archaeological</p>	Under Discussion

			<p>this area are completed (with requisite consents from the land owner) it is too early to judge if the proposed deposition and landscaping will be acceptable across the whole of this area.</p> <p><u>The mitigation measures for Parsonage Down East as drafted in the DAMS require agreement.</u></p>	<p>remains are either avoided, designed around or have suitable protective measures put in place to allow preservation <i>in situ</i> beneath tunnel excavated material in certain circumstances, with an appropriate monitoring regime. <del>Please see the Outline Archaeological Mitigation Strategy as set out in ES Chapter 6 [APP-044] and Appendix 6.11 [APP-220].</del></p> <p><u>The A report drawing together the results of the relevant archaeological surveys and evaluations with a consideration of the significance of the archaeological remains identified and the mitigation strategy is being further developed into approaches as proposed in the DAMS has been (02-08-2019) issued to the Council for review and comment. The report was discussed at a meeting with the Council on 1<sup>st</sup> August 2019. Please see section 5 of the Detailed Archaeological Mitigation Strategy, (DAMS) [REP6-013] (a revised version of which will be is</u></p>	
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				submitted at Deadline <del>2-of</del> <del>the Examination-7)</del>	
3.17.3	[RR-2365]	Lack of Design Details 42.	<p>It is understood that the DCO is presented as an indicative design Scheme (7.2 Design and Access Statement 1.2.1 [APP-295]) and that further design details will follow post consent. However, the lack of design details at this stage makes it difficult to fully assess the impact of the Scheme on cultural heritage, landscape setting and the need for mitigation. For example, the extent and location of utility trenches or the engineering details for the Till Valley, green bridges and tunnel portal or the exact requirements for road signage and fencing are unknown.</p> <p><u>The Council welcomes the addition of section 4 in the OEMP which sets out the Design Vision for the scheme and identifies key Design Principles which will inform the detailed design of the scheme and sets out a number of Design Commitments and procedures</u></p>	Highways England considers there is sufficient information provided in the application to allow the scheme's likely significant effects to be understood and to inform the need for mitigation. The design has been fixed to an appropriate level for the DCO application. The design is sufficiently developed to have undertaken a comprehensive Environmental Impact Assessment (EIA), as reported in the Environmental Statement (ES) [APP-039 – APP-054], and, in the context of the World Heritage Site, a Heritage Impact Assessment (HIA) [APP-195]. The parameters of the permission sought are constrained to the horizontal limits established by the Works Plans [APP-008], the vertical limits of the Engineering Section Drawings (Plan and Profiles) [APP-010], the Engineering Sections Drawings (Cross Sections) [APP-011] and the Tunnel Limits of Deviation Plan [APP-019], subject to	Under Discussion

			<p><u>for involvement of key stakeholders. The Council has greater assurance that the detail design will conform with the overall vision, aims and objectives of the Stonehenge and Avebury World Heritage Site Management Plan (2015) and sustain the Outstanding Universal Value of the World Heritage Site. The Council considers that this can be improved through further development of a suite of visualisations and guidance to append the OEMP.</u></p>	<p>the limits of deviation established by article 7 of the draft DCO [APP-020REP6-005].</p> <p><del>The design of the scheme elements referred in the representation will be developed through the detailed design stage of the project. The detail in the application documents of each of the design elements as raised in the relevant representation is set out below:</del></p> <p>Photomontages and CGI visualisations have been presented within the LVIA Chapter (Chapter 7 [APP-045] and Cultural Heritage Chapters (Appendix 6.9 [APP-218] of the ES for the Till Valley, green bridges and the tunnel portal. Design and visual representations will be developed through the detailed design process. <del>The further detailed design of the Scheme will be sensitive to its WHS context, following Highways England's guide 'The Road to Good Design' In so far as it impacts on the WHS, the design will be developed in consultation</del></p>	
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				<p>with the Heritage Monitoring Advisory Group (HMAG), which includes Wiltshire Council. Additional visualisations were submitted to the Examination at deadline 6 and further visualisations are to be submitted to the Examination at deadline 7.</p> <p>Further details will be developed through the detailed design process. This will enable the best opportunity to draw on the skill and experience of the contractor to be brought fully into the detailed design and implementation phase and therefore greatest potential for innovation and latest practice and technology to be fully considered at the stage immediately before implementation.</p> <p>The Outline Environmental Management Plan (OEMP) [REP6-011] includes a design vision together with a set of design principles for key elements of the Scheme. Highways England will consult key stakeholders,</p>	
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				<p><u>including Wiltshire Council, on the external appearance of the following elements of the Scheme within the World Heritage Site:</u></p> <p>a) <u>The tunnel service buildings (Work No.1D(ii));</u></p> <p>b) <u>Portals structures (Work Nos. 1E(ii) and 1G(iii)), retaining walls (part of Work Nos. 1D(ii) and 1H(ii)) and Green Bridge Four (Work No.1d(i)); and</u></p> <p>c) <u>Public rights of way, including pedestrian, cycling and non-motorised user provision and wayfinding including surfacing, materials, fencing and gating.</u></p> <p><u>Outside of the World Heritage Site Highways England will consult key stakeholders, including Wiltshire Council, on the external appearance of the following:</u></p> <p>a) <u>Signing and lighting at the new Longbarrow junction (Work No.1C(ii)); and</u></p> <p>b) <u>Signing and lighting at the Countess junction (Work No.1H(iv)).</u></p> <p><u>Design principles are set out in Table 4.1 of the OEMP</u></p>	
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				<p><u>issued at deadline 6 [REP6-011] and have been developed through extensive engagement with heritage stakeholders, including WCAS. These provide sufficient certainty and Highways England considers that there is no need for a further design document.</u></p> <p><u>Key design elements that are secured via the OEMP include:</u></p> <ul style="list-style-type: none"> <li><u>• 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;</u></li> <li><u>• D-CH4 – requires Green Bridge Four to be approximately 145-149.9mm wide;</u></li> <li><u>• D-CH5 – which requires the western approach to the tunnel to be in cutting to a minimum 7m depth with vertical retaining walls;</u></li> <li><u>• D-CH6 and D-CH7 – which require cut and cover tunnels</u></li> </ul>	
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				<p><u>extending eastwards and westwards from the bored tunnel:</u></p> <ul style="list-style-type: none"> <li>• <u>D-CH9, D-CH10, D-CH11, D-CH12 and D-CH20 - which taken together limit the use and impact of highway lighting within the WHS and require improved lighting at Countess Roundabout.</u></li> <li>• <u>D-CH16, which limits the height of portal entrances</u></li> </ul> <p><b><u>Approach to Materials selection and surface treatment</u></b></p> <p><u>Further details, including width and surface treatment of new rights of way, fence lines and structural finishes, are under discussion with heritage stakeholders and Wiltshire Council. As noted above, the Outline Environmental Management Plan (OEMP) [REP6-011] includes a design vision, further design commitments on these matters, design principles and a mechanism for consultation with heritage stakeholders, including Wiltshire Council, on the detailed design of aspects of</u></p>	
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				<p><u>the Scheme. Table 4.1 of section 4 of the OEMP details a wide range of principles to direct the appearance of the detailed design of the Scheme within and beyond the WHS, considering such matters as; landscaping, fencing, structures, surfacing, lighting and public rights of way. Compliance with the OEMP is secured via paragraph 4 of Schedule 2 of the draft development consent order [REP6-005]. In addition Requirement 8 of the development consent order requires consultation with Wiltshire Council on the landscaping of the scheme.</u></p> <p>In the context of signage, <u>there will be minimal signage in areas bordering the WHS (see OEMP, P-SL01). Also,</u> the Scheme has committed to 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 (see OEMP, D-CH8). <del>To minimise the visibility of</del></p>	
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				<p><del>new infrastructure within the WHS signage and other highways installations will sit completely within the approach cuttings and not extend above them. Appropriate signage and infrastructure would be provided outside the WHS to manage traffic through the corridor. Any signage for the new PRow/PMA in the WHS shall of low reflectivity, in-keeping with the character of the WHS, and shall be designed and located in such a way as to ensure no adverse impacts on the OUV of the WHS (see OEMP, D-CH27).</del></p> <p>Fencing in the WHS <del>shall</del><u>will</u> be developed in consultation with the National Trust, Historic England, English Heritage and Wiltshire Council, as secured in the Outline Environmental Management Plan (OEMP) [APP-187REP6-011] (D-CH14, D-CH24, D-CH25) . During construction, the main works contractor shall consult with HMAG to determine the type of construction boundary fencing to be used within the</p>	
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				<p>WHS or within the setting of the WHS (OEMP MW-CH3). The type of fencing would be sympathetic to the setting of the WHS. <del>The OEMP is secured under paragraph 4 of Schedule 2 within the draft DCO [APP-020].</del> <u>Boundary fencing and gates in the WHS shall be visually recessive and have a low reflectivity finish.</u></p> <p><del>Other key</del> <u>The OEMP is secured under paragraph 4 of Schedule 2 within the draft DCO [REP6-005].</u></p> <p><del>design elements that are secured via the OEMP include:</del></p> <ul style="list-style-type: none"> <li><del>• 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;</del></li> <li><del>• D-CH4 requires Green Bridge Four to be approximately 150m wide;</del></li> <li><del>• D-CH5 which requires the western approach to the tunnel to be in cutting to a</del></li> </ul>	
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				<p><del>minimum 7m depth with vertical retaining walls;</del></p> <p><del>• D-CH6 and D-CH7 which require cut and cover tunnels extending eastwards and westwards from the bored tunnel;</del></p> <p><del>• 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.</del></p> <p>In the context of the heritage assessment, the impacts of utilities have been considered within ES Chapter 6 Table 6.11 [APP-044] and Chapter 15 [APP-053] and Appendix 15.2 [APP-183]. MW-CH5 and PW-CH5 of the OEMP [APP-187REP6-011] secure the obligation to avoid potentially sensitive archaeological remains wherever possible or provide appropriate mitigation in consultation with WCAS (for remains outside of the WHS) where impacts are unavoidable in respect of utility/service corridors. Highways England acknowledge WCAS</p>	
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				<p>concerns. <u>Proposals for archaeological mitigation in respect of the utility corridors are set out in section 5 and Appendix D of the DAMS (an updated version of which is submitted at D7).</u></p> <p><del>Further consultation with WCAS is welcomed with regards to utilities, the Till Valley Viaduct, green bridges and tunnel portal, road signage and fencing at the detailed design stage.</del></p> <p>A <u>HeritageStakeholder Design Consultation</u> Group has been established, which WCAS is a member of, to steer the design and the design principles that will be set out in the Main Contractor's contract.</p> <p>Consultation with WCAS on the detailed design of key aspects of the Scheme relating to heritage and construction of the Scheme, are secured through the OEMP <del>(APP-187)</del><u>[REP6-011]</u> compliance with which is secured via requirement 4 of Schedule 2 to the draft DCO <del>(APP-020)</del><u>[REP6-005]</u>.</p>	
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				<p>-PW-CH1 and MW-CH1 requires WCAS and HMAG to be consulted on the preparation of a Heritage Management Plan for the preliminary and main works;<sup>1</sup> <u>and for such plans to be approved by Wiltshire Council (in consultation with Historic England to the extent the works the subject of the approval would ordinarily trigger the need for scheduled monument consent).</u></p> <p>PW-CH4 and MW-CH3 requires WCAS to be consulted on details of the fencing off of sensitive remains outside the WHS in respect of the preliminary works;<sup>2</sup></p> <p>MW-CH5 requires the preparation of Archaeological Method Statements, in consultation <u>(to be approved by Wiltshire Council, in consultation with Historic England to the extent the works the subject of the approval would ordinarily trigger the need for scheduled monument consent)</u> where potentially sensitive archaeological</p>	
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				<p>remains are proposed to be buried or sealed beneath fill outside of the WHS.</p> <p>-PW-CH6 and MW-CH6 requires the contractor to prepare a Site Specific Written Scheme of Investigation in consultation with WCAS; <u>(to be approved by Wiltshire Council, in consultation with Historic England to the extent the works the subject of the approval would ordinarily trigger the need for scheduled monument consent)</u>, to avoid significant archaeological remains and implement appropriate archaeological mitigation measures where impacts are unavoidable in respect of service/utility corridors for the preliminary and main works outside of the WHS;</p> <p>Landscape mitigation is secured through requirement 8 of schedule 2 to the draft DCO, which requires the Secretary of State's approval, following consultation with Wiltshire Council; <u>and (for landscaping within the WHS and for Longbarrow Junction, Historic England)</u>, of a</p>	
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				landscaping scheme (including hard and soft landscaping works) which must be based on the mitigation measures included in the Environmental Statement.	
3.17.4	[RR-2365]	Assessment of Impact on Archaeological Remains 46.	<p>Another concern is that the key headline from the Cultural Heritage chapter is that only a limited number of archaeological features will be impacted by the Scheme. Section 6.9.24 states only 11 non-designated heritage assets will be adversely impacted. It should have been stated that this is the minimum number of groups of features that will be directly impacted. The Council believes that using this figure is unhelpful and imprecise. Many more than this will be impacted as this figure is derived from the evaluation phase of the Scheme which has employed a sampling approach to evaluation trenches. It is understood that the Scheme has been carefully designed to where possible avoid areas of known archaeological features, but many features are likely to be revealed during the mitigation phase, the stripping of the road either side of the tunnel portals</p>	<p>The Environmental Statement reports both the significant and the non-significant Cultural Heritage effects within ES Chapter 6, Cultural Heritage [APP-044]. Permanent significant effects from the construction of the Scheme are reported in sections 6.9.24 to 6.9.29 of the ES and Table 6.11, whilst sections 6.9.30 – 6.9.32 [APP-044] and Appendix 6.8 [APP-217] report the non-significant effects. The statement at 6.9.24 and the NTS refer to the significant effects reported in the ES. Highways England considers the results of the assessment have been presented in an appropriate manner. Highways England note Wiltshire Council Archaeology Service's (WCAS) concern that further archaeological features will be revealed in future works.</p>	Under Discussion

			<p>will undoubtedly reveal further non-designated assets that will be adversely impacted. Moreover, archaeological features are also likely to be revealed and excavated during preliminary works such as utility installation, the details for which have not been seen. This should be made clearer in the EIA chapter.</p>	<p>The assessment in the ES is based on a comprehensive programme of archaeological evaluation designed in collaboration with heritage stakeholders, including WCAS. The evaluation results provide a robust basis for assessment of the likely significant effects of the Scheme. This follows established good practice and planning policy guidance. As acknowledged by Wiltshire Council, the preferred route was carefully chosen to avoid known archaeological remains. A comprehensive programme of archaeological evaluation surveys (see ES Chapter 6 Cultural Heritage, paragraphs 6.6.13—6.6.52), covering the entire red line boundary of the Scheme, has informed the Scheme being designed in a way that has limited archaeological impacts where this is practicable. Examples of how the design has been developed to limit impacts on archaeology include the choice of a northern bypass of Winterbourne Stoke, the reduced footprint and land</p>	
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				<p>take for Rollestone Corner, and the design and placement of the western and eastern tunnel portals and approaches in areas that have been shown to have limited archaeological remains within their footprint. Further information can be found in the Assessment of Alternatives, ES Chapter 3 [APP-041] and in ES Chapter 6, Cultural Heritage [APP-044], Section 6.8, Table 6.9. Archaeological remains would be excavated and recorded during the preliminary works phase, in advance of construction, to avoid, as far as is practicable, previously unknown archaeological remains being uncovered during construction. The Outline Archaeological Mitigation Strategy (OAMS) [APP-220] also identifies areas to be protected in-situ. A Detailed Archaeological Mitigation Strategy (DAMS) will be developed in consultation with Wiltshire Council Archaeology Service and the Heritage Monitoring Advisory Group (which comprises</p>	
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				<p>Wiltshire Council Archaeology Service, Historic England, National Trust, and English Heritage), and is secured by paragraph 5 of Schedule 2 of the draft Development Consent Order [APP-020].</p> <p>Highways England state that they report both the significant effects and the non-significant effects within the ES. Permanent significant effects from the construction of the Scheme are reported in sections 6.9.24 to 6.9.29 of the ES and Table 6.11, whilst sections 6.9.30 – 6.9.32 [APP-044] and Appendix 6.8 [APP-217] report the non-significant effects. The statement at 6.9.24 refers to <u>significant effects</u> reported in the ES. Highways England acknowledge that this distinction could have been made clearer and non-significant effects on archaeological features better signposted for the reader.</p> <p>Highways England note WCAS's concern that further archaeological features will be revealed in future works. The assessment in the ES is</p>	
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				<p>based on a comprehensive programme of archaeological evaluation designed in collaboration with heritage stakeholders. The evaluation results provide a robust basis for assessment of the likely significant effects of the scheme. This follows established good practice and planning policy guidance. We acknowledge with thanks WCAS's comments on the careful design of the Scheme to avoid archaeological impacts where possible. Wherever possible, the alignment of utilities will be routed along existing highways (to limit impacts) or be routed within the Scheme footprint. MW-CH5 and PW-CH5 of the OEMP (APP-187) secure the obligation to avoid potentially sensitive archaeological remains wherever possible or provide appropriate mitigation in consultation with WCAS (for remains outside of the WHS) where impacts are unavoidable in respect of utility/service corridors.</p>	
3.17.5	[RR-2365]	Assessment on Impact on the	Overall the Scheme is assessed as having a slight beneficial	Highways England met with WCAS on the 12th December	Under

		WHS 51.-52.	<p>effect on the setting of the OUV of the WHS. Whilst, this overall conclusion is not necessarily disagreed with, the Council thinks more could be done to mitigate the adverse impacts of the dual carriageway in cutting on the setting of asset groups in the western part of the WHS, especially on the Winterbourne Stoke and Diamond Group (see paragraphs 53 to 54 within Wiltshire Council's relevant representation.</p> <p>Adverse impacts to setting of some of the asset groups are indicated, particularly the Western edge of the WHS where the Western Portal and deep cutting are. From the summary of anticipated impacts in Table 1, the Council is especially concerned with the potential slight adverse impact on Asset Group (AG) 13, the Diamond Group. WCAS are also concerned about the adverse impact on AG 12, the Winterbourne Stoke Group, and AG 19, Normanton Down. These groups have highly significant Neolithic long barrows, all of which display attributes of OUV. The impact of the Scheme on the Winterbourne Stoke Group is</p>	<p>2018 to discuss the Statement of Common Ground and review the photomontages and CGIs that were submitted with the ES Chapter 6, Appendix 6.9 [APP-218] and explained the views in more detail in order to try to alleviate Wiltshire Council's concerns and correct any misunderstandings. Highways England, however, disagree with Wiltshire Council's stance. Highways England have designed a scheme that removes the surface A303, and the accompanying sight and sound of traffic on it from a large proportion of the WHS enabling beneficial change to the setting of many monuments and asset groups that contribute to the OUV of the WHS, particularly within the central part of the WHS surrounding Stonehenge. The scheme has been sensitively designed with the use of a 2 mile long tunnel, retained deep road cuttings, essential chalk grassland mitigation to enable landscape integration, a</p>	Discussion
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			<p>shown as being moderate beneficial. Our view is that this should be assessed as slight adverse as in the Diamond Group. This is supported by our interpretation of the relevant photo montages and figures in the Landscape Chapter. Wiltshire Council awaits further analysis on the visual impact of the proposed road in cutting for its consideration, which was agreed would be provided by HE during a meeting on 28<sup>th</sup> March 2019.</p>	<p>150m long Green Bridge No. 4 to enable visual and physical landscape connectivity and public access, canopies and hidden tunnel portals within the WHS landscape.</p> <p>The Scheme is assessed to have a Slight Beneficial effect on the OUV of the WHS as a whole. This takes into account that of the seven attributes of OUV for the WHS, whilst the scheme will have a slight adverse effect on two of those attributes, it will have a beneficial effect on the remaining five (being a slight beneficial effect on 3 of the attributes, a large beneficial effect on one, and a very large beneficial effect on one). This conclusion also takes into account that the scheme will have a slight beneficial effect on the authenticity and integrity of the WHS. Overall, the OUV of the WHS would be sustained.</p> <p>With reference to AG12 Winterbourne Stoke Crossroads Barrows, Highways England disagree with Wiltshire Council's</p>	
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				<p>conclusion that the impacts from the Scheme on this asset group should be assessed as slight adverse as both the A303 and the A360, including the existing Longbarrow Roundabout, will be removed from immediately adjacent to the asset group. The A303 will move 150m to the south and be built in cutting to remove the sight and sound of traffic from immediately adjacent to the asset group. The benefits of this are clearly demonstrated by the photomontages and CGI's presented in the ES Chapter 6, Appendix 6.9 [APP-218] (Figure 4, Figure 5 and Figure 7).</p> <p>With regards to AG13 Diamond Group, the A360 currently bisects the group and the A303 additionally severs the group from AG12 Winterbourne Stoke Crossroads Barrows to the north. The scheme design removes traffic and severance from within the asset group by realigning the A360 and Longbarrow junction further to the west. Green Bridge No. 4 maintains</p>	
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				<p>visual and physical landscape connectivity with AG12 Winterbourne Stoke Crossroads Barrows to the north and access between the two groups via new NMU routes, and this combined with the essential chalk grassland mitigation, improves the visitor's ability to appreciate the setting, in the context of reduced views and sounds of traffic.</p> <p>Regarding AG19 Normanton Down Barrows, the scheme would remove the existing A303 surface road to the north of the asset group, which severs its relationship with Stonehenge as well as many other asset groups to the north of the A303, including AG12 Winterbourne Stoke Crossroads Barrows. The scheme would restore the setting of much of the AG19 Normanton Down Barrows, its sense of place, and visitor's ability to appreciate them within a seamless landscape, noting that long distance views from the northern end of the asset group will include minor intrusion from the western</p>	
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				<p>approach cutting and Green Bridge No. 4. Amongst other benefits of the restored setting of AG19 Normanton Down Barrows would be the enhanced access, enabling an uninterrupted traverse between Stonehenge and the Normanton Down Barrows along Byways 11 and 12. The removal of the visual and audible impacts of traffic would be beneficial to the setting of the asset group as a whole. Views from numerous individual monuments within the asset group would be improved, and compromised sightlines restored. These include key views, including those between the Sun Barrow and Stonehenge, and between Stonehenge and the core of the Normanton Down asset group. From the core of the group, views of traffic would not be available, while traffic noise would be inaudible. Highways England will, however, continue to work with Wiltshire Council to alleviate their concerns, and consult with them during the development of the detailed</p>	
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				<p>design. Highways England is currently preparing indicative plans to assist an understanding of the visibility of the cutting for a member of the public when within the WHS.</p> <p>Highways England note that the 150m land bridge has been accepted by Historic England as acceptable mitigation for the cutting between the Winterbourne Stoke Crossroads barrow group and the Diamond group of monuments.</p> <p>Highways England disagree with WCAS's conclusion that the impacts from the Scheme on the Winterbourne Stoke Crossroads Barrow Group should be assessed as slight adverse as both the A303 and the A360, including the existing Longbarrow Roundabout, will be removed from immediately adjacent to the group. The A303 will move further to the south and be built in cutting to remove the sight and sound of traffic from the group. The benefits of this are clearly demonstrated by the photomontages and CGIs.</p>	
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				Highways England met with WCAS on the 12 <sup>th</sup> December 2018 to discuss the Statement of Common Ground and review the photomontages and CGIs that were submitted with the ES (Chapter 6, Appendix 6.9 [APP-218]) and explain the views in more detail in order to correct any misunderstandings.	
3.17.6	[RR-2365]	Longbarrow Roundabout and Green Bridge No. 4 53-54.	Whilst the proposed green bridge (150m in width) east of the current Longbarrow junction and its proposed location does afford some mitigation, the Council has concerns that it is not sufficient to mitigate potential adverse visual impacts caused by the cutting on key monument groups with attributes of OUV, most notably the Winterbourne Stoke, Diamond Group and Normanton Down Group. We would encourage Highways England to explore further design options to help minimise the adverse impact or extend the tunnel. The Council believes that extending the tunnel (either bored or cut and cover) within the WHS boundary could further minimise impact on the OUV. Section 3.3.61 of the EIA	Highways England disagree with Wiltshire Council's stance. Along with considerations of cost, the location and design of the tunnel portals have been optimised in terms of the natural topography of the area, impact within the WHS and the extent of benefit that will be secured by one of the key aims of the scheme which is to remove the sight and sound of the A303 traffic from much of the WHS landscape. With accompanying mitigation, the assessments show that the preferred solution is a 2-miles (3.3km) long tunnel extending between portals located adjacent to the existing A303 to the east of The Avenue	Under Discussion

			<p>outlines alternative options that were explored and dismissed, including extending the tunnel which is stated as being dismissed on cost grounds but does not give any figures. WCAS do not find this section detailed enough to satisfy concerns, given the adverse impact to the western part of the WHS identified in the HIA and EIA.</p>	<p>and to the west of Normanton Down.</p> <p>The Preferred Route Announcement (PRA) by the Secretary of State in September 2017 was based on a 2.9km long twin bored tunnel. The western portal was located south of the existing A303 and northwest of Normanton Gorse and the eastern portal to the north of the A303 and east of the Avenue. Since the PRA, during the Scheme development, and in response to consultation responses, the applicant has amended the scheme to extend the tunnel. Two changes were made to the location of the western portal which resulted in a 300m extension to the tunnel:</p> <ul style="list-style-type: none"> <li>– the end of the bored tunnel was moved 100m west to avoid impact on a scheduled barrow (NHLE No. 1010832 – Bowl barrow south of the A303 and north west of Normanton Gorse) that contributes to the OUV of the WHS; and</li> <li>– a 200m cut-and-cover extension, or canopy, was</li> </ul>	
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				<p>added for improvement in landscape and visual connectivity and tranquillity within the WHS.</p> <p><del>at the eastern end a cut and cover extension of 85m has been added to suit the topography for improvement in landscape and visual connectivity and tranquillity within the WHS.</del></p> <p><del>Further westwards extensions of the tunnel were ruled out because of topographical and technical constraints, and because they would not deliver sufficient additional benefits to justify the additional cost. Highways England have designed a scheme that removes the surface A303, and the accompanying sight and sound of traffic on it from a large proportion of the WHS enabling beneficial change to the setting of many monuments and asset groups that contribute to the OUV of the WHS, particularly within the central part of the WHS surrounding Stonehenge. The scheme has been sensitively designed with the use of a 2 mile long tunnel,</del></p>	
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				<p>retained deep road cuttings, essential chalk grassland mitigation to enable landscape integration, a 150m long Green Bridge No. 4 to enable visual and physical landscape connectivity and public access, canopies and hidden tunnel portals within the WHS landscape.</p> <p>The Scheme is assessed to have a Slight Beneficial effect on the OUV of the WHS as a whole. This takes into account that of the seven attributes of OUV for the WHS, whilst the scheme will have a slight adverse effect on two of those attributes, it will have a beneficial effect on the remaining five (being a slight beneficial effect on 3 of the attributes, a large beneficial effect on one, and a very large beneficial effect on one). This conclusion also takes into account that the scheme will have a slight beneficial effect on the authenticity and integrity of the WHS. Overall, the OUV of the WHS would be sustained.</p> <p>With reference to AG12</p>	
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				<p>Winterbourne Stoke Crossroads Barrows, both the A303 and the A360, including the existing Longbarrow Roundabout, will be removed from immediately adjacent to the asset group. The A303 will move 150m to the south and be built in cutting to remove the sight and sound of traffic from immediately adjacent to the asset group. The benefits of this are clearly demonstrated by the photomontages and GGIs presented in the ES Chapter 6, Appendix 6.9 [APP-218] (Figure 4, Figure 5 and Figure 7).</p> <p>With regards to AG13 Diamond Group, the A360 currently bisects the group and the A303 additionally severs the group from AG12 Winterbourne Stoke Crossroads Barrows to the north. The scheme design removes traffic and severance from within the asset group by realigning the A360 and Longbarrow junction further to the west. Green Bridge No. 4 maintains visual and physical landscape connectivity with</p>	
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				<p>AG12 Winterbourne Stoke Crossroads Barrows to the north and access between the two groups via new NMU routes, and this combined with the essential chalk grassland mitigation, improves the visitor's ability to appreciate the setting, in the context of reduced views and sounds of traffic.</p> <p>Regarding AG19 Normanton Down Barrows, the scheme would remove the existing A303 surface road to the north of the asset group, which severs its relationship with Stonehenge as well as many other asset groups to the north of the A303, including AG12 Winterbourne Stoke Crossroads Barrows. The scheme would restore the setting of much of the AG19 Normanton Down Barrows, its sense of place, and visitor's ability to appreciate them within a seamless landscape, noting that long distance views from the northern end of the asset group will include minor intrusion from the western approach cutting and Green Bridge No. 4. Amongst other</p>	
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				<p>benefits of the restored setting of AG19 Normanton Down Barrows would be the enhanced access, enabling an uninterrupted traverse between Stonehenge and the Normanton Down Barrows along Byways 11 and 12. The removal of the visual and audible impacts of traffic would be beneficial to the setting of the asset group as a whole. Views from numerous individual monuments within the asset group would be improved, and compromised sightlines restored. These include key views, including those between the Sun Barrow and Stonehenge, and between Stonehenge and the core of the Normanton Down asset group. From the core of the group, views of traffic would not be available, while traffic noise would be inaudible. Highways England will, however, continue to work with Wiltshire Council to alleviate their concerns, and consult with them during the development of the detailed design.</p> <p>Highways England note</p>	
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				<del>WCAS's concerns but note that the 150m land bridge has been accepted by Historic England as acceptable mitigation for the cutting between the Winterbourne Stoke Crossroads barrow group and the Diamond group of monuments.</del>	
3.17. <del>75</del>	[RR-2365]	Western Bypass – Oatlands Hill 55.	Oatlands Hill, on the west part of the Scheme just outside the WHS, is a sensitive part of the Scheme in terms of buried archaeology and potential landscape impacts. The EIA acknowledges the Scheme is likely to have a moderate adverse impact on the landscape here. This is the location of the proposed new junction and dumbbell roundabout. The archaeological evaluation identified evidence of Bronze Age and Iron Age settlement including a C-shaped enclosure. Currently the double roundabout infrastructure is proposed to be located on top of this. Although the archaeological remains here are likely not to be of national significance, if possible, consideration should be given to designing the layout of the new infrastructure here to minimise	Highways England acknowledges Wiltshire Council Archaeology Service's (WCAS) concerns regarding the C-shaped enclosure at Oatlands Hill. The design of the proposed scheme was considered appropriate, as no other design options were considered to be reasonable alternatives for the following reasons. Moving the junction 300m to the west. This brings the junction too close to the village of Winterbourne Stoke and would impact on traffic flows. This option was rejected for these reasons; Shifting the South Dumbell 100m to the east This brings the roundabout	Under Discussion

			<p>impact on these remains, preserving as much of them as possible.</p> <p><u>Further discussion is required with Highways England to better explore the cost of excavation compared to the cost of design changes.</u></p>	<p>too close to the WHS and the east and west off slips would require more land take within the WHS. This option was rejected for these reasons; and</p> <p>Shifting the South Dumbell 170m to the west</p> <p>This option, though feasible, would result in a skewed bridge (increasing costs), departures from standards for visibility reasons in both roundabout approaches and exits and would require the construction of a 160m long retaining wall for the west bound off slip, which would be 12m high at its highest point and would be visible from the WHS (AG12 Winterbourne Stoke Crossroads Barrows). This option was rejected for these reasons.</p> <p>The archaeological remains will be archaeologically excavated and recorded during the preliminary works phase and in advance of construction. <u>A-Please see the Detailed Archaeology Mitigation Strategy (DAMS) will be developed in consultation with Wiltshire</u></p>	
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				<p>Council Archaeology Service and the Heritage Monitoring Advisory Group prior to REP6-013 (an updated version of which is submitted at D7). Appendix D of the endDAMS provides for mitigation of the Examination remains referred to and is secured by paragraph 5 of Schedule 2 of the draft Development Consent Order [APP-020].</p> <p>Highways England acknowledges WCAS's concerns regarding the C-shaped enclosure at Oatlands Hill. The feasibility of design changes to avoid the C-shaped enclosure will be reviewed and discussed with the Heritage Design Group.</p>	
3.17.8	<del>[RP-2365]</del>	<p><del>Restrictions of Activities Above the Line of the Tunnel</del></p> <p>57.</p>	<p>The imposition of restrictive covenants on ground works on land above the tunnel is referred to in the draft DCO, 4.3 the Book of Reference [APP-025] and the Land Plans (2.2) [APP-005]. The Council has concerns over this and need to have a detailed agreement drawn up as it may restrict the ability to undertake archaeological investigations in a core part of the WHS.</p>	<p>Highways England acknowledges WCAS's concerns and are working with WCAS to draw up a suitable agreement. As noted in the Statement of Reasons [APP-023], restrictions are required above the tunnel in order to secure protection of the tunnel from potentially conflicting future development and works that</p>	Under Discussion

				might jeopardise the structural integrity of the tunnel. Highways England acknowledges Wiltshire Council's concerns regarding the tunnel restriction areas and is undertaking further work to provide details of the type of restrictions required. Highways England will continue to engage with Wiltshire Council on this issue.	
3.17.9	-	Limits of Deviation	Under DCO Article 7, the limits of deviation of the tunnel are set out as a deviation of up to 200m westwards. This is a matter of concern as it is a significant variation in terms of the very careful location of the eastern and western portals in relation to topography and significant archaeological remains. Wiltshire Council seeks clarification of this issue and require further consultation in the case that the deviation is invoked.	The Environmental Statement [APP-039—APP-054] and Heritage Impact Assessment [APP-195] consider the maximum area of land anticipated as likely to be required, taking into account the proposed limits of deviation (LoD) for the Scheme and the flexibility of detailed design provided for in the DCO [APP-040]. The assessments therefore take into consideration what can be regarded as a realistic 'worst case' assessment of the impacts associated with the proposed scheme. Therefore, any movement within the design LoD would not result in a worsening of significant effects reported in	Under Discussion

				<del>the respective assessments.</del>	
3.17.10	-	Addendum to Environmental Statement	<del>Wiltshire Council has requested an addendum to the Environmental Statement to consider the up-to-date results from the archaeological evaluation programme.</del>	<del>The Environmental Statement (ES) does not require updating. Results of evaluation were issued to the Examination at deadline 1 and are consistent with the findings of the ES.</del>	<del>Under Discussion</del>
3.17.146	-	Detailed Archaeological Mitigation Strategy (DAMS)	<p>The DAMS is currently in draft form and under discussion with WCAS as well as other heritage consultees. WCAS is pleased to see the inclusion of an education and outreach strategy as part of this document, though the details have still to be agreed.</p> <p>In terms of the extent and nature of archaeological mitigation measures required, WCAS is of the view that more mitigation is required than is included in the current draft document. This particularly relates to the extent of mitigation of the road line outside the WHS, and at Parsonage Down East. In terms of mitigation techniques, there is still discussion and agreement required over sampling levels and methods for topsoil archaeology and tree throw excavation.</p>	<p>A Detailed Archaeological Mitigation Strategy (DAMS) <del>is being</del><u>[REP6-013] continues to be</u> developed in consultation with Wiltshire Council Archaeology Service and Heritage Monitoring Advisory Group and its implementation is secured by paragraph 5 of Schedule 2 to the draft Development Consent Order [<del>APP-020</del>].<u>REP6-005</u>.</p> <p><u>An updated version of the DAMS is to be submitted at D7. This provides for archaeological mitigation of the full extent of the road line outside the WHS. Updated information regarding the excavated material deposition area at Parsonage Down East is also included in the D7 DAMS and a report drawing together the results of the relevant archaeological</u></p>	Under Discussion

				<u>surveys and evaluations with a consideration of the significance of the archaeological remains identified and the mitigation approaches as proposed in the DAMS has been (02-08-2019) issued to the Council for review and comment. The report was discussed at a meeting with the Council on 1st August 2019.</u>	
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### 3.173.18 **Matters Not Agreed in relation to Cultural Heritage.**

~~3.18.1 — No matters Not Agreed at the present time.~~

<u>Issue Ref</u>	<u>Doc Ref</u>	<u>Section/Issue</u>	<u>Wiltshire Council Comment</u>	<u>Highways England Response</u>	<u>Status</u>
3.18.1	[RR-2365]	<u>Assessment of Impact on Archaeological Remains 46.</u>	<p>Another concern is that the key headline from the Cultural Heritage chapter is that only a limited number of archaeological features will be impacted by the Scheme. Section 6.9.24 states only 11 non-designated heritage assets will be adversely impacted. It should have been stated that this is the minimum number of groups of features that will be directly impacted. The Council believes that using this figure is unhelpful and imprecise. Many more than this will be impacted as this figure is derived from the evaluation phase of the Scheme which has employed a sampling approach to evaluation trenches. It is understood that the Scheme has been carefully designed to where possible avoid areas of known archaeological features, but many features are likely to be revealed during the mitigation phase, the stripping of the road either side of the tunnel portals will undoubtedly reveal further non-designated assets that will be adversely impacted. Moreover, archaeological features are also likely to be</p>	<p>The Environmental Statement reports both the significant and the non-significant Cultural Heritage effects within ES Chapter 6, Cultural Heritage [APP-044]. Permanent significant effects from the construction of the Scheme are reported in sections 6.9.24 to 6.9.29 of the ES and Table 6.11, whilst sections 6.9.30 – 6.9.32 [APP-044] and Appendix 6.8 [APP-217] report the non-significant effects. The statement at 6.9.24 and the NTS refer to the significant effects reported in the ES. Highways England considers the results of the assessment have been presented in an appropriate manner. Highways England note Wiltshire Council Archaeology Service's (WCAS) concern that further archaeological features will be revealed in future works. The assessment in the ES is</p>	Not Agreed

			<p><u>revealed and excavated during preliminary works such as utility installation, the details for which have not been seen. This should be made clearer in the EIA chapter.</u></p> <p><u>Wiltshire Council has requested an addendum to the Environmental Statement to consider the up to date results from the archaeological evaluation programme..</u></p>	<p><u>based on a comprehensive programme of archaeological evaluation designed in collaboration with heritage stakeholders, including WCAS. The evaluation results provide a robust basis for assessment of the likely significant effects of the Scheme. This follows established good practice and planning policy guidance.</u></p> <p><u>As acknowledged by Wiltshire Council, the preferred route was carefully chosen to avoid known archaeological remains. A comprehensive programme of archaeological evaluation surveys (see ES Chapter 6 Cultural Heritage, paragraphs 6.6.13 – 6.6.52), covering the entire red line boundary of the Scheme, has informed the Scheme being designed in a way that has limited archaeological impacts where this is practicable. Examples of how the design has been developed to limit impacts on</u></p>	
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				<p><u>archaeology include the choice of a northern bypass of Winterbourne Stoke, the reduced footprint and land take for Rollestone Corner, and the design and placement of the western and eastern tunnel portals and approaches in areas that have been shown to have limited archaeological remains within their footprint. Further information can be found in the Assessment of Alternatives, ES Chapter 3 [APP-041] and in ES Chapter 6, Cultural Heritage [APP-044], Section 6.8, Table 6.9. Archaeological remains would be excavated and recorded during the preliminary works phase, in advance of construction, to avoid, as far as is practicable, previously unknown archaeological remains being uncovered during construction. The Detailed Archaeological Mitigation Strategy (DAMS) [REP6-013] (a revised version of which is to be submitted at Deadline 7)</u></p>	
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				<p><u>sets out an archaeological research agenda (section 4 of the DAMS) developed in consultation with the Council and other HMAG members for the archaeological investigation and recording of remains prior to commencement of construction.</u></p> <p><u>The DAMS also provides (sections 5 and 6 and Appendix D) for the preservation in situ of archaeological remains wherever possible, including the protection of known remains during construction and the preservation of remains beneath fill. The DAMS continues to be developed in consultation with Wiltshire Council Archaeology Service and the Heritage Monitoring Advisory Group (which comprises Wiltshire Council Archaeology Service, Historic England, National Trust, and English Heritage), and is secured by paragraph 5 of Schedule 2 of the draft Development Consent Order [APP-020].</u></p>	
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				<p><u>Highways England report both the significant effects and the non-significant effects within the ES. Permanent significant effects from the construction of the Scheme are reported in sections 6.9.24 to 6.9.29 of the ES and Table 6.11, whilst sections 6.9.30 – 6.9.32 [APP-044] and Appendix 6.8 [APP-217] report the non-significant effects. Highways England note WCAS's concern that further archaeological features will be revealed in future works. The assessment in the ES is based on a comprehensive programme of archaeological evaluation designed in collaboration with heritage stakeholders. The evaluation results (REP1-041 to 056) provide a robust basis for assessment of the likely significant effects of the scheme. This follows established good practice and planning policy guidance. We acknowledge with</u></p>	
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				<p><u>thanks WCAS's comments on the careful design of the Scheme to avoid archaeological impacts where possible.</u></p> <p><u>Wherever possible, the alignment of utilities will be routed along existing highways (to limit impacts) or be routed within the Scheme footprint. MW-CH5 and PW-CH5 of the OEMP [REP6-011] secure the obligation to avoid potentially sensitive archaeological remains wherever possible or provide appropriate mitigation in consultation with WCAS (for remains outside of the WHS) where impacts are unavoidable in respect of utility/service corridors. Proposals for archaeological mitigation in respect of the utility corridors are set out in section 5 and Appendix D of the DAMS (an updated version of which is submitted at D7).</u></p> <p><u>The Environmental Statement (ES) does not require updating. Results of</u></p>	
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				<u>evaluation were issued to the Examination at deadline 1 and are consistent with the findings of the ES.</u>	
<u>3.18.2</u>	<u>[RR-2365]</u>	<u>Assessment on Impact on the WHS</u> <u>51.-52.</u> <u>Longbarrow Roundabout and Green Bridge No. 4</u> <u>53. 54.</u>	<u>Overall the Scheme is assessed as having a slight beneficial effect on the setting of the OUV of the WHS. Whilst, this overall conclusion is not necessarily disagreed with, the Council thinks more could be done to mitigate the adverse impacts of the dual carriageway in cutting on the setting of asset groups in the western part of the WHS, especially on the Winterbourne Stoke and Diamond Group (see paragraphs 53 to 54 within Wiltshire Council's relevant representation.</u> <u>Adverse impacts to setting of some of the asset groups are indicated, particularly the Western edge of the WHS where the Western Portal and deep cutting are. From the summary of anticipated impacts in Table 1, the Council is especially concerned with the potential slight adverse impact on Asset Group (AG) 13, the Diamond Group. WCAS are also concerned about the adverse impact on AG 12, the Winterbourne Stoke Group, and</u>	<u>Highways England met with WCAS on 12 December 2018 to discuss the Statement of Common Ground, review the photomontages and CGIs that were submitted with the ES Chapter 6, Appendix 6.9 [APP-218] and to explain the views in more detail, in order to try to alleviate Wiltshire Council's concerns and correct any misunderstandings. On 31 July 2019 Highways England met with WCAS to review further drawings prepared to assist understanding; drawings showing the zone of theoretical visibility of both the road surface and of HGVs before and after the construction of the Scheme. These demonstrated the significant reduction in the visibility of vehicles once the Scheme is in operation and the limited range of viewpoints from which vehicles would remain</u>	<u>Under Discussion</u>

			<p><u>AG 19, Normanton Down. These groups have highly significant Neolithic long barrows, all of which display attributes of OUV. The impact of the Scheme on the Winterbourne Stoke Group is shown as being moderate beneficial. Our view is that this should be assessed as slight adverse as in the Diamond Group. This is supported by our interpretation of the relevant photo montages and figures in the Landscape Chapter.</u></p> <p><u>Whilst the proposed green bridge (150m in width) east of the current Longbarrow junction and its proposed location does afford some mitigation, the Council has concerns that it is not sufficient to mitigate potential adverse visual impacts caused by the cutting on key monument groups with attributes of OUV, most notably the Winterbourne Stoke, Diamond Group and Normanton Down Group. We would encourage Highways England to explore further design options to help minimise the adverse impact or extend the tunnel. The Council believes that</u></p>	<p><u>visible.</u></p> <p><u>Highways England has designed a scheme that removes the surface A303, and the accompanying sight and sound of traffic on it, from a large proportion of the WHS enabling beneficial change to the setting of many monuments and asset groups that contribute to the OUV of the WHS, particularly within the central part of the WHS surrounding Stonehenge. The Scheme has been sensitively designed with the use of a 2 mile long tunnel with canopies helping to reduce the sight of portals, retained deep road cuttings, essential chalk grassland mitigation to enable landscape integration and a 150m long Green Bridge No. 4 to enable visual and physical landscape connectivity and public access.</u></p> <p><u>The Scheme is assessed to have a Slight Beneficial effect on the OUV of the WHS as a whole. This takes into account that of the seven attributes of OUV</u></p>	
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			<p><u>extending the tunnel (either bored or cut and cover) within the WHS boundary could further minimise impact on the OUV. Section 3.3.61 of the EIA outlines alternative options that were explored and dismissed, including extending the tunnel which is stated as being dismissed on cost grounds but does not give any figures. WCAS do not find this section detailed enough to satisfy concerns, given the adverse impact to the western part of the WHS identified in the HIA and EIA.</u></p> <p><u>Plans and views that show where the proposed western cutting can be seen from in relation to the landscape between the Winterbourne Stoke, Normanton Down and Diamond Barrow groups were requested at the meeting on 28<sup>th</sup> March. It would be especially useful to have view points shown looking westwards from the Wilsford G1 barrow location and looking north west towards the Winterbourne Stoke Group. It would also be useful to have a view from the most northerly barrow of the Normanton Down</u></p>	<p><u>for the WHS, whilst the Scheme will have a slight adverse effect on two of those attributes, it will have a beneficial effect on the remaining five (being a slight beneficial effect on 3 of the attributes, a large beneficial effect on one, and a very large beneficial effect on one). This conclusion also takes into account that the Scheme will have a slight beneficial effect on the authenticity and integrity of the WHS. Overall, the OUV of the WHS would be sustained. With reference to AG12 Winterbourne Stoke Crossroads Barrows, Highways England disagree with Wiltshire Council's conclusion that the impacts from the Scheme on this asset group should be assessed as slight adverse as both the A303 and the A360, including the existing Longbarrow Roundabout, will be removed from immediately adjacent to the asset group. The A303 will move 150m to the south and be built in cutting to</u></p>	
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			<p><u>Group towards the Winterbourne Stoke Group, as well as view from the Diamond Group Long Barrows looking north to the Winterbourne Stoke Group. The aim of this is to help us understand the impact of the cutting on people traversing the landscape between these barrow groups, or viewing one from another.</u></p> <p><u>We have now seen the additional viewshed information requested. Whilst this indicates that the visual impact of the proposed portal and road in cutting is less adverse than we anticipated on the Winterbourne Stoke Group (AG12) we remain concerned about the impact on the Diamond Group (AG13) and especially the northern part of the Normanton Down Group (AG19). There is a very prominent and highly significant barrow at the northern tip of this Group, known as the Sun Barrow, which is going to be significantly adversely impacted. Whilst we acknowledge that compared to the existing situation, the proposed scheme is effective in removing a substantial amount of traffic</u></p>	<p><u>remove the sight and sound of traffic from immediately adjacent to the asset group. The benefits of this are clearly demonstrated by the photomontages and CGIs presented in the ES Chapter 6, Appendix 6.9 [APP-218] (Figure 4, Figure 5 and Figure 7). The scheme design removes traffic and severance from within the asset group by realigning the A360 and Longbarrow junction further to the west.</u></p> <p><u>With regards to AG13 Diamond Group, the A360 currently bisects the group and the A303 additionally severs the group from AG12 Winterbourne Stoke Crossroads Barrows to the north. The Scheme design removes traffic and severance from within the asset group by realigning the A360 and Longbarrow junction further to the west. Green Bridge No. 4 maintains visual and physical landscape connectivity with AG12 Winterbourne Stoke Crossroads Barrows to the</u></p>	
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			<p><u>impact from this part off the WHS, we remain concerned that the mitigation currently provided does not go far enough to reduce the negative impact of the new infrastructure on the setting of these internationally important barrow groups.</u></p>	<p><u>north and access between the two groups via new NMU routes, and this combined with the essential chalk grassland mitigation, improves the visitor's ability to appreciate the setting, in the context of reduced views and sounds of traffic. Regarding AG19 Normanton Down Barrows, the scheme would remove the existing A303 surface road to the north of the asset group, which severs its relationship with Stonehenge as well as many other asset groups to the north of the A303, including AG12 Winterbourne Stoke Crossroads Barrows. The scheme would do much to improve the setting of the AG19 Normanton Down Barrows, their general sense of place, and the visitor's ability to appreciate them within a seamless landscape, noting that long distance views from the northern end of the asset group will include minor intrusion from the western approach cutting and Green</u></p>	
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				<p><u>Bridge No. 4. Amongst other benefits of the restored setting of AG19 Normanton Down Barrows would be the enhanced access, enabling an uninterrupted traverse between Stonehenge and the Normanton Down Barrows along Byways 11 and 12. The removal of the visual and audible impacts of traffic would be beneficial to the setting of the asset group as a whole. Views from numerous individual monuments within the asset group would be improved, and compromised sightlines restored. These include key views, including those between the Sun Barrow and Stonehenge, and between Stonehenge and the core of the Normanton Down asset group. From the core of the group, views of traffic would not be available, while traffic noise would be inaudible. Highways England disagree with Wiltshire Council's stance regarding the design development of the proposed green bridge.</u></p>	
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				<p><u>Green Bridge No. 4 maintains visual and physical landscape connectivity with AG12 Winterbourne Stoke Crossroads Barrows to the north and access between the two groups via new NMU routes, and this combined with the essential chalk grassland mitigation, improves the visitor's ability to appreciate the setting, in the context of reduced views and sounds of traffic.</u></p> <p><u>Response to ExA question 1.29 addresses the matter of the length of the tunnel and explains the range of factors that were taken into consideration. The location and design of the tunnel portals have been optimised in terms of the natural topography of the area, impact within the WHS and the extent of benefit that will be secured by one of the key aims of the scheme which is to remove the sight and sound of the A303 traffic from much of the WHS landscape. There is no evidence that the additional</u></p>	
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				<u>investment required to extend the tunnel length would deliver meaningful additional benefits to the WHS that would justify the additional cost. The response considers; traffic and operation, construction and civil engineering, heritage and environmental issues.</u>	
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### 3.19 Matters Agreed in relation to Landscape and Visual Effects.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.19.1	RoE Ref: LV2	The extent of the study, landscape and visual receptors, and locations for photomontages have been identified, discussed and agreed between applicant and stakeholder at meeting on 27 February 2018	Landscape Officer and Conservation Officer confirmed LVIA scope and viewpoints and locations for photomontages	Confirmed via email dated 06/03/2018. Additional detail to LVIA methodology agreed 30/04/2018	Agreed
3.19.2	RoE Ref: LV3	The following is considered as relevant Planning Policy Context: National Networks National Policy Statement (NNNPS): January 2015, sections 5.84, 5.85, 5.89, 5.144-147, 5.150, 5.156 and 5.158-161; National Planning Policy Framework (NPPF), July 2018, sections 12 (Achieving well-designed places) and Section 16 (Conserving and enhancing the natural environment) Wiltshire Council Core Strategy Development Plan Document, Adopted January 2015, Policies 51-52 and 57-59; and Saved policies of the Salisbury District Local Plan 2011 adopted in 2003, Saved Policy C6.	Additional policy documents added during meeting of 05/07/18 The Stonehenge, Avebury and Associated Sites World Heritage Site Management Plan, 2015 Salisbury District Settlement Setting Assessment, February 2008, section 4.0 The Setting of Amesbury, Bulford and Durrington Amesbury Conservation Area Appraisal and Management Plan, September 2008	Relevant legislation and policy set out in ES Section 7.2 [APP-045].	Agreed
3.19.3	RoE Ref: LV1	The overall methodology adopted to undertake the Landscape Visual Impact Assessment accords with	Wiltshire Council officers and Highways England have agreed the scope of the LVIA 27/02/2018	Confirmation of methodology is provided within ES Section 7.3 [APP-045].	Agreed

		<p>guidance and advice set out in the following documents:</p> <p>National Networks National Policy Statement (NNPS): January 2015</p> <p>Interim Advice Note 135/10</p> <p>Landscape and Visual Effects Assessment, Highways England, November 2010</p> <p>Guidelines for Landscape and Visual Impact Assessment 3<sup>rd</sup> Edition (GLVIA3), Landscape Institute and the Institute for Environmental Management and Assessment, 2013</p>			
3.19.4	RoE Ref: G1	<p>Information / Activities Required in Advance of DCO Application: Surveys / Further Assessment Required to be Completed: App 1A.</p> <p>6.</p>	<p>Council officers have identified the need for the following survey / further assessment work to be undertaken and urge HE to complete this as soon as possible.</p> <p>c) Acoustic modelling for the acoustic / screen bunds and acoustic barriers.</p> <p>d) Assessment of The Nile Clump trees affected by the proposals and if necessary proposals for their replanting in an alternative position.</p>	<p>c) The complete EIA has been informed by acoustic modelling. Reference Chapter 9 of the ES [APP-047].</p> <p>d) Assessment of the Nile Clumps has been included within the LVIA and Arboricultural Assessment, set out in ES Section 7.7 [APP-045] and Appendix 7.10 [APP-230], respectively.</p> <p>The Outline Environmental Management Plan [<del>APP-147</del>REP6-011] (compliance with which is secured through paragraph 4 of Schedule 2 to the draft DCO) [REP6-005] at item D-LAN3, provides that there must be no direct impact to the Nile Clumps. Item MW-</p>	Agreed

				LAN3 requires the development of an arboricultural mitigation strategy by the Contractor to prevent direct impacts.	
3.19.5	-	Information / Activities Required in Advance of DCO Application: Scheme Impacts:	Landscape g) Cut and fill calculations should be provided to give confidence that there will be neither a shortfall nor a surplus of material to achieve the design proposal, either of which could have an impact on landscape, visual and ecological effects.	g) This information will be set out within the Soils Management Strategy, which will be prepared as part of a CEMP by the Contractor in consultation with Wiltshire Council (as required by OEMP [APP-187REP6-011] ref MW-GEO3 compliance with which is secured through paragraph 4 of Schedule 2 to the draft DCO <del>)).</del> [REP6-005]), prior to the commencement of main works. Volumes provided in Highways England Note (8th October 2018)	Agreed
3.19.6	[RR-2365]	VII. Ecology and Landscape Considerations 117	It is imperative that sufficient good working practices and forward mitigation are in place for all preliminary works. There are potential issues around contamination, utilities diversion and minor highways works that should be specifically covered within the OEMP to prevent ecological impacts	The OEMP [APP-187] is secured through paragraph 4 of Schedule 2 of the draft Development Consent Order [APP-020REP6-005] and is the basis from which detailed, works-specific, CEMPs will be prepared by the relevant contractors. Preliminary works include utilities works, site investigation and remediation, some highways works and ecological mitigation works. The OEMP sets out the	Agreed

				appropriate actions and commitments with respect to the preliminary works in Table 3.2a. Each of the Preliminary Works contractors will be required to develop a detailed CEMP that covers the scope of their works. For the habitats work and site clearance, this will include precautionary methods of works (PMoWs) to be adopted in order to avoid and mitigate for any negative impacts on ecological receptors during works undertaken. Specific method statements will be produced, where appropriate, to inform the specific proposed ecological mitigation works.	
<u>3.19.7</u>	<u>RoE Ref: G1</u>	<u>Documentation to Accompany DCO Application: App 1A. 8.</u>	<u>e) A Soil Handling Strategy, which is prepared in accordance with current best practice, for the handling and placement of soils at Parsonage Down east and the restoration of chalk grassland habitat.</u>	<u>Soil Handling Strategy will be prepared by the Contractor pursuant to the OEMP [REP6-011] (item MW-GEO7), in consultation with Wiltshire Council, prior to the commencement of main works. Compliance with the OEMP is secured through DCO Requirement 4 (Schedule 2 of [REP6-005]) provides for this).</u>	<u>Agreed</u>
<u>3.19.8</u>	<u>RoE Ref: G1</u>	<u>Documentation to Accompany DCO Application:</u>	<u>g) A holistic Landscape and Ecological Management Plan, which detail the maintenance and</u>	<u>Outline landscape and ecology management plan (OLEMP) submitted with DCO</u>	<u>Agreed</u>

		<u>App 1A. 8.</u>	<u>management of HE 'soft' estate for the road in the short, medium and long term to ensure the success and viability of newly created habitats / landscape mitigation.</u>	<u>application as ES Appendix 8.26 [APP-267]. A full and detailed Scheme-wide LEMP will be prepared in accordance with the OEMP [REP6-011] reference MW-LAN1. The OEMP is secured through DCO Requirement 4 (Schedule 2 of [REP6-005]) provides for this. In addition Highways England will be required to obtain the Secretary of State's approval, following consultation with Wiltshire Council, of a landscaping scheme that must be based on the mitigation measures included in the environmental statement (including hard and soft landscaping works and the measures set out in the OLEMP referred to above), in accordance with requirement 8 of the draft DCO [REP6-005].</u>	
<u>3.19.9</u>	<u>[RR-2365]</u>	<u>VII. Ecology and Landscape Considerations 118</u>	<u>Further consideration is required to better understand the temporary adverse impacts (construction phase) and the residual effects upon visual amenity at either end of the tunnel, especially the Till Viaduct and Countess flyover</u>	<u>The impacts and effects of the Scheme have been considered by Wiltshire and no further engagement is required on this matter between Wiltshire and Highways England.</u>	<u>Agreed</u>
<u>3.19.10</u>	<u>RoE Ref: G1</u>	<u>8. Ecology and Landscape</u>	<u>The retaining wall design does</u>	<u>Appropriate fencing in the</u>	

		<u>Considerations – Cutting on the Western Approach to the Tunnel 152.</u>	<u>give rise to a dramatic fall and there is no mention of safety rails or fencing. This has landscape (visual) implications</u>	<u>WHS will be considered at detailed design stage. The OEMP, [REP6-011] at reference D-CH14 requires the provision of fencing within the WHS to be developed in consultation with the National Trust, Historic England, English Heritage and Wiltshire Council.</u>	<u>Agreed</u>
<u>3.19.11</u>	<u>RoE Ref: G1</u>	<u>Public Protection: Light Nuisance App. 1B. 22.</u>	<u>A Construction Environmental Management Plan is to be submitted to and agreed by the Local Authority prior to the commencement of the construction phase to identify measures to mitigate light nuisance from artificial lighting used as part of the construction phase.</u> <u>All artificial lighting shall be so sited as not to cause light intrusion or nuisance to residential dwellings in the area adjacent to the scheme.</u>  <u>The Council has received confirmation from Highways England that the amendments it seeks to the OEMP submitted by Highways England at Deadline 3, specifically the addition of a PW requirement to provide similar safeguards for preliminary works</u>	<u>Full and detailed CEMP(s) will be prepared for each phase of the main works, in consultation with Wiltshire Council, prior to the commencement of that phase.</u> <u>This will include information as to lighting, which must be in accordance with the provisions of item MW-G29 of the OEMP, which set out that lighting should also be designed, positioned and directed so as not to unnecessarily intrude on adjacent buildings, ecological receptors, structures used by protected species and other land uses to prevent unnecessary disturbance, interference with local residents, or passing motorists. Compliance with the OEMP is secured through paragraph 4 of Schedule 2 to the draft DCO.</u>	<u>Agreed</u>

			<p><u>as those secured by MW-G29 for the main works, will be incorporated into the next draft, therefore this item can now be agreed.</u></p>	<p><u>At Deadline 4 the OEMP was updated to include a new requirement PW-G6 which reflects MW-G29, requiring the preliminary works contractor to define within the CEMP the proposed approach to site lighting around construction compounds and elsewhere along the route alignment, giving consideration to the WHS context and other environmental constraints. The provision also requires that the lighting shall:</u></p> <p><u>(a) be at the minimum luminosity necessary and use low energy consumption fittings and should avoid light spillage; and</u></p> <p><u>(b) be designed, positioned and directed so as not to unnecessarily intrude on adjacent buildings, ecological receptors, structures used by protected species and other land uses to prevent unnecessary disturbance, interference with local residents, or passing motorists on nearby roads.</u></p>	
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### 3.20 Matters Under Discussion in relation to Landscape and Visual Effects.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.20.1	RoE Ref: G1	Documentation to Accompany DCO Application: App 1A. &	e) A Soil Handling Strategy, which is prepared in accordance with current best practice, for the handling and placement of soils at Parsonage Down east and the restoration of chalk grassland habitat.	Soil Handling Strategy will be prepared by the Contractor pursuant to the OEMP (item MW-GEO7), in consultation with Wiltshire Council, prior to the commencement of main works. Compliance with the OEMP is secured through DCO Requirement 4 (Schedule 2 of [APP-020]) provides for this.	Under Discussion
3.20.2	RoE Ref: G1	Documentation to Accompany DCO Application: App 1A. &	g) A holistic Landscape and Ecological Management Plan, which detail the maintenance and management of HE 'soft' estate for the road in the short, medium and long term to ensure the success and viability of newly created habitats / landscape mitigation.	Outline landscape and ecology management plan (OLEMP) submitted with DCO application as ES Appendix 8.26 [APP-267]. A full and detailed Scheme-wide LEMP will be prepared in accordance with the OEMP [APP-187] reference MW-LAN1. The OEMP is secured through DCO Requirement 4 (Schedule 2 of [APP-020]) provides for this. In addition Highways England will be required to obtain the Secretary of State's approval, following consultation with Wiltshire Council, of a landscaping scheme that must	Under Discussion

				be based on the mitigation measures included in the environmental statement (including hard and soft landscaping works and the measures set out in the OLEMP referred to above), in accordance with requirement 8 of the draft DCO [APP-020].	
3.20.3	RoE Ref: G1	8. Ecology and Landscape Considerations — Cutting on the Western Approach to the Tunnel 152.	The retaining wall design does give rise to a dramatic fall and there is no mention of safety rails or fencing. This has landscape (visual) implications	Appropriate fencing in the WHS will be considered at detailed design stage. The OEMP, [APP-187] at reference D-CH14 requires the provision of fencing within the WHS to be developed in consultation with the National Trust, Historic England, English Heritage and Wiltshire Council.	Under Discussion
3.20.4	RoE Ref: G1	7. Public Health and Public Protection Considerations — Light Nuisance — Potential Impacts 130.	Potential impacts include: <ul style="list-style-type: none"> <li>Impact of artificial lighting (for working and security) during the construction phase</li> <li>Lighting associated with the Countess Roundabout flyover</li> </ul>	The Countess Roundabout flyover is not being lit. The existing lighting will be replaced and therefore a potential beneficial change from more efficient lighting and reduced light spillage (see item D-CH12 of the OEMP). The temporary lighting during construction has been considered within the LVIA, as per the above comment (3.19.6). Measures to control and reduce the impacts of artificial	Under Discussion

				lighting have been included in the OEMP [APP-187], at references D-CH9, D-CH10, D-CH11, as well as item D-CH12 mentioned above, compliance with which is secured by requirement 4 of Schedule 2 to the draft DCO [APP-020]	
3.20.5	[RR-2365]	VII. Ecology and Landscape Considerations 418	Further consideration is required to better understand the temporary adverse impacts (construction phase) and the residual effects upon visual amenity at either end of the tunnel, especially the Till Viaduct and Countess flyover	Highways England will continue to engage with Wiltshire Council, as required, to assist in their understanding and consideration of the temporary adverse impacts (construction phase) and the residual effects upon visual amenity at either end of the tunnel, which are already considered and reported in the Environmental Statement.	Under Discussion
3.20.6	RoE Ref: G1	Public Protection: Light Nuisance App. 1B. 22.	A Construction Environmental Management Plan is to be submitted to and agreed by the Local Authority prior to the commencement of the construction phase to identify measures to mitigate light nuisance from artificial lighting used as part of the construction phase. All artificial lighting shall be so sited as not to cause light intrusion or nuisance to residential	Full and detailed CEMP(s) will be prepared for each phase of the main works, in consultation with Wiltshire Council, prior to the commencement of that phase. This will include information as to lighting, which must be in accordance with the provisions of item MW-G29 of the OEMP, which set out that lighting should also be designed, positioned and directed so as	Under Discussion (see 3.26.2)

			<p>dwelling in the area adjacent to the scheme.</p>	<p>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. Compliance with the OEMP is secured through paragraph 4 of Schedule 2 to the draft DCO.</p>	
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### 3.20.1 There are no matters under discussion in relation to landscape and visual effects.

## 3.21 Matters Not Agreed in relation to Landscape and Visual Effects.

3.21.1 No matters Not Agreed at the present time

## 3.22 Matters Agreed in relation to Biodiversity.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.22.1	[RR-2365] RoE Ref: Bio1 & Bio2	Ecological survey methodology scope and 2018 update surveys.	Wiltshire Council has agreed that the scope and level of focus of the survey is suitable to inform the EIA. The update 2018 surveys are considered suitable to full fill the identified gaps within the baseline.	NA	Agreed
3.22.2	-	Scoping Opinion / PIER response	Scoping opinion response from Wiltshire Council contained	Comments associated with the Scoping Opinion / PIER report	Agreed

			various comments associated with biodiversity.	have been fully addressed within the ES.	
3.22.3	RoE Ref: Bio2	No.4 Ecological baseline assessment.	The baseline assessment presented within the Environmental Statement is suitable and appropriate.	NA	Agreed
3.22.4	RoE Ref: Bio2	No.8 Landscape scale mitigation.	Wiltshire Council considers the scheme provides east-west connectivity as well as maintaining the important north- south connectivity in the form of green bridges and the A303 tunnels. The green bridges and vegetated tunnel are considered to be of a suitable size to provide meaningful mitigation.	NA	Agreed
3.22.5	RoE Ref: Bio2	No.8 East of Parsonage Down chalk grassland.	Wiltshire Council is concerned about the grassland creation in East of Parsonage Down and would like to know the risk / likelihood of the grassland creation being scaled back. Should this grassland creation area not be completed, it will significantly reduce the habitat creation that can be claimed as part of the Scheme and how the Scheme achieves the aims of biodiversity net gain.	Highways England will be required to obtain the Secretary of State's approval, following consultation with Wiltshire Council, of a landscaping scheme that must be based on the mitigation measures included in the environmental statement, in accordance with requirement 8 of the draft DCO [ <del>APP-020</del> REP6-005]. This includes the measures set out in the Outline Landscaping and Ecology Management Plan [APP-267] that deal with the creation of the habitat at the land East of Parsonage Down.	Agreed

3.22.6	RoE Ref: Bio2	No.7 Species mitigation.	The approach to mitigation is suitable and appropriate. Wiltshire Council is pleased that bat roosting measures have been incorporated into the scheme.	Not Applicable	Agreed
3.22.7	RoE Ref: Bio2	No.6 Update surveys required to inform licensing.	Wiltshire Council is in agreement with the scope of the update surveys required. Wiltshire Council confirmed that further dormouse ( <i>Muscardinus avellanarius</i> ) surveys are scoped out, as they are likely to remain absent from the fragmented landscape.	Not Applicable	Agreed
3.22.8	RoE Ref: Bio2	No.9 Post-construction monitoring	Wiltshire Council have confirmed agreement with the scope of the construction and post-construction phase ecological monitoring surveys that have been identified.	Not Applicable	Agreed
3.22.9	RoE Ref: Bio2	No.9 Stone curlew monitoring surveys	Wiltshire Council have confirmed that stone curlew breeding plot monitoring will continue under the Wiltshire Council Community Infrastructure Levy (CIL) agreement (whereby contributions are to be provided by housing development in the area), which will continue until 2031.	It is noted that RSPB will continue to collect the data <u>on</u> which <del>will the success of the</del> <u>management and ultimately the CIL payments are based.</u> <u>The data collected could double as monitoring data for the A303 Scheme in relation to the HRA process, if HE enter into a data sharing agreement with the RSPB. Doubling the use of the data in this way will avoid the need for additional monitoring and data collection, which could result in additional disturbance for the birds.</u>	Agreed

3.22.10	[RR-2365]	117 Preliminary Works	<p>Wiltshire Council has concerns surrounding the Preliminary Works and what they might include. It is imperative that sufficient good working practices and forward mitigation are in place for all preliminary works. The Outline Environmental Management Plan (OEMP) must be robust enough to enable the preliminary works, e.g. habitat works and site clearance, to be carried out sensitively. There are potential issues around contamination, utilities diversion and minor highways works that should be specifically covered to ensure the prevention of ecological impacts. The Council is concerned that all of the preliminary works included do have the potential to cause ecological impact but they appear to be covered only very broadly or not at all by the OEMP.</p>	<p>The OEMP [<del>APP-187</del>REP6-011] is secured through paragraph 4 of Schedule 2 of the draft Development Consent Order [<del>APP-020</del>REP6-005] and is the basis from which detailed, works-specific, CEMPs will be prepared by the relevant contractors. Highways England considers the OEMP provides sufficient detail at paragraphs 1.2.5 and 1.2.6 and Table 1.1 (with reference to specific numbered works in Schedule 1 of the DCO, works plans and engineering section drawings) as to what the preliminary works entail. Preliminary works include utilities works, site investigation and remediation, some highways works and ecological mitigation works. The OEMP sets out the appropriate actions and commitments with respect to the preliminary works in Table 3.2a. Each of the Preliminary Works contractors will be required to develop a detailed CEMP that covers the scope of their works. For the habitats work and site clearance, this will include precautionary</p>	Agreed
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				methods of works (PMoWs) to be adopted in order to avoid and mitigate for any negative impacts on ecological receptors during works undertaken. Specific method statements will be produced, where appropriate, to inform the specific proposed ecological mitigation works.	
3.22.11	RoE Ref: Bio2	No.9 Public response during construction	Concern has been raised with regards to the process of complaints / comments will be dealt with from the public during construction and the preliminary works.	Community liaison provisions are included in the OEMP (see for example MW-G31, MW-G32). In addition the Construction Environmental Management Plan will be developed in consultation with Wiltshire Council [ref. MW-G7]. As such, during the development of this document, the Applicant will seek to engage with Wiltshire Council in respect of any concerns, including relating to the complaints process generally as necessary.	Agreed
<u>3.22.12</u>	<u>RoE Ref: Bio2</u>	<u>No.5 Habitat Regulations Assessment / Appropriate Assessment.</u>	<u>Wiltshire Council confirms the approach is suitable and appropriate.</u>	<u>Not applicable</u>	<u>Agreed</u>

### 3.23 Matters Under Discussion in relation to Biodiversity.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.23.1	RoE Ref: Bio2	No.5 Habitat Regulations Assessment / Appropriate Assessment.	Wiltshire Council confirms the approach is suitable and appropriate.	Highways England has submitted a Technical Note which provides explanation and signposting's relevant to both the habitat Regulations Screening Assessment and Appropriate Assessment. Matter currently awaiting further comment from Wiltshire Council.	Under Discussion

3.23.1 There are no matters under discussion in relation to biodiversity.

### 3.24 Matters Not Agreed in relation to Biodiversity.

3.24.1 No matters Not Agreed at the present time.

### 3.25 Matters Agreed in relation to Contaminated Land and other Public Protection topics.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.25.1	[RR-2365]	VI. Public Protection Considerations Lighting 111.	Wiltshire Council considers the lighting proposal detailed within MW-G29 of table 3.2b of the OEMP [APP-187] to be satisfactory.	Highways England welcome Wiltshire Council's comments.	Agreed
<u>3.25.2</u>	<u>[RR-2365]</u>	<u>VI. Public Protection Considerations</u> <u>General</u> <u>82.</u> <u>Land contamination</u>	<u>Further details required of the measures to divert the Esso pipeline and environmental protection during this process.</u>	<u>The proposals for the Esso pipeline are set out in Chapter 2 of the ES [APP-040] at paragraphs 2.4.40 - 2.4.41 and shown indicatively on Figure 2.7 [APP-061]. Whilst the Outline Environmental Management Plan (OEMP) [REP6-011] does not specifically mention the Esso Pipeline, it is addressed through this document. There are two REAC tables: 3.2a for preliminary works and 3.2b for main works. The diversion of the Esso pipeline falls within the preliminary works being the diversion and laying of underground apparatus (see paragraph 1.2.6 of the OEMP). As such, all Esso pipeline works would be undertaken in accordance with the relevant measures</u>	<u>Agreed</u>

				<p><u>contained in REAC table 3.2a, which deals with public protection measures such as air quality, noise and drainage. Compliance with the OEMP is secured through paragraph 4 of Schedule 2 of the draft Development Consent Order (DCO) [REP6-005].</u></p>	
<u>3.25.3</u>	<u>[APP-187]</u>	<p><u>Flood lighting</u>  <u>Potential detriment to amenity during construction phase</u>  <u>DCO Requirement</u></p>	<p><u>Prior to the installation of the any floodlighting scheme for depot areas, full details shall be submitted to and approved in writing by the Local Authority, details to be provided shall be:</u>  <u>Light into neighbouring residential windows generated from the floodlights shall not exceed 5 Ev (lux) (vertical illuminance in lux) without the express consent of the local authority.</u>  <u>Each floodlight must be aligned to ensure that the upper limit of the main beam does not exceed 70 degrees from its downward vertical.</u>  <u>The floodlighting shall designed and operated to have full horizontal cut-off and such that the Upward</u>  <u>Waste Light Ratio does not exceed 2.5%.</u></p>	<p><u>Highways England consider that this matter is adequately addressed in existing DCO Requirements.</u>  <u>Item MW-G29 of the OEMP provides a number of requirements for site lighting, including the avoidance of disturbance of nearby residents.</u>  <u>These will be reflected in the CEMP which must be prepared in accordance with the OEMP (as per item MW-G5 of the OEMP) including consultation with Wiltshire Council in its development. Compliance with the OEMP is secured pursuant to paragraph 4 of Schedule 2 of the DCO [REP6-005].</u></p>	<u>Agreed</u>

			<p><u>The submitted scheme shall include an isolux diagram showing the predicted illuminance in the vertical plane (in lux) at critical locations on the boundary of the site and at adjacent properties. The approved scheme shall be implemented prior to first use of the lighting and be permanently maintained in that state thereafter. Reason: In the interests of prevention of pollution and protection of residential amenity.</u></p>		
<u>3.25.4</u>	<u>[APP-187]</u>	<p><u>Land contamination/ Private drinking water supplies</u>  <u>Outline environmental Management Plan (OEMP)</u>  <u>3.2b General provisions</u>  <u>MW-GEO2</u></p>	<p><u>Add "inform Wiltshire Council in case of groundwater contamination"</u></p>	<p><u>The updated OEMP submitted at Deadline 6 [REP6-005] includes the following amendment to text at item MW-GEO2: "inform Wiltshire Council in case of groundwater contamination".</u></p>	<u>Agreed</u>
<u>3.25.5</u>	<u>[APP-187]</u>	<p><u>Outline environmental Management Plan (OEMP)</u>  <u>3.2b General provisions</u>  <u>MW-WAT7</u></p>	<p><u>Consultation should be with Wiltshire Council as concrete batching is LA permitted process unless exempted</u></p>	<p><u>Highway England's contractor will apply for the permit in due course when sufficient detail to satisfy the requirements of the permitting regime are available.</u>  <u>The updated OEMP submitted at Deadline 6 includes the following amendment to text at item MW-WAT7 of table 3.2b: "consultation should be with Wiltshire Council as concrete batching is a Local</u></p>	<u>Agreed</u>

				<u>Authority permitted process unless exempted".</u>	
<u>3.25.6</u>	<u>[RR-2365]</u>	<u>VI. Public Protection Considerations</u> <u>Land Contamination115.</u>	<u>Wiltshire Council &amp; Environment Agency to be notified of discovery of Unforeseen land contamination and to agree in writing remediation / mitigation plan.</u>	<u>In the OEMP [REP6-005], item PW-GEO2 states that in the event that contaminated land, including groundwater, is found at any time, which was not previously identified in the environmental statement, Requirement 7 of the DCO is applicable and preliminary works contractor (all) shall follow those provisions, which require the contamination to be reported as soon as reasonably practicable to the planning authority (i.e. Wiltshire Council) and the Environment Agency and the undertaker must complete a risk assessment in consultation with the planning authority and the Environment Agency and pass a copy of the risk assessment to the planning authority and the EA as soon as reasonably practicable after its completion".</u>	<u>Agreed</u>
<u>3.25.7</u>	<u>[APP-277]</u>	<u>Land contamination</u> <u>Non-Significant effects</u> <u>Table 10.1</u>	<u>Wiltshire Council &amp; Environment Agency to receive reports on further ground investigation works, together with any mitigation proposals (in writing</u>	<u>Requirement 7 (Contaminated land and groundwater) under Schedule 2 of the DCO [REP6-005] sets out in instances where remediation of contaminated land is</u>	<u>Agreed</u>

			<u>prior to mitigation being undertaken)</u>	<u>necessary, remedial measures are to be developed in consultation with Wiltshire Council.</u> <u>Highways England will provide Wiltshire Council with copies of reports and mitigation prior to implementing the related section of works.</u>	
<u>3.25.8</u>	<u>RoE Ref: G1</u>	<u>7. Public Health and Public Protection Considerations - Light Nuisance - Potential Impacts 130.</u>	<u>Potential impacts include: Impact of artificial lighting (for working and security) during the construction phase</u>	<u>The temporary lighting during construction has been considered within the LVIA. Measures to control and reduce the impacts of artificial lighting have been included in the OEMP at PW-G6 and MW-G29. The OEMP states that lighting is to be at the minimum luminosity necessary, use low energy consumption fittings and should avoid light spillage. Lighting is also to be designed, positioned and directed so as not to unnecessarily intrude on adjacent buildings, ecological receptors, structures used by protected species and other land uses to prevent unnecessary disturbance, interference with local residents, or passing motorists on nearby roads.</u>	<u>Agreed</u>

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### 3.26 Matters Under Discussion in relation to Contaminated Land and other Public Protection topics.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.26.1	[RR-2365]	VI. Public Protection Considerations General 82. Land contamination	Further details required of the measures to divert the Esso pipeline and environmental protection during this process.	The proposals for the Esso pipeline are set out in Chapter 2 of the ES [APP-040] at paragraphs 2.4.40 - 2.4.41 and shown indicatively on Figure 2.7 [APP-061]. Whilst the Outline Environmental Management Plan (OEMP) [APP-187] does not specifically mention the Esso Pipeline, it is addressed through this document. There are two REAC tables: 3.2a for preliminary works and 3.2b for main works. The diversion of the Esso pipeline falls within the preliminary works being the diversion and laying of underground apparatus (see paragraph 1.2.6 of the OEMP). As such, all Esso pipeline works would be undertaken in accordance with the relevant measures contained in REAC table 3.2a, which deals with public	Under Discussion

				protection measures such as air quality, noise and drainage. Compliance with the OEMP is secured through paragraph 4 of Schedule 2 of the draft Development Consent Order (DCO) [APP-020].	
3.26.2	[APP-187]	Flood lighting Potential detriment to amenity during construction phase DCO Requirement	<p>Prior to the installation of the any floodlighting scheme for depot areas, full details shall be submitted to and approved in writing by the Local Authority, details to be provided shall be:</p> <p>Light into neighbouring residential windows generated from the floodlights shall not exceed 5 Ev (lux) (vertical illuminance in lux) without the express consent of the local authority.</p> <p>Each floodlight must be aligned to ensure that the upper limit of the main beam does not exceed 70 degrees from its downward vertical.</p> <p>The floodlighting shall designed and operated to have full horizontal cut-off and such that the Upward</p> <p>Waste Light Ratio does not exceed 2.5%.</p> <p>The submitted scheme shall include an isolux diagram showing the predicted illuminance in the</p>	<p>Highways England consider that this matter is adequately addressed in existing DCO Requirements.</p> <p>Item MW-G29 of the OEMP provides a number of requirements for site lighting, including the avoidance of disturbance of nearby residents.</p> <p>These will be reflected in the CEMP which must be prepared in accordance with the OEMP (as per item MW-G5 of the OEMP). Compliance with the OEMP is secured pursuant to paragraph 4 of Schedule 2 of the DCO [APP-020].</p>	Under Discussion

			<del>vertical plane (in-lux) at critical locations on the boundary of the site and at adjacent properties. The approved scheme shall be implemented prior to first use of the lighting and be permanently maintained in that state thereafter. Reason: In the interests of prevention of pollution and protection of residential amenity.</del>		
3.26.3	[APP-187]	<del>Land contamination/ Private drinking water supplies Outline environmental Management Plan (OEMP) 3.2b General provisions MW-GEO2</del>	<del>Add "inform Wiltshire Council in case of groundwater contamination"</del>	<del>This matter is subject to further discussion between the parties.</del>	<del>Under Discussion</del>
3.26.4	[APP-187]	<del>Outline environmental Management Plan (OEMP) 3.2b General provisions MW-WAT7</del>	<del>Consultation should be with Wiltshire Council as concrete batching is LA permitted process unless exempted</del>	<del>It is agreed that Wiltshire Council should be consulted. Highway England's contractor will apply for the permit in due course when sufficient detail to satisfy the requirements of the permitting regime are available.</del>	<del>Under Discussion</del>
3.26.5	[RR-2365]	<del>VI. Public Protection Considerations Land Contamination115.</del>	<del>Wiltshire Council &amp; Environment Agency to be notified of discovery of Unforeseen land contamination and to agree in writing remediation / mitigation plan.</del>	<del>In the OEMP [APP-187], item PW-GEO2 states that in the event that contaminated land, including groundwater, is found at any time, which was not previously identified in the environmental statement, Requirement 7 of the DCO is</del>	<del>Under Discussion</del>

				<del>applicable and preliminary works contractor (all) shall follow those provisions, which require the contamination to be reported as soon as reasonably practical to the planning authority (i.e. Wiltshire Council) and the Environment Agency and the undertaker must complete a risk assessment in consultation with the planning authority and the Environment Agency”.</del>	
3.26.6	[APP-277]	Land contamination Non-Significant effects Table 10.1	Wiltshire Council & Environment Agency to receive reports on further ground investigation works, together with any mitigation proposals (in writing prior to mitigation being undertaken)	Highways England consider this matter is adequately addressed through Requirement 7 (Contaminated land and groundwater) under Schedule 2 of the DCO [APP-020].	Under Discussion

3.26.1 There are no matters Under Discussion at the present time.

### 3.27 Matters Not Agreed in relation to Contaminated Land and other Public Protection topics.

3.27.1 No matters Not Agreed at the present time.

### 3.28 Matter Agreed in relation to Flood Risk and Drainage.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.28.1	[APP-049]	The level of detail provide in the ES is sufficient for the DCO application stage			Agreed
3.28.2	[APP-283]	The extent of the study area for the assessment of local sources of flood risk and road drainage are appropriate			Agreed
3.28.3	-	Future liaison between parties		Highways England will continue to engage with Wiltshire Council as the detailed design is developed. Wiltshire Council will be consulted on the relevant aspects of the CEMP(s) <u>and HEMP(s)</u> when they are developed by the Contractor(s) based on the OEMP.	Agreed
3.28.4	-	Flood risk and drainage: The available level of detail on the Scheme's design to inform the assessment of risks.	Wiltshire Council acknowledges that the level of detail provided for the Scheme's design and for the consequent assessment of environmental risks is appropriate for its DCO application stage. Wiltshire Council's comments in this SoCG reflect the level of detail provided to date. The subsequent detailed design stage may introduce	Regular liaison with Wiltshire Council will continue. It is noted that Wiltshire Council will be consulted on the detailed drainage design pursuant to <del>requirement</del> <u>requirements 3 and 10</u> of the draft DCO.	Agreed

			changes to scheme design and/or construction methods that could cause significant detrimental surface water or groundwater flood risk impacts. Wiltshire Council therefore wishes to be kept closely involved and consulted on the Scheme's evolving design and construction methods and highlight that their position may be subject to change.		
3.28.5	-	Flood risk and drainage: The available level of detail on the Scheme's design to inform the assessment of risks.	Any new flood risk information or new analysis of existing information has the potential to change the current assessment of local sources of flood risk.	Should new information come to light the risk assessment will be reviewed and mitigation measures will be updated in relation to local sources of flood risk as required.	Agreed
3.28.6	[APP-187]	Flood risk and drainage: Outline and detailed Construction Environmental Management Plans	Outline and detailed Construction Environmental Management Plans (OEMP and CEMPs) are of great importance as the repository of information on mitigation measures needed to avoid significant environmental impacts. OEMPs and CEMPs must be fully taken into account to inform the detailed design and construction methods.	<del>Agreed</del> -Wiltshire Council will be consulted on the development of CEMPs. The required content of the CEMPs is set out by the OEMP and the DCO requires that the authorised development must be carried out in accordance with the OEMP - as such the development will take account of the OEMP and the CEMP.	Agreed
3.28.7	-	Flood risk and drainage: Effective liaison	Wiltshire Council recognise the regular liaison with Highways	Noted.	Agreed

			England and their AmW consultants from July 2017 to the present day. The efforts undertaken to collate available baseline data to inform the assessment of impacts are also noted.		
3.28.8	[APP-049]	Flood risk and drainage Legislation and planning policy	Legislation and planning policy considered relevant to local sources of flood risk and drainage should be complied with.	Relevant legislation and planning policy documents are confirmed in Environmental Statement Section 11.2.	Agreed
3.28.9	[APP-049]	Flood risk and drainage: Requirement to ensure no gap between duties of Wiltshire Council and the Environment Agency	Close three-way liaison between Highways England, Wiltshire Council and the Environment Agency is required to avoid the risk of duplication or gaps between the parties' statutory duties with regards commenting on the Scheme's proposals.	Wiltshire Council is the statutory authority responsible for managing local sources of flooding (surface water, groundwater and ordinary watercourses) and for road drainage of local roads. The Environment Agency is the authority for all other groundwater and water environment matters. Regular trilateral discussions have been held. It is for Wiltshire Council and the Environment Agency to lead on ensuring alignment between their regulatory remits. Highways England has regularly reviewed this potential risk and will continue to facilitate regular dialogue to minimise it and notes that the DCO <del>[APP-</del>	Agreed

				<del>020</del> REP6-005] provides specific approval mechanisms through the drainage protective provisions and requirement 10.	
3.28.10	[APP-281]	Flood risk and drainage: Long term maintenance and operation	Wiltshire Council must be able to satisfy themselves that the proposed minimum standards of road drainage operation are appropriate and there are clear arrangements in place for ongoing maintenance over the lifetime of the development (including maintenance of any attenuation ponds and flood defences) within the catchment.	Typical drainage maintenance is set out in the Road Drainage Strategy, Environmental Statement Appendix 11.3, which compliant with DMRB. Discussions are ongoing over future maintenance arrangements and will continue throughout the project to confirm the detailed responsibilities. Wiltshire Council will be consulted on the detailed drainage design pursuant to Requirement 10 of the DCO. The Scheme has no proposed flood defences.	Agreed
3.28.11	[APP-049]	Flood risk and drainage: Groundwater investigations	The timing and extent of groundwater investigations needs to be appropriate to enable an adequate assessment of the impacts on local sources of flood risk and road drainage.	The ground investigations that have been conducted are appropriate to enable an adequate assessment of impacts on local sources of flood risk and road drainage at this DCO application stage.	Agreed
3.28.12	-	Flood risk and drainage Groundwater monitoring	Groundwater monitoring before, during and for a minimum of 5	It has been agreed that a programme of groundwater	Agreed

			<p>years after construction is expected to be required to allow a greater understanding of the catchment issues and confirm that the Scheme's design is functioning as intended and addresses any mitigation requirements.</p> <p><u>The duration and scope of monitoring would be agreed with Wiltshire Council and the Environment Agency as part of the development of the Groundwater Management Plan (MW-WAT10 in the OEMP).</u></p>	<p>monitoring will be implemented before, during and after construction. The monitoring data shall inform the detailed design and the assessment of risk to/from groundwater as part of ongoing discussions between Wiltshire Council, Environment Agency and Highways England.</p>	
3.28.13	[APP281]	Flood risk and drainage SuDS	<p>To ensure no detrimental increase in local sources of flood risk, the Scheme should incorporate SuDS unless there is clear evidence that it would be inappropriate to do so, and apply peak flow and volume control in line with national technical standards and the DMRB for the design of SuDS.</p>	<p>All new drainage proposed as part of the scheme will be SuDS and discharges, peak flow and volume control were considered in the Road Drainage Strategy. The detailed design will be undertaken in accordance with DMRB requirements and, pursuant to Requirement 10 of the DCO the principles set out in the Road Drainage Strategy.</p>	Agreed
3.28.14	-	Flood risk and drainage:  Tunnel drainage	<p>The tunnel drainage strategy contains several valves. The detailed design of the system should ensure these are automated and will not require manual operation.</p>	<p>The Tunnel Drainage will be adequately designed to ensure the necessary resilience. Where relevant this will include automated valves. Wiltshire Council will</p>	Agreed

				be able to consider this when consulted upon under <del>Requirement</del> <u>Requirements 3 and 10</u> of the DCO in respect of the detailed drainage design.	
3.28.15	G1 211	Flood risk and drainage: Flood Risk: General	The Scheme should avoid any increase in flood risk from local sources and maximise opportunities to reduce it.	The risk assessment concluded no significant detrimental effect upon local sources of flood risk. The highway and road drainage design of the B3083 Shrewton Road will reduce the risk of highway flooding.	Agreed
3.28.16	G1 211.	Flood risk and drainage: Flood Risk: Environmental permits	The Environment Agency issue environmental permits, however, as Wiltshire Council has the lead responsibility for surface water management, the discharge rate from the site of any licenced abstractions must be agreed with Wiltshire Council.	Highways England will ensure that both Wiltshire Council and the Environment Agency are kept informed on this matter as the appropriate regulatory authorities	Agreed
3.28.17	<del>-[RR-2365]</del>	<del>V. Flood risk and drainage:</del> <u>Drainage Considerations</u> <u>Development of HEMPs</u> <u>Surface Water (Pluvial) 65</u>	<del>Wiltshire Council has requested to be consulted on the development of the relevant aspects of any HEMP(s).</del> <u>The pluvial hydraulic model includes a 539m long 5m deep culvert as part of the design which is contrary to Council policy on culverting, both from a maintenance and biodiversity standpoint. Since submission of the DCO Highways England</u>	<u>The refined proposal includes a culvert to divert the flood flows beneath the proposed A303 from north to south and a culvert to carry flows beneath the B3083 from west to east. This refined road drainage proposal has been agreed with Wiltshire Council following their review of the revised pluvial modelling.</u>	Agreed

			<p><u>have consulted Wiltshire Council on the alternative culvert design which addresses the issues raised. Wiltshire Council received the final culvert design and modelling outputs at Deadline 3. The alternative culvert design has been checked as part of the peer review and all remaining concerns have been addressed.</u></p>	<p><u>The proposal represents a refinement of the drainage strategy but remains consistent with the description of the drainage proposals presented in Chapter 2 of the ES [APP-040].</u> <del>The parties agree that matters relating to road drainage features that Wiltshire Council would become liable to maintain, as a result of the Scheme, are capable of being resolved through the terms of a legal agreement between the parties. The parties intend to conclude such an agreement before the close of the examination.</del> <u>The updated Flood Risk Assessment [REP3-008] which includes the Pluvial Hydraulic Modelling Report as Annex 1B has been submitted to Wiltshire Council and the Examination at Deadline 3.</u></p>	
<u>3.28.18</u>	<u>-</u>	<p><u>Flood risk and drainage:</u></p> <p><u>Climate change allowances</u></p> <p><u>Groundwater</u></p>	<p><u>Wiltshire Council requested clarification of the rationale for the climate change allowances used in the groundwater assessment HE provided clarification in 5.3.12-5.3.15 of the ES Appendix 11.5 Rev 1 [REP3-008]. The latest</u></p>	<p><u>Clarification is provided in the final version of the groundwater report Stage 4 – Supplementary Groundwater Model Runs to Annex 1 Numerical Model Report' [REP3-021] and in the Flood Risk Assessment [REP3-</u></p>	<u>Agreed</u>

			<u>groundwater model runs used a 40% increase in the recharge, which is consistent with fluvial and pluvial allowances, and therefore acceptable to Wiltshire Council</u>	<u>008].</u>	
<u>3.28.19</u>	<u>-</u>	<u>Flood risk and drainage:</u>  <u>Climate change allowances</u> <u>Road Drainage</u>	<u>Wiltshire Council advises that a 40% climate change allowance for peak rainfall intensity, in line with Environment Agency guidance be utilised in the road drainage design.</u> <u>Highways England have provided a 30% climate change allowance with sensitivity checking for 40%.</u> <u>Highways England have also confirmed that 250mm freeboard will be provided for the 40% climate change scenario and that exceedance routes minimise the risks to people and property.</u> <u>This has been checked as part of the peer review and Wiltshire Council accepts Highways England's approach.</u>	<u>Highways England fully recognises the design standards described in the National Planning Policy Framework (NPPF) for climate change adaptation.</u> <u>The drainage systems, designed with a 30% climate change allowance, have undergone sensitivity analysis which demonstrates no flooding from the system or attenuation features when 40% uplift in climate change is applied to the design. This is in accordance with road drainage design, DMRB HD33 guidance 40% sensitivity testing. The sensitivity testing showed there would be no flooding from the scheme with 40% uplift in climate change applied, as outlined in the results of ES (Appendix 11.5, Flood Risk Assessment sections 7-9, [APP-284].</u> <u>Highways England demonstrated to Wiltshire</u>	<u>Agreed</u>

				<u>Council that 250mm freeboard would be provided in the Drainage Treatment Areas within the River Till catchment and that the exceedence routes from these areas minimise risks to people and property.</u>	
<u>3.28.21</u>	-	<u>Flood risk and drainage: The discharge of abstracted water (dewatering)</u>	<p><u>Given the flood risk that dewatering could introduce in an area with known flood risk, Wiltshire Council requests that Highways England specifies an approach to construction of the tunnel that:</u></p> <ul style="list-style-type: none"> <li><u>• minimises the need for dewatering;</u></li> <li><u>• does not increase flood risk;</u></li> <li><u>• is supported by a comprehensive flood risk assessment to be agreed with both Wiltshire Council and the Environment Agency.</u></li> </ul> <p><u>Highways England committed at the Issue Specific Hearing to use a closed face TBM for tunnel construction. This would go a long way to addressing the</u></p>	<p><u>It is confirmed that the need for dewatering will be minimised as far as reasonably practicable. The current proposal, as confirmed at ISH4, is to use closed face tunnel boring machines that limit the requirement for dewatering during construction. The OEMP submitted at Deadline 4 commits to the use of closed face tunnel boring machines. As stated in the Statement of Common Ground with the Environment Agency [REP2-012] under Matters Agreed the assessment of risk and identification of any required mitigation measures will be achieved through the Outline Environmental Management Plan (OEMP) [REP6-011] (MW-WAT8) and whichever regulatory regime is ultimately agreed. As per</u></p>	<u>Agreed</u>

			<p><u>Council's concerns as large scale dewatering would not be required with this method.</u></p> <p><u>Adequate protective provisions will need to be agreed in this regard. These would cover the remaining dewatering activities.</u></p>	<p><u>Agreed item (3.28.13) in this SoCG Highways England will ensure that both Wiltshire Council and the Environment Agency are kept informed on this matter as the appropriate regulatory authorities.</u></p>	
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### 3.29 ~~Matter~~Matters Under Discussion in relation to Flood Risk and Drainage.

Issue Ref	Doc Ref	Section/Issue	Wiltshire Council Comment	Highways England Response	Status
3.29.1	[APP-020]	Flood risk and drainage: Protective Provisions	The draft DCO includes provisions for the disapplication of certain sections of the Land Drainage Act 1991, and by implication, the Wiltshire Council Land Drainage Byelaws 2014. Section 150 of the Planning Act 2008 provides that such disapplication can only take place with Wiltshire Council's consent. Wiltshire Council is currently considering their position in relation to the protective provisions included in the draft DCO. They will be liaising with Highways England on these issues to reach agreement on the form of protective provisions and associated fees	Highways England <del>will continue</del> <u>are continuing</u> to discuss the relevant protective provisions with Wiltshire <u>Council</u> .	Under Discussion
<del>3.29.2</del>	<del>-</del>	<del>Flood risk and drainage:</del>	<del>Wiltshire Council commissioned a</del>	<del>A response to all the peer</del>	<del>Under</del>

		<del>Flood risk: Peer review</del>	<del>peer review of the Scheme's approach to three different aspects of flood risk:</del> <ul style="list-style-type: none"> <li><del>• surface water (pluvial) including ordinary watercourses</del></li> <li><del>• groundwater</del></li> <li><del>• the road drainage strategy</del></li> </ul> <del>The peer review's findings and recommendations were provided to Highways England for their comment.</del>	<del>review's comments will be provided to Wiltshire Council. Road drainage exceedance route information will also be provided.</del>	<del>Discussion</del>
3.29.32	-	Flood risk and drainage: Funding for additional post (drainage engineer to monitor flood risk during construction)	Wiltshire Council is in the process of considering requirements for the funding for an additional post (drainage engineer to monitor flood risk during construction).	<del>Noted.</del> Highways England await further information.	Under Discussion
3.29.43	[RR-2365]-	<del>V. Flood risk and Drainage Considerations</del> <del>drainage: Surface Water (Pluvial) 65</del> <del>Flood risk: Peer review</del>	<del>The model includes a 539m long 5m deep culvert as part of the design which is contrary to Council policy on culverting, both from a maintenance and biodiversity standpoint. There are several perceived issues with the design of the culvert. However, there is no supporting evidence as to how this design is the best / most appropriate option or why other options are not viable. Wiltshire Council commissioned a peer review of the Scheme's approach to three different aspects of flood risk:</del> <ul style="list-style-type: none"> <li><del>• surface water (pluvial) including ordinary watercourses</del></li> </ul>	<del>Wiltshire Council's comments have been addressed and the 539m long culvert no longer forms part of the proposed scheme. The refined proposal includes a culvert to divert the flood flows beneath the proposed A303 from north to south. From here, the runoff would be conveyed in a ditch before out-falling into a culvert which would convey the water from the west of the B3083 to the east into the dry valley. The refined proposal would maintain the existing path of the overland flood flows. This refined road</del>	<del>Under Discussion</del>

			<ul style="list-style-type: none"> <li>• <u>groundwater</u></li> <li>• <u>the road drainage strategy</u></li> </ul> <p><u>The peer review's findings and recommendations were provided to Highways England for their comment.</u></p>	<p><u>drainage proposal has been verbally agreed with Wiltshire Council pending their review of the revised pluvial modelling. Highways England confirms that it will have regard to the comments and correspondence exchanged between the Council, its technical reviewers in undertaking the detailed design of the drainage for the Scheme. This will be able to be confirmed as part of the consultation with Wiltshire Council under Requirement 10 of the draft DCO.</u></p> <p><u>The proposal represents a refinement of the drainage strategy but remains consistent with the description of the drainage proposals presented in Chapter 2 of the ES [APP-040]. An update to the Road Drainage Strategy [APP-281] will be submitted to the Examination in due course.</u></p>	
3.29.5	-	<p><del>Flood risk and drainage:</del></p> <p><del>Climate change allowances</del></p>	<p>Wiltshire Council requests clarification of the rationale for the climate change allowances used in the assessment of local sources of flood risk and in the road drainage strategy.</p>	<p>Discussions are ongoing between Highways England and Wiltshire Council regarding the climate change allowances used in the assessment of local sources of flood risk and in the road drainage strategy.</p>	Under Discussion

3.29.64	-	<p>Flood risk and drainage:</p> <p>Climate change allowances: <u>Land drainage</u></p>	<p>Wiltshire Council advises that a 40% climate change allowance for peak rainfall intensity, in line with Environment Agency guidance, be utilised in the land drainage design.</p>	<p><del>For the road drainage design, DMRB HD33 guidance on taking account of climate change was applied to manage the predicted rainfall that would be experienced by the road catchment. HD33 guidance requires the design solution to incorporate a 20% uplift in peak rainfall intensity and a sensitivity test with a 40% uplift in peak rainfall intensity, to enable an understanding of the range of impact between climate change risk scenarios. For this Scheme the Project Sponsor determined that a more conservative approach was appropriate, due to the preliminary nature of the design at this stage and the need to ensure sufficient land was included within the Red Line Boundary to accommodate the necessary road drainage features. Therefore, it was decided to apply a 30% uplift in peak rainfall intensity as the design value, along with the 40% sensitivity test. The sensitivity testing showed there would be no flooding from the scheme with 40% uplift in</del></p>	Under Discussion
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				climate change applied, as outlined in the results of ES (Appendix 11.5, Flood Risk Assessment sections 7-9, [APP-284].	
3.29.7	-	<del>Flood risk and drainage: The discharge of abstracted water (dewatering)</del>	Wiltshire Council request further clarity on the likelihood and nature of any temporary dewatering required for the Scheme construction, the associated risk assessment and identification of any required mitigation measures. This relates to the discharge of any abstracted water that could affect surface water flood risk.	<del>It is confirmed that the need for dewatering will be minimised as far as reasonably practicable. If dewatering will be required, the need for any consents and approvals to be obtained is set out in OEMP item MW-WAT8. As per Agreed item (3.28.13) in this SoCG Highways England will ensure that both Wiltshire Council and the Environment Agency are kept informed on this matter as the appropriate regulatory authorities.</del>	Under Discussion

### 3.30 Matters Not Agreed in relation to Flood Risk and Drainage.

No matters Not Agreed at the present time.

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