

# A303 Amesbury to Berwick Down

TR010025

Deadline 2

8.4 Statement of Common Ground – National Farmers Union

PFPR Regulation 5(2)(q)

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

May 2019



Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning  
(Examination Procedure) Rules 2010**

**A303 Amesbury to Berwick Down  
Development Consent Order 2019**

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**STATEMENT OF COMMON GROUND –National Farmers Union**

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**STATEMENT OF COMMON GROUND**

This Statement of Common Ground has been prepared and agreed by (1) Highways England Company Limited and (2) the National Farmers Union.

Signed.....

[NAME]

Project Manager

on behalf of Highways England

Date: [DATE]

Signed.....

[NAME]

[POSITION]

on behalf of National Farmers Union

Date: [DATE]

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# 1 Introduction

## 1.1 Purpose of this document

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

## 1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared by (1) Highways England as the Applicant and (2) the National Farmers Union.
- 1.2.2 Highways England became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing Highways England made provision for all legal rights and obligations of the Highways Agency to be conferred upon or assumed by Highways England.
- 1.2.3 The National Farmers Union represents farmers and growers throughout England and Wales. The National Farmers Union negotiates with both the government and organisations on behalf of farmers.

## 1.3 Terminology

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

## 2 Record of Engagement

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

**Table 2-1 - Record of Engagement**

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
28/02/17	2017 Statutory consultation response	Response to 2017 consultation highlighting construction, scheme design, economic and environmental & landscape concerns
06/02/18	S42 Notification	Notification of consultation
20/03/18	S42 Notification	Non-statutory extended consultation letter
23/04/18	2018 Statutory consultation response	Response to 2018 consultation
16/05/18	Meeting request	Post Consultation Meeting with Louise Staples
13/07/18	Non- statutory consultation invitation	Supplementary Consultation Letter
14/12/18	Post DCO application and SoCG meeting	Updates in the design which were included in the application documents and issues to be considered in the Statement of Common Ground
07/03/2019	SoCG review meeting	Review of SoCG with focus on new topics raised by NFU field drainage, ALO, Sawkill access and soil treatment

2.1.2 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) Highways England and (2) the National Farmers Union in relation to the issues addressed in this SoCG.

### 3 Matters Agreed

Issue No.	Document Reference	Section/Paragraph Reference	Sub-section	National Farmers Union Comment	Highways England Response	Status
3.1	Environmental Statement Chapter 7 (Landscape and Visual Effects) [APP-045]	Section 7.3 Assessment and Methodology	LVIA Public Rights of Way and other accesses- Fig 7.3 [APP-081]	Further information is needed on the HE suggested gates for the existing stretch of land.	Fences along public rights of way will be provided to prevent access onto private land, grazed grassland or the highway, or to provide a buffer zone to the retained cutting between Longbarrow junction and the western tunnel entrance. Kent Carriage Gaps will be provided at access points to restricted byways, preventing entry by mechanically propelled vehicles. Equestrian gates will be provided at access points to bridleways and pedestrian gates will be provided at access points to footpaths. This is subject to detailed design of these matters which will be secured through Requirement 3 pursuant to Schedule 2 to the DCO [APP-020].	AGREED



3.2	Design and Access Statement (DAS) [APP-295], section 6 Design Rationale	6.3 Western section: Winterbourne Stoke bypass to Longbarrow junction	6.3.6 Green Bridge one constructed over the new A303	Weight Limit restrictions: No weight restrictions should be imposed on any of the green bridges.	The green bridges will be designed to be able to carry all vehicles that are permitted under The Road Vehicles (Authorised Weight) Regulations 1998 and The Road Vehicles (Construction and Use) (Amendment) Regulations 1998. <a href="http://www.legislation.gov.uk/uksi/1998/3111/made">[http://www.legislation.gov.uk/uksi/1998/3111/made]</a>	AGREED
3.3	Design and Access Statement (DAS) [APP-295], section 6 Design Rationale	6.5 Eastern section: Countess Roundabout to just beyond Solstice Park junction	6.5.10 Alterations to rights of way to the east of Countess roundabout	Further information is required on how access will be taken to all the different blocks of land.	Access will still be available for local landowners on the stopped-up sections of Allington Track and AMES1. A new fence and locked gates will be provided to prevent wider public access and adjacent landowners will be provided with keys. Details on accesses are being discussed with landowners through the accommodation works process.	AGREED
3.4	Design and Access Statement (DAS) [APP-295], section 6 Design	6.4 Central Section the World Heritage Site	6.4.19 Construction of a twin-bore tunnel through the WHS	Essential that the new A303 through the tunnel is open to all agricultural vehicles using the A303.	Whilst Highways England has worked with local landowners to provide suitable new routes for agricultural vehicles that avoid the need to use the tunnel, such	AGREED

	Rationale			The A303 is a very important link road for rural businesses in the area.	vehicles will not be prohibited from using the tunnel if they are licensed for use on the public highway.	
3.5	Design and Access Statement (DAS) [APP-295], section 6 Design Rationale	6.4 Central Section the World Heritage Site	6.4.19 Construction of a twin-bore tunnel through the WHS	During construction it is essential that access is maintained at all times for agricultural vehicles, especially during harvest.	Highways England has been engaging and will continue to engage with affected land owners and occupiers to discuss potential impacts and how access will be maintained and managed across the affected areas of agricultural land.	AGREED
3.6	Design and Access Statement (DAS) [APP-295], section 6 Design Rationale	6.3 Western section: Winterbourne Stoke bypass to Longbarrow junction	6.3.6 Green Bridge one constructed over the new A303	All green bridges [for farm access] must be wide enough and be able to take agricultural weights. HE to confirm what specification is to be used for the green bridges to meet modern agricultural practices.	The green bridges will be designed to be able to carry all vehicles that are permitted under The Road Vehicles (Authorised Weight) Regulations 1998 and The Road Vehicles (Construction and Use) (Amendment) Regulations 1996. <a href="http://www.legislation.gov.uk/uksi/1998/3111/made">[http://www.legislation.gov.uk/uksi/1998/3111/made]</a>	AGREED
3.7	Design and Access Statement (DAS) [APP-295], section 4 Design evolution and	4.3 Stakeholder engagement and consultation	4.3.13 Non-statutory and statutory consultation	Issue No new byway should be created to provide access in to the Nature Reserve as there is already an existing access. Solution	Taking into consideration this feedback from the statutory consultation, the two short lengths of public right of way north of Green Bridge No.1 that were shown extending into Parsonage Down as part	AGREED

	engagement			It would be better if an underpass was created to connect the byway	of the consultation proposals have been removed from the scheme. A separated road crossing at Yarnbury Castle is outside the scope and limits of the scheme.	
3.8	Design and Access Statement (DAS) [APP-295], section 6 Design Rationale	6.3 Western section: Winterbourne Stoke bypass to Longbarrow junction	6.3.10 Provision of the new bridge over the B3083 to carry the A303	It is important that the underbridge is designed to be able to take modern agricultural machinery. The height and width of the underbridge must be adequate and needs to be at least as wide as the current road is and have a height of 5m.	The B3083 underbridge will be wide enough and high enough for modern agricultural machinery.	AGREED
3.9	Design and Access Statement (DAS) [APP-295], section 6 Design Rationale	6.3 Western section: Winterbourne Stoke bypass to Longbarrow junction	6.3.6 Green Bridge one constructed over the new A303	The green bridge should only provide public access for pedestrians, cyclists and horse riders along with farm access for agricultural vehicles.	Green Bridges Nos. 1, 2 and 4 will each carry a public right of way track wide enough for agricultural vehicles that are permitted under The Road Vehicles (Authorised Weight) Regulations 1998 and The Road Vehicles (Construction and Use) (Amendment) Regulations 1996.	AGREED
3.10	Design and Access Statement (DAS) [APP-295], section 6	6.4 Central Section the World Heritage Site	6.4.6 Till viaduct and Turners farm access	The byway which runs from Manor Farm to farm buildings must be maintained at all	WSTO4 will be kept open as much as possible during construction but, as the new viaduct is being constructed overhead, it may need to be	AGREED

	Design Rationale			times. Access will be required 24/7 for farming operations.	temporarily closed or diverted for safety reasons.	
3.11	Design and Access Statement (DAS) [APP-295], section 4 Design evolution and engagement	4.3 Stakeholder engagement and consultation	4.3.12 Non-statutory and statutory consultation	Our members have very strong views against a proposal to create a link between Byway 11 to Byway 12 through the middle of a pasture field.	The previously proposed link to the south of the existing A303 between Byways 12 and 11 has been removed from the scheme proposals. This change to the scheme proposals presented for statutory consultation was one of three changes put forward for supplementary consultation, the feedback from which is summarised in Chapter 6 of the Consultation Report [APP-026].	AGREED
3.12	5 Highways England's response to matter raised during the pre-application consultation	5.9 Matters raised on Land	5.9.1 Table 5-8: Summary of consultee comments on Land interests and Highways England response	Access to Severed Land: There is no mention in the consultation of how access to severed land on farms will be retained during construction.	Any severed accesses will be provided with a suitable alternative and this will be agreed with the affected parties. If this is unachievable then appropriate compensation will be provided. Discussions with landowners are ongoing in the form of the accommodations works plans.	AGREED
3.13	5 Highways England's response to	5.12 Matters raised on	5.12.1 Table 5-11: Summary of consultee	Concerns regarding illegal and unauthorised fly-tipping, hare coursing, parking, camping and	The management of access across the WHS is a matter for Wiltshire Council, as the	AGREED

	matter raised during the pre-application consultation	Operations and Maintenance	comments on Operations and Maintenance and Highways England response	motorhomes parking up on the byways	highways authority with responsibility for the public rights of way, and landowners, including the National Trust and English Heritage. Fences along public rights of way will be provided to prevent access onto private land, grazed grassland or the highway.	
3.14	Land plans [APP-005]	2.2 Land Plans		Limit Land Take: Land taken on a temporary basis must be returned and reinstated in a condition suitable for agricultural production.	The temporary possession of land will be limited to what is essential for the efficient construction of the scheme. The condition of the land will be recorded and, post-construction, it will be reinstated to its former condition.	AGREED
3.15	De-trunking plans [APP-015]	2.12 De-trunking plans	-	Who will be responsible for the maintenance of this road (De-trunked A303)?	It will become the responsibility of Wiltshire Council.	AGREED
3.16	Statement of Reasons Figures and Annexes [APP-023]	9.2 Schedule of negotiations with persons affected by the scheme	9.2.1/ 9.2.2 Statement of Reasons - Annex B	Meetings: Effective and comprehensive one to one meetings are needed with the farming community	Regular meetings and updates are taking place with the affected landowners and asset owners. This will continue as the scheme progresses to ensure that where possible, their individual requirements are met. Since the submission of	AGREED

					the DCO Application, drop in clinics have been provided in the local area and individual meetings with landowners are being arranged to aid people through the DCO and construction process.	
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## 4 Matters Under Discussion

Issue No.	Document Reference	Section/Paragraph Reference	Sub-section	National Farmers Union Comment	Highways England Response	Status
4.1	Environmental Statement (ES) Chapter 2- The Proposed Scheme [APP-040]	2.4 Construction, operation and long-term management (and Appendix 2.2, the Outline Environmental Management Plan [APP-187])	2.4.12 – 2.4.15 Construction compounds and site accesses	<p>Further information is requested in regard to the proposed contractor site compounds.</p> <p>At the present time there are some very large areas of land to be taken on a temporary basis for compounds which greatly affects an agricultural business with insufficient explanation and justification.</p>	<p>Details of the construction compounds are provided in Chapter 2 [APP-040], with the proposed locations shown on the General Arrangement Drawings [APP-012], with layouts shown indicatively in ES Figure 2.7 [APP-061]. The potential environmental impacts of the compounds and the activities associated with them during the construction phase will be controlled by measures to limit or avoid dust, noise, spillage and disruption by construction traffic, as detailed within the Outline Environmental Management Plan, Appendix 2.2 of the ES [APP-187], compliance with which is secured by paragraph 4 of Schedule 2 to the draft DCO [(APP-020]. On completion, the construction compounds will be removed and the land reinstated as soon as</p>	UNDER DISCUSSION

					<p>practically possible. The Outline Environmental Management Plan, [APP-187] sets out the approach to the reinstatement of agricultural land (Item MW-COM4). In designing the Scheme and determining the Land to be subject to compulsory acquisition and temporary possession powers, Highways England has considered alternatives and modifications to minimise the potential land take. This selection took into account various factors, including environmental impacts, meeting the objectives of the Scheme, affordability, value-for-money, safety and construction and operational considerations.</p>	
4.2	ES Chapter 7- Landscape and Visual Effects [APP-045]	7.3 Assessment and Methodology (and Appendix 2.1 [APP-186])	7.3.13 (Till Viaduct)	A screen should be attached to the parapet to help with the screening and reduce the noise impact	<p>The Scheme provides a screen on the south side of the viaduct. Primarily this will be a visual barrier which will also perform a level of noise screening.</p> <p>Item D-LAN2 of the Outline Environmental Management Plan [APP-187] (compliance with which is secured through</p>	UNDER DISCUSSION



					paragraph 4 of Schedule 2 to the draft DCO [APP-020]) sets out that a 1.5m high environmental barrier must be provided by the Scheme along the southern aspect of the River Till bridge.	
4.3	ES Chapter 7 - Landscape and Visual Effects [APP-045]	7.3 Assessment and Methodology	Chalk Grassland	Members are concerned that to create chalk grassland successfully requires a lot of management including grazing with livestock for establishment. If the correct management is not undertaken this will lead to area of rough rank grass and scrub.	Chalk grassland areas will be managed through the maintenance contracts awarded by Highways England / Landowner agreements. A 'Landscape and Ecology Management Plan' will be produced which will stipulate the management of chalk grassland, to ensure that the target habitat is established. This will be secured through the OEMP, pursuant to Requirement 4 in Schedule 2 to the DCO [APP-020]	UNDER DISCUSSION
4.4	ES Chapter 7 – Landscape and Visual Effects [APP-045]	7.3 Assessment and Methodology	LVIA Public Rights of Way and other accesses- Fig 7.3	More land will have to be taken to create the proposed cycle and pedestrian track. Creating this byway is seen to be totally unnecessary by the NFU's members.	The new bridleway to the east of Winterbourne Stoke will be of significant benefit to local people, encouraging walking and cycling, and adding to the amenity of the area. It will connect into the new public rights of way proposed for the WHS, providing convenient,	UNDER DISCUSSION

					safe access to the local routes network and the opportunity for the WHS to be explored and enjoyed.	
4.5	ES Chapter 8 – Biodiversity [APP-046]	8.8 Design, mitigation and enhancement measures	8.8.5 Habitat loss and fragmentation	NFU members have raised an issue over the location of the bridge as they believe the bat flight path to be further east to the location of green bridge no.1.	Green Bridge No. 1 has more than one function. It provides a restricted byway connection between Winterbourne Stoke and the existing byway SLAN3 at Yarnbury Castle. It also provides a route for bats, to accommodate a known bat corridor in this vicinity. Based on our surveys it is assumed the bats will use the route to access suitable foraging habitat around woodland at the edge of Parsonage Down and in the adjacent grassland. The species recorded during the surveys tended to be ‘edge habitat’ adapted bats. These species tend to cross gaps; however, they tend to be at a higher risk of direct mortality if crossing a road. As such, a green bridge and associated landscaping and planting are considered to be suitable mitigation measures.	UNDER DISCUSSION

4.6	ES Chapter 10-geology and soils [APP-048]	10.8 Design, mitigation and enhancement measures (and Appendix 12.1)	10.8.17 Embedded mitigation measures	Waste and Spoil: The NFU strongly believes that land should not be compulsory purchased for the scheme to take waste and spoil from the construction works.	Chalk excavated from the tunnel will be placed and contoured on land to the east of Parsonage Down to avoid the adverse effects associated with transporting the materials off-site. The selection of the proposed deposition site has taken into account its proximity to the tunnel and its topography in relation to the essential landscaping mitigation already proposed in its vicinity. Further information can be found in ES Appendix 12.1, Tunnel Arisings Management Strategy [APP-285].	UNDER DISCUSSION
4.7	Chapter 10 Geology and Soils [APP-048]	10.8 Design, mitigation and enhancement measures	10.8.12 Embedded mitigation measures	Soil: Details of how soils will be stored and kept clean during construction must be set out and further detail must explain how soil will be reinstated for agricultural use and what aftercare plan will be put in place.	Excavated topsoil will be managed in accordance with a Soils Handling Strategy and Soils Resource Plan, which will make reference to the relevant British Standards and will include provision for the sustainable handling, storage and use of topsoil and other soil resources. A requirement for the development of these documents has been incorporated within the Outline Environmental Management	UNDER DISCUSSION

					Plan, Appendix 2.2 of the ES (document reference 6.3), secured by requirement 4 in Schedule 2 to the draft DCO [APP-020].	
4.8	ES Chapter 11- Road drainage and the water environment [APP-049]	11.3 Assessment methodology (and Appendix 2.1)	11.3.10 – 11.3.13 Consultation	<p>Further information is needed in regard to the size and location of the drainage infiltration.</p> <p>Concern: The locations are greatly interfering with farm operations within fields.</p> <p>Solution: A new access route has been highlighted. This is not necessary and access could be created from the byway at green bridge no.2.</p>	<p>Following this consultation feedback, the number of drainage infiltration areas has been rationalised in terms of reducing the number from five to four and locating them closer to the new road. Due to the reduced number, each infiltration area needs to be slightly larger to meet the storage capacity requirement and to provide permanently wet areas to create dew ponds and allow for biodiversity enhancements. Access to the infiltration pond by Green Bridge 2 on the northern side of the A303 will now be accessed from the byway. Access to the pond on the southern side of the new road, by the viaduct, will be taken from a track within the field margin. The revised proposals can be seen within APP-009 2.6 Rights of way and access plans (sheet 4).</p>	UNDER DISCUSSION

4.9	ES Chapter 13- People and Communities [APP-051]	13.9 Assessment of effects (and Figure 13.2 [APP-180])	13.9.93 Access to open space and nature	There is no need to create a cycle pedestrian track all the way along the existing A303, taking land out of production between Yarnbury castle and Amesbury	The old A303 through the WHS between Longbarrow and Stonehenge Road needs to be converted to a restricted (NMU) byway to cater for those NMUs who will not be permitted to use the tunnel when travelling between Amesbury and Winterbourne Stoke. In addition, the new byway will significantly enhance the existing public rights of way network, encouraging walking and cycling, and will provide greater opportunity for the WHS to be explored and enjoyed.	UNDER DISCUSSION
4.10	NFU's Relevant Representation [RR-2252]	Section 3 of the NFU's Relevant Representation [RR-2252]	Compulsory Acquisition	The DCO will contain powers to acquire compulsorily so much of the Order land as is required for the authorised development, or to facilitate, or is incidental to it. Further, the guidance as to negotiations either before or parallel with formal processes may well give rise to a "legitimate expectation" that such will occur, and a failure to conduct such negotiations deprives landowners of the benefit that	Highways England has engaged with all landowners and occupiers with a view to acquiring their land interest by agreement. This process is ongoing between the relevant parties. Highways England is satisfied that the condition in section 122(3) of the Planning Act 2008 (PA 2008) is met and that there is a compelling case	UNDER DISCUSSION

				<p>negotiations may have brought, especially in relation to where different locations and lesser rights might have been achieved.</p> <p>The NFU and the land agents acting believe that no meaningful negotiations have taken place alongside the formal procedures for compulsory purchase. Therefore a compelling case cannot be made.</p>	<p>in the public interest for compulsory acquisition.</p>	
4.11	NFU's Relevant Representation [RR-2252]	Paragraph 4.2 of the NFU's Relevant Representation [RR-2252] regarding construction compound sites.	Rights	<p>The two largest compound sites 05 -07 and 05 -15 (BoR Plots) have been highlighted under Schedule 4 "Land in which only New Rights ETC May Be Acquired" and the description only highlights the purpose for which rights over land may be acquired or restrictive covenants may be imposed. There is no description referring to the treatment of waste soil.</p>	<p>The rights associated with Plots 05-07 and 05-15 are required for the installation, use, protection and maintenance of, and access to, statutory undertakers' apparatus (for the benefit of the relevant statutory undertaker and for the Applicant); and the provision, maintenance and retention of ecological or landscape mitigation including re-profiling.</p> <p>The detail on the specific location of the soil treatment works is still only provisional and will be finalised during</p>	UNDER DISCUSSION

					detailed design. Indicative details of the construction compounds are provided in the Environmental Statement Chapter 2 [APP-040].	
4.12	NFU's Relevant Representation [RR-2252]	Paragraph 4.3 of the NFU's Relevant Representation [RR-2252]	Construction Compounds	The NFU would like to see the description of works being explicitly detailed for each compound under Schedule 4 and 7 of the DCO.	Indicative construction compound layouts are provided in the Environmental Statement Chapter 2 [APP-040]. Specific detail on these and the locations of the works will be defined during the detailed design stage when the chosen construction contractor has been appointed. The main works contractor would also be required, as per paragraph 4 of Schedule 2 of the draft DCO, to develop a detailed Construction Environmental Management Plan (CEMP) which will be based on the OEMP [APP-187].	UNDER DISCUSSION
4.13	NFU's Relevant Representation [RR-2252]	Paragraph 6.3 of the NFU's Relevant Representation [RR-2252] regarding the	Boundaries	It has been stated by Highways England that fences will be erected along the new proposed public rights of way. Whose responsibility will it be to maintain these fences in the future? It should not fall to the	Fences along public rights of way would be provided to prevent access onto private land, grazed grassland or the highway. Once the standard of construction is agreed between landowners and	UNDER DISCUSSION

		creation of public rights of way		landowner.	Highways England and the boundary is in place, the maintenance of these will be passed to the landowner or Wiltshire Council.	
4.14	NFU's Relevant Representation [RR-2252]	Paragraph 8.2 of the NFU's Relevant Representation [RR-2252] regarding waste and spoil.	Compulsory Acquisition	Land should also not be acquired for soil re-profiling either side of the new tunnel.	The land around the tunnel has been identified as permanent acquisition required for essential landscape mitigation and would become chalk grassland as set out in ES Chapter 7, Landscape and Visual Effects [APP-045], section 7.8 and Table 7.5.	UNDER DISCUSSION
4.15	NFU's Relevant Representation [RR-2252]	Paragraph 10.2 of the NFU's Relevant Representations regarding field drainage	Field Drainage	No information has been found within the Outline Environmental Management Plan on how field drainage will be reinstated as part of the DCO application. Highways England need to address this issue and agree to general terms of how field drainage should be treated.	Discussion on field drainage is ongoing. The approach to field drainage systems and overland flows are set out in the Road Drainage Strategy, ES Appendix 11.3 [APP-281]. The potential for the scheme to impact on existing drainage is set out in ES Chapter 11, Road Drainage and Water Environment [APP-049]. The detailed design of the land drainage systems will be in accordance with DMRB HA 106.	UNDER DISCUSSION



4.16	NFU's Relevant Representation [RR-2252]	Paragraph 12.1 of the NFU's Relevant Representation [RR-2252]	Surface Run Off and Flood Risk	<p>No details have been provided to landowners and occupiers on how any increase in surface run off of water from the new road, the haul road or the construction compounds will be dealt with during construction. Therefore, there is concern that retained land may flood during the construction works.</p>	<p>The detailed flood risk assessment (FRA), as set out in ES Appendix 11.5 [APP-283], includes consideration of changes in topography, for example in relation to engineered embankments and cuttings. The FRA shows there will be no increase in flood risk as a result of the scheme or adverse effects on ground or surface water flow pathways. In terms of road surface run off, ES Appendix 11.3 [APP-281] outlines the proposed road drainage strategy for the scheme and how this run off will be dealt with.</p> <p>The design of the haul roads and compounds shall ensure that flood risk is managed safely throughout the construction and implementation period and does not cause increased risk levels from those assessed in the Flood Risk Assessment. This is secured through the OEMP [APP-187] in Requirement 4 of the DCO (Schedule 2 of [APP-020]). A specific provision for the</p>	UNDER DISCUSSION
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					management of construction site drainage, including in relation to flood risk, is provided in the OEMP in provision MW-WAT3.	
4.17	NFU's Relevant Representation [RR-2252]	Paragraph 14.1 of the NFU's Relevant Representation [RR-2252] regarding an Agricultural Liaison Officer	Landowner Engagement	Liaison with landowners, tenants and agents is highlighted in the Outline Environmental Management Plan on page 65 but this is not adequate. The NFU would like to see that the main works contractors will have to employ an agricultural liaison officer to carry out liaison with landowners.	This role would be provided through the Communities Relationship Manager (CRM). This role among other things would be to liaise with the Project Manager and Environmental Manager on landowner and community concerns relating to the works and act as the main interface with these stakeholders (App 6.3 Environmental Statement Appendix 2.2 – Outline Environmental Management Plan (OEMP) (pg. 14) [APP-187]).  This role is included within the OEMP, table 2.1. The OEMP is secured by paragraph 4 of Schedule 2 to the draft DCO [APP-020].	UNDER DISCUSSION
4.18	NFU's Relevant Representation [RR-2252]	Paragraph 15.1 of the NFU's Relevant Representation [RR-2252]	Access	Insufficient detail has been provided as to how landowners and tenants are to access land severed by the construction works and as to	Landowner and tenant access during construction will be dealt with through the Community Relationship Manager advisor to ensure	UNDER DISCUSSION

		regarding access to land and the haul road		whether landowners will be able to access the haul road during construction. It is stated in the Outline Environmental Management Plan on page 65 that the main contractors will liaise in regard to access routes but greater clarification is needed on this from Highways England.	access to severed land is maintained as far as is practical.	
4.19	NFU's Relevant Representation [RR-2252]	Paragraph 15.2 of the NFU's Relevant Representation [RR-2252] regarding access to land.	Access	In particular there is an issue for one farm business that requires permanent access to Countess Road and as yet this has not been resolved with Highways England.	Ongoing discussion on this matter are taking place between the parties.	UNDER DISCUSSION
4.20	-	-	Soil Survey	NFU require a Pre-construction detailed soil survey work to be undertaken by a competent person (e.g. a soil scientist) in order to produce specific soil resource topsoil and subsoil unit plans and restoration specifications for areas of agricultural land within individual land holdings. These surveys would form the basis of the pre-construction condition assessments of the land prior to soil stripping	Ongoing discussion on this matter are taking place between the parties.	UNDER DISCUSSION

				operations and would be used to monitor the progress of soil handling and restoration operations.		
4.21	Design and Access Statement (DAS) [APP-295] Section 6 Design Rationale	6.4 Central Section the World Heritage Site	6.4.20/6.4.21 Conversion of the existing A303 route into a restricted byway and improved NMU connectivity within the WHS	Conversion of unused land to green byway - this does not need to be downgraded. The existing road should be maintained as it is to provide access for agricultural businesses.	The proposals for converting the 'old' A303 into a restricted byway (with PMA rights) through the WHS have been developed in consultation with Wiltshire Council and with heritage bodies to meet the objective of protecting and enhancing the WHS. Agricultural uses will be limited to those who require direct access to land adjacent the 'old' A303. These will be finalised and agreed through the accommodation works process.	UNDER DISCUSSION
4.22	Design and Access Statement (DAS) [APP-295] Section 6 Design Rationale	6.3 Western section: Winterbourne Stoke bypass to Longbarrow junction	6.3.6 Green Bridge one constructed over the new A303	New pedestrian, cyclist and horse riding route is not necessary (north west of green Bridge 1). It is not for HE to be creating these byways. Green bridge no.1 should only create farm access and should not create or provide any public access.	Green Bridge no. 1 serves more than farm access; it also accommodates a new restricted byway which continues along the north side of the new road westwards to connect with the existing byway SLAN3. This allows for the safe crossing of the A303 by walkers, cyclists and horse riders.	UNDER DISCUSSION

4.23	Design and Access Statement (DAS) [APP-295] Section 6 Design Rationale	6.4 Central Section the World Heritage Site	6.4.6 Green Bridge Four	<p>Green bridge should be located along A360 so no new right of way has to be created and no further land has to be taken.</p> <p>Byway should only be created to provide farm access.</p>	<p>While the restricted byway across Green Bridge No. 4 will accommodate permitted farm vehicles needing access to adjacent land, its primary function is to create an interconnectivity within the WHS and a visual link between the historic barrows in the area. The position of the bridge was determined on the basis of feedback received from the supplementary consultation, which sought people's views on this.</p>	UNDER DISCUSSION
4.24	Water Supply	Private borehole and water supply mitigations		Request that the Inspector orders a binding Water Supply obligation upon the acquiring authority.	<p>Highways England, as the Scheme promoter, is responsible for ensuring that groundwater resources, including the supply and quality of groundwater, are protected during the construction and operation of the Scheme. Potential impacts on water supplies will be mitigated through the implementation of measures included within the Outline Environmental Management Plan (OEMP) [APP-187] (at references PW-WAT1 and WAT2, and MW-WAT1,</p>	UNDER DISCUSSION

					<p>WAT2, WAT3, WAT4, WAT5, WAT6, WAT7, WAT9, WAT10, WAT14, and WAT15), which is secured through paragraph 4 of Schedule 2 to the draft Development Consent Order [APP-020].</p> <p>As set out in the Environmental Statement, Chapter 11, Road Drainage and the Water Environment [APP-049], section 11.9, the assessment shows no significant changes to hydrology, private water supply, surface water quality or groundwater quality (water supply) during either the construction or operational phases of the Scheme. Highways England has been working with and will continue to work with Wessex Water and other statutory utility providers as required to ensure that water supplies are protected during the construction and operation of the Scheme.</p>	
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4.25	Environmental Statement Chapter 2 (The Proposed Scheme) [APP-040] Section 2.4.	Section 2.4. Construction, operation and long-term management (and Appendix 2.2 [APP-187])	2.4.28 Construction Traffic	The long-term impacts of construction works must be outlined and mitigation actions agreed in advance of construction.	The Outline Environmental Management Plan, Appendix 2.2 of the ES [APP-187] sets out the approach to the management of temporary construction related environmental impacts. Compliance with the Outline Environmental Management Plan [APP-187] is secured through paragraph 4 of Schedule 2 to the draft DCO [APP-020]. Paragraph 9 of Schedule 2 requires Highways England to produce a traffic management plan for the construction phase; to include the content set out in item MW-TRA2 of the Outline Environmental Management Plan.  Further individual communication will be made with the affected land interests closer to the time, as required by item MW-COM1 of the Outline Environmental Management Plan.	UNDER DISCUSSION
4.26	Environmental Statement Chapter 11-	11.8 Design, mitigation and enhancement	11.8.3 Construction	Drainage and Field Drainage: There is no mention of the drainage needs for this	Field drainage systems and overland flows from catchments adjacent to the	UNDER DISCUSSION

	<p>Road drainage and the water environment [APP-049]</p>	<p>measures (and Appendix 11.1, 11.3 and 11.5) [APP-279] [APP-281] and [APP-283].</p>		<p>scheme.</p>	<p>highway boundary will be intercepted and picked up by the scheme's drainage proposals. The approach to drainage is set out in the Road Drainage Strategy, ES Appendix 11.3 [APP-281]. The potential for the proposed scheme to impact on existing drainage is set out in ES Chapter 11, Road Drainage and Water Environment [APP-049]. There will be no adverse impacts on land drainage as a result of the scheme.</p>	
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## 5 Matters Not Agreed

- 5.1 There are currently no matters not agreed between parties.



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