

**A303 Amesbury to Berwick Down  
(Stonehenge) Wiltshire  
TR010025**

**Wiltshire Council Response to  
Examining Authority's (ExA) First  
Round of Written Questions**

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## WILTSHIRE COUNCIL RESPONSE TO EXAMINING AUTHORITY'S QUESTIONS

ExQ1	Question to:	Question:	Question Response:
G.1	<b>General and cross-topic questions</b>		
G.1.2	Applicant	<p>Document 7.1 - Case for the scheme and NPS accordance, paragraph 7.2.5, states that the Applicant is not aware of any respect in which deciding the application in accordance with the National Policy Statement for National Networks (NPSNN) would be unlawful. The RR of the Stonehenge Alliance [RR-1898] submits that the approval of the scheme would be contrary to The Environmental Impact Assessment Directive (85/337/EEC); The Habitats Directive (Council Directive 92/43/EEC); The Conservation of Habitats and Species Regulations 2017 (Habitats Regulations) in respect of the Salisbury Plain SPA and River Avon SAC; The Bern Convention on the Conservation of European Wildlife and Habitats; The Birds Directive (2009/147/EC) in respect of Annex I species; The Aarhus Convention, in respect of genuine public participation in</p>	<p>Comprehensive survey of the footprint of the Scheme and the surrounding area within a calculated zone of influence has been undertaken and has identified those habitats and species likely to be adversely affected by the proposal. The survey data has been used to inform a robust mitigation strategy for the Scheme.</p> <p>A full Environmental Impact Assessment has been completed and the results used to inform the Scheme design and the mitigation strategy.</p> <p>The European legislation (derived from EU Council Directives) is implemented in the UK under the Habitats Regulations. A full Appropriate Assessment under the Habitats Regulations has been undertaken in respect of all European sites potentially affected by the</p>

<b>ExQ1</b>	<b>Question to:</b>	<b>Question:</b>	<b>Question Response:</b>
		<p>environmental decision-making; The European Convention on the protection of the Archaeological Heritage; The European Landscape Convention; The SEA Directive (European Directive 2001/42/EC); The Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004, no. 1633) on the environmental impacts of the planned A303/A358 corridor improvements programme alone and in combination; and the World Heritage Convention.</p> <p>Please respond to the specific points raised in relation to the potential breach of these directions, regulations and conventions.</p>	<p>proposed Scheme (within a calculated zone of influence). This has considered the impacts and the mitigation available and implementable. Wiltshire Council believes that all potential impacts on the designated features of all European Sites within the calculated zone of influence have been correctly identified and sufficient and appropriate mitigation designed, such that the conclusion of "no likely significant effect" on the conservation objectives of the named European site, is correct and supported by sufficient and robust evidence. Natural England, the organisation with the overall responsibility for European Sites in England, has agreed the conclusion of the Appropriate Assessment.</p>
G.1.4	Wiltshire Council	<p>Document 7.1 - Case for the scheme and NPS accordane, makes an assessment of the scheme's accordane with the NPSNN and identifies the need for the scheme.</p> <p>i. Does Wiltshire Council accept that the need case for the project, as set out therein, is made out?</p> <p>ii. Has the Applicant satisfactorily addressed</p>	<p>i) The Council accepts the need for the Scheme.</p> <p>ii) The Council is of the opinion that the Scheme is broadly compliant with the NPSNN. However, with regards to drainage, the Applicant has not satisfactorily addressed all aspects of the Scheme's accordane with the NPSNN.</p> <p>iii) Wiltshire Council is not in agreement with the Applicant's climate change allowances for road</p>

<b>ExQ1</b>	<b>Question to:</b>	<b>Question:</b>	<b>Question Response:</b>
		<p>all aspects of the scheme's accordance with the NPSNN?</p> <p>iii. If not, please identify any aspects with which the Council disagrees.</p>	<p>drainage, and the climate change allowances for the groundwater assessment is still under discussion. There are outstanding actions from the peer review of the flood risk assessment for groundwater, surface water and road drainage. Until the actions are addressed, Wiltshire Council is unable to agree to full compliance with the NPSNN.</p>
G.1.5	Wiltshire Council	<p>Document 7.1 - Case for the scheme and NPS accordance, paragraph 7.3.14, identifies the relevant plans which comprise the development plan for the area.</p> <p>i. Does that comprise a complete list?</p> <p>ii. Does the Council agree that the scheme would conform with relevant policies of the development plan?</p> <p>iii. If not, please indicate any areas of disagreement with Appendix B.2 – 7.</p>	<p>i) Yes, this is a complete list.</p> <p>ii) Yes, overall the Scheme would conform with the relevant policies of the development plan. Section 3 of the Local Impact Report covers this matter.</p>
G.1.9	Wiltshire Council	<p>The ES Chapter 15: Assessment of cumulative effects, paragraph 15.2.12, makes reference to consultation with Wiltshire Council as regards the compilation of the long list of identified</p>	<p>i) Yes, it is agreed.</p> <p>ii) Yes.</p>

ExQ1	Question to:	Question:	Question Response:
		<p>development, followed by the circulation of a short list and the final check.</p> <ul style="list-style-type: none"> <li>i. Please confirm that the Applicant's methodology and identification of other development for the purposes of the cumulative assessment is agreed?</li> <li>ii. Please confirm that the list of nine developments set out in paragraph 15.2.20 is agreed?</li> <li>iii. Are there any other proposed developments relevant to the consideration of cumulative impact?</li> </ul>	<p>iii) No.</p>
G.1.10	Applicant	<p>The ES Chapter 15: Assessment of cumulative effects, paragraphs 15.2.20 and 15.4.4, makes reference to the Experimental Traffic Regulation Order (ETRO) on Byways AMES 11 and 12.</p> <p>Please explain further the position as regards the ETRO and the reliance placed upon it in the cumulative assessment.</p>	<p>At the time of the publication of the ES, the ETRO was in place. It has subsequently been quashed so is no longer in place.</p>
Ag.1	<b>Agriculture</b>		

ExQ1	Question to:	Question:	Question Response:
Ag.1.2	Wiltshire Council	<p><b>Agricultural Land Classification</b></p> <p>In respect of Agricultural Land Classification:</p> <ul style="list-style-type: none"> <li>i. Please provide any Policies (and supporting text) within the adopted development plan relevant to this issue; and</li> <li>ii. the Council's assessment of the Proposed Development against these policies.</li> </ul>	<ul style="list-style-type: none"> <li>i) Wiltshire Council's Development Plan has no specific policies relating to agricultural land classification. As a local planning authority, the Council takes account of national guidance in paragraph 170 (b) of the NPPF when making decisions where this is a relevant factor.</li> <li>ii) Not Applicable. The Council is aware that loss of best and most versatile agricultural land is a factor to be taken into account in the planning balance, but note that this would be the outcome from any of the routes proposed.</li> </ul>
Ag.1.4	Applicant	<p><b>Agricultural land (access)</b></p> <p>A number of RRs, including that from the National Farmers' Union [RR-2252] raise concerns and queries in respect of the effect of the use of existing and proposed rights of way on agricultural land.</p> <ul style="list-style-type: none"> <li>i. Please provide a detailed justification for proposed creation of each new public right of way which would affect existing</li> </ul>	<ul style="list-style-type: none"> <li>i) For Applicant to respond.</li> <li>ii) Wiltshire Council's public rights of way officers are awaiting design and construction details to be supplied by the Applicant for Deadline 2.</li> <li>iii) As ii) above.</li> <li>iv) As ii) above.</li> </ul>

ExQ1	Question to:	Question:	Question Response:
		<p>agricultural land?</p> <ul style="list-style-type: none"> <li>ii. What consideration has been given to prevent any improper use of the existing and proposed Public Rights of Way (PRoW) network (including fly tipping, hare coursing, parking and camping) and how would any measures be secured as part of the DCO?</li> <li>iii. What arrangements would be put in place for the maintenance (including future responsibilities) of any new PRoW including associated infrastructure such as fencing and barriers?</li> <li>iv. The scheme includes the creation of a new restricted byway open to agricultural vehicles along part of the existing A303. How will the surfacing, gates, and other barriers be designed and secured to ensure it is appropriate to allow for access and use by agricultural vehicles?</li> </ul>	
Ag.1.13	Applicant	<p><b>Agricultural land (access)</b> Concern has been raised in [RR-1980] that the</p>	<p>Wiltshire Council’s public rights of way officers would prefer the alignment as proposed by Highways England</p>

ExQ1	Question to:	Question:	Question Response:
		<p>proposed new restricted byway running north/south at the proposed Longbarrow Junction would result in a small triangular field which may be impracticable to farm commercially.</p> <ul style="list-style-type: none"> <li>i. What consideration was given to avoiding creating small, irregularly shaped parcels of land in creating new/rerouted byways.</li> <li>ii. What alternatives would be feasible to minimise or avoid this?</li> </ul>	<p>because it follows a more direct route for users. However, the Council is willing to work with the Applicant and stakeholders to consider alternative suggestions.</p>
Ag.1.14	<p>Applicant Howard Smith MRICS on behalf of P J Rowland &amp; Sons (Farmers) Limited</p>	<p><b>Agricultural land (access)</b></p> <p>In [RR-1594] a concern is raised in respect of stopping up a bridleway which has been referenced as Plot 7-19 (which is not a Plot shown on the Land Plans or in the Book of Reference).</p> <ul style="list-style-type: none"> <li>i. Please provide clarity as to which area of land, the bridleway and the MOD land refer to is located?</li> <li>ii. Can the applicant provide a response to the concerns raised?</li> </ul>	<p>Wiltshire Council would also like clarification of the location of this bridleway, and may then wish to comment.</p>



ExQ1	Question to:	Question:	Question Response:
AQ.1	<b>Air quality and emissions</b>		
AQ.1.3	Wiltshire Council	<p><b>Methodology</b></p> <p>At [APP-043] Paragraph 3.7.3 of the ES it is stated that the adjustment factors (for NO<sub>x</sub>) were also applied to the predicted road PM10 concentrations in the absence of any monitoring data within the study area within which to calculate specific verification factors for PM10.</p> <ul style="list-style-type: none"> <li>i. Are you satisfied that the adjustment factors for modelled NO<sub>x</sub> concentrations can reasonably be used as a proxy for verification of modelled PM10 concentrations?</li> <li>ii. Are you content with the approach adopted by the Applicant to the assessment of compliance with the hourly average NO<sub>2</sub> objective, that is, that the hourly average NO<sub>2</sub> objective is likely to be achieved if annual average concentrations are predicted to be less than 60µg/m<sup>3</sup>?</li> </ul>	<ul style="list-style-type: none"> <li>i) Wiltshire Council has employed an external contractor to review the modelling undertaken by the Applicant. Having reviewed the contractor's report, the Council is satisfied that in the circumstances the modelling is acceptable. The contractor made several comments about the methodology and the Applicant has subsequently met with Council representatives and provided further information. One such comment was on the possibility of off-site disposal of tunnel arisings. In the latest edition of the Statement of Common Ground states "off-site disposal is not part of the proposed Scheme", which is welcomed. If at any stage this is considered, the Council would regard it as essential that new modelling be undertaken that would quantify the potential impact of off-site disposal of tunnel / construction arisings on Wiltshire AQMAs.</li> <li>ii) The use of an annual mean 60ug/m<sup>3</sup> nitrogen dioxide as a proxy indicator for the potential failure of the hourly nitrogen dioxide objective is</li> </ul>

ExQ1	Question to:	Question:	Question Response:
			<p>given in DEFRA Technical Guidance TG (16) page 7-31 para 7.91 as a means of screening road traffic sources for further investigation. The standard in terms of relevant is exposure, which in this instance would mean a "busy street where people may spend 1 hour or more close to traffic", see TG16 Para 7.11 and table 7.1. The Council accepts its use given its provenance. It should be noted that nitrogen dioxide decreases rapidly with distance from the source.</p>
AQ.1.6	Wiltshire Council Environment Agency	<p><b>Air quality receptors</b> Are you satisfied that all potential sensitive receptors have been taken into account in the Air Quality Assessment (AQA), and with the Applicant's identification of worst-case locations for air quality?</p>	Yes. These have been discussed with the Applicant and agreed.
AQ.1.7	Wiltshire Council Environment Agency	<p><b>Stonehenge Visitor Centre</b> Do you agree that Receptor R79 represents the worst-case location along the A360 is an appropriate proxy for the assessment of effects on Stonehenge Visitor Centre?</p>	Yes, the site at Receptor 79 is acceptable as a proxy for assessments of effects at the Stonehenge Visitor Centre. R79 is located at Greenland Farm on the B3086 north of the Stonehenge Visitor Centre. In terms of Local Air Quality Management, air quality at the Visitors Centre is not a concern. It is an open

ExQ1	Question to:	Question:	Question Response:
			location with good air dispersion and levels of nitrogen dioxide and fine particulate will almost certainly (without measurement) be at background levels. The Council's locations of concern within the terms of LAQM are generally heavily trafficked residential streets with houses direct onto the street.
AQ.1.8	Wiltshire Council Environment Agency	<b>PM<sub>2.5</sub></b> Are you satisfied that potential impacts of PM <sub>2.5</sub> concentrations have been fully taken into account in the ES and appropriately assessed as a fraction of PM <sub>10</sub> particulate concentrations?	Yes. DEFRA Guidance TG16 recognises the use of PM <sub>10</sub> measurements to estimate levels of PM <sub>2.5</sub> . Further information can be found at page 7-35 paragraph 7.107- 7.111.
AQ.1.11	Wiltshire Council	<b>Approach</b> <ol style="list-style-type: none"> <li>i. Is the Council satisfied with the overall approach of the Applicant to dealing with air quality?</li> <li>ii. Does it have any specific criticisms it would like to make?</li> </ol>	Wiltshire Council has employed an external contractor to review the modelling undertaken by the Applicant. Having reviewed the contractor's report, the Council is satisfied that in the circumstances the modelling is acceptable. The contractor made several comments about the methodology and the Applicant has subsequently met with Council officers and provided further information. (See also AQ1.3 above).
AQ.1.12	The Applicant	<b>Tunnel and approaches</b> <ol style="list-style-type: none"> <li>i. With regard to the statement in para</li> </ol>	The tunnel and approaches are not relevant receptors in terms of NO <sub>2</sub> / LAQM regime as no one should

ExQ1	Question to:	Question:	Question Response:
	Wiltshire Council Environment Agency	<p>5.6.10 can the Applicant confirm that there is no likelihood of any exceedances of the annual mean and hourly mean NO<sub>2</sub> UK AQS objectives at either tunnel portal or within the tunnel?</p> <p>ii. What is the likelihood of PM<sub>10</sub> and PM<sub>2.5</sub> exceedances in these locations?</p> <p>iii. Are the relevant authorities satisfied with this approach to tunnel air quality and its potential impacts on air quality in the surroundings?</p>	regularly be present for the relevant exposure period of 1 hour. There are health and safety considerations associated with slow moving / stationary traffic and break downs, which lie outside the LAQM remit.
AQ.1.14	Wiltshire Council	<p><b>Construction Phase 1</b></p> <p>Paragraphs 5.9.18 – 5.9.23 of the Air Quality Assessment set out predicted impacts during construction Phase 1. Small increases are predicted at Amesbury (R58), Shrewton and Chitterne (R34 and R35 and R22-R33), and Great Wishford (R84), as a result of traffic diversions from the A303.</p> <p>i. Are you content that the AQA has assessed the worst-case scenarios for Construction Phase 1, and with the overall conclusions</p>	<p>i) Yes.</p> <p>ii) The LAQM annual mean and short term hourly objectives for nitrogen dioxide are 40ug/m<sup>3</sup> and 200ug/m<sup>3</sup> respectively. The latter not to be exceeded more than 18 times in a year. The resultant increases detailed for Amesbury High Street and other locations give rise to levels well below the annual mean and the 60ug/m<sup>3</sup> screening figure for short term exposure. Therefore, these changes would not trigger any action by the Council within the terms of LAQM or</p>

ExQ1	Question to:	Question:	Question Response:
		<p>that any increase in harmful emissions from traffic during this phase would result in concentrations well within the relevant AQ standards for NO<sub>2</sub> and PM<sub>10</sub>/PM<sub>2.5</sub>?</p> <p>ii. Receptor R58 Amesbury High Street (A305) is predicted to experience a temporary increase in NO<sub>2</sub> concentration of 0.9µg/m<sup>3</sup>, resulting in a concentration of 20.7µg/m<sup>3</sup>, due to an increase of 1000 vehicles AADT during Phase 1. Are you satisfied that this would not result in an unacceptable air quality impact on human health?</p>	<p>requests for action on the part of the Applicant.</p>
AQ.1.15	Wiltshire Council	<p><b>Construction Phase 2</b></p> <p>Paragraphs 5.9.24 – 5.9.30 of the Air Quality Assessment set out predicted impacts during construction Phase 2. Small increases are predicted at Amesbury (R58). In all other locations decreases in emissions are predicted, due to decreases in traffic once Phase 1 is completed and in operation.</p> <p>Are you content that the AQA has assessed the</p>	<p>Please refer to the response given to AQ.1.14, which is applicable here.</p>

ExQ1	Question to:	Question:	Question Response:
		<p>worst-case scenarios for Construction Phase 2, and with the overall conclusions that any increase in harmful emissions from traffic during this phase would result in concentrations well within the relevant AQ standards for NO<sub>2</sub> and PM<sub>10</sub>/PM<sub>2.5</sub>?</p>	
AQ.1.23	Wiltshire Council Environment Agency	<p><b>Operational Phase</b></p> <p>Paragraphs 5.9.31 - 5.9.44 of the AQA set out predicted impacts during the operational phase. Small increases in NO<sub>2</sub> concentrations are predicted east of the Countess roundabout (R76), at Amesbury (R58 and R60), Upton Lovell and Codford St Mary (R-19 - R21 and R14) Deptford (R7) and Chicklade (R98 - R100) due to increases in traffic during the operational phase. A small increase in PM<sub>10</sub> concentrations is predicted at Deptford. In all other locations decreases in emissions are predicted, due to decreases in traffic once the scheme is complete and in operation.</p> <p>Are you content that the AQA has assessed the worst-case scenarios for the operational phase, and with the overall conclusions that any</p>	<p>The Council is content with the AQA, subject to its consultant's expert comments. The Council has no evidence that would suggest Air Quality standards would be exceeded.</p>

ExQ1	Question to:	Question:	Question Response:
		increase in harmful emissions from traffic during operation would result in concentrations well within the relevant AQ standards for NO <sub>2</sub> and PM <sub>10</sub> /PM <sub>2.5</sub> ?	
AQ.1.27	Wiltshire Council	<p><b>Tunnel operation</b></p> <ul style="list-style-type: none"> <li>i. Are you content that air quality modelling during operation at the tunnel portals is not required, and with the Applicant's explanation in Paragraph 5.9.48 of the ES that there are no relevant air quality receptors in the immediate vicinity of the tunnel portals?</li> <li>ii. Do you agree with the conclusion in Paragraph 5.9.49 that the impact of portal emissions typically only extends up to about 100m to 200m?</li> <li>iii. Are you satisfied that the regulatory requirements for the operation of a highway tunnel, along with European Directives that either superseded or supplement UK regulations, can be relied on to secure acceptable air quality within</li> </ul>	<ul style="list-style-type: none"> <li>i) The Applicant is correct that there are no relevant receptors within the terms of LAQM. The Council regards in tunnel air quality as a separate issue of health and safety, particularly for tunnel users during periods of slow, stationary traffic and breakdowns. The Applicant details maintenance of tunnel air quality at paragraphs 5.9.52-54.</li> <li>ii) Tunnel design and engineering lies outside the Council's area of expertise and therefore are unable to comment on this point specially. However, nitrogen dioxide levels do fall rapidly with distance from roadside and TG16 provides means of calculating this distance attenuation.</li> <li>iii) The Council regrets tunnel design and engineering are not within its area of expertise.</li> </ul>

ExQ1	Question to:	Question:	Question Response:
AQ.1.30	Wiltshire Council	<p>the tunnel for users?</p> <p><b>Local air quality compliance</b></p> <ul style="list-style-type: none"> <li>i. Are you satisfied with the conclusion at Paragraph 5.9.60 of the ES that there are no links anticipated to be non-compliant with the limit values within the air quality study area for the scheme in either construction phase and the proposed opening year of 2026.</li> <li>ii. Are you satisfied that the scheme will not contribute to problems currently experienced in AQMAs in Salisbury and Wilton?</li> <li>iii. Are you satisfied with the conclusion at Paragraph 5.9.63 that for PM<sub>10</sub> a net benefit with a negative score is predicted for the operation of the scheme, with 671 properties expected to experience an improvement in concentrations and 615 a deterioration, and with the similar conclusion regarding NO<sub>2</sub> emissions in Paragraph 5.9.64?</li> </ul>	<ul style="list-style-type: none"> <li>i) Based on the information provided, the Council is satisfied that there are no links anticipated to exceed air quality objectives within the study area, either during the construction phase or the proposed opening year of 2026.</li> <li>ii) The Council is satisfied that the Scheme will not contribute to problems currently experienced in AQMAs in Salisbury, specifically that on Wilton Road. (NB there is no AQMA in Wilton). This is not the case if off-site disposals were to be adopted and the Council would expect further detailed modelling to be undertaken to assess the impact of this on Wiltshire AQMAs, incorporating its consultants' comments.</li> <li>iii) The Council notes the conclusion with regard to these paragraphs and that levels of both PM10 and nitrogen dioxide will be substantially within required air quality standards.</li> </ul>



ExQ1	Question to:	Question:	Question Response:
AQ.1.31	Wiltshire Council	<p><b>Local air quality compliance</b></p> <p>Paragraph 5.3.26 of ES Chapter 5 [APP-043] states that consultation with Wiltshire County Council regarding air quality was undertaken in September 2018 and that no changes to the methodology were required. This differs from the Wiltshire County Council's RR that implies, air quality monitoring locations were not agreed. The representation continues and states that the proposed development could result in "Severe adverse effects on Salisbury's AQMAs" which would appear to contradict Chapter 5 of the ES, in which the Applicant concludes no significant effects are identified.</p> <ul style="list-style-type: none"> <li>i. Please comment on these points specifically with reference to the relevant sections of the application documents where you consider significant effects on Salisbury AQMA may arise.</li> <li>ii. Please explain the statement "and the severe adverse effect on Salisbury AQMA identified in the ES" in the Council's RR as the AQAs have not identified a severe</li> </ul>	<p>The methodology was agreed at an early stage in a spirit of cooperation. However, the Council also raised early concerns in respect of Wiltshire AQMAs. These have now come down to two points.</p> <ol style="list-style-type: none"> <li>1. The potential diversion of traffic through Salisbury AQMAs. The Highways England regional diversion takes traffic through the London Road and Wilton Road AQMAs. This has in the past resulted in significant congestion in and around Salisbury. For the purposes of this application, HE consultants have addressed the Council's concerns. There remains a concern that the Applicant sees it as acceptable to have a regional diversion that impacts the Salisbury AQMAs. HE now attend the Salisbury AQ working group and this matter will be progressed through that forum rather than in this DCO process.</li> <li>2. The second concern has already been expressed in answers above in terms of where the tunnel arisings are to be disposed of. In the current version of the Statement of Common Ground, the Applicant confirms that "Off-site disposal is not part of the Scheme".</li> </ol>

<b>ExQ1</b>	<b>Question to:</b>	<b>Question:</b>	<b>Question Response:</b>
		adverse effect on Salisbury AQMA.	
<b>AL.1</b>	<b>Alternatives</b>		
AL.1.15	Applicant	Please provide evidence of a detailed evaluation which supports the conclusion that a route in Corridor G (south of Salisbury) would lead to substantially increased habitat loss and severance compared to other corridors, would fail to reduce journey times for use of the A303 and therefore would not meet the objectives of the scheme?	<p>Linking the current A303 road via a route around the south of Salisbury would necessitate either crossing or drilling under the River Avon SAC, together with tributaries that are included in the SAC designation, namely the Wylde, the Nadder and the Ebbel, which are component SSSIs of the SAC. The number of statutory and non-statutory designated sites for nature conservation is much higher in the area around Corridor G, with significantly greater numbers of protected species recorded (especially associated with river corridors). Many of the protected habitats such as ancient woodland and some unimproved grassland, cannot be replaced or reproduced, therefore the adverse impact is very likely to be much higher and more significant if this route were used.</p> <p>In addition, the new road section to link the existing A303 would need to be much longer than the current proposal and this would inevitably cause greater impact to a wider complex of habitats and the species</p>

<b>ExQ1</b>	<b>Question to:</b>	<b>Question:</b>	<b>Question Response:</b>
			they support.
AL.1.16	Applicant	<p>The ES, Chapter 3 Assessment of alternatives, Table 3.1 Development of the preferred route, Stage 5, explains the process for the identification of the Preferred Route in the light of the public consultation, key engineering and environmental topics, and the results of further geophysical surveys.</p> <ul style="list-style-type: none"> <li>i. Please explain and provide details of the potential harm to the attributes of the OUV of the WHS and impacts on the fabric and setting of important archaeological remains that were identified at that time as being associated with Option 1Nd.</li> <li>ii. Please provide details of the consultation responses that led to the further modification of Option 1Nd through the western part of the WHS.</li> <li>iii. Explain how the alterations that were made in response to that consultation would mitigate the anticipated impacts on archaeology, the winter solstice alignment</li> </ul>	<ul style="list-style-type: none"> <li>i) The Applicant to respond.</li> <li>ii) The Applicant to respond.</li> <li>iii) The impacts on Normanton Down RSPB Reserve have been assessed through the Habitats Regulation Appropriate Assessment and mitigation iteratively developed through consultation with Natural England (the organisation with overall responsibility for European Sites designated for nature conservation) and with the RSPB. Wiltshire Council is satisfied that Natural England is in agreement with the conclusion of the Habitats Regulation Assessment (HRA).</li> </ul>

<b>ExQ1</b>	<b>Question to:</b>	<b>Question:</b>	<b>Question Response:</b>
		and the Normanton Down RSPB reserve.	
AL.1.20	Applicant	<p>In relation to the proposed removal of the previously proposed link between Byways AMES 11 and AMES 12 within the WHS:</p> <ul style="list-style-type: none"> <li>i. Please explain in further detail why this option was considered to be preferential.</li> <li>ii. What is the perceived impact of vehicle traffic within the WHS?</li> <li>iii. How is it anticipated that such traffic would increase disturbance of nesting stone curlew in the Normanton Down RSPB reserve?</li> <li>iv. Explain the consideration given to the needs of motorised users of the Byways in reaching this decision.</li> </ul>	<ul style="list-style-type: none"> <li>i) For the Applicant to respond.</li> <li>ii) For the Applicant to respond.</li> <li>iii) Wiltshire Council is satisfied that this was considered within the Habitats Regulation Assessment in respect of the Salisbury Plain SPA.</li> <li>iv) For the Applicant to respond.</li> </ul>
<b>CH.1</b>	<b>Cultural heritage</b>		
<b>ES Chapter 6: Cultural heritage</b>			
The professional assessments of effect made in the ES are not necessarily accepted and may be questioned later in the Examination.			

ExQ1	Question to:	Question:	Question Response:
CH.1.13	Applicant	<p><b>Para 6.8.5(h): Decommissioned A303</b></p> <ul style="list-style-type: none"> <li>i. Please clarify the nature of the bound surface remaining. Would this be coloured tarmac?</li> <li>ii. Explain the discrepancies apparent between the appearance of the decommissioned A303 in Viewpoint CH13 (ES Appendix 6.9) and page 8 of the ES Non-technical Summary.</li> </ul>	Wiltshire Council public rights of way officers are awaiting design and construction details to be supplied by the Applicant, for Deadline 2.
CH.1.14	Applicant	<p><b>Para 6.8.10: Heritage Management Plan prepared by the Main Contractor prior to the start of construction</b></p> <p>The OEMP states that this should be prepared in consultation with the Heritage Monitoring and Advisory Group (HMAG) and Wiltshire Council Archaeological Services (WCAS). The ExA assumes the final version will be agreed with or approved by HMAG and WCAS. Please confirm.</p>	Wiltshire Council requires that the OEMP will be approved by HMAG and itself.
CH.1.16	Applicant	Provide details of haul roads, lighting, signage and fencing to be used throughout the site during the construction period.	Wiltshire Council public rights of way officers are awaiting design and construction details to be supplied by the Applicant, for Deadline 2.

ExQ1	Question to:	Question:	Question Response:
<b>ES Appendix 6.1: Heritage Impact Assessment</b>			
CH.1.30	Applicant HMAG	<p><b>Paras 3.6.7-12: HMAG and the Scientific Committee</b></p> <ul style="list-style-type: none"> <li>i. Have HMAG’s recommendations been incorporated in the Scheme?</li> <li>ii. Do HMAG have misgivings over any aspects of the Scheme?</li> <li>iii. Would HMAG and WCAS be able to contribute to the examination as groups, perhaps at hearings or preparing statements of common ground with the Applicant?</li> </ul>	<ul style="list-style-type: none"> <li>i) The nature of HMAG is that it does not speak with one voice, and only Wiltshire Council and Historic England have statutory responsibilities in relation to the Scheme (see draft terms of reference for HMAG attached at Appendix B). The four separate organisations have their own recommendations; the Council has many recommendations some of which have been incorporated and some are still under discussion (see archaeology section of the Council’s Statement of Common Ground (SoCG)).</li> <li>ii) The Council has expressed concerns about the impact of the proposed road cutting in the western part of the WHS and the adverse impact this has on the setting of monuments and OUV.</li> <li>iii) It would be possible for HMAG to contribute to the Examination as a group at hearings, bearing in mind that in accordance to the terms of reference of the group, it expresses different views on the Scheme and its representatives have different roles, with only Wiltshire Council and Historic</li> </ul>

ExQ1	Question to:	Question:	Question Response:
			England having statutory responsibilities. Archaeology officers are already contributing to the Council's SoCG and it is understood that other members of HMAG are also doing so through their own organisations. The Council is unsure whether a separate HMAG statement would be possible or useful.
CH.1.31	Applicant	<b>Para 5.3.2(b): Field surveys, research excavations at Blick Mead</b> Have any modifications been made to the Scheme arising from consideration of the results of the Blick Mead excavations?	Blick Mead will not be impacted by the Scheme, directly or indirectly so no modification was needed. The results of the excavation have not been needed to be taken into account.
CH.1.32	Applicant Wiltshire Council	<b>Para 5.3.16: CS Policy 59, Setting study of the WHS</b> When is this likely to be available?	A brief for the setting study has been written, however, there is currently no funding available to do it. The Council is not anticipating that it will be completed within the next two years.
<b>ES Appendix 6.9: Cultural heritage settings assessment</b>			
CH.1.45	Applicant	<b>AG32: Vespasian's Camp</b> See comments above on the setting of Blick Mead. Although no further land take is involved,	Blick Mead is a series of buried deposits, there are no upstanding features; it does not have attributes of OUV.

ExQ1	Question to:	Question:	Question Response:
		the flyover may well affect Blick Mead visually.	
<b>ES Additional Submission 2: Document clarifying the relationship between the archaeological mitigation strategy documents</b>			
CH.1.49	Applicant Any other parties	<p><b>Para 1.2.3 (See also paras 1.2.5, 1.3.1, and 1.5.1)</b></p> <p>This para tells us that the DAMS will be developed in consultation with the HMAG, comprising Historic England, WCAS, the National Trust, and English Heritage. Elsewhere in the ES (See OAMS para 1.2.7, etc.), it is noted that the development and operation of the DAMS and subsequent documents will be carried out in agreement with these parties.</p> <p>The matter of agreement is a significant concern, which should be secured in the DCO.</p>	Wiltshire Council requires that it approves the final version of the DAMS, not just agree or have been consulted on it.
<b>ES Appendix 6.11: Outline Archaeological Mitigation Strategy</b>			
CH.1.54	HMAG	<p><b>Mitigation measures</b></p> <p>Please comment on the detailed mitigation measures proposed in the OAMS.</p>	Wiltshire Council is in the process of commenting on the draft DAMS, which has developed from the OAMS, so has no further comments on the OAMS. However, the Council's comments on the developing DAMS are



ExQ1	Question to:	Question:	Question Response:
			<p>as follows.</p> <p>Archaeology officers have given some initial preliminary comments on the draft DAMS. However, the Council has many further detailed comments and requirements that need to be incorporated into the document before it will be able to approve it. The outstanding issues which need to be addressed are:</p> <ul style="list-style-type: none"> <li>• Currently mitigation measures at not extensive enough and, for example they should include the whole of the road line both inside and outside the WHS.</li> <li>• That there is an agreed robust strategy for the preservation in situ or full excavation of archaeological features prior to deposition of tunnel arisings on Parsonage Down East.</li> <li>• That a robust methodology is agreed for further assessment and mitigation of artefacts in the topsoil in areas to be excavated.</li> <li>• That a robust strategy for sampling natural features such as tree throws is agreed.</li> <li>• That the strategy includes all impacts of the</li> </ul>

ExQ1	Question to:	Question:	Question Response:
			<p>Scheme including drainage, services, landscaping, haul roads, spoil storage areas, compounds, as well as portals and main road line.</p> <ul style="list-style-type: none"> <li>• That there is a robust contingency policy in place to deal with unexpected discoveries which are significant and will require further mitigation.</li> <li>• That the Council agrees and approves all the detailed mitigation measures for the areas set out in Appendix C and D.</li> </ul> <p>It is essential that Wiltshire Council is fully engaged with the further development of the DAMS and that the document is secured as part of any consent given to the Scheme. It should meet all of the Council's requirements and apply the highest standards of mitigation possible in this internationally significant landscape.</p>
Ec.1	<b>Biodiversity, ecology and biodiversity</b> (including Habitats Regulations Assessment (HRA))		
Ec.1.1	Applicant Natural	<b>Cumulative and in-combination assessments</b> The ExA notes the separate legislative	i) For the Applicant to respond. ii) For the Applicant to respond.

ExQ1	Question to:	Question:	Question Response:
	England Wiltshire Council	<p>requirements for EIA cumulative assessment and HRA in-combination assessment.</p> <ul style="list-style-type: none"> <li>i. Can the Applicant explain why the list of plans and projects presented in sections 2.4 of the Likely Significant Effects report [APP-265] and 3.4 of the Statement to Inform Appropriate Assessment [APP-266] makes no references to the consideration of 'other developments' with the potential for cumulative impacts as presented in section 15.2.20 of ES Chapter 15 [APP-053].</li> <li>ii. Can the Applicant confirm that there are no pathways for in-combination effects between these projects identified in [APP-053] and the Proposed Development?</li> <li>iii. Can NE and Wiltshire Council comment on their satisfaction with the scope of the plans and projects identified for the purposes of the in-combination assessment as presented in sections 2.4 and 3.4 of [APP-265] and [APP-266] respectively?</li> </ul>	<ul style="list-style-type: none"> <li>iii) Wiltshire Council is not aware of any other plans or projects that should be included.</li> </ul>

ExQ1	Question to:	Question:	Question Response:
Ec.1.2	Applicant Natural England RSPB Environment Agency	<p><b>Green Bridges</b></p> <p>Para 8.8.5 of the ES refers to the use of Green Bridges to provide sheltered crossing features to reduce mortality and improve connectivity to existing habitat features to aid crossing by bats and other species. These are supplemented by having the Scheme in cutting for much of its length and by the provision of false cuttings, typically two metres or more in height, to encourage birds and bats to fly over the height of most vehicles.</p> <ul style="list-style-type: none"> <li>i. Is the width and design of the proposed Green Bridges sufficient to have a material effect in achieving this objective?</li> <li>ii. Are there additional design features that could be incorporated to increase the effectiveness of the Green Bridges in this regard?</li> <li>iii. How does the proposed scheme compare with the status quo in terms of fragmentation of habitats and potential for species mortality?</li> </ul>	<ul style="list-style-type: none"> <li>i) Yes. The width and design are based on experience from other EU countries (where monitoring has shown them to be effective), and on the results of ecological surveys undertaken by the Applicant to inform the Scheme design.</li> <li>ii) The decision not to include lighting helps to increase the effectiveness of the green bridges. Other enhancements would likely not significantly increase the function of the green bridges for biodiversity.</li> <li>iii) The existing road network fragments habitat that supports birds, bats and other small mammal wildlife species. The inclusion of green bridges within the landscape increases permeability for several species and allows movement across a wider, more diverse area.</li> </ul>

ExQ1	Question to:	Question:	Question Response:
Ec.1.3	Applicant Natural England	<b>Mammal underpasses</b> With regard to para 8.8.8 [APP-046] what evidence is there of features such as mammal underpasses being used by relevant species to maintain connectivity with foraging areas?	It is Wiltshire Council's ecologists opinion that this evidence is well documented, particularly in Europe.
Ec.1.10	Natural England Environment Agency Wiltshire Council	<b>Compensatory provision</b> Paragraph 8.9.4 identifies the loss of a small area of Chalk Grassland at the Countess Cutting CWS. Do you consider that the proposed replacement area would amount to satisfactory compensation for the loss of this feature?	Wiltshire Council considers this is sufficient and appropriate compensation.
Ec.1.24	The Applicant Natural England	<b>Need for Habitats Regulations Assessment / Appropriate Assessment</b> The European Court of Justice ruling in <i>People over Wind</i> determined that 'mitigation' (ie measures intended to avoid or reduce the harmful effects of the project on European sites) should not be taken into account when forming a view on likely significant effects during screening	With respect to the contamination issue, Wiltshire Council believes this is for the Applicant to respond to, as it is within the Environment Agency's remit.

ExQ1	Question to:	Question:	Question Response:
		<p>under the Habitats Regulations.</p> <p>On this basis, the applicant appears to have placed reliance on a suite of 'measures' (through project design) that have that have the effect of reducing likely significant effects on European Sites during construction and operation. Indeed, in table 3.1 (page 21, item no. 66) [APP-265] under the heading "<i>Water quality impacts during construction without an Outline Environment Management Plan</i>" implying that impacts are likely without such a plan. This is also implied by items 8) and 9) of table 3.1 of [APP-265].</p> <ul style="list-style-type: none"> <li>i. With respect to table 3.1 and matrix 3 of [APP-265], and having regard to the People over Wind judgement, could Natural England comment on the Applicant's approach in this regard?</li> <li>ii. Section 1.2 of the Environment Agency's RR [RR-2060] highlights some concerns in respect of the Drainage Strategy and the</li> </ul>	

ExQ1	Question to:	Question:	Question Response:
		<p>detail regarding likely effectiveness of the treatment systems to deal with contaminants prior to discharge to ground or surface waters. Can the Environment Agency their views on the basis that the Applicant has ruled out LSE on the River Avon SAC?</p> <p>iii. Can the Applicant confirm their position that conclusions of no LSE on the River Avon SAC during construction and operation have been reached without reliance on avoidance or reduction measures?</p>	
CC.1	<b>Climate change</b>		
CC.1.2	Applicant	<p>The NPSNN, paragraph 4.42, advises that should a new set of UK Climate Projections become available after the preparation of any ES, the ExA should consider whether they need to request additional information from the applicant. At paragraph 4.44, it explains that any adaptation measures should be based, amongst other</p>	<p>Wiltshire Council supports using the latest climate change allowances (i.e. UKCP18) once the Environment Agency guidance becomes available.</p>

ExQ1	Question to:	Question:	Question Response:
		<p>things, upon the latest set of UK Climate Projections.</p> <ul style="list-style-type: none"> <li>i. Has the Applicant taken account of any new set of UK Climate projections that have become available after the preparation of the ES, including the UKCP18 released in November 2018?</li> <li>ii. Please provide an assessment of how this next generation of UK Climate Projections would affect the conclusions of Chapter 14 of the ES.</li> </ul>	
<b>CA.1</b>	<b>Compulsory Acquisition, Temporary Possession and Other Land or Rights Considerations</b>		
<b>The acquisition of Statutory Undertakers' land – s127 of the PA2008</b>			
CA.1.31	Applicant	<p>Have all the Protective Provisions in Schedule 11 and/or asset protective agreements between the various parties been agreed? If not, please identify any outstanding areas of disagreement.</p>	<p>Discussions between the Applicant and Wiltshire Council are ongoing to agree the protective provisions for drainage authorities. Due to the overlapping nature of these activities, it is important to ensure alignment of the protective provisions for Wiltshire Council's land drainage consenting, and the Environment Agency's flood risk activity permitting and</p>



ExQ1	Question to:	Question:	Question Response:
			abstraction licensing.
DCO.1	<b>Draft Development Consent Order (dDCO)</b>		
<b>Part 1 – Preliminary - Articles</b>			
DCO.1.2	Applicant	<p><b>Article 2 – “the authorised development”</b></p> <p>Schedule 1 of the dDCO would also authorise ancillary works “for the purposes of or in connection with the construction of any of the works and other development mentioned above...”, and Schedule 1 (a) to (b) lists a number of ancillary works. The Explanatory Memorandum states that this is to ensure that the authorised development is constructed efficiently and without impediment. However, the term “<i>ancillary works</i>” is not defined nor does it specify that they shall be carried out within the order limits.</p> <ul style="list-style-type: none"> <li>i. Please provide further details as to the intended scope and location of these ancillary works.</li> <li>ii. Having regard to Figure 2.7(A-E) of the</li> </ul>	It is Wiltshire Council’s position that a clear definition of ancillary works would be helpful.

ExQ1	Question to:	Question:	Question Response:
		<p>ES and paragraphs 2.4.1-2.4.28, and assumptions around construction compound locations and embedded mitigation such as landscape bunds, please explain why the construction compounds are not listed as specific work numbers in the dDCO and that such provisions only appear in relation to the ancillary works?</p> <p>iii. The Explanatory Memorandum justifies the inclusion of the powers to carry out ancillary works by reference to other made DCOs. Please explain why the particular DCOs mentioned are relied upon as precedents in this case?</p>	
DCO.1.4	Applicant	<p><b>Article 2 – “the authorised development”</b></p> <p>Associated Development has not been separately described in Schedule 1. The Guidance on associated development applications for major infrastructure projects (Department for Communities and Local Government April 2013) states that: “As far as practicable, applicants should explain in their</p>	<p>i) No comment.</p> <p>ii) It is not necessary for the prohibition of motor vehicles to be classified as “associated development” before it can be included in the DCO. The reference to “associated development” stems from section 115, which is concerned with the types of “development” which can be authorised under a DCO. For</p>

ExQ1	Question to:	Question:	Question Response:
		<p><i>explanatory memorandum which parts (if any) of their proposal are associated development and why.</i>" Furthermore, Advice Note 13: 'Preparation of a draft order granting development consent and explanatory memorandum' advises that the draft DCO should include: "A full, precise and complete description of each element of any necessary <i>"associated development, which should be clearly identified in a Schedule to the draft DCO."</i></p> <p>The Explanatory Memorandum points to the potential for overlap between the two categories of development but does not seek to distinguish between them as anticipated by the guidance.</p> <ul style="list-style-type: none"> <li>i. Please explain this omission and identify those parts of the proposal which represent Associated Development in accordance with the guidance.</li> <li>ii. Please comment on whether a prohibition of motor vehicles for the severed link between AMES11 and AMES12 should be</li> </ul>	<p>these purposes, "development" has the same meaning as it does in the Town and Country Planning Act. Neither a stopping up order nor a TRO falls within that definition. The source of the power to make provision within a DCO for things that are not development is found in section 120, and specifically includes stopping up orders and orders restricting the classes of use on public highways: see item 17 and 20 in Schedule 5 Part 1. Under section 120(3) the only requirement for including such orders is that they must be "relating to" ... or matters ancillary to" the development for which consent is granted.</p> <p>The Council believes that the severed link for motorised users between byways 11 and 12 will bring adverse changes to the use of both byways as direct association. Appropriate measures to prevent those adverse changes therefore "relate to" the development for which consent is sought. The Council considers that the effects of the severance can and should be addressed within the DCO by the making of prohibition of driving order, on both byways, to</p>

ExQ1	Question to:	Question:	Question Response:
		regarded as Associated Development and included within the dDCO.	exclude public use by motorised vehicles, with the exception of motor cycles.
DCO.1.7	Wiltshire Council	<p><b>Article 2 – “the authorised development”</b></p> <ul style="list-style-type: none"> <li>i. Please comment upon the definition of “<i>authorised development</i>” as set out in the dDCO and explain further your concerns in relation to the indicative nature of the design and lack of design detail provided by the application.</li> <li>ii. Please explain in detail why a prohibition of motor vehicles for the severed link between AMES11 and AMES12 should be regarded as associated development and suggest how such a provision could be included within the dDCO.</li> </ul>	<p>i) The definition of “authorised development” only covers what is described in Schedule 1. There are additional preparatory works that will need to be carried out before the works described in Schedule 1, and the Council has concerns that because they are not included within Schedule 1, they will not be covered by the OEMP. Although the OEMP does reference the requirement for CEMPs to be produced by individual contractors for each part of the works, it is not clear how these will be regulated and whether Wiltshire Council will be consulted on the suitability and adequacy of the CEMPs.</p> <p>The description of the works as set out in Schedule 1, and shown on the related Works Plans are brief in nature, and cannot be expected to cover all aspects of the works in terms of detail. As a consequence, the Council has to make certain assumptions as to what will come forward in the detailed design at a later stage. It is understood that the detailed design</p>

<b>ExQ1</b>	<b>Question to:</b>	<b>Question:</b>	<b>Question Response:</b>
			<p>will be undertaken by the appointed works contractor(s), so the Council will expect that its role and comments as a consultee will be respected when the detailed proposals contained in e.g. the 'engineering section drawings (...)' are being finalised with a view to obtaining Secretary of State certification.</p> <p>From a drainage perspective, the main concern is the lack of detail around the tunnel construction method and how any risks introduced by dewatering could be managed. The tunnel would be constructed almost entirely through water-bearing chalk, which acts like an underground reservoir in this location. In order to mitigate the flood risks that dewatering could introduce in an area with past flooding issues, the Council proposes that the Applicant specify a tunnel construction method that minimises the need for dewatering. Furthermore, any dewatering method must have the facility to be stopped during period of high rainfall or food risk, and be supported by a full risk assessment approved by the Environment Agency and Wiltshire Council.</p>

ExQ1	Question to:	Question:	Question Response:
			<p>ii) The Council refers to the observations at DCO.1.4(ii) above. It is not necessary for the prohibition to be “associated development” in order for it to be included within the DCO. However, even if it were necessary, the prohibition would be “associated” because it is necessary in order to deal with the direct consequences of the development for which consent is sought.</p> <p>On completion of the new road, it will be necessary to decide what will become of the old A303. The Council accepts that HE considers that this should become a restricted byway between Longbarrow Roundabout and the old Stonehenge Road leading into Amesbury. The Council does not consider that the section of the A303 which currently links AMES11 and AMES12 (which is the subject of the ExA’s questions) is any different in this respect. However, the Council believes that the severed link for motorised users between byways 11 and 12 will bring adverse changes to the use of both byways as a direct association. Byway 11 will</p>

ExQ1	Question to:	Question:	Question Response:
			<p>become a cul-de-sac for motorised vehicles at its northern end, requiring them to return along the byway to complete their journey and increasing pressure on the present grass sward surface. The cul-de-sac, from which there is an excellent view of the Stones themselves and the surrounding landscape has, in the Council's view, at real prospect of being used for camping by travellers and short-term visitors, as well as a free car park giving direct access to the new Restricted Byway on the line of the decommissioned A303 and the permissive access allowed to the wider landscape of the WHS. Cumulatively, these new uses will significantly increase the number of motor vehicles within this part of the WHS, within direct view of the Stones.</p> <p>The Council also considers that an added consequence of making byway 11 a cul-de-sac for motorised vehicles will be to have a displacement effect that results in an increase of motor-vehicles using byway 12, which will be unable to withstand the extra traffic without suffering additional physical damage and an</p>

ExQ1	Question to:	Question:	Question Response:
			<p>adverse effect on the safety and enjoyment of non-motorised users. The Council considers that the effects of the severance can and should be addressed within the DCO by the making of a prohibition of driving order, on both byways 11 and 12, to exclude public use by motorised vehicles with the exception of motor cycles. However, there will also need to be a Traffic Regulation Order to permit the driving of motorcycles by the public on the section of the former A303 only between the entrances to byways 11 and 12.</p>
DCO.1.9	Wiltshire Council	<p><b>Article 2 – “commence”</b> Please comment generally on the definition of “commence” in the dDCO and, in particular, whether any amendment to the definition or imposition of requirements are necessary to control the excluded operations.</p>	<p>Whilst the definition is not considered to prejudice the interest of the Local Highway Authority, “site clearance” is currently excluded from the definition of “commence”. This has the potential to change the drainage characteristics of the land, and could introduce flood risk, therefore risk assessment and mitigation, in consultation with Wiltshire Council, is required prior to any site clearance commencing.</p> <p>There is also a need for the imposition of requirements to control the excluded operations as most of those named have the potential to</p>



ExQ1	Question to:	Question:	Question Response:
			significantly impact the existing ecology of the site and to render the proposed mitigation and enhancement unachievable.
DCO.1.13	Wiltshire Council	<p><b>Article 2 – “maintain”</b></p> <p>Please comment generally on the definition of “maintain” in the dDCO and, in particular, whether any amendment to the definition is necessary.</p>	<p>The Council believes that the definition would benefit from the inclusion of the word ‘record’ after ‘inspect’. This should help provide for an evidence trail if necessary. The Council would also like for the definition to include ‘clean’ as well. Furthermore, the definition should include the carrying out of all agreed management prescriptions of the management plan.</p> <p>It is notable that the definition proposed in the A303 Ilchester to Sparkford draft DCO includes the caveat ‘to the extent addressed in the Environmental Statement’. The Council believes that this should be considered for inclusion here.</p> <p>If a separate definition is not provided as required within the response to DCO.1.15 below, these activities should be added into the definition of “maintain”.</p>

ExQ1	Question to:	Question:	Question Response:
DCO.1.15	Wiltshire Council	<b>Article 2 - "tree and hedgerow plans"</b> Please comment in relation to the above question.	It would be useful to have a definition for maintenance and the promotion of good health for tree and hedgerow plants. This should cross reference to drawings / schedules.  As the definition of "maintain" does not include for the provision of actions required for the maintenance of landscape and the soft estate, this could be added to the above definition of "maintain" or defined as a separate item.
DCO.1.17	Wiltshire Council	<b>Article 3 (1) and (2) – Disapplication of legislative provisions</b> Please comment generally on the effect of Article 3(2).	Article 3(2) would have the effect of excluding the works from any Community Infrastructure Levy (CiL) liability. The Council has no objection to this as the Council's adopted CiL does not levy any charge on development of this nature.
<b>Part 2 – Works Provisions - Articles</b>			
DCO.1.30	Wiltshire Council Natural England	<b>Article 7 – Limits of Deviation</b> Please comment on the limits of deviation proposed for the development.	From an ecological perspective, it is reasonable to assume that limits of deviation are small and that some minor deviation within the Scheme will not result in significant effects on ecology.

ExQ1	Question to:	Question:	Question Response:
			<p>However, with regard the vertical limit of deviation affecting infiltration features, the Applicant must ensure a minimum of 1m clearance between the base of the feature and the maximum groundwater level, taking into account seasonal variations. This is to prevent rising groundwater from reducing the available storage capacity, and to ensure a sufficient depth of unsaturated material for effective operation.</p> <p>Additionally, 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. The Council seeks clarification of this issue and requires further consultation in the case that the deviation is invoked.</p>
DCO.1.40	Environment Agency	<p><b>Article 18 – Maintenance of drainage works</b></p> <p>Please comment upon the purpose and effect of this Article in relation to responsibility for maintenance of drainage works.</p>	<p>Wiltshire Council is the land drainage authority for Wiltshire. Wiltshire Council requests that the Applicant clarifies the purpose of Article 18. It is anticipated that the effect of the Article will be maintaining the status quo with regards maintenance responsibilities of riparian owners for drainage.</p>

ExQ1	Question to:	Question:	Question Response:
DCO.1.44	Wiltshire Council	<p><b>Article 22 – Compulsory acquisition of rights</b></p> <p>Please explain in detail the concern raised as regards the power to impose restrictive covenants on groundworks on land above the tunnel and the implications that might have for archaeological investigations in the WHS.</p>	<p>The Council’s concern is that there will be restrictions on access to and excavation of land over the tunnel. Much of this land has not been subject to archaeological investigation and the restrictions to be imposed will prevent this from happening in the future.</p>
DCO.1.54	Wiltshire Council	<p><b>Article 34 – Special category land</b></p> <p>Please comment on the proposed mechanism for providing the replacement land including the reference to consultation with the planning authority.</p>	<p>It is noted that the “replacement land” is not included within the definitions at Article 2. The Council believes that it should be.</p> <p>The Council considers that Article 34 does provide an appropriate mechanism for securing an existing obligation until suitable replacement land can be found provided any comments made by the Council on the appropriateness of the proposed replacement land as open space will be fully and conscientiously considered (the detail of the methodology of consultation is still under consideration). Where land is required for mitigation provision, if the land cannot be purchased or its use obtained under a legal agreement or the proposed land is not considered suitable, then an adjustment to the Scheme would</p>

ExQ1	Question to:	Question:	Question Response:
			<p>be required and further consultation may be necessary.</p>
DCO.1.58	Wiltshire Council	<p><b>Article 49 – Traffic regulation measures</b> Please comment generally upon the implications of and any concerns relating to this article of the dDCO.</p>	<p>The Council has raised some concerns in written representations about the application of certain speed limits on roads which will be vested in the Council, including limits on Allington Track, at Rollestone Crossroads reconfiguration and the de-trunked section of the A303 (part) east of Winterbourne Stoke. The Council does not wish to comment on speed limits or Clearway proposals insofar as they will apply to the A303 trunk road, as this is properly a matter for HE to determine, but supports what is proposed in terms of both the fixed and variable speed limits, and other proposed orders for the trunk road.</p> <p>There are some operational issues which the Council does not yet understand because of lack of detail, e.g. the operational measures to deal with tunnel closures and the interactions thereof in relation to traffic signals controls at Countess and Longbarrow junctions, and the cycle and pedestrian routes at Countess, where the westbound merge slip might be affected.</p>

<b>ExQ1</b>	<b>Question to:</b>	<b>Question:</b>	<b>Question Response:</b>
			<p>The Council has concerns as to potential problems arising as a result of the potential for vehicles associated with solstice and equinox events parking on local roads in the vicinity of the works, both during and following the completion of the scheme. In the Council’s opinion, it will be necessary to make arrangements for traffic regulation measures to restrict on-highway parking on roads surrounding the area for periods around the solstice and equinox periods. The Council is aware that numbers of visitors on these occasions has been increasing over the years, and is anticipated to be exacerbated as a result of the works and the Scheme itself, which will have the effect of removing any visual contact with the Stones by A303 passing traffic. The on-highway parking is further exacerbated by the introduction of charging for in-field parking areas within the control of English Heritage.</p>
<b>Schedule 2 – Part 1 – Requirements</b>			
DCO.1.65	Wiltshire Council	Please comment as to whether any additional Requirements would be necessary to secure the proposed monitoring and mitigation measures, for example, in relation to air quality, noise,	The Council’s Local Impact Report summarises the requirements the Council has requested within its theme sections and provides a consolidated list with reasons in Appendix B.

ExQ1	Question to:	Question:	Question Response:												
		<p>vibration and flood risk.</p> <p>Please provide, for the ExA's consideration, draft Requirements for any such topic areas where the Council perceives there to be a need for them to be imposed.</p>	<p>This summary sets out those areas which the Council considers necessary, however, during the process of finalising the precise wording for these requirements the Council would be happy to consider / discuss any other proposed amendments.</p> <p>For ease, these have been replicated below.</p> <table border="1" data-bbox="1285 751 2101 1343"> <thead> <tr> <th colspan="2" data-bbox="1285 751 1805 826">Archaeology and World Heritage Site Considerations</th> <th colspan="2" data-bbox="1805 751 2101 826">Requirement discharged by:</th> </tr> <tr> <th data-bbox="1285 826 1563 901">Requirement</th> <th data-bbox="1563 826 1805 901">Reason</th> <th data-bbox="1805 826 1957 901">Secretary of State</th> <th data-bbox="1957 826 2101 901">Wiltshire Council</th> </tr> </thead> <tbody> <tr> <td data-bbox="1285 901 1563 1343">                     No development shall commence (including preliminary works) within scheme area until:                       a) A detailed archaeological mitigation strategy, which should include on-site                 </td> <td data-bbox="1563 901 1805 1343">                     To enable the mitigation of areas of archaeological significance.                 </td> <td data-bbox="1805 901 1957 1343"></td> <td data-bbox="1957 901 2101 1343">                     x                 </td> </tr> </tbody> </table>	Archaeology and World Heritage Site Considerations		Requirement discharged by:		Requirement	Reason	Secretary of State	Wiltshire Council	No development shall commence (including preliminary works) within scheme area until:  a) A detailed archaeological mitigation strategy, which should include on-site	To enable the mitigation of areas of archaeological significance.		x
Archaeology and World Heritage Site Considerations		Requirement discharged by:													
Requirement	Reason	Secretary of State	Wiltshire Council												
No development shall commence (including preliminary works) within scheme area until:  a) A detailed archaeological mitigation strategy, which should include on-site	To enable the mitigation of areas of archaeological significance.		x												

ExQ1	Question to:	Question:	Question Response:			
			<p>work and off-site work such as the analysis, publishing and archiving of the results and land use management plans, has been submitted to and approved by the Local Planning Authority; and</p> <p>b) The approved programme of archaeological work has been carried out in accordance with the approved details.</p>			
			No development shall commence	To enable the local		x



ExQ1	Question to:	Question:	Question Response:			
			<p>within scheme area until:</p> <p>a) A detailed programme for archaeology and heritage outreach (education and community), which should include educational / school's activities, talks and site visits, interpretation materials, community engagement, has been submitted to and approved by the Local Planning Authority; and</p>	<p>communities to be kept up to date which archaeological discoveries and to maximise the public benefit from the Scheme</p>		

ExQ1	Question to:	Question:	Question Response:			
			<p>b) The approved programme of archaeology and heritage education and community outreach work has commenced in accordance with the approved details.</p>			
			<p>The Scheme must be reviewed in relation to its fit with other major development in the area such as army rebasing, developments at Boscombe Down and additional housing development locally. This will ensure that</p>	<p>To avoid, minimise and mitigate cumulative impacts on the WHS and its OUV.</p>		<p>X</p>

ExQ1	Question to:	Question:	Question Response:			
			cumulative and consequential impacts on the WHS and its OUV are avoided or at least minimised and mitigated.			
			<b>Local Transport</b>		<b>Requirement discharged by:</b>	
			Requirement	Reason	Secretary of State	Wiltshire Council
			<b>Traffic Monitoring and Mitigation</b> (1) No part of the authorised development is to commence until written details of a traffic impact monitoring and mitigation scheme has been submitted to and approved in			

ExQ1	Question to:	Question:	Question Response:
			<p>writing by the highway authority.</p> <p>(2) The traffic impact monitoring and mitigation scheme must include—</p> <p>(i) a before and after survey to assess the changes in traffic;</p> <p>(ii) the locations to be monitored and the methodology to be used to collect the required data;</p> <p>(iii) the periods over which traffic is to be monitored;</p> <p>(iv) the method of assessment of traffic data;</p> <p>(v) control sites to monitor background growth;</p> <p>(vi) the</p>

ExQ1	Question to:	Question:	Question Response:
			<p>implementation of monitoring no less than 3 months before the implementation of traffic management on the existing A303;</p> <p>(vii) agreement of baseline traffic levels;</p> <p>(viii) the submission of survey data and interpretative report to the highway authority; and</p> <p>(ix) a mechanism for the future agreement of mitigation measures.</p> <p>(3) The scheme approved under subparagraph (1) must be implemented by the undertaker.</p>

ExQ1	Question to:	Question:	Question Response:
			<p><b>Highway lighting scheme</b>                      (1) No part of the authorised development is to commence until a written scheme of the proposed highway lighting and traffic signals controls to be provided for that part of the authorised development has been submitted to and approved in writing by the Secretary of State, following consultation with the relevant planning authority and, (in the case of proposed lighting or traffic signals for any</p>

ExQ1	Question to:	Question:	Question Response:
			<p>highway for which the undertaker is not the highway authority), the local highway authority.</p> <p>(2) The standard of the highway lighting to be provided by the Scheme referred to in sub-paragraph (1) must either reflect the standard of the highway lighting included in the environmental statement or, where the standard of the highway lighting proposed materially differs from the standard of the highway lighting identified in the environmental</p>

ExQ1	Question to:	Question:	Question Response:
			<p>statement, the undertaker must provide evidence with the written scheme submitted for approval that the standard of the highway lighting proposed would not give rise to any materially new or materially worse adverse environmental effects in comparison with those reported in the environmental statement taking into account the lighting identified in it. The standard of the highway lighting must encompass the specification, level of</p>



ExQ1	Question to:	Question:	Question Response:
			<p>provision, light spillage, intensity, brightness and uniformity of the highway lighting.</p> <p>(3) The authorised development must be carried out in accordance with the scheme approved under sub-paragraph (1).</p> <p>(4) Nothing in this requirement restricts lighting of the authorised development during its construction or where temporarily required for maintenance.</p> <p><b>Amendments to approved details</b> With respect to any</p>

ExQ1	Question to:	Question:	Question Response:			
			<p>requirement which requires the authorised development to be carried out in accordance with the details approved under this Schedule, the approved details are taken to include any amendments that may subsequently be approved in writing.</p>			
			<p><b>Traffic Management</b> Submission of a Traffic Management Plan which makes clear provision for the traffic management proposals on a phased basis, with all TM stages within</p>	<p>To manage the effect of the works on local traffic movements</p>		

ExQ1	Question to:	Question:	Question Response:
			<p>each phase of the works to have previously been agreed (acting reasonably) with the Wiltshire Network Manager. Wiltshire Council will expect to be consulted and involved in all aspects of traffic management and the impacts on the local network.</p> <p><b>Traffic Management during Tunnel Closures</b></p> <p>The main works contractor shall, prior to the handover of the works to</p>

ExQ1	Question to:	Question:	Question Response:
			<p>Highways England, prepare, in consultation with Wiltshire Council, a Tunnel Closure Management Plan (TCMP) setting out, inter alia, the following;</p> <p>(1) Procedures to be followed for the planned closure of a single bore, including use of temporary signing, and advance information proposals.</p> <p>(2) Procedures to be followed for unplanned closures of a single or both tunnel bores, either during or outside a</p>

ExQ1	Question to:	Question:	Question Response:
			<p>planned closure, with particular reference to:</p> <ul style="list-style-type: none"> <li>• method of control of access to the eastbound or westbound or both merge slips at Longbarrow or Countess junctions respectively.</li> <li>• Signage to be employed on the approved diversion route.</li> <li>• Measures to be taken at a regional/sub national level to alert drivers of A303 delays</li> <li>• Requirements to liaise with</li> </ul>

ExQ1	Question to:	Question:	Question Response:			
			Wiltshire Council's Streetworks Team and the police			
			<b>Public Rights of Way (PROW)</b>		<b>Requirement discharged by:</b>	
			Requirement	Reason	Secretary of State	Wiltshire Council
			1. The legislative process by which the creation, diversion and extinguishment (stopping-up) of the affected public rights of way needs to be clarified with particular regard to whether the confirmation of the legal orders enables of itself the council to amend the		X	

ExQ1	Question to:	Question:	Question Response:
			<p>Definitive Map and Statement, or whether further orders will need to be made by the council to enable those amendments.</p> <p>2. 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 the council as Highway Authority, design and construction details and specifications must be agreed by the authority prior</p>

X

X

ExQ1	Question to:	Question:	Question Response:
			<p>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 the council of commuted sums to cover / assist with the costs of maintenance of the new routes must also be agreed before the council accepts responsibility.</p>

X



ExQ1	Question to:	Question:	Question Response:
			<p>3. 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 the council as Highway Authority.</p> <p>4. Where there are expected to be adverse effects on the use of existing rights of way and increased requirements for maintenance,</p>

<b>ExQ1</b>	<b>Question to:</b>	<b>Question:</b>	<b>Question Response:</b>			
			<p>appropriate mitigation measures are to be agreed with the Council. These could be achieved through the provision of a commuted sum to meet costs incurred as a direct result of the Scheme.</p>			
			<b>Ecology and Landscape</b>		<b>Requirement discharged by:</b>	
			Requirement	Reason	Secretary of State	Wiltshire Council
			<p>APPROVAL OF LANDSCAPING BEFORE COMMENCEMENT</p> <p>No development shall commence on site</p>	<p>The application contained insufficient information to enable this matter to be</p>		<p>X</p>

ExQ1	Question to:	Question:	Question Response:			
			<p>until a scheme of hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include:-</p> <ul style="list-style-type: none"> <li>• location and current canopy spread of all existing trees and hedgerows on the land;</li> <li>• full details of any to be retained, together with measures for their protection in the course of development;</li> <li>• a detailed planting</li> </ul>	<p>considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure a</p>		

ExQ1	Question to:	Question:	Question Response:
			<p>specification showing all plant species, supply and planting sizes and planting densities;</p> <ul style="list-style-type: none"> <li>• finished levels and contours;</li> <li>• means of enclosure;</li> <li>• other vehicle and pedestrian access and circulation areas;</li> <li>• all hard and soft surfacing materials;</li> <li>• minor artefacts and structures (e.g. furniture, play equipment, refuse and other storage units,</li> </ul> <p>satisfactory landscaped setting for the development and the protection of existing important landscape features.</p>

ExQ1	Question to:	Question:	Question Response:
			<p>signs, lighting etc.);</p> <ul style="list-style-type: none"> <li>• proposed and existing functional services above and below ground (e.g. drainage, power, communications, cables, pipelines etc. indicating lines, manholes, supports etc.);</li> <li>• retained and created habitat features provided as mitigation or enhancement for named species.</li> <li>• retained historic landscape features and proposed</li> </ul>

ExQ1	Question to:	Question:	Question Response:			
			restoration, where relevant.			
			Prior to the commencement of any preliminary or enabling works, a programme of precautionary protective measures for sensitive ecological receptors will be submitted for agreement. This will take the form of a series of CEMPs for each phase and /or location within the project.		x	
			No part of the authorised development is to commence until a Landscape and		X	

ExQ1	Question to:	Question:	Question Response:			
			<p>Ecological Management Plan for the Scheme has been submitted to and approved in writing by the Secretary of State, following consultation with the planning authority.</p>			
			<b>Built Heritage</b>		<b>Requirement discharged by:</b>	
			Requirement	Reason	Secretary of State	Wiltshire Council
			No external lighting shall be installed on site until a scheme of streetlighting, including the measures to be taken to minimise sky glow, glare and light trespass, has been submitted to and	To minimise the impact of the external lighting and in the interests of the setting of designated heritage assets.		X

ExQ1	Question to:	Question:	Question Response:
			<p>approved in writing by the Local Planning Authority. The external lighting scheme shall be designed so as to meet the criteria for Environmental Zone E1 as defined by the Institute of Lighting Professionals 'Guidance Notes for the Reduction of Obtrusive Light' 2012. The approved scheme shall be implemented in full before the development is first brought into use and shall be maintained in effective working order at all times thereafter.</p>



ExQ1	Question to:	Question:	Question Response:			
			<b>Public Health and Public Protection</b>		<b>Requirement discharged by:</b>	
			Requirement	Reason	Secretary of State	Wiltshire Council
			a) An OEMP then CEMP are to be submitted following consultation with the Local Authority in writing prior to the commencement of the construction phase.	To ensure sufficient nuisance mitigation measures are taken to safeguard residents and protect the local environment and residential amenity.	X	X
			<b>Noise and vibration</b> Construction Phase: b) A quantitative assessment of noise and vibration impacts arising from construction works must be undertaken		X	

ExQ1	Question to:	Question:	Question Response:
			<p>and included in the Environmental Statement that will be submitted with the DCO application.</p> <p>c) A scheme of mitigation shall be submitted to and approved in writing by the Secretary of State following consultation with the Local Authority to provide that the maximum change in traffic noise level for sensitive receptors exposed to external road traffic noise shall not create a significant adverse impact in</p>

X

ExQ1	Question to:	Question:	Question Response:
			<p>Amesbury as defined in 9.3.51 and 9.3.52 of Chapter 9 of the Environmental Statement. 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>d) A Requirement to meet prior consent process methodology scheme with the local authority (as</p>

ExQ1	Question to:	Question:	Question Response:
			<p>under Section 61 of the Control of Pollution Act 1974) shall be followed in respect to the construction phase of the scheme, but without the formal submission. This paperwork would then equate to a BPM assessment.</p> <p>e) General provisions – Any exceptions to Core working hours should only be made following consultation with Wiltshire Council.</p>

ExQ1	Question to:	Question:	Question Response:
			<p>f) Notwithstanding the requirements of the any submitted CEMP, construction work involving impact or driven piling at Countess roundabout or the River Till 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 by the Local Authority.</p> <p>X</p> <p>X</p>

ExQ1	Question to:	Question:	Question Response:
			<p>g) The rating level of the noise emitted from fixed plant located at the service buildings at the tunnel portals and the generators at the compound areas shall not exceed the background level by more than 0 db(A) at any residential property when assessed in accordance with BS 4142: 2014</p> <p>h) Vibration levels in relation to piling and tunnelling works or 1.0 mms-1 to be set as a level</p>

X

ExQ1	Question to:	Question:	Question Response:
			<p>trigger alert for affected residents. Temporary re-housing to 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 1mm/s are likely to occur continuously for a period of 48hrs or more during each tunnel bore.</p> <p>Operational Phase: a) Details of noise associated with the</p>

X

ExQ1	Question to:	Question:	Question Response:
			<p>operation of plant serving the tunnel are to be agreed by the Secretary of State following consultation with the Local Authority in writing prior to its commissioning. The rating level of the noise above background emitted from fixed plant located at the service buildings at the tunnel portals shall not exceed 0 dB (A) at any residential property when measured and corrected in accordance with BS 4142: 2014.</p> <p style="text-align: center;">X</p>



ExQ1	Question to:	Question:	Question Response:
			<p>b) Road noise exposure shall be minimised for receptors from the viaduct over the River Till north of Winterbourne Stoke, and from the flyover at the Countess roundabout to protect the local amenity.</p> <p>c) Design, mitigation and enhancement measures, the proposed barriers and cladding to mitigate the noise of Operations are described in para 9.8.14 as follows:</p>

X

ExQ1	Question to:	Question:	Question Response:
			<p>9.8.14 d)                      The use of a noise absorbent finish at the entrance/exit of the tunnel and Green Bridge Four, further details are provided in Appendix 9.3: (Table 2.1) has been specified and acoustic enhancement is included in the modelled data based on:                      Table 2-1 details the absorption coefficient assumed for the entrance / exit of the tunnel and green bridge 4. This is based on</p>

ExQ1	Question to:	Question:	Question Response:
			<p>typical tunnel sound absorbing treatment contained within the noise modelling software.</p> <p>9.8.14 g) Inclusion of 1.8m high absorptive noise barriers between the slip roads on both the north and south side of Countess flyover; and</p> <p>9.8.14 h) Inclusion of a 1.5m high solid parapet on the south side of the River Till viaduct.</p> <p>Also for Enhancement: 9.8.15</p>

ExQ1	Question to:	Question:	Question Response:
			<p>The surface finish of the retaining wall at the approaches to the tunnel portals and at Countess flyover (above the earthworks) would be designed to reduce the reflection of noise (details to be agreed).</p> <p>d) There is a requirement under CPR (Construction Products Regulation) to ensure that noise barriers are correctly specified to be CE Marked with a Declaration of Performance (DoP) that confirms</p>

ExQ1	Question to:	Question:	Question Response:
			<p>with the harmonised Specifications Standard (which is currently BSEN 14388:2005). Any detailed specification should comply with these requirements in order to validate predicted results in the Soundplan model.</p> <p>e) The CEMP's and the NVMP's produced must address the local conditions, and properly evaluate potential impacts once details of the construction are known. Any CEMP</p>

ExQ1	Question to:	Question:	Question Response:
			<p>produced should by definition address the following:</p> <ul style="list-style-type: none"> <li>• A list of tasks to be completed</li> <li>• Task method statements including plant lists</li> <li>• Durations of tasks</li> <li>• Identify local receptors (based on potential impact of tasks)</li> <li>• Assessment of impact using standards identified above</li> <li>• Identification of mitigation measures</li> <li>• Compliance monitoring</li> </ul> <p>A complaint</p>

ExQ1	Question to:	Question:	Question Response:
			<p>management system is included as part of the OEMP. Complaint management is a necessary part of contract management. The complaint management procedure anticipates that non-compliances with the CEMP's are addressed promptly. There should also be an escalation procedure to ensure that urgent action can be taken.</p> <p>f) A scheme of mitigation shall be submitted to the</p>

ExQ1	Question to:	Question:	Question Response:
			<p>Secretary of State following consultation with the Local Authority to provide that the maximum change in traffic noise level for sensitive receptors exposed to external road traffic noise shall not create a significant adverse impact as defined in 9.3.51 and 9.3.52 of Chapter 9 of the Environmental Statement.</p> <p>Any scheme of noise mitigation as approved shall be constructed in its entirety as soon as reasonably</p>



ExQ1	Question to:	Question:	Question Response:
			<p>practicable in pursuance of the scheme and shall be retained thereafter in perpetuity.</p> <p>g) 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 has been approved by the Secretary of State following consultation with the local authority.</p> <p><b>Air Quality</b> To ensure</p>

ExQ1	Question to:	Question:	Question Response:			
			<p>Construction Phase</p> <p>a) No materials shall be burnt on the development site during the construction phase of the scheme.</p> <p>b) Traffic diversions should not involve routing traffic through AQMAs.</p> <p>c) Tunnel spoil to be disposed of in such a manner as to prevent a negative impact on Wiltshire AQMAs where transported by road and so as to ensure effective mitigation</p>	<p>sufficient nuisance mitigation measures are taken to safeguard residents and protect the local environment and residential amenity . To minimise additional traffic air pollution in other AQMAs.</p>	<p>X</p> <p>X</p> <p>X</p> <p>X</p>	

ExQ1	Question to:	Question:	Question Response:			
			<p>of dust during landscaping.</p> <p>d) An assessment of the air quality implications of transportation of tunnel arisings shall be carried out prior to any disposal outside of the development site. This should identify any potential impacts on residents in proximity to the proposed haulage routes, including locations within AQMAs, and identify appropriate measures to mitigate any potentially significant impacts.</p>	<p>To minimise additional traffic air pollution in other AQMAs.</p> <p>To monitor the impact of the project on existing local AQMAs</p>	<p>X</p>	

ExQ1	Question to:	Question:	Question Response:
			<p>e) To ensure that emission rates assumed for the construction vehicles are reasonable 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.</p> <p>Operational Phase a) An assessment of the legacy impact of</p>

ExQ1	Question to:	Question:	Question Response:			
			<p>the development shall be undertaken on the Air Quality on A36 and A350 AQMAs and mitigation measures shall be implemented where a negative impact on Air Quality is predicted / identified at relevant receptors.</p>			
			<p><b>Light Nuisance</b> a) All artificial lighting shall be so sited as not to cause light intrusion or nuisance to residential dwellings in the area adjacent to the</p>	<p>To ensure sufficient nuisance mitigation measures are taken during the construction phase to safeguard</p>	<p>X</p>	

ExQ1	Question to:	Question:	Question Response:			
			<p>scheme.</p> <p>b) 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>residents and the local environment.</p>		

ExQ1	Question to:	Question:	Question Response:
			<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 be designed and operated to have full horizontal cut-off and such that the Upward Waste Light Ratio does not exceed 2.5%.</p> <p>The submitted scheme shall include an isolux diagram showing the predicted illuminance in the vertical plane (in lux) at critical</p>

ExQ1	Question to:	Question:	Question Response:			
			<p>locations on the boundary of the site and at adjacent properties.</p> <p>The approved scheme shall be implemented prior to first use of the lighting and be permanently maintained in that state thereafter.</p>			
			<p><b>Private Water Supplies</b></p> <p>a) The private water supplies and associated hydrology and land drainage must be protected from any impacts from both the construction and</p>	<p>To protect existing local private water supplies to ensure they remain unpolluted and continue to provide potable water.</p>	<p>X</p> <p>X</p>	



ExQ1	Question to:	Question:	Question Response:			
			<p>operational phases of the Scheme, including any sewage disposal from construction compounds.</p> <p>b) Mitigation measures must be in place to prevent potential contamination of ground water sources from the final scheme's operational infiltration road drainage system.</p>			
			<p><b>Land Contamination</b></p> <p>In the event of any contaminated material, including</p>		X	

ExQ1	Question to:	Question:	Question Response:
			<p>impacted groundwater being found during the course of the construction of the authorised development that was not previously identified, the undertaker shall cease construction in the vicinity of the contamination and immediately report it in writing to the Secretary of State, the Environment Agency and the Local Planning Authority. Development on the part of the site</p>

ExQ1	Question to:	Question:	Question Response:
			<p>affected shall be suspended and a risk assessment shall be carried out.</p> <p>Where the undertaker determines that remediation is necessary, a written scheme and programme for the remedial measures to be taken to render the land fit for its intended purpose must be prepared, submitted to and approved in writing by the Secretary of State following consultation with the Environment</p>

ExQ1	Question to:	Question:	Question Response:			
			<p>Agency and the local planning authority.</p> <p>Remedial measures must be carried out in accordance with the approved scheme.</p> <p>These approved schemes shall be carried out before the development [or relevant phase of development] is resumed or continued.</p>			
			<b>Flood Risk and Drainage</b>		<b>Requirement discharged by:</b>	
			Requirement	Reason	Secretary	Wiltshire

ExQ1	Question to:	Question:	Question Response:			
			<p><b>Detailed design</b>                      (1) The authorised development must be designed in detail and carried out so that it is compatible with the works plans, the engineering section drawings (plan and profiles) and the engineering section drawings (cross sections) unless otherwise agreed in writing by the Secretary of State following consultation with the planning authority, the local highway authority and LLFA on matters related to its functions and</p>	<p>To ensure that the development can be adequately drained without increasing flood risk to others.</p>	<p>of State X</p>	<p>Council</p>

ExQ1	Question to:	Question:	Question Response:
			<p>provided that the Secretary of State is satisfied that any amendments to the works plans, the engineering section drawings (plan and profiles) and the engineering section drawings (cross sections) would not give rise to any materially new or materially worse adverse environmental effects in comparison with those reported in the environmental statement.</p> <p>(2) Where amended details are approved by the Secretary of State under sub-</p>

ExQ1	Question to:	Question:	Question Response:			
			<p>paragraph (1), those details are deemed to be substituted for the corresponding works plans, engineering section drawings (plan and profiles) or engineering section drawings (cross sections) and the undertaker must make those amended details available in electronic form for inspection by members of the public.</p>			
			<p><b>Details of consultation</b> (1) With respect to any requirement which requires details to be submitted to the Secretary of State for</p>	<p>To ensure that the development can be adequately drained without</p>	<p>X</p>	

ExQ1	Question to:	Question:	Question Response:			
			<p>approval under this Schedule following consultation with another party, the details submitted must be accompanied by a summary report setting out the consultation undertaken by the undertaker to inform the details submitted and the undertaker's response to that consultation.</p> <p>(2) At the time of submission to the Secretary of State for approval, the undertaker must provide a copy of the summary report referred to under sub-</p>	<p>increasing flood risk to others.</p>		



ExQ1	Question to:	Question:	Question Response:
			<p>paragraph (1) to the relevant consultees referred to in the requirement in relation to which approval is being sought from the Secretary of State.</p> <p>(3) The undertaker must ensure that any consultation responses are reflected in the details submitted to the Secretary of State for approval under this Schedule, but only where it is appropriate, reasonable and feasible to do so, taking into account considerations</p>

ExQ1	Question to:	Question:	Question Response:			
			<p>including, but not limited to, cost and engineering practicality.</p> <p>(4) Where the consultation responses are not reflected in the details submitted to the Secretary of State for approval, the undertaker must state in the summary report referred to under subparagraph (1) the reasons why the consultation responses have not been reflected in the submitted details.</p>			
			<p><b>Construction Environmental Management Plan</b></p>	<p>To ensure that the development</p>	<p>X</p>	

ExQ1	Question to:	Question:	Question Response:
			<p>(1) No part of the authorised development is to commence until a CEMP has been prepared in consultation with the relevant planning authority, the local highway authority and the LLFA and submitted to and approved in writing by the Secretary of State.</p> <p>(2) The CEMP must be substantially in accordance with the Outline Environmental Management Plan.</p> <p>(3) The authorised development must be constructed in</p> <p>can be adequately drained without increasing flood risk to others.</p>

ExQ1	Question to:	Question:	Question Response:			
			<p>accordance with the approved CEMP.                      (4) Upon completion of construction of the authorised development the CEMP must be converted into the HEMP and the authorised development must be operated and maintained in accordance with the HEMP.</p>			
			<p><b>Groundwater</b>                      (1) Subject to subparagraph (2), the authorised development must be carried out in accordance with the flood risk assessment,</p>	<p>To ensure that the development can be adequately drained without increasing flood risk to</p>	<p>x</p>	

ExQ1	Question to:	Question:	Question Response:
			<p>including the mitigation measures detailed in it, so that no part of the authorised development is predicted to result in any exceedance of the flood levels to properties and land shown in the flood risk assessment.</p> <p>(2) Sub-paragraph (1) does not apply in any circumstance where the undertaker proposes to carry out a part of the authorised development otherwise than in accordance with the flood risk assessment and either others.</p>

ExQ1	Question to:	Question:	Question Response:			
			<p>demonstrates to the LLFA's satisfaction that the part of the authorised development concerned would not result in an exceedance of the flood levels shown in the flood risk assessment or demonstrates that all affected landowners accept the predicted exceedance of the flood levels shown in the flood risk assessment.</p> <p>(3) The flood risk assessment shall include an allowance for climate change consistent with the river and surface</p>	<p>This information will be invaluable to confirm that the design is functioning as intended and any required mitigation works.</p>		

ExQ1	Question to:	Question:	Question Response:			
			<p>water flood risk assessments. (4) Groundwater monitoring to be undertaken during a baseline period, construction and for a minimum of 5 years post construction.</p>			
			<p><b>Surface water / road drainage and flood risk</b> (1) Subject to subparagraph (2), the authorised development must be carried out in accordance with the flood risk assessment, including the mitigation measures detailed in it, so that no part of the authorised</p>	<p>To ensure that the development can be adequately drained without increasing flood risk to others.</p>	<p>x</p>	

ExQ1	Question to:	Question:	Question Response:
			<p>development is predicted to result in any exceedance of the flood levels to properties and land shown in the flood risk assessment.</p> <p>(2) Sub-paragraph (1) does not apply in any circumstance where the undertaker proposes to carry out a part of the authorised development otherwise than in accordance with the flood risk assessment and either demonstrates to the LLFA's</p>



ExQ1	Question to:	Question:	Question Response:
			<p>satisfaction that the part of the authorised development concerned would not result in an exceedance of the flood levels shown in the flood risk assessment or demonstrates that all affected landowners accept the predicted exceedance of the flood levels shown in the flood risk assessment.</p> <p>(3) Road drainage will be designed to;</p> <p>(a) Control peak discharge rates and</p>

ExQ1	Question to:	Question:	Question Response:
			<p>provide appropriate attenuation storage within the system for a 1 in 100 year return period;</p> <p>(b) Allow for climate change in accordance with Environment Agency guidance and the Design Manual for Roads and Bridges;</p> <p>(c) Ensure that flows resulting</p>

ExQ1	Question to:	Question:	Question Response:
			<p>from rainfall in excess of a 1 in 100 year rainfall event are managed in exceedance routes that minimise the risks to people and property.</p> <p>(d) Enable automated control of the tunnel drainage.</p> <p>(4) Surface water drainage will be designed to;</p> <p>(a) Convey the 1 in 30 year rainfall event without</p>

ExQ1	Question to:	Question:	Question Response:			
			<p>causing flooding to any part of the site;</p> <p>(b) Manage the 1 in 100 year rainfall event within the site without causing flooding to any building (including a basement) or in any utility plant susceptible to water (e.g. pumping station or electricity substation);</p> <p>(c) Manage</p>			

ExQ1	Question to:	Question:	Question Response:
			<p>flows from rainfall in excess of the 1 in 100 year rainfall event in routes that minimises the risks to people and property;</p> <p>(d) Allow for climate change in accordance with Environment Agency guidance.</p> <p>(5)The tunnel will be constructed almost entirely through chalk, which acts like a large underground</p>

ExQ1	Question to:	Question:	Question Response:
			<p>reservoir in this location. In order to mitigate the flood risks that dewatering could introduce in an area with past flooding issues, we propose that the applicant specify a tunnel construction method that minimises the need for dewatering. Furthermore, any dewatering method must have the facility to be stopped during periods of high rainfall or flood risk and have a full risk assessment</p>

ExQ1	Question to:	Question:	Question Response:
			<p>approved by the Environment Agency and Wiltshire Council.                      (6) No part of the authorised development is to commence until written details of the drainage system to be constructed for that part, based on the mitigation measures included in the Environmental Statement, and including means of flood risk and pollution control, have been submitted to and approved in writing by the</p>

ExQ1	Question to:	Question:	Question Response:
			<p>Secretary of State, following consultation with the Local Planning Authority, the local highway authority and the LLFA.</p> <p>(7) The drainage system must be constructed in accordance with the approved details referred to in subparagraph (5) unless otherwise agreed in writing by the Secretary of State following consultation with the Local Planning Authority, the local highway authority and the LLFA.</p> <p>(8) The drainage</p>



ExQ1	Question to:	Question:	Question Response:			
			<p>system must be designed and constructed in accordance with local and national planning legislation and technical guidance.</p>			
			<p><b>Telemetry</b> Installed telemetry to be left in situ to enable the Environment Agency and Wiltshire Council to better understand local flood risk and the impacts of the authorised development. The telemetry would need to be installed and calibrated to match the Environment</p>	<p>To enable the Environment Agency and Wiltshire Council to better understand the flood risk and inform the flood warning service.</p>	<p>X</p>	

ExQ1	Question to:	Question:	Question Response:			
			<p>Agency's standards. The Installed telemetry to be funded by a maintenance agreement or alternatively Highways England to permit the Installed telemetry to be adopted by the Environment Agency subject to the Environment Agency's agreement.</p>			
			<p><b>Warn and inform</b> Prior to commencement of the authorised development, in consultation with Wiltshire Council / Environment Agency, Highways England</p>	<p>To improve Wiltshire Council's understanding of flood risk and warning systems.</p>	<p>X</p>	

ExQ1	Question to:	Question:	Question Response:
			<p>shall investigate how the groundwater and fluvial modelling / monitoring will help to 'warn and inform' parishes within the catchment, by setting appropriate thresholds and triggers for all sources of water within communities that may be affected by the implementation of the Scheme. The findings shall be made available to Wiltshire Council annually, and the final report made available within 3 months of the post construction monitoring period</p>

ExQ1	Question to:	Question:	Question Response:			
			(minimum of 5 years) ending.			
			<p><b>Drainage engineer</b> Upon commencement of the authorised development, Highways England shall provide funding to Wiltshire Council to appoint a suitably qualified drainage engineer up to the completion of the authorised development to investigate and monitor flood risk within the catchment of the Scheme. This is to enable Wiltshire Council to perform their statutory duties as LLFA under the Flood and Water</p>	<p>To ensure adequate resources to fulfil our duties in respect of the DCO.</p>	<p>X</p>	

<b>ExQ1</b>		<b>Question to:</b>	<b>Question:</b>	<b>Question Response:</b>
				Management Act 2010.
DCO.1.67	Applicant	<p>The OEMP, paragraph 3.2.10, states that in preparing the CEMP for the main works, the main works contractor or the maintenance authority shall update the full REAC table for the main works. Where actions are modified, this should be justified as being consistent with the principle of the OEMP to the satisfaction of Highways England.</p> <p>How can that degree of flexibility be justified in this case and should the local planning authority not be consulted upon any changes to the REAC tables?</p>		<p>Consultation with Wiltshire Council with regards changes to the REAC tables would be welcomed.</p>
DCO.1.70	Applicant	<p>In relation to Additional Submission document 3:</p> <ul style="list-style-type: none"> <li>i. Does the description of preliminary works, paragraph 2.1, coincide with that in the dDCO, paragraph 2.4.1?</li> <li>ii. The preliminary works contractors would be required to prepare the Preliminary Works CEMPS for their works for</li> </ul>		<p>1.2.6 in the OEMP states that the preliminary works include site clearance. This has the potential to change the drainage characteristics of the land, and could introduce flood risk, therefore risk assessment and mitigation, in consultation with Wiltshire Council, is required prior to any site clearance commencing.</p> <p>Clarification of preliminary works under the DCO, and</p>

<b>ExQ1</b>	<b>Question to:</b>	<b>Question:</b>	<b>Question Response:</b>
		<p>approval by and in consultation with Highways England. For the main works, paragraph 2.5.2, provides that in preparing the CEMP, the main works contractor must consult with Wiltshire Council and the Environment Agency. Why is there no provision for consultation for the Preliminary Works CEMP?</p> <p>iii. How is it anticipated that the main works CEMP consultation and approval process would operate in practice?</p>	<p>out with the DCO (OEMP 1.2.7), would be helpful.</p>
DCO.1.73	Applicant	<p>Additional Submission document 3, paragraph 6.1.2, indicates that the preliminary works would be exempted from, for example, Requirements 8, 9 and 10.</p> <p>Please explain further why it is not necessary for these works to be subject to those or similar Requirements.</p>	<p>As a result of the flood risk that site clearance could introduce, Wiltshire Council requests that preliminary works not be exempt from requirement 10 (drainage).</p>
DCO.1.74	Wiltshire Council	<p>The OEMP provides for Highways England to approve the CEMP and other management plans defined within the OEMP, detailed</p>	<p>Wiltshire Council is supportive of an approach whereby the ultimate approver of the CEMP and other management plans is the most efficient having</p>

<b>ExQ1</b>	<b>Question to:</b>	<b>Question:</b>	<b>Question Response:</b>
		<p>schemes required by the OEMP and variations to these.</p> <p>Please comment on the proposed system for approval of these various matters and identify any specific concerns and/or means whereby consultation with the Council could be secured by the dDCO.</p>	<p>regard to the need to ensure timely progress on the project should it be approved whilst also ensuring appropriate protections are in place for the residents of Wiltshire (e.g. Archaeology / Cultural Heritage, Drainage, Ecology, Highways, Landscape, PROW's and Public Protection etc.)</p> <p>In respect of some of the proposed plans (e.g. the CEMP and the Detailed Archaeological Mitigation Strategy), the Council's current view is that it is likely to be inappropriate for HE to be responsible for approving its own proposals, whereas provided the OEMP / CEMP sets appropriate parameters (the Council is awaiting a revised OEMP, which will help to identify the parameters), and as long as there is appropriate consultation with the Council and the product of that consultation is conscientiously taken into account, other plans may be able to be approved by HE. The Council is currently in discussions with HE as to the methodology of consultation within this project, the outcome of which (together with the revised OEMP) will assist the Council in reaching a definitive view on these issues.</p> <p>In respect of the CEMP, it is the Council's current view that this should be approved by the Secretary</p>

ExQ1	Question to:	Question:	Question Response:
			<p>of State in consultation with the Council. In respects of the DAMS, it is the Council’s view that this should be approved by the Council as LPA in consultation with the relevant heritage partners. Given its familiarity with National Planning Policy, the core strategy and the WHS management plan and traffic issues, the Council as LPA is best placed to balance the competing public interests of transport needs and cultural heritage needs and to provide transparency in the decision-making process. The Council’s current view is that these matters should be included as requirements.</p>
DCO.1.80	Applicant	<p><b>Requirement 3 (1) and (2) – Preparation of detailed design etc</b></p> <p>The Additional Submission document 1 – DCO application ‘signposting’ document, paragraph 2.3.3, states that “<i>compliance with certain key DCO Plans is secured by DCO Requirement 3</i>”. Requirement 3(1) envisages that the detailed design will be developed at a later date and simply requires it to be “<i>compatible</i>” with the works plans and the engineering section drawings. This seems to be at odds with the</p>	<p>Wiltshire Council’s PROW officers are awaiting design and construction details to be supplied by the Applicant, at deadline 2.</p>



ExQ1	Question to:	Question:	Question Response:
		<p>Explanatory Memorandum, paragraph 10.5.3, which states that <i>“the authorised development must be carried out in accordance with the scheme design shown on certain plans”</i>.</p> <ul style="list-style-type: none"> <li>i. Please justify the degree of flexibility sought by Requirement 3 and explain why it does not specify that the authorised development must be required to be carried out in accordance with the scheme design shown on submitted plans, as stated in the Explanatory Memorandum.</li> <li>ii. There is no reference to consultation with the relevant planning authority at that detailed design stage. The reference to consultation with the planning authority on matters related to its functions applies when the Secretary of State is considering amendments to the submitted plans and drawings. Explain why there is no proviso for consultation in relation to the initial detailed design stage and should it be included.</li> </ul>	

ExQ1	Question to:	Question:	Question Response:
		<p>iii. Please explain why there is no reference in this Requirement to the Rights of Way and Access Plans.</p>	
DCO.1.91	Wiltshire Council	<p><b>Requirement 4 – Outline Environmental Management Plan</b></p> <p>i. Please comment generally on the proposed core working hours, the additional hours and the proposed suspension of works for solstices apart from the tunnelling operation, tunnel related activities or transport of tunnel arisings set out in the OEMP and the means whereby these would be monitored and enforced.</p> <p>ii. Please identify any apparent discrepancies and omissions in relation to core working hours.</p> <p>iii. Please comment upon whether any core working hours should be specifically identified by way of a requirement in the dDCO.</p> <p>iv. Please comment generally on the</p>	<p>i) The proposal regarding working hours is somewhat complicated, but the Council is generally satisfied with the proposed hours, which the Council understands are as follows:</p> <ul style="list-style-type: none"> <li>• Site specific working hours Amesbury to Winterbourne Stoke (chainage 3520 – 4180 and 11300 – 12400): 07:30-18:00 Monday to Friday and 07:30-13:00 on Saturday</li> <li>• Core working hours outside of the chainage 3520 – 4180 and 11300 – 12400: 07:00-19:00 Monday to Friday and 07:00-13:00 on Saturday</li> <li>• Summer earthworks outside of the chainage 3520 – 4180 and 11300 – 12400: 07:00 to 22:00 Monday to Saturday with occasional working on Sunday and Bank Holidays</li> <li>• Tunnelling: 24/7</li> </ul>

ExQ1	Question to:	Question:	Question Response:
		<p>proposed means of preparation, implementation, monitoring and enforcement of the CEMPs and management plans as provided for by the OEMP.</p>	<p>The monitoring and enforcement of these hours would be via the OEMP and CEMP which would be the responsibility of the relevant contractor. The Council would recommend a proactive requirement for the Environmental Manager or Community Relations Manager (as detailed in the OEMP) to report all or any transgressions to the Council and local community. Good quality and frequent communications with the Council in respect to any issues relating to working hours would be required from HE and its contractors.</p> <p>Furthermore, as the start and finish times will be during darkness for part of the year and it is assumed that some lighting, whether additional site lighting or vehicle headlights, will be necessary. Sensitive ecological receptors such as hedgerows, tree lines and other linear features used by bats or other commuting wildlife, together with stone curlew nest plots and other ground nesting bird habitat should be suitably shielded from the effects of lighting using baffles and screening, where necessary.</p>

ExQ1	Question to:	Question:	Question Response:
			<p>ii) An agreed definition of summer has not yet been reached.</p> <p>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 Action and Commitments (REAC) tables at 3.2a and 3.2b. For example, the Core working hours are set at 07:30 – 18:00 Monday to Friday and 07:30 – 13:00 Saturday, which appears to be inconsistent with TR010025 7.4 Transport Assessment assumptions in relation to normal working hours for establishing hourly construction traffic impacts, which states at 9.3.3 “It is assumed that delivered will be scheduled during a 12 hour period (7am to 7pm) 6 days a week. Clarification will be sought as to proposed restrictions to be governed by the DCO.</p> <p>iii) The provisions contained in the OEMP for</p>

<b>ExQ1</b>	<b>Question to:</b>	<b>Question:</b>	<b>Question Response:</b>
			<p>maximising efficiency and for additional working hours potentially undermine the concept of core hours. The statement that “any variations in core hours and / or additional hours required would be agreed with Wiltshire Council” appears to highlight this issue. The Council would recommend that core working hours as well as specific hours as detailed in i) above are identified in the draft DCO.</p> <p>Furthermore, the hours of darkness that coincide with working hours should be identified and the measures put in place to prevent impacts to protected species should be described.</p> <p>iv) The OEMP and CEMP(s) are key to the smooth running of the construction phase, and the roles of both the Environmental Manager and Community Relations Managers as detailed in the OEMP are key in achieving good communication and liaison with both local communities and with the Council. Bi-weekly meetings, local newsletters, social media and parish council liaison would all be appropriate</p>

ExQ1	Question to:	Question:	Question Response:
			<p>methods to ensure satisfactory implementation and monitoring, and any enforcement needs to be responsive and transparent to all interested parties. The Council would wish to comment on any further suggestions made by the Applicant in this regard.</p>
DCO.1.93	Applicant	<p><b>Requirement 4 – Outline Environmental Management Plan</b></p> <p>The OEMP, Table 3.2b D-CH1 to DCH13, sets out various action/commitments including (D-CH14) that there would be no tunnel shafts within the WHS and the responsible person is stated to be the main works contractor.</p> <p>Should any of these commitments such as the provision of visual screening earth bunds (D-CH1) and those actions relating to lighting (DCH8-12) include provision for consultation and/or be the subject of specific Requirements in the dDCO?</p>	<p>Wiltshire Council would like to see this commitment as a specific requirement of the DCO as individual stakeholders may have differing requirements that require compromises to be agreed.</p>
DCO.1.95	Applicant	<p><b>Requirement 4 – Outline Environmental Management Plan</b></p>	<p>Wiltshire Council's public rights of way officers are awaiting design and construction details to be supplied by the Applicant, for Deadline 2. The</p>

ExQ1	Question to:	Question:	Question Response:
		<p>The OEMP, Table 3.2b (D-LAN2), provides a commitment that the provision of fencing and surfacing within the WHS shall be developed in consultation with the National Trust, Historic England, English Heritage, and Wiltshire Council and approved by The Authority.</p> <p>Should this be the subject of a specific Requirement in the dDCO?</p>	<p>Council may need / wish to comment once received.</p>
DCO.1.97	Wiltshire Council	<p><b>Requirement 5 - Archaeology</b></p> <ul style="list-style-type: none"> <li>i. Please explain why a detailed archaeological and heritage outreach and education programme within the detailed archaeological mitigation strategy should be included in Requirement 5 and provide an amended draft of that Requirement showing how that might be achieved.</li> <li>ii. Please suggest how any additional mitigation required to minimise the adverse impacts of the scheme on the setting of asset groups in the western part of the WHS might be secured by the</li> </ul>	<p>i) A heritage outreach and education programme is essential as part of the mitigation for the Scheme. It will ensure that there is wide dissemination of the results and public benefit arising from the destruction of heritage assets (excavation) that will be necessary to achieve the Scheme.</p> <p>Suggested condition is as follows:</p> <p>No development shall commence within the Scheme area until:</p> <ul style="list-style-type: none"> <li>a) A detailed programme for archaeology and heritage outreach (education and</li> </ul>

ExQ1	Question to:	Question:	Question Response:
		dDCO.	<p>community), which should include educational / school's activities, talks and site visits, interpretation materials, community engagement, has been submitted to and approved by the Local Planning Authority; and</p> <p>b) The approved programme of archaeology and heritage education and community outreach work has commenced in accordance with the approved details.</p> <p>ii) Additional mitigation can be secured through amending design details or through additional requirements.</p>
DCO.1.105	Wiltshire Council	<p><b>Requirement 9 – Traffic management</b></p> <p>i. Please comment generally in relation to the means whereby by proposed traffic management control measures would be secured by Requirement 9.</p> <p>ii. Please identify any additional traffic control measures that need to be enforced by way of a specific Requirement in the dDCO or by any</p>	<p>i) Wiltshire Council believes that Requirement 9 is sufficient subject to the OEMP being amended to cover some issues which are considered, in the current drafting of the OEMP, to be inadequate to secure the appropriate level of consultation with the local highway authority. For example, it should be explicit in the OEMP that arrangements for traffic management should include consultation with the Police and the Streetworks team within the Council, who take</p>



ExQ1	Question to:	Question:	Question Response:
		other means.	<p>responsibility for arrangements under the provisions of the New Roads and Streetworks Act. The Council proposes to submit suggested changes to the OEMP at the appropriate time during the Examination, when this document and the requirement for a CEMP are considered.</p> <p>ii) Wiltshire Council has, in its representations and included with the Local Impact Report (see Appendix B of that report), made reference to the need for additional requirements to be included to cover e.g. traffic monitoring and control. The requirements sought have been included in these terms within a previously made DCO.</p>
Fg.1	<b>Flood risk, groundwater protection, geology and land contamination</b>		
Fg.1.8	Applicant Environment Agency Wiltshire	<p><b>Contaminated land</b></p> <p>Requirement 7 requires that the Local Planning Authority and the Environment Agency are informed in the event that any previously unidentified contaminated land (including ground</p>	<p>Notification of previously unidentified contamination should be as soon as reasonably practicable, by phone or email to both the Local Planning Authority (LPA) and Environment Agency (EA). Work in the affected area should cease immediately. [Requirement 7 does not require work to cease]. To specify time scales in any</p>

ExQ1	Question to:	Question:	Question Response:
	Council	<p>water) is found during the construction of the development. Subsequently the Undertaker must assess what, if any, remediation is necessary, this must be approved by the Local Planning Authority and the Environment Agency and then implemented.</p> <p>Is it necessary to amend the wording to provide a timescale in which the Local Planning Authority and the Environment Agency should be informed and/or to prevent further construction works being carried out in the area where the contamination has been found until the approval has been secured?</p>	<p>further detail is difficult as it will depend on the scale and nature of the contamination. It is probably more practical to detail the steps required of the contractor to investigate, sample and submit written remediation measures. Requirement 7 requires consultation with the LPA and EA; approval of any remediation scheme is by the Secretary of State not the LPA or EA as stated in the Question.</p>
Fg.1.9	Applicant	<p><b>Land and groundwater contamination</b></p> <p>The Tunnel Arising’s Mitigation Strategy in Appendix 12.1 of the ES [APP-285] sets out that additives are to be introduced at the cutting face in the tunnel boring process to provide lubrication. It states that migration of contaminants leached from materials placed at the surface may travel rapidly downwards into groundwater through fracture networks in the chalk providing little time for natural attenuation.</p>	<p>Any contamination of groundwater will come under the powers of the Environment Agency under the Water Frameworks Directive (WFD).</p>

ExQ1	Question to:	Question:	Question Response:
		<p>The assessment of residual risk is acknowledged to be an ongoing process and discussions with the Environment Agency is planned.</p> <p>Considering the comments and queries posed by the Environment Agency [RR-2060] what is the planned response/actions and how can the ExA have confidence that remediation strategies and risk assessments will ensure the risks are adequately mitigated against if the extent of the risks are not fully defined that this stage?</p>	
Fg.1.17	Applicant Environment Agency Wiltshire Council	<p><b>Additional water reports (referred to at the Preliminary Meeting)</b></p> <p>If not fully addressed in the relevant Statements of Common Ground, could the relevant parties provide an update on progress with the provision, and initial assessment of, each of the additional reports which have been provided? Please set out areas of common and uncommon ground with reasons.</p>	The additional reports will be reviewed by Atkins, the consultants who carried out the peer review on behalf of Wiltshire Council, and comments will be provided by Deadline 2a (10 <sup>th</sup> May 2019).
Fg.1.18	Wiltshire Council	<p><b>Flood risk</b></p> <p>Please set out your assessment of the Proposed</p>	Appendix 11.5 Level 3 Flood Risk Assessment (FRA) of the Environmental Statement (document 6.3) details the application of flood risk policy, the sequential test,

ExQ1	Question to:	Question:	Question Response:
	Environment Agency	Development in respect of the flood risk policy, including the application of the Sequential and Exception Tests, in the NPSNN. In responding to this question, please refer to the Applicant's evidence highlighting in particular any areas of disagreement.	<p>and the exception test. The FRA correctly assesses all sources of flooding.</p> <p><u>Sequential Test</u></p> <p>Over 60 different route options were undertaken to inform the Secretary of State's decision on selection of the final route for the proposed Scheme.</p> <p><u>Exception Test</u></p> <p>In order to pass the exception test, the Applicant must demonstrate that the development will be safe for its lifetime without increasing flood risk elsewhere. Due to the outstanding actions from the peer review of the FRA, in Wiltshire Council's view, the Applicant has not yet demonstrated this.</p>
Fg.1.22	Wiltshire Council	<p><b>Flood risk and drainage</b></p> <p>You have raised a number of matters in respect of the proposed use of a culvert in the drainage modelling, including that it would be contrary to the Council's policy on culverting.</p> <p>Please provide a copy of this policy and indicate its status in planning decision making?</p>	<p>A 539m long culvert is part of the design, which is contrary to Council policy on culverting. Discussions are still ongoing. This would be both from a maintenance liability and biodiversity standpoint. There are several perceived issues with the design of the culvert.</p> <p>Wiltshire Council have asked HE and their consultants to review this and redesign this section to remove the</p>

ExQ1	Question to:	Question:	Question Response:
			<p>need for the culverted section.</p> <p>The culverting policy being referred to is the Environment Agency (EA) general policy, which is attached at Appendix C.</p> <p>Wiltshire Council refers to the EA policy in planning decision making.</p>
Fg.1.24	Wiltshire Council	<p><b>Water quality</b></p> <p>With reference to the applicant's Water Framework Compliance assessment [APP-280], please expand on your concerns that the proposed use of a culvert may be against 'many' of the requirements of the Water Framework Directive.</p>	<p>The culverting of a watercourse can have a significant impact on ecology. Culverts can be impassable to riverine fauna and can create barriers to the movement of fish. Culverting results in the loss of natural in-stream and bankside habitats through direct removal and loss of daylight.</p>
Fg.1.26	Applicant Historic England Environment Agency Wiltshire Council	<p><b>Blick Mead – hydrology</b></p> <ol style="list-style-type: none"> <li>i. Please provide an update on the hydrological monitoring at Blick Mead and what additional investigation and monitoring has been undertaken to date.</li> <li>ii. Please provide an update on the discussion about how this data is to be used and the</li> </ol>	<p>Blick Mead, on the eastern side of the Scheme, outside of the red line area, has been subject to archaeological investigation since 2005 and contains some important archaeological deposits mainly of Mesolithic date. However, there is still some uncertainty about the significance and nature of the remains and the extent to which they may have been waterlogged in the prehistory. This area is not proposed to be subject to</p>

<b>ExQ1</b>	<b>Question to:</b>	<b>Question:</b>	<b>Question Response:</b>
	Mark Bush (on behalf of Blick Mead Archaeologist Team)	implications for the tiered assessment.	<p>any direct impacts from the Scheme. Therefore, no archaeological evaluation has been required in this area. During the development of the Scheme, concerns have been raised about potential adverse impacts on the site from changes in water levels. Highways England have undertaken a tiered assessment in line with advice from Historic England and ground water modelling for the scheme predicts that there will be negligible changes in ground water in the Blick Mead area (ES 11.9.7). Groundwater and surface water levels are being recorded across the Blick Mead site, as part of the Applicant's commitment to ongoing monitoring at this location (as noted at paragraph 11.3.14 of the ES). This data is not required to inform the EIA. Levels have been recorded both manually using a dip meter or gauge board and automatically recorded using a data logger. Initial results of this ongoing work will be submitted to the Examining Authority in due course.</p> <p>The Council does not have any concerns that the archaeological deposits at Blick Mead will be adversely impacted either directly or by change in water levels resulting from the Scheme.</p> <p>Appendix 11.4 of the ES, Groundwater Risk</p>

ExQ1	Question to:	Question:	Question Response:
			Assessment, states that monitoring will be undertaken during a baseline period, construction and minimum of 5 years' post construction. Wiltshire Council would like this to be included in the requirements for groundwater and have also included this within its SoCG with the Applicant.
Fg.1.27	Applicant Historic England Environment Agency Wiltshire Council Mark Bush (on behalf of Blick Mead Archaeologist Team)	<b>Blick Mead – hydrology</b>  i. Please provide an update on the provision of water meters at Blick Mead and the related data.  ii. What timescales are necessary to secure an appropriate baseline and, if this has not been completed, what are the implications and how could any mitigation be secured through the DCO?	The EA is the relevant authority for water resources, therefore Wiltshire Council is not in a position to answer this question.
Fg.1.28	Applicant Historic	<b>Blick Mead – hydrology</b>  i. What consideration has been given to hydrological monitoring (and any	Appendix 11.4 of the ES, Groundwater Risk Assessment, states that monitoring will be undertaken during a baseline period, construction and minimum of

ExQ1	Question to:	Question:	Question Response:
	<p>England Environment Agency Wiltshire Council Mark Bush (on behalf of Blick Mead Archaeologist Team)</p>	<p>associated remediation, if required) at Blick Mead during the construction and operational phases of the proposed development.</p> <p>ii. How would this be secured through the DCO?</p>	<p>5 years' post construction. Wiltshire Council would like this to be included in the requirements for groundwater and have also included this within its SoCG with the Applicant.</p>
<p>Fg.1.38</p>	<p>Applicant Environment Agency Wiltshire Council</p>	<p><b>Flood risk and drainage</b></p> <p>The NPSNN requires that the DCO (or any associated planning obligations) need to make provision for the adoption and maintenance of any SuDS. Row 5.100 in Table A1 [APP-294] indicates that the dDCO includes a draft Requirement (10) relating to drainage. As currently drafted the Requirement does not make any reference to adoption or maintenance.</p> <p>How will future maintenance be secured, for example should the Requirement be expanded to</p>	<p>At this stage, the OEMP is only high-level. The detailed CEMPs will be prepared by the preliminary and main works contractors once appointed and it is then that the detail will be available. There are SuDS items included with the overall Scheme however, the full detail is not available at this time. Highways England have indicated that the extent and scope of Scheme elements for which Wiltshire Council will be responsible as the maintenance authority, will be confirmed alongside the DCO process.</p> <p>Wiltshire Council would require future maintenance being secured through a requirement.</p>



ExQ1	Question to:	Question:	Question Response:
		incorporate this?	
Fg.1.39	Applicant Environment Agency Wiltshire Council	<p>In the dDCO, Requirement 10 requires consultation with the planning authority in respect of the details of the drainage system.</p> <p>Should this be expanded to include consultation with the Environment Agency?</p>	<p>Yes, as throughout the Scheme, Wiltshire Council has been in consultation with the Environment Agency, as duties are shared relating to flood risk. Expanding the requirement to include consultation with the EA would continue the joined-up approach.</p>
HW.1	<b>Health and wellbeing</b>		
HW.1.4	Applicant Wiltshire Council	<p><b>Methodology</b></p> <p>In chapter 9 para 9.3.4 it is stated that you agreed the location of the recording positions to assess noise.</p> <p>Can you provide notes from the respective meetings held on 2 July and 7 August 2018?</p>	<p>The scope, locations, methodology and purpose of the baseline noise monitoring were discussed between the Applicant's consultants and Wiltshire Council on 9 November 2017. A plan confirming the proposed locations was sent to Wiltshire Council on 10 November 2017. As detailed and confirmed in the SoCG, the baseline methodology and results were agreed.</p> <p>The Council does not have specific notes from the meetings mentioned in the question, but can advise and further inform the ExA on the process and steps to confirmation.</p>

<b>ExQ1</b>	<b>Question to:</b>	<b>Question:</b>	<b>Question Response:</b>
			<p>The meeting of 2 July 2018 was a routine telephone call to catch up on progress with the assessment. Following this, on 26 July 2018, the draft Noise and Vibration Methodology and Baseline Monitoring sections of the ES chapter and associated Baseline Monitoring Appendix were sent to Wiltshire Council for review. A face to face meeting was held between the Applicant's consultants and Wiltshire Council on 7 August 2018, during which the baseline noise monitoring results, noise and vibration methodology, draft operational impacts, construction impacts, and proposed mitigation were discussed. No specific minutes were recorded; however, follow-on queries were raised by e-mail from the Council on 8 August 2018, which were discussed further by telephone on 8 September 2018 and a follow up confirmation e-mail of the outcome of the meeting and subsequent discussions was sent to Wiltshire Council on 14 September 2018.</p> <p>It is noted that the document contains a plan of the chainages within which the shorter construction working hours apply. The western extent of the section north of Winterbourne Stoke is incorrectly marked as 3250 – 4180 instead of 3520 – 4180. This</p>

ExQ1	Question to:	Question:	Question Response:
			typo has subsequently been discussed with the Applicant's consultants.
HW.1.5	Wiltshire Council Public Health England	<p><b>Methodology</b></p> <p>In Chapter 13 13.9.83 [APP-051] the Applicant seeks to rely on Best Practicable Means within the OEMP and the use of temporary noise barriers "where possible" to safeguard amenity.</p> <ul style="list-style-type: none"> <li>i. Do you agree this is an acceptable method of protecting amenity and consequently public health?</li> <li>ii. Do you consider the phraseology sufficiently robust?</li> <li>iii. If you don't agree, what would you consider necessary to safeguard amenity and public health?</li> </ul>	<ul style="list-style-type: none"> <li>i) Noise barriers are a standard method used to reduce the impact of construction noise, and acceptable for the protection of amenity. They are limited in that they need to be close to either the source of the noise or the receptor in order to be effective.</li> <li>ii) The Council would support replacing the term "where possible" with "where practicable" to better reflect the basis and approach of BPM.</li> <li>iii) See answer to ii) above.</li> </ul>
HW.1.10	Applicant	<p><b>Public Sector Equality Duty</b></p> <p>Equality Impact Assessment of ES 7.3</p> <p>What groups do you regard as having protected characteristics and how does the approach to the scheme design comply with the Equalities Act?</p>	<p>The 9 protected characteristics under the Equality Act 2010 are Age; Disability; Sex; Religion or belief; Race; Sexual Orientation; Gender reassignment; Marriage or civil partnership and pregnancy or maternity.</p> <p>Wiltshire Council also considers impacts on several "other" characteristics which may be impacted by</p>

ExQ1	Question to:	Question:	Question Response:
			decisions, including: Armed Forces, Carers, low income.
HW.1.13	Applicant	<p><b>Disability Discrimination/Equalities Duty</b></p> <p>In order to fully understand how the public would be able to use the various PRowS during construction and once the road is operational please provide details of the proposed finishes of the different routes across the site and where this is stipulated to be carried out and when within the dDCO or OEMP.</p> <p>English Heritage in [RR-1725] request details to include the surfaces and extent of proposed Non-Motorised User (NMU)/PRow routes, fencing, signage, lighting, street furniture, the portals, articulation and form of the cutting and walls and the green bridge (within the WHS) design and any other significant changes/introductions.</p>	Wiltshire Council's public rights of way officers are awaiting design and construction details to be supplied by the Applicant, for Deadline 2. The Council may need / wish to comment once received.
HW.1.15	Applicant	<p><b>Impact on Health and Wellbeing</b></p> <p>There is a recognition that access to recreation and the outdoors is beneficial to human health. The Trail Riders Fellowship have expressed</p>	Wiltshire Council believes that The Trail Riders Fellowship should be asked to clarify what they consider the negative impact of the rights of way network to be. Wiltshire Council is proposing that the DCO should include a prohibition of driving order to

ExQ1	Question to:	Question:	Question Response:
		<p>concern that the implications of the current proposals would result in a negative impact upon the Rights of Way Network; which implicitly could adversely affect human health.</p> <p>How do you respond to these concerns?</p>	<p>prohibit public use of motor vehicles, excepting motorcycles, on Byways 11 and 12.</p>
HW.1.16	Applicant	<p><b>Impact on the Stonehenge Community</b></p> <p>[RR-1703] expresses concerns that the grassing of the A303, the planned reduction of byways open to all traffic (BOAT) to restricted byways/footpaths, render impossible the 'since time immemorial' gatherings meaning equitable access to the WHS would be lost.</p> <p>How do you consider the proposal responds to these concerns?</p>	<p>The right to worship at the Stones does not convey a right to reach them by motor-vehicle. Access to the Stones on foot will still be possible.</p>
HW.1.18	Applicant Wiltshire Council	<p><b>Disability Discrimination</b></p> <p>Concern has been expressed [RR-1731] in respect of ongoing disabled access to the WHS considering it continues to be threatened if the tunnel is approved. In light of the failed balancing exercises by Wiltshire Council which resulted in excluding disabled via an experimental traffic</p>	<p>Any new application for a Traffic Regulation Order will be considered by Wiltshire Council on its merits, taking into account the relevant tests set out in law and the circumstances that apply at the time of consideration. The circumstances may not be directly comparable with those that pertained at the time of Judge Behren's ruling in 2009 and the 2011 Public Inquiry Decision by</p>

ExQ1	Question to:	Question:	Question Response:
		<p>regulation order (ETRO) quashed by Justice Swift on 21st December 2018, there is a fear that WHS Stakeholder Management WHSSM would now apply again for a Permanent WHS TRO despite Judge Behrens' ruling in 2009 and reinforced by the 2011 Public Inquiry Decision by Alan Boyland BEng (Hons).</p> <p>How do you respond to these concerns?</p>	<p>Alan Boyland BEng(Hons).</p> <p>As a public sector organisation, Wiltshire Council has to comply with the Public Sector Equality Duty, having due regard to the need to eliminate discrimination. Therefore, it should consult with and take into account the needs of those with disabilities when considering such measures. Any decision would be taken with full knowledge of potential impacts on people who share a protected characteristic.</p>
HW.1.19	Applicant	<p><b>Impact on Health and Wellbeing</b></p> <p>The scheme claims to be "<i>Creating public rights of way</i>", but from a recreational motorised user or a horse and carriage drivers perspective it seeks to extinguish long held public access rights.</p> <p>How do you respond to these concerns?</p>	<p>The allegation that, from a recreational motorised user or a horse and carriage perspective, the Scheme seeks to extinguish long-held public access rights, requires clarification. Wiltshire Council continues to work with Highways England and other stakeholders to provide the majority of the new and replacement public rights of way as Restricted Byways, so providing more and better access for all non-motorised users including horse and carriage drivers for whom the Council is particularly keen to improve connectivity of byways. However, Wiltshire Council is proposing that the DCO should include a prohibition of driving order to prohibit public use of motor vehicles, excepting motorcycles on</p>

ExQ1	Question to:	Question:	Question Response:
			Byways 11 and 12.
LV.1	<b>Landscape and visual</b>		
<b>ES Chapter 6: Landscape and Visual.</b> The professional assessments of effect made in the ES are not necessarily accepted and may be questioned later in the Examination.			
LV.1.19	Wiltshire Council	<b>Para 7.6.88: Future baseline</b> Is the Council content with the list of committed or planned developments taken into account in assessing the future baseline?	Yes, the Council is content. For clarity, the sites annotated at as A14 and A15 are sites H3.5 Clover Lane and H3.6 Larkhill Road, identified in the emerging Wiltshire Housing Site Allocation Plan.
Ns.1	<b>Noise and vibration</b>		
Ns.1.15	Applicant, Wiltshire Council, Historic England	<b>Vibration</b> The application documentation indicates tunnel boring machine vibrations could impact on a long barrow. It is suggested that the situation would be monitored but no remedy is offered for damaging impacts. <b>i.</b> Is there potential for damage to	The Council understands that the impact of vibration has only been assessed by the Applicant on human receptors but not on archaeological remains. However, the Applicant has indicated that the impact on archaeological remains from vibration and any settlement will be minimal. Monitoring has been discussed but there has been no discussion with Wiltshire Council or heritage partners of tolerances or

ExQ1	Question to:	Question:	Question Response:
		<p>archaeological known or unknown remains, such as fragile inhumations, on or close to the tunnel?</p> <p>ii. How has the impact of vibration been taken into consideration relative to the sensitivity of the historic environment?</p> <p>iii. The tunnel workings indicate a degree of settlement what implications would this have for the surrounding archaeology and the historic environment?</p> <p>iv. What mitigation is proposed, how would this be monitored?</p> <p>v. What degree of tolerance would be regarded as appropriate to minimise or avoid any adverse effects?</p>	<p>how any impacts will be mitigated. Further work will be required by the Applicant so that it can be discussed during the course of the approval process of the Detailed Archaeological Mitigation Strategy (DAMS).</p>
Ns.1.18	Wiltshire Council Environment Agency	<p><b>Noise and vibration</b></p> <p>i. Do you agree that statutory exemption to nuisance should apply across the whole site and the whole scheme for the whole period of the construction?</p> <p>ii. If not, what elements do you consider</p>	<p>i) and ii):</p> <p>Section 158 of the Planning Act 2008 provides a defence of statutory authority in civil or criminal proceedings for nuisance in respect of anything else authorised by an order granting development consent. However, the defence does not remove the local authority's duties under Part III of the Environmental</p>



ExQ1	Question to:	Question:	Question Response:
		should be excluded and why?	<p>Protection Act 1990 to inspect its area, to take reasonable steps to investigate complaints of statutory nuisance and to serve an abatement notice where satisfied of its existence, likely occurrence or recurrence. Paragraph 4.1.2 - 4.1.3 of document 6.5 Statement of Statutory Nuisance states, "The construction and operation activities that have the potential to create a nuisance would be controlled through the design of the Scheme and mitigation as set out in the OEMP (Environmental Statement Appendix 2.2 (Application Document 6.3)). Mitigation measures are detailed within Chapter 5 (Air Quality), Chapter 7 (Landscape and Visual Effects) and Chapter 9 (Noise and Vibration) of the Environmental Statement (Application Document 6.1). The OEMP is secured by the draft DCO (Application Document 3.1). With the measures in place, none of the statutory nuisances identified in section 79(1) of the EPA are predicted to arise during the construction or operation of the Scheme." Against this background, the Council accepts that whilst the exemption covers the substantive work of highway construction, it would argue that nuisance from associated works (including disposal of soil arisings and construction compounds) would not be covered by the exemption. In either case</p>

ExQ1	Question to:	Question:	Question Response:
			<p>the Council still has a duty with regard to statutory nuisance throughout the entire period of construction as detailed above. This highlights the importance of adherence to the OEMP and CEMP in reducing the likelihood of nuisance occurring. Additional legislative controls on construction noise beyond statutory nuisance contained in the Control of Pollution Act 1974 would still be appropriate.</p>
Ns.1.51	Wiltshire Council	<p><b>Noise</b></p> <p>The NPSNN (paragraph 5.1.93) refers to the NPS for England, the NPPF and associated planning guidance on noise.</p> <ul style="list-style-type: none"> <li>i. Do you agree the ES demonstrates compliance with these requirements? If not, please explain where there is disagreement.</li> <li>ii. Do you agree the assessment has been done in accordance with the appropriate British Standards to meet the requirements of NPSNN paragraph 5.191? If not, please explain where there is disagreement.</li> </ul>	<ul style="list-style-type: none"> <li>i) With reference to Paragraph 5.193 of NPSNN, the ES has addressed requirements of the NPSNN and other planning policy so as to ensure that statutory requirements for noise and local circumstances are taken into account. The approach has been to ensure impact assessment makes provision to ensure compliance with Noise Policy Statement for England, National Planning Policy Framework 2018 and the Government's associated planning guidance on noise. The ES has reflected the concepts of LOAEL, the SOAEL and has defined those terms in the context for the Scheme. This is considered to be in line with policy requirements and addresses the broader requirements of the NPSNN.</li> </ul>

ExQ1	Question to:	Question:	Question Response:
			ii) The assessment has been done in accordance with Paragraph 1.191 of NPSNN. Road noise levels for the Scheme, with respect to human receptors, have been assessed using a Soundplan noise model which uses the Calculation for Road Traffic Noise (CRTN), and the Design Manual for Roads and Bridges methodologies to determine impact. This is considered to be in line with policy requirements. Construction noise has been evaluated using CADNA noise modelling software. The basic approach is to calculate potential impacts at sensitive receptors based on predicted levels of construction activity, and likely scheduling. As the contractor has yet to be selected, final decisions on plant and activity levels have not been decided, so the model is a prediction using BS5228: 2009+A1(2014).
<b>SE.1</b>	<b>Socio-economic Effects</b>		
SE.1.1	Wiltshire Council Environment Agency	<b>Socio-environmental impacts</b> Would the local authority, the EA and Natural England state whether the Proposed Development complies with the need to be designed to	As detailed within the Council’s Local Impact Report, the proposed Scheme is broadly compliant. It is recognised that there will be some negative impacts during the construction phase, although overall the proposed development complies with the need to

ExQ1	Question to:	Question:	Question Response:
	Natural England	minimise social and environmental impacts and improve quality of life in accordance with para 3.2 of the NPSNN?	<p>minimise environmental impacts.</p> <p>It is the Council’s opinion that at consultation stage, this route option was the best in terms of the community and environment from a landscape perspective by minimising landscape and visual effects and avoiding severance of the communities of Winterbourne Stoke and Berwick St. James.</p> <p>The lack of a provision of a link for motorised users between Byways Open to All Traffic Amesbury 11 and 12 may not be seen as an improvement for those users, however non-motorised users may consider that lack of provision to be a benefit to the environment and to their quality of life.</p>
SE.1.2	Wiltshire Council Environment Agency Natural England	<p><b>Socio-economic effects</b></p> <p>Would the local authority the EA and Natural England state the extent to which the summaries of key economic, social and environmental impacts are agreed, with evidence to support any disagreement?</p>	<p>The Council agrees with the key economic impacts. With regard to the social and environmental impacts, it is acknowledged that there will be some negative effects as detailed within the Council’s Local Impact Report, including the residual visual effects in the Till Valley and in the vicinity of the Countess Roundabout. However, it is also acknowledged that long-term environmental benefits will be delivered by the construction of the Scheme.</p>

ExQ1	Question to:	Question:	Question Response:
SE.1.22	Applicant	<p><b>Socio-economic effects</b></p> <p>In Table 13.2.6 Access to Work and Training [APP-287] it is indicated that having a 'local employment and procurement policy' would help to promote employment by underrepresented groups.</p> <ul style="list-style-type: none"> <li>i. Is it intended to have such a policy for the contract?</li> <li>ii. If so where is this set out as a requirement?</li> </ul>	<p>Wiltshire Council would strongly support such a policy. The Council's Employment and Skills strategy references our pledge to work with partners to maximise opportunities for apprenticeships.</p>
SE.1.30	Applicant	<p><b>Socio-economic effects</b></p> <p>There is an indication that the project would create in the region of 300 construction jobs.</p> <ul style="list-style-type: none"> <li>i. Where is it anticipated that the workers would be accommodated during the predicted five-year life of the project?</li> <li>ii. What proportion of construction jobs do you seek to accommodate from the local area? How would this be achieved?</li> </ul>	<p>Wiltshire Council will support this through the Employment and Skills Board in partnership with other stakeholders such as the Swindon and Wiltshire Local Enterprise Partnership (SWLEP).</p>

ExQ1	Question to:	Question:	Question Response:
Tr.1	<b>Traffic and transport</b>		
Tr.1.6	Wiltshire Council	<p><b>Methodology/Modelling</b></p> <p>Please confirm that you are content with the methodology and results of traffic modelling that has been carried out to support the assessment of the scheme, and in particular whether the validation which has been undertaken represents an industry standard approach to traffic modelling.</p>	<p>The proposals for modelling methodology was discussed and agreed between the Council and Atkins (then acting for HE) at an early stage of the Scheme development. At this stage, the use of various existing models held by HE was involved, and the development committed and planned in the area was scheduled with help from Wiltshire Council. The Council is satisfied that the methodologies used respect the Transport Appraisal Guidance issued by the DfT, including the validation undertaken in relation to the outputs used in the assessment of the scheme.</p> <p>The Council acknowledges that in any forecasting, there will be areas where the assumptions made can be challenged. It is also acknowledged that there may be some errors in the works undertaken, but the Council has no reason to believe that any such errors might be significant so as to affect the downstream assessment and analysis, such as that in relation to the benefit to costs ratios established for the Scheme.</p>
Tr.1.11	Applicant	<b>Methodology/Modelling</b>	The Council considers that the A303 in its current state

ExQ1	Question to:	Question:	Question Response:
		<p>Para 4.7.10 of the TA indicates that in the neutral month no obvious congestion was observed on the network, in either direction during the AM and interpeak periods. Figure 4.8 shows that the average journey time on this stretch of the road does not exceed 20 minutes on more than 265 days of the year.</p> <p>Could it be inferred from this that the capacity of the A303 hereabouts does not act as a significant brake on economic activity in the SW Region except at busy times, which generally occur at weekends and holidays?</p>	<p>at this location does act as a significant brake on economic activity in the South West region. With deliveries from companies to customers increasingly being brought forward to next day delivery, and thus being 24/7, the fact that delays occur for 100 days a year is a major concern, regardless of when they actually occur. In addition, the widespread perception that delays will occur, whether based on factual information or not, will act as a disincentive to economic investment in the region.</p>
Tr.1.14	Wiltshire Council Test Valley Borough Council	<p><b>Traffic forecasts</b></p> <p>With regard to Para 5.2.5 and Table 5.2 of the TA do you consider that the Applicant has identified all significant future developments which may have an influence on traffic growth and the operation of the road network in future?</p>	<p>The Applicant consulted with Wiltshire Council at an early stage in the Scheme development to help it establish an uncertainty log for use in connection with the traffic modelling work. The Council provided details it held at the time, setting out the nature of planned, permitted and partially built development sites over a wide area of the County, which the Applicant's consultants considered to have a potential impact on the movement of traffic impacting on the Scheme proposal. The information supplied was standard spreadsheet information held by and</p>

ExQ1	Question to:	Question:	Question Response:
			<p>regularly updated by the Council for use, in particular, in relation to its activities relating to (Core Strategy) Local Plan activities.</p> <p>Wiltshire Council is satisfied that due regard has been given to the information supplied.</p> <p>It should be noted that Table 5.2 does not represent the extent of future development which might influence scheme related traffic growth, rather, as described at 5.2.16, those modelled as absolute rather than incremental change. It should also be noted that there are certain applications listed in Table 5.2 which are highly likely to NOT come forward as proposed in the applications because of changes in circumstances, including proposed changes emerging through the Local Plan process (e.g. 15/12363/OUT, for mixed development east of Chippenham). The Council considers that any such changes are likely to have an immaterial effect on the east west flows on the A303 in the vicinity of the Scheme, in the context of percentage change in AADT traffic flows.</p>
Tr.1.16	Wiltshire Council	<p><b>Traffic forecasts</b> Does the Council broadly endorse the predicted</p>	<p>Wiltshire Council is broadly satisfied that the forecast changes in the traffic flows at 2041 represent a best estimate, given the assumptions which have had to be</p>



ExQ1	Question to:	Question:	Question Response:
		<p>change in daily traffic (AADT) with the scheme at 2041 set out in Figure 6 – 3 of the TA and the assessment of traffic effects in paras 6.3.12 – 6.3.20 of the TA??</p>	<p>made, and the necessity to rely on other forecasting, such as those made by the Government in relation to national traffic forecast. 2041 is a 34 year forward look from the base 2017 traffic flows used in the modelling; the Council accepts that there may be many external influence and / or forces, not necessarily recognised or being predictable today, which influence the actual outturn flows, either upwards or downwards.</p> <p>The summary of the changes to forecast 2041 traffic flows on local routes, shown on Fig 6.3 and described in paras 6.3.12-6.3.20 are broadly endorsed by the Council. It should be noted that all figures are rounded to the nearest 50 vehicles; forecasting is not an exact science.</p>
Tr.1.18	Wiltshire Council	<p><b>Impacts on the local road network</b></p> <p>Para 6.7.1 of the TA refers to “<i>an update to the Longbarrow junction in order to reduce queuing resulting with the original design</i>”. The redesign involves provision of a dedicated left turn lane from the A360 to the eastbound on-slip.</p> <p>Does the Council agree that this would result in a</p>	<p>At para 6.7.5 and Fig 6-11, and para 6.7.6 and Fig 6-12, the TA offers a direct written and visual explanation of the benefit of incorporating a dedicated left-turn lane to access the eastbound A303 merge lane. The stationary or slow moving traffic on the A360 southbound into the northern roundabout with the original design extends for a considerable distance back from the roundabout. Whilst it is acknowledged</p>

ExQ1	Question to:	Question:	Question Response:
		<p>significant reduction in the potential for queuing under these conditions?</p>	<p>that a dedicated left turn lane involves additional 'blacktop' engineered construction, the Council considers, on balance, that it is preferable to accept additional highway space to ensure a reduced level of driver delay. It is unclear, at this stage, why the northbound A360 traffic speeds at the southern roundabout are forecast (busy day) to be marginally worsened as a result of the provision of a dedicated left turn lane at the northern roundabout.</p> <p>The Council has raised a question in written representations as to the use of traffic signals at the roundabouts, and whether these would be night time only, part time, or full time.</p>
Tr.1.19	Wiltshire Council	<p><b>Impacts on the local road network</b></p> <p>Para 6.10.4 indicates that the northern roundabout at Solstice Park will experience southbound queuing on Salisbury Road (from the north) by 2041 during weekday peak periods. In the AM period the model shows queues approaching 1km, and the PM period queue lengths exceed 300 m. These queues are forecast to occur with or without the scheme. Para 6.10.10 and Figure 6.15 identifies an issue that</p>	<p>In discussions with the Applicant, the issue of local roads capacity issues has been discussed. As is the case with all developers, the Applicant cannot reasonably be expected to deliver improvements to the local road network which are forecast to occur with or without the proposed scheme. The Council takes the view that it should not seek to undermine delivery of the Scheme by objecting to local junctions not being improved where it has been demonstrated that the issues of capacity occur whether or not the Scheme</p>

ExQ1	Question to:	Question:	Question Response:
		<p>the average 'busy day' journey times will experience delay of approximately three minutes due to the congestion on Solstice Park Avenue extending onto the westbound mainline.</p> <p>Does the Council agree the resolution of these issues through junction upgrades is not a mitigation requirement of the scheme and that it would be appropriate to leave delivery of improvements in connection with future development proposals within Solstice Park?</p>	<p>proceeds. In this case, the most important consideration is that the Scheme benefits are not undermined by issues occurring on the local road network. Figure 6.14 indicates that for the am peak period there is no impact on the slip roads at Solstice which might lead to queuing backing up onto the A303 mainline. However, Fig 6-15 shows that during busy days at 2041 the mainline will be affected by local junction constraints. The Council would prefer for the Scheme to include upgrades to capacity at the three roundabouts between the A303 diverge lane westbound, and London Road. However, it also acknowledges that HE has powers to influence planning applications where the principal impacts on the strategic road network will occur as a result of local development, rather than as a result of the use, per se, of the Strategic Road Network.</p> <p>The Council has not seen the mitigation schemes, as described at para 6.10.21, and is unable to comment on the ability to deliver such an improvement within the limits of the existing highway, but accepts that the modelling of the 'principle' of the mitigation works appears to be reasonable.</p> <p>With regards to the issue of queuing on Salisbury Road</p>

ExQ1	Question to:	Question:	Question Response:
			<p>(am peak period), it should be noted that the modelling will not reflect driver behaviour modifications such as changes to travel times etc. to avoid the worst of the forecast queues.</p> <p>The Council can see no reason why the Applicant should not modify their own identified network constraints as part of the Scheme. The works suggested to the north-side Solstice roundabout appear to be modest. It is unclear the extent to which the HE vested south-side roundabout would need to be modified in accordance with the modelled mitigation works.</p>
Tr.1.20	<p>Applicant Wiltshire Council British Horse Society Wiltshire Ramblers Cycling Opportunities Group for</p>	<p><b>Road Safety – Walking, cycling and horses</b></p> <p>i. Paragraph 7.2.3 of the TA refers to proposed provision of Pegasus crossings at Longbarrow south roundabout. On the A360 road and on the former A303, Kent carriage gates will be provided at all access points to link prevent access by motor vehicles. Do the stakeholders consider that this satisfactorily addresses the needs of NMUs in this location?</p>	<p>i) The provision of a Pegasus crossing [para 7.2.13, not 7.2.3] is a questionable solution to the issue of horses crossing the A360, in terms of need. As far as the Council is aware there has been no assessment made of the numbers of equestrians likely to use such a facility. The use of traffic signals at the Longbarrow junction is an issue requiring review.</p> <p>It appears that a Pegasus Crossing would have to be separate from the proposed traffic signals controls at Longbarrow Junction. Proximity issues</p>

<b>ExQ1</b>	<b>Question to:</b>	<b>Question:</b>	<b>Question Response:</b>
	Salisbury Other Stakeholders	ii. Paragraph 7.2.4 of the TA refers to risks to personal safety, particularly for wheel chair users. Is it acceptable not to provide lighting to underpasses because they are in a rural area and not on lit routes?  iii. What if any provision is intended to be made for a safe north-south crossing of the A303 at the western end of the scheme at Yarnbury Castle, as sought by Winterbourne Stoke Parish Council?	<p>would require careful consideration relating to the linking of signals. Wiltshire Council would expect HE to take responsibility for the Pegasus Crossing incorporated with proposed traffic signals controls on the junction, or for a dedicated remote monitoring link and commuted sum for maintenance, if not.</p> <p>The British Horse Society in its publication 'Advice on Road Crossing for Horses', has a germane introductory statement:</p> <p>'In providing specifications for ways and facilities for equestrians, The British Horse Society considers all equestrian users (those riding, leading or driving horses). This may result in a high specification which might not be appropriate in all circumstances. The recommendations should be read with this in mind. If the specification seems inappropriate in a situation, the Society strongly advises consultation with its local representative to establish what may be acceptable at a particular site. Sites vary so much that BHS specifications can only be general in nature and may require tailoring for any site.'</p>

ExQ1	Question to:	Question:	Question Response:
			<p>In view of this advice, the Council would respectfully give weight to the ExA's response from the BHS to secure a view on the suggested appropriateness of the RSA recommendation referred to in the TA.</p> <p>As for the use of Kent Carriage Gaps to deter general vehicular use of the byway to avoid the Longbarrow junction, the Council is of the view that such devices have worked elsewhere in the county, including on the C506 (formerly A344) in the vicinity of the Stonehenge Visitor Centre, and, subject to design complying with the requirements of BS5709:2018, would agree that they would provide an effective deterrent, whilst always acknowledging that Kent Carriage Gaps are not effective in relation to the control of motorbikes.</p> <p>ii) Wiltshire Council is not anticipating taking responsibility for any street lighting except on the Countess Roundabout (and Longbarrow roundabouts if provided there). In rural areas lighting is not normally provided, and the Council</p>

<b>ExQ1</b>	<b>Question to:</b>	<b>Question:</b>	<b>Question Response:</b>
			<p>would accept the view at 7.2.14 of the TA. Lighting in such areas can be subject to vandalism, resulting in either high maintenance costs or non-functional lighting. Either way, the preference is to avoid lighting.</p> <p>iii) Discussions between Highways England and Wiltshire Council’s Rights of Way officers took place prior to commencement of the Public Consultation in 2018. Neither party considered that a safe crossing of the A303 for all users could be provided without the construction of an overbridge or underpass. Wiltshire Council officers requested the provision of a byway open to all traffic (BOAT) either side of the A303 to enable all users to cross the A303 at Green Bridge 1. Concerns from landowners and occupiers about possible misuse of a new BOAT (fly-tipping, camping, hare-coursing and other rural crime) led to Highways England deciding to propose that the link routes to Green Bridge 1 should be Restricted Byways, other than for the short section to the south of the A303 and east of BSJA3 giving access for motorised users to reach Winterbourne Stoke. The existing at grade</p>

ExQ1	Question to:	Question:	Question Response:
			crossing at the western end of the scheme at Yarnbury Castle would remain open for motorised users of SLAN BOAT3 and non-motorised users who do not want to travel the additional distance to Green Bridge 1.
Tr.1.21	Wiltshire Council	<p><b>Road safety</b></p> <p>Para 7.3.1 of the TA states that the scheme will result in safety benefits through providing a safer road design than the existing road.</p> <p>Does the Council agree with the forecast reduction in the number of accidents and casualties set out in Table 7-1?</p>	<p>The Council is satisfied that the COBALT analysis was an appropriate methodology to establish the incidents and costs of road traffic collisions, and is satisfied that the results for the A303, as set out in Table 7.1 for the A303 (and the wider road network as shown in Table 7.2) appear to represent a reasonable forecast.</p> <p>It is perhaps worth noting that the analysis establishes the forecast savings through the predicted change in the numbers of personal injury collisions, but does not reflect the costs, delays and inconvenience resulting from the numbers of non-personal injury collisions. It is known through anecdotal sources (because non-injury collisions are not necessarily reportable, and therefore formal police records not held in a reportable form) that there are a significant number of such incidents on the stretch of the A303 past Stonehenge, where driver concentration appears to be distracted by the view of the Stones.</p>



ExQ1	Question to:	Question:	Question Response:
Tr.1.22	Applicant	<p><b>Rights of Way and NMUs</b></p> <p>The scheme includes the creation of a new restricted byway with agricultural access on the northern side of the new alignment, west of Winterbourne Stoke to Yarnbury Castle, which will tie in to PRoW SLAN3 north of the A303. A number of RRs (including Winterbourne Stoke Parish Council) have queried the necessity and justification for Green Bridge No 1.</p> <ul style="list-style-type: none"> <li>i. Please explain the function of the route and why this alignment was chosen.</li> <li>ii. What consultation has been carried out with stakeholders and landowners regarding the need for and location of Green Bridge no. 1?</li> </ul>	<p>i) Discussion between Highways England and Wiltshire Council's Rights of Way officers took place prior to commencement of the Public Consultation in 2018. Neither party considered that a safe crossing of the A303 for all users could be provided without the construction of an overbridge or underpass. Wiltshire Council officers requested the provision of a byway open to all traffic (BOAT) either side of the A303 to enable all users to cross the A303 at Green Bridge 1. Concerns from landowners and occupiers about possible misuse of a new BOAT (fly-tipping, camping, hare-coursing and other rural crime) led to HE deciding to propose that the link route to Green Bridge 1 should be Restricted Byways, other than for the short section to the south of the A303 and east of BSJA3 giving access for motorised users to reach Winterbourne Stoke. The existing at grade crossing at the western end of the Scheme at Yarnbury Castle would remain open for motorised users of SLAN BOAT3 and non-motorised users who do not want to travel the additional distance to Green Bridge 1.</p>

ExQ1	Question to:	Question:	Question Response:
Tr.1.24	Applicant	<p><b>Rights of Way and NMUs</b></p> <p>The scheme includes the creation of a new NMU route, part BOAT and part restricted byway along the southern side of the new alignment, which will tie in with PRow SLAN3 south of the A303.</p> <ul style="list-style-type: none"> <li>i. Please explain the function of the route and why this alignment was chosen.</li> <li>ii. What consultation has been carried out with stakeholders and landowners?</li> </ul>	<ul style="list-style-type: none"> <li>ii) No comment; for the Applicant to respond.</li> <li>i) Discussion between Highways England and Wiltshire Council's Rights of Way officers took place prior to commencement of the Public Consultation in 2018. Neither party considered that a safe crossing of the A303 for all users could be provided without the construction of an overbridge or underpass. Wiltshire Council officers requested the provision of a byway open to all traffic (BOAT) either side of the A303 to enable all users to cross the A303 at Green Bridge 1. Concerns from landowners and occupiers about possible misuse of a new BOAT (fly-tipping, camping, hare-coursing and other rural crime) led to HE deciding to propose that the link route to Green Bridge 1 should be Restricted Byways, other than for the short section to the south of the A303 and east of BSJA3 giving access for motorised users to reach Winterbourne Stoke. The existing at grade crossing at the western end of the Scheme at Yarnbury Castle would remain open for motorised users of SLAN BOAT3 and non-motorised users who do not want to travel the additional distance to Green Bridge 1.</li> </ul>

ExQ1	Question to:	Question:	Question Response:
			ii) No comment; for the Applicant to respond.
Tr.1.25	Applicant	<p><b>Rights of Way and NMUs</b></p> <p>The scheme includes a new bridleway, east from Winterbourne Stoke to the new Longbarrow Junction, connecting with the new restricted byway through the WHS via Green Bridge no. 2 to the east of the existing Longbarrow junction.</p> <ul style="list-style-type: none"> <li>i. Please explain the function of the route and why this alignment was chosen.</li> <li>ii. What consultation has been carried out with stakeholders and landowners?</li> <li>iii. Please provide a commentary on the request by Winterbourne Stoke Parish Council (and landowners) for this new bridleway to be re-routed from the north side of the A303 to the south side, and also that a Green Bridge crossing of the A360 at Longbarrow should be provided as a critical safety feature in place of the proposed light-controlled crossing for equines, cyclists and pedestrians.</li> </ul>	<ul style="list-style-type: none"> <li>i) This new bridleway is intended to provide a safer route for equestrians to connect the byways to the west of and within Winterbourne Stoke to those within the WHS and to the north and south beyond.</li> <li>ii) Applicant best placed to respond.</li> <li>iii) Applicant best placed to respond.</li> <li>iv) Applicant best placed to respond.</li> </ul>

ExQ1	Question to:	Question:	Question Response:
		<p>iv. Please also comment on the feasibility/desirability of the suggestion by Wiltshire Ramblers [RR-0859] that this route should start at the junction of the existing A303 and footpath WST04 to cross the River Till on its own footbridge north of the present A303.</p>	
Tr.1.26	Applicant	<p><b>Rights of Way and NMUs</b></p> <p>i. Please provide a commentary on the requests by the British Horse Society [RR-0380] for the provision of a suitable safe crossing system (preferably a bridge) at the new Longbarrow roundabout for the new bridleway leading out of Winterbourne Stoke.</p> <p>ii. Is there any potential for provision of an off-road link for all NMUs from north of Rolleston Crossroads to the restricted byway at the Visitor Centre?</p>	<p>i) The provision of a Pegasus crossing [para 7.2.13, not 7.2.3] is a questionable solution to the issue of horses crossing the A360, in terms of need. As far as the Council is aware there has been no assessment made of the numbers of equestrians likely to use such a facility. The use of traffic signals at the Longbarrow junction is an issue requiring review. It appears that a Pegasus Crossing would have to be separate from the proposed traffic signals controls at Longbarrow Junction. Proximity issues would require careful consideration for the linking of signals. Wiltshire Council would expect HE to take responsibility for any Pegasus Crossing incorporated with proposed traffic signals controls on the junction, or for a dedicated remote monitoring link and commuted sum for maintenance, if not. The British Horse</p>

<b>ExQ1</b>	<b>Question to:</b>	<b>Question:</b>	<b>Question Response:</b>
			<p>Society in its publication Advice on Road Crossings for Horses has a germane introductory statement: 'In providing specifications for ways and facilities for equestrians, the British Horse Society considers all equestrian users (those riding, leading or driving horses). This may result in a high specification which might not be appropriate in all circumstances. The recommendations should be read with this in mind. If the specification seems inappropriate in a situation, the Society strongly advises consultation with its local representatives to establish what may be acceptable at a particular site'. Sites vary so much that BHS specifications can only be general in nature and may require tailoring for any site. In view of this advice, the Council would respectfully give weight to the ExA's response from the BHS to secure a view on the suggested appropriateness of the RSA recommendation referred to in the TA.</p> <p>ii) This need has been raised by Wiltshire Council, and remains an aspiration, although it is beyond the Scheme boundary.</p>

ExQ1	Question to:	Question:	Question Response:
Tr.1.27	Applicant	<p><b>Rights of Way and NMUs</b></p> <p>Please respond to the suggestion by Fowler Fortescue (obo Robert Turner) [RR-1606] that the existing Byway WST06B should be downgraded to improve the quality of the PRow network and improve the tranquillity of the WHS landscape.</p>	<p>Wiltshire Council has a statutory duty under the Highways Act 1980 to assert and protect, as far as possible, the rights of the public to the use and enjoyment of the highways in its area. Wiltshire Council's Rights of Way Officers are concerned that motorised users in particular of Byway WSTO6b will not agree that downgrading the byway will improve the rights of way network. The officers also question whether downgrading this byway will significantly contribute to the peacefulness of the greater WHS landscape when it is taken into account that the DCO application includes the proposal to carry the A303 over the byway by means of a viaduct.</p>
Tr.1.28	Applicant	<p><b>Rights of Way and NMUs</b></p> <p>The scheme includes the creation of a new restricted byway open to NMUs, agricultural and statutory utility vehicles through the WHS along the route of the existing A303, connecting with Stonehenge Road at the eastern end of the scheme. A number of RRs, including the Trial Riders Federation, object strongly to the proposed extinguishment of vehicular rights over the section of the A303 between BOATS AMES 11</p>	<ul style="list-style-type: none"> <li>i) For the Applicant to respond.</li> <li>ii) Wiltshire Council considers that there should, within the DCO, be a prohibition of driving order to exclude public use by motorised vehicles, with the exception of motor-cycles, on Byways Open to Traffic AMES11 and AMES12.</li> <li>iii) The TRF need to provide evidence of the lack of convenient alternatives.</li> </ul>

ExQ1	Question to:	Question:	Question Response:
		<p>and AMES 12.</p> <ul style="list-style-type: none"> <li>i. Please provide a detailed justification for the omission of the earlier proposal to provide a new BOAT link for motorised users between AMES11 and AMES12 north of the Normanton Down Barrow Group.</li> <li>ii. What evidence is there that the provision of such a link for use by motorised traffic would be harmful to heritage and landscape interests, in the light of the retention of AMES12 as a BOAT through the WHS?</li> <li>iii. Please provide a commentary on Trial Riders Federation’s view that turning AMES 11 into a cul de sac by removal of the link along the A303 would be unlawful in the absence of provision for a convenient alternative.</li> </ul>	
Tr.1.30	Applicant	<p><b>Rights of Way and NMUs</b></p> <p>A number of objectors (eg [RR-0059] (Ben Davey) [RR-1485] (Maryam Halcrow) [RR-1731] (Francis Stoner)) consider that removal of the</p>	<ul style="list-style-type: none"> <li>i) For the Applicant to respond.</li> <li>ii) There are multiple types of disability, which makes it difficult to give a response. Road Traffic Act 1988 s.34 does not apply to an invalid</li> </ul>

ExQ1	Question to:	Question:	Question Response:
		<p>link along the A303 would result in discrimination against groups who rely on motorised transport to gain access to the countryside and the WHS.</p> <ul style="list-style-type: none"> <li>i. Please explain how the duties under the Equalities Act have been taken into account in finalising the DCO proposals in this regard.</li> <li>ii. How does the scheme reflect the commitment in paragraph 3.19 of the NPSNN to 'creating a more accessible and inclusive transport network' which takes account of accessibility requirements of all those who use, or are affected by, national networks infrastructure including disabled users?</li> </ul>	<p>carriage, so the use of such a vehicle on a footpath, bridleway or restricted byway is not a criminal offence.</p>
Tr.1.31	Applicant	<p><b>Rights of Way and NMUs</b></p> <ul style="list-style-type: none"> <li>i. Please provide a detailed response to Wiltshire Council's view that the DCO scheme should make provision for a prohibition of driving order as associated development along this section of the A303 current alignment.</li> </ul>	<ul style="list-style-type: none"> <li>i) The Council believes that the severed link for motorised users between byways 11 and 12 will bring adverse changes to the use of both byways as a direct association. Byway 11 will become a cul-de-sac for motorised vehicles at its northern end, requiring them to make turn manoeuvres and to return along the byway to complete their journey and increasing pressure on the present</li> </ul>



ExQ1	Question to:	Question:	Question Response:
		ii. Would the extinction of rights for motorised users result in a breach of the Council’s statutory duty under s130 of the Highways Act 1980 to prevent, as far as possible, the stopping up of highway rights with the lack of any mitigation measures?	<p>grass sward surface. The cul-de-sac, from which there is an excellent view of the Stones themselves and the surrounding landscape has, in the Council’s view, the real prospect of being used for camping by travellers and short-term visitors, as well as a free car park giving direct access to the new Restricted Byway on the line of the decommissioned A303 and the permissive access allowed to the wider landscape of the WHS. Cumulatively, these new uses will significantly increase the number of motor vehicles within this part of the WHS, within direct view of the Stones. The Council considers that the effects of the severance can and should be addressed within the DCO by the making of a prohibition of driving order, on both byways, to exclude public use by motorised vehicles, with the exception of motor-cycles.</p> <p>ii) No, because alternative routes exist.</p>
Tr.1.32	Applicant	<p><b>Rights of Way and NMUs</b></p> i. Please provide a response to the objection by English Heritage (EH) to the section of	<p>i) and ii): In response to points 2.1.1 and 2.1.2, Wiltshire Council has been and continues to be in discussion with Highways England and Heritage partners concerning</p>

ExQ1	Question to:	Question:	Question Response:
		<p>the proposed restricted byway running alongside the A360 within the boundary of the Stonehenge Visitor Centre complex, creating a 4-metre wide byway for pedestrians, cyclists and carriages within the boundary of the Stonehenge Visitor Centre.</p> <p>ii. Please explain the function of the route and why this alignment was chosen. What consultation has been carried out with stakeholders and landowners?</p> <p>iii. How have EH’s concerns regarding visitor safety, security, visitor management, impact on the Visitor Centre and recent investment in car parking been taken into account?</p> <p>iv. Please respond to the suggestion by EH that an alternative route outside the boundary of the Visitor Centre would not give rise to these adverse impacts.</p>	<p>the design details of the public rights of way. The Council notes that the Examining Authority requires Highways England to provide design details for the public rights of way by Deadline 2. In response to 2.3.5, the Rights of Way and Countryside Act 2000 requires the Council to publish a Rights of Way Improvement Plan (ROWIP) which takes into account the present and likely future needs of the public. Provision through Highways England's proposals as contained in the application for the DCO to provide alternative and new routes for non-motorised users accord with the aims of the Council's ROWIP (Countryside Access Improvement Plan 2015-2025) and in particular, to improve connectivity of byways. The provision of a link byway between Longbarrow and the Stonehenge Visitor Centre will contribute to the ultimate aspiration to create a largely motorised-traffic free multi-user route for walkers, cyclists, horse-riders and carriage-drivers between the Wylde and Till Valleys to Salisbury Plain.</p> <p>iii) and iv): Wiltshire Council understands the concerns of English Heritage in respect of visitor safety, security, visitor management, impact on the Visitor Centre and the</p>

ExQ1	Question to:	Question:	Question Response:
			<p>recent investment in car parking. The Council is sympathetic to a revised route that avoids either in full or in part the Visitor Centre car park, ideally following the southern and eastern boundaries of the car park, and is aware of discussions taking place between Highways England, English Heritage and neighbouring landowners to see if that can be achieved. However, Wiltshire Council sees the provision of this route as being of most benefit to equine users, particularly so to horse and carriage users, and does not want to see a "watered down" proposal that provides only for pedestrians and cyclists.</p>
Tr.1.35	Applicant	<p><b>Rights of Way and NMUs</b></p> <ul style="list-style-type: none"> <li>i. Please explain the function and alignment of the proposed footpath along the line of the stopped-up Byway between the new link to the Allington Track and A303, the need for which has been questioned by an IP (Countryside Solutions obo Beacon Hill Land Limited).</li> <li>ii. What consultation has taken place with landowners and stakeholders?</li> </ul>	<ul style="list-style-type: none"> <li>i) The existing Byway Open to All Traffic Amesbury 1 incorporates a public right of way for vehicles (motorised and non-motorised), equestrians (including carriage drivers), cyclists and walkers. Stopped-up of the Byway with the retention of a footpath is not a creation of a new right of way but a protection of some of the existing rights. Wiltshire Council's Rights of Way and Countryside Officers consider that, once it will no longer be possible for motorised (or any) users to gain access to and from the A303, the byway will no longer be needed or necessary for use by equestrians and cyclists, but the public may still</li> </ul>

ExQ1	Question to:	Question:	Question Response:						
			<p>wish to be able to view the barrows from the byway, therefore a right of way on foot should continue to be provided in accordance with the Council's statutory duty as the local highway authority to assert and protect, as far as possible, the rights of the public to use and enjoyment of the highways in its area.</p> <p>ii) For the Applicant to respond.</p>						
<b>WM.1</b>	<b>Waste and materials management</b>								
WM.1.14	Wiltshire Council	<p><b>Off-site disposal of waste</b></p> <p>In respect of waste:</p> <ul style="list-style-type: none"> <li>i. Please provide details of the Council's waste policies (including any supporting text) in the adopted development plan relevant to the proposed development.</li> <li>ii. Provide an assessment of the development against these policies (if this is not to be included in the Local Impact Report).</li> <li>iii. Provide details of any relevant emerging</li> </ul>	<p>i) Wiltshire Local Development Scheme April 2019 - Extract from Table 1: Wiltshire Development Plan - Development Plan Documents, March 2019</p> <table border="1" data-bbox="1285 1093 2083 1326"> <thead> <tr> <th>Document</th> <th>Area Covered</th> <th>Status</th> </tr> </thead> <tbody> <tr> <td>Wiltshire and Swindon Waste Development Control Policies DPD (adopted 2009)</td> <td>Wiltshire Council and Swindon Borough</td> <td>Current Policy. Sets out generic policies to assist in determining planning applications for waste development</td> </tr> </tbody> </table>	Document	Area Covered	Status	Wiltshire and Swindon Waste Development Control Policies DPD (adopted 2009)	Wiltshire Council and Swindon Borough	Current Policy. Sets out generic policies to assist in determining planning applications for waste development
Document	Area Covered	Status							
Wiltshire and Swindon Waste Development Control Policies DPD (adopted 2009)	Wiltshire Council and Swindon Borough	Current Policy. Sets out generic policies to assist in determining planning applications for waste development							

<b>ExQ1</b>	<b>Question to:</b>	<b>Question:</b>	<b>Question Response:</b>						
		<p>policies.</p> <p>iv. Does the Council have any estimate of the waste management capacity within the county throughout the anticipated construction period, and, if so, please provide details?</p>	<table border="1"> <tr> <td data-bbox="1283 448 1525 746">Wiltshire and Swindon Minerals Development Control Policies DPD (adopted September 2009)</td> <td data-bbox="1525 448 1767 746">Wiltshire Council and Swindon Borough</td> <td data-bbox="1767 448 2083 746">up to 2026. Current Policy. Sets out generic policies to assist in determining planning applications for waste development up to 2026.</td> </tr> <tr> <td data-bbox="1283 746 1525 1074">Wiltshire and Swindon Waste Core Strategy (adopted July 2009)</td> <td data-bbox="1525 746 1767 1074">Wiltshire Council and Swindon Borough</td> <td data-bbox="1767 746 2083 1074">Current policy. Sets out the special vision, strategic vision and strategy covering waste provision up to 2026 including the strategic policies and proposals to deliver the vision.</td> </tr> </table> <p>Wiltshire &amp; Swindon Waste Core Strategy –</p> <p>There are six policies that set out the strategic direction and context for waste planning in Wiltshire and Swindon over the Plan period:</p>	Wiltshire and Swindon Minerals Development Control Policies DPD (adopted September 2009)	Wiltshire Council and Swindon Borough	up to 2026. Current Policy. Sets out generic policies to assist in determining planning applications for waste development up to 2026.	Wiltshire and Swindon Waste Core Strategy (adopted July 2009)	Wiltshire Council and Swindon Borough	Current policy. Sets out the special vision, strategic vision and strategy covering waste provision up to 2026 including the strategic policies and proposals to deliver the vision.
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<b>ExQ1</b>	<b>Question to:</b>	<b>Question:</b>	<b>Question Response:</b>
			<p>a. WCS1: The Need for Additional Waste Management Capacity and Self Sufficiency;</p> <p>b. WCS2: Future Waste Site Locations;</p> <p>c. WCS3: Preferred Locations of Waste Management Facilities by Type and the Provision of Flexibility;</p> <p>d. WCS4: Safeguarding Waste Management Sites;</p> <p>e. WCS5: The Wiltshire and Swindon Waste Hierarchy and Sustainable Waste Management; and</p> <p>f. WCS6: Waste Reduction and Auditing</p> <p>Policies WCS5 and WCS6 are relevant to this Scheme and are attached at Appendix D.</p> <p>ii) Please see the Council’s Local Impact Report where full Development Plan policy is set out including waste management and the general accordance of the Scheme explained.</p> <p>iii) There are no emerging waste plans / policies relevant to the Scheme.</p> <p>iv) The Council does not have an estimate of the</p>

<b>ExQ1</b>	<b>Question to:</b>	<b>Question:</b>	<b>Question Response:</b>
			capacity of waste management facilities in the Plan Area for the anticipated construction period.

## APPENDICES



# Appendix A

## Glossary of Terms

<b>AADT</b>	Annual Average Daytime Traffic
<b>AODM</b>	Area of Detailed Modelling
<b>AQ</b>	Air Quality
<b>AQA</b>	Air Quality Assessment
<b>AQMA</b>	Air Quality Management Area
<b>BHS</b>	British Horse Society
<b>BOAT</b>	Byway Open to all Traffic
<b>BPM</b>	Best Practicable Means
<b>BS/BSEN</b>	British Standards
<b>CEMP</b>	Construction Environmental Management Plan
<b>CiL</b>	Community Infrastructure Levy
<b>COBALT</b>	COst and Benefit to Accidents – Light Touch
<b>CPR</b>	Construction Products Regulation
<b>CSM</b>	Conceptual Site Model
<b>CRTN</b>	Calculation for Road Traffic Noise
<b>CWS</b>	County Wildlife Site
<b>DAMS</b>	Detailed Archaeological Mitigation Strategy
<b>dDCO</b>	Draft Development Consent Order
<b>DDCMS</b>	Department for Digital, Culture, Media and Sport
<b>DEFRA</b>	Department for Environment, Food and Rural Affairs
<b>DfT</b>	Department for Transport
<b>DoP</b>	Declaration of Performance
<b>EA</b>	Environment Agency

<b>EHO</b>	Environmental Health Officer
<b>EPA</b>	Environmental Protection Act
<b>ES</b>	Environmental Statement
<b>ETRO</b>	Experimental Traffic Regulation Order
<b>EU</b>	European Union
<b>ExA</b>	Examining Authority
<b>FRA</b>	Flood Risk Assessment
<b>GHG</b>	Greenhouse Gas
<b>HE</b>	Highways England
<b>HEMP</b>	Handover Environmental Management Plan
<b>HGV</b>	Heavy goods vehicle
<b>HIA</b>	Heritage Impact Assessment
<b>HMAG</b>	Heritage Monitoring and Advisory Group
<b>HMP</b>	Heritage Management Plan
<b>HRA</b>	Habitats Regulations Assessment
<b>ICOMOS</b>	International Council on Monuments and Site
<b>IP</b>	Interested Party
<b>LAQM</b>	Local Air Quality Management
<b>LLFA</b>	Lead Local Flood Authority
<b>LOAEL</b>	Lowest Observed Adverse Effect Level
<b>LoD</b>	Limits of Deviation
<b>LPA</b>	Local Planning Authority
<b>LTCA</b>	Local Townscape Character Area
<b>LLCA</b>	Local Landscape Character Area
<b>LVIA</b>	Landscape and Visual Impact Assessment
<b>MCTC</b>	Manual Classified Turning Counts
<b>MOD</b>	Ministry of Defence

<b>NE</b>	Natural England
<b>NMU</b>	Non-motorised user
<b>NNR</b>	National Nature Reserve
<b>NO<sub>2</sub></b>	Nitrogen dioxide
<b>NO<sub>x</sub></b>	Nitrogen oxide
<b>NPPF</b>	National Planning Policy Framework
<b>NPS</b>	National Policy Statement
<b>NPSNN</b>	National Policy Statement for National Networks
<b>NVMP</b>	Noise and Vibration Management Plan
<b>OAMS</b>	Outline Archaeological Management Strategy
<b>OEMP</b>	Outline Environmental Management Plan
<b>OUV</b>	Outstanding Universal Value
<b>OWSI</b>	Outline Written Scheme of Investigation
<b>PA2008</b>	Planning Act 2008
<b>PM10</b>	Particulate Matter
<b>PPV</b>	Peak Particle Velocity
<b>PRoW</b>	Public Right of Way
<b>REAC</b>	Register of Environmental Actions and Commitments
<b>RIS</b>	Road Investment Strategy
<b>ROWIP</b>	Rights of Way Improvement Plan
<b>RR</b>	Relevant Representation
<b>RSA</b>	Road Safety Audit
<b>RSPB</b>	Royal Society for the Protection of Birds
<b>SAC</b>	Special Area of Conservation
<b>SOAEL</b>	Significant Observed Adverse Effect Level
<b>SoCG</b>	Statement of Common Ground
<b>SPA</b>	Special Protection Area

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<b>SSSI</b>	Site of Special Scientific Interest
<b>SSWSI</b>	Site Specific Written Scheme of Investigation
<b>SuDS</b>	Sustainable urban drainage system
<b>SWLEP</b>	Swindon and Wiltshire Local Enterprise Partnership
<b>TA</b>	Transport Assessment
<b>TBM</b>	Tunnel Boring Machine
<b>TCMP</b>	Tunnel Closure Management Plan
<b>TM</b>	Traffic Management
<b>TRF</b>	Trail Riders Federation
<b>TRO</b>	Traffic Regulation Order
<b>UK</b>	United Kingdom
<b>UKCP18</b>	United Kingdom Climate Projections
<b>VVM</b>	Verified View Montage
<b>WCAS</b>	Wiltshire Council Archaeological Services
<b>WebTAG</b>	Web based Transport Appraisal Guidance
<b>WFD</b>	Water Framework Directive
<b>WHO</b>	World Health Organisation
<b>WHS</b>	World Heritage Site
<b>ZTV</b>	Zone of Theoretical Visibility

## **Appendix B**

### **CH.1.30**

# **Heritage Monitoring and Advisory Group (HMAG) Draft Terms of Reference**

# **A303 Amesbury to Berwick Down**

## **Heritage Monitoring & Advisory Group (HMAG) and Scientific Committee**

### **Terms of Reference and Membership**

DISCLAIMER: Any decisions taken by stakeholder working groups will be without prejudice to the representations made by individual stakeholder bodies in the pursuance of their statutory or formal functions in relation to the scheme.

Working groups have been created to enable early input, informed discussion and advice to be shared between key stakeholders and Highways England in the development of the A303 Amesbury to Berwick Down scheme. A Stakeholder Strategy Board has been created to provide oversight of the working groups; to ensure their effectiveness and alignment, to address escalated issues and to provide guidance.

Whilst terms of reference for working groups will be subject to periodic review, it is anticipated that they will remain active through; the statutory process, procurement of contractors, design development and construction.

#### **1. Heritage Monitoring & Advisory Group (HMAG)**

##### **Overall Purpose**

HMAG will provide advice on the requirements with regard to the historic environment impacts of the scheme's design, assessment, implementation and mitigation where it relates to the Stonehenge World Heritage Site (WHS), ensuring the protection of its Outstanding Universal Value (OUV). Where supplementary advice and expertise are required HMAG will request advice from members of the Scientific Committee (see below).

##### **Terms of Reference**

While recognising, and without prejudice to, the particular statutory and advisory roles and responsibilities of their individual organisations throughout the life of the project the Group will advise on and formulate requirements for, guide and monitor the development and delivery of proposals in order to ensure the consistent protection of the OUV, integrity and authenticity of the WHS in particular, and the historic environment in general. In particular HMAG will:

- Respond to and advise on specific scheme proposals as they are developed, setting out the requirements for the protection of the OUV and the historic environment.
- Respond to and provide guidance on design and implementation proposals as they are developed and monitor their delivery to ensure minimum impact on the OUV of the WHS and the historic environment.

- Set out the requirements on the necessary archaeological research design.
- Monitor and review principles for archaeological evaluation.
- Monitor and review the strategy for the programme of archaeological evaluation.
- Formulate and set out requirements on the scale, methodologies and techniques of archaeological evaluation and assessment, and monitor their delivery.
- Formulate archaeological mitigation requirements, and monitor their delivery.
- Formulate and monitor requirements for reporting, publication and archiving in relation to all assessment and fieldwork (assessment, evaluation and mitigation), maximising the opportunities for public benefit.
- Provide the Highways England Project Board with updates, advice and guidance on issues relating to the archaeological and wider heritage impacts of the project's design and implementation via DCMS.

## **Reporting**

HMAG will report to the Highways England Project Director and to parent bodies. A summary of activity will be provided to the Strategic Stakeholder Board.

## **Members**

Membership of the HMAG comprises the following:

- Wiltshire Council (Wiltshire Council Archaeology Service)
- Historic England (Inspector of Ancient Monuments)
- English Heritage (Senior Curator, Stonehenge WHS)
- National Trust (Archaeologist, Stonehenge & Avebury WHS)

## **Monitoring performance via**

- meetings held as programmed
- attendance at meetings
- resolution of actions recorded at meeting
- compliance with Terms of Reference

## **Frequency of Meetings**

Quarterly, or at such frequency as the needs of the project dictates.

## **2. Scientific Committee**

### **Overall Purpose**

The work of the Scientific Committee will take place at the request of Highways England and HMAG in the context of their A303 Stonehenge: Amesbury to Berwick Down Road Scheme.

The role of the Scientific Committee is to inform and advise HMAG and Highways England in the pursuit of their function on the A303 Stonehenge Amesbury to Berwick Down scheme where it relates to the WHS and its OUV, to provide advice in relation to historic environment impacts as the project proceeds through its design, assessment, mitigation and construction stages.

## **Terms of Reference**

At the request of HMAG and Highways England, members of the Scientific Committee will be invited to draw on their individual expertise and provide advice on particular issues relating to the historic environment impacts of the project's environmental assessment, design and construction in relation to the Stonehenge WHS landscape.

The Scientific Committee will support HMAG in its task of advising and guiding the development and delivery of the project in a way that ensures the historic environment dimensions of the project are clearly and consistently assessed and managed for the protection of the OUV of the WHS, and of the historic environment in general within the WHS. It will also ensure excellence in the design and provision of archaeological assessment, evaluation, mitigation and fieldwork.

More specifically, the Scientific Committee will support HMAG in:

- Agreeing a set of principles for archaeological assessment and evaluation.
- Developing an archaeological evaluation strategy.
- providing advice on the development of the preferred route through design, including advising on how the route can best be integrated into the landscape, and monitoring during construction.
- Providing advice on the archaeological research design
- Formulating archaeological mitigation requirements.
- Formulating and monitoring requirements for reporting, publication and archiving in relation to all assessment and fieldwork (assessment, evaluation and mitigation), maximising the opportunities for public benefit.

The work of the Scientific Committee will take place in the context of Highway's England's A303 Stonehenge: Amesbury to Berwick Down Road Scheme. The Committee is not expected to address wider questions of need or strategic choice, but to support implementation of the project in a way that best addresses its opportunities and impacts and ensures it is managed for the benefit of the OUV of the WHS. The Committee will not have any statutory function in its own right, but its advice and guidance will be available to inform the statutory consent processes. Highways England should give careful consideration to any advice given by the Scientific Committee and have due regard to that advice, general recommendations and the particular observations of the Committee on specific aspects of the scheme in relation to its archaeological mitigation.

The Scientific Committee will not be required to provide a consensus view but will capture the full range of expertise and advice of the Committee's membership. The Committee will have an independent chair.



Both HMAG and the HMAG Scientific Committee will be supported by a secretariat provided by Highways England. The secretariat will prepare agenda and record minutes / actions, collating the range of views and advice from both HMAG and the Scientific Committee and managing the provision and distribution of project information to Committee members. The secretariat will prepare a formal report to Highways England on meeting proceedings.

The Scientific Committee will meet quarterly or at such frequency as the needs of the project dictates. From time to time and as the needs of the project dictates the advice of individual members of the Scientific Committee may be sought outside of Scientific Committee meetings in relation to their particular areas of expertise.

Conduct should be in the spirit of the Nolan Principles<sup>1</sup> for public service. All Scientific Committee members are requested to respect the confidentiality of proceedings. The Chatham House Rule<sup>2</sup> will apply to the Committee meetings.

Highways England may from time to time lead news releases about the workings of the Scientific Committee via the Communications Group. Consultation prior to release will always be sought from Committee members. Consequently, individual members or their organisations may adopt a Highways England news release and disseminate information after Committee meetings – recognising nothing should be done to identify, either explicitly or implicitly, who said what.

### **Reimbursement of Travel Costs**

Although Scientific Committee members will not be remunerated for participation in the Committee Highways England will reimburse reasonable (evidenced) travel expenses.

### **Reporting**

Issues may be referred to the Scientific Committee in accordance with these Terms of Reference and advice sought by:

- HMAG.
- Highways England and their consultants via HMAG.
- Members of the Scientific Committee.

### **Members**

The Scientific Committee should consist of members who have a required specialist skillset or are experts in a specific aspect of the landscape of the Stonehenge WHS. The composition of the Committee will comprise:

- HMAG
- Experts who have a required specialist skillset or expertise in a specific aspect of the landscape of the Stonehenge WHS

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<sup>1</sup> <https://www.gov.uk/government/publications/the-7-principles-of-public-life/the-7-principles-of-public-life--2>

<sup>2</sup> <https://www.chathamhouse.org/about/chatham-house-rule#>

### **Monitoring performance via**

- meetings held as programmed
- attendance at meetings
- resolution of actions recorded at meeting
- compliance with Terms of Reference

### **Frequency of Meetings**

Quarterly, or at such frequency as the needs of the project dictates.

**Date Created:** September 2017

**Date Reviewed:** 1 February 2019

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## **Appendix C**

### **Fg.1.22**

## **EA Fluvial Design Guide**



**Figure 8.23 Gravity sewer**

This gravity sewer has an impact on all flood flows, even those that are well within bank (as illustrated in the lower photograph).

There is only about 600mm clearance between bed level and the underside of the pipe. This traps debris and a scour hole has formed.

Additionally, higher floods reach the bridge soffit level, and large debris can hit the edge beam and then rotate to go under the bridge. Unfortunately on several occasions such large debris has then been caught on the pipe, causing a severe blockage which has flooded nearby houses.

The normal dangers of removing such debris with a grab lorry are exacerbated when there is a live sewer of unknown condition involved.

## 8.6 Culverting of watercourses

### 8.6.1 General policy regarding culverts

Environment Agency policy is that no watercourse should be culverted unless there is an overriding need to do so. This is because:

- the ecology of the watercourse is likely to be degraded by culverting;
- culverting introduces an increased risk of blockage (with consequent increase in flood risk);
- it can complicate maintenance because access into the culvert is restricted (in some cases being classified as a confined space and requiring trained operatives and specialist equipment).

A blockage in a culvert can be very difficult to remove and likely to result in a severe flood risk. For these reasons the provision of a screen at the entrance to the culvert is often considered. Such a screen eliminates the risk of a blockage inside a culvert, but introduces a significant maintenance obligation (to ensure that the screen is kept clean) which far exceeds the typical maintenance requirements of an open watercourse.

Alternatives to culverting include:

- construction of a bridge – much lower impact on the watercourse hydraulics and ecology;
- constructing the infrastructure elsewhere – often not a practical option;
- diverting the watercourse – this has its own disadvantages but also some opportunities for environmental and hydraulic improvement;
- for small streams, constructing a ford.

### 8.6.2 Impacts of culverting

The culverting of a watercourse can have a many different impacts on the water environment including ecology, channel form, flow regime and chemistry. Table 8.3 summarises the impacts that need to be considered in the design of any new culvert in addition to the risk of blockage and impact on flood regime described above.

**Table 8.3 Impacts to be considered in the culvert design**

Aspect affected	Description of impact
Ecology	Culverts can be impassable to riverine fauna and can create barriers to the movement of fish. Culverting results in the loss of natural in-stream and bankside habitats through direct removal and loss of daylight.
Pollution	In urban areas, culverted watercourses are often highly polluted due to misconnected foul sewers, overflows from blocked sewers or discharges of contaminated surface water.
Morphology	Culverted sections may create or exacerbate downstream or upstream bank and bed erosion or promote sediment deposition, as a result of altered water velocities and disruption to the natural transport of sediment.
Restoration	Culverts can hinder future restoration options. This is particularly significant where urban development results in the burial of once open watercourses beneath housing or commercial centres, or where new development is placed on top of existing culverted watercourses which otherwise might be available for restoration.
Landscape and amenity	Culverting of urban waters leads to the loss and degradation of distinctive components of the local landscape. Culverting leads to the loss of green amenity space along river banks and reduced access for recreational opportunities such as angling, walking or canoeing.

### 8.6.3 Culvert design

In cases where culverting is unavoidable it is necessary to seek land drainage consent from the Environment Agency to allow culverting to go ahead. The Environment Agency scrutinises design submissions carefully to ensure all steps have been taken to reduce environmental degradation (or mitigate it) and to reduce the risk of blockage. Box 8.3 sets out the ‘golden rules’ of culvert design.

Detailed guidance on the design of culverts can be found in *Culvert design guide* (CIRIA, 1997). An updated version of this guide is expected to be published in 2009 as *Culvert design and operation guide*.

Figure 8.24 shows an example of good practice in culvert design.

### Box 8.3 ‘Golden rules’ of culvert design

#### Size

Design the culvert to flow freely (part-full rather than surcharged) unless there are overriding reasons to do otherwise.

Choose a size that readily accommodates the design flow (for example, the 1% annual flood) with no appreciable increase in water level upstream. Allow for future development of the catchment upstream and for climate change effects (it is suggested that 20% is added to the estimated 1% flood to allow for this).

Adopt a single barrel in preference to multiple barrels, so as to present the largest possible waterway through the culvert and hence reduce the risk of large debris getting trapped inside it. Multiple barrels are acceptable for large watercourses and they have environmental benefits if one or more of the barrels is above normal water level (reduced sedimentation risk and provision of passage for mammals).

#### Length

Adopt the shortest length possible. Fish will migrate through a short culvert, but will be discouraged by a long culvert. The shorter the culvert the less likely are problems associated with blockage, and the lower the hazard associated with unauthorised or accidental entry into the culvert.

#### Invert level

The invert level of the culvert should generally be set lower than the existing bed level of the channel. This allows for any future regrading of the watercourse and also promotes the formation of a more natural bed through the culvert (which helps to maintain ecological continuity).

#### Trash and security screens

Avoid – only install in situations where the benefits significantly outweigh the risks (see [Section 8.6.3](#)).

#### Bends, steps, changes of cross section

Avoid – because they reduce the hydraulic efficiency and increase the risk of debris getting trapped.

If a bend is unavoidable, adopt a long gradual bend.

If the bend has to be sharp, provide an access shaft at the bend to afford easy access in the event of a blockage.

#### Hydraulic performance

Should be investigated for very high flows and low flows, as well as for the design flow.

If very high flows have the potential to overwhelm the culvert and cause flood damage, then options such as a flood bypass route should be considered.

Low flows should be examined from the perspective of watercourse ecology.



**Figure 8.24 Urban culvert**

This culvert has a simple inlet structure formed from a stone revetment. The approach channel is well-maintained and free from debris.

Although the culvert is close to houses, the potential hazard associated with children entering or being swept into the culvert is not considered to be serious enough to require the provision of a security screen.

The culvert is short, straight and of reasonable size, and therefore presents a low hazard rating. These features also mean that the culvert is unlikely to trap debris internally, so there is no need for a trash screen.

### 8.6.3 Trash and security screens

Screens serve two main purposes:

- reducing the amount of debris entering a culvert or inverted siphon (where it could cause a blockage);
- preventing unauthorised access into the culvert or inverted siphon (for safety or security reasons).

Regardless of the primary purpose, all screens accumulate trash and debris over time (see [Figure 8.25](#)), reducing the hydraulic capacity and causing the water level upstream to rise. The build-up of trash can be rapid, and the consequences can be severe in terms of flood damage to local properties and infrastructure. Many more problems have been caused by blocked screens than have resulted from blocked culverts. The Environment Agency therefore strongly discourages the use of screens and designers are urged to investigate alternative measures such as addressing the trash problem at source.



**Figure 8.25 Even coarse screens can become blocked**

This screen has been designed to exclude large debris, though it is clear that it has the potential to be obstructed by accumulations of mat-forming vegetation, which could otherwise readily pass through the culvert without causing any problems. No proposal to install a screen is acceptable unless and until the inspection and maintenance obligations (principally routine and emergency cleaning the screen) have been assessed and accepted by the responsible party.

Screens can also be used to trap coarse bed material (cobble and boulders) that might otherwise cause a problem further downstream. Such screens must be capable of being safely overtopped when blocked by debris. In Boscastle, for example, a coarse screen upstream of the critical areas traps large bed material before it can cause an obstruction at pinch points in the channel through the town. It is located at a point where any trapped material can easily be removed after the flood has passed.

Fully detailed guidance on screens can be found in *Trash and security screen guide for flood risk management* (Environment Agency, 2009). [Figure 8.26](#) shows an example of a well-designed screen.



**Figure 8.26 Well-designed screen**

This screen prevents unauthorised access into a long urban culvert. It also has to cope with trash and debris in the flow, so it has been designed in accordance with accepted practice for trash screens.

Note the two-stage screen arrangement, with cleaning platforms for each stage. Note also the additional flow capacity provided by the horizontal section of screen to the rear of the lower platform. Safe access has been provided and the whole site is fenced off to reduce the risk of vandalism. The site is provided with lighting to facilitate cleaning at night.

## **Appendix D**

### **WM.1.14**

# **Wiltshire and Swindon Waste Core Strategy (Policies 5 and 6)**

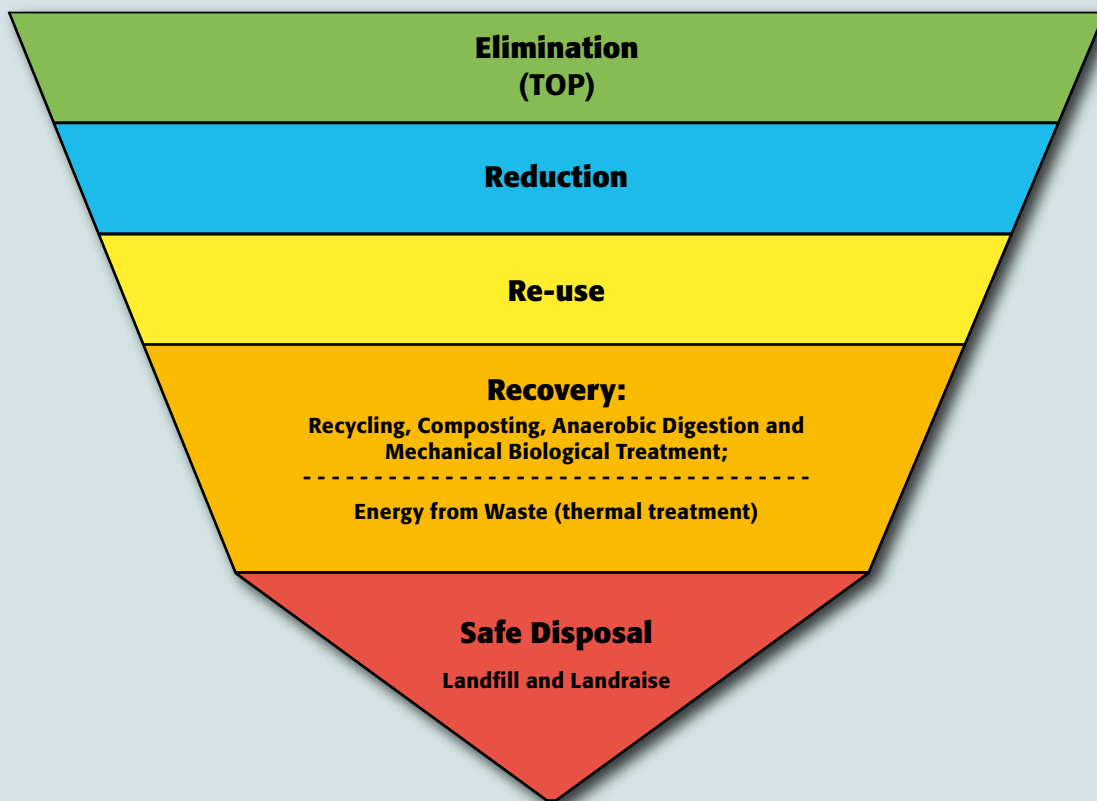




5.21 In previous versions of the Waste Core Strategy, the Councils put forward an option to adopt these principles within a policy for a specific waste hierarchy for Wiltshire and Swindon, with elimination as a top priority and safe disposal at the bottom. This option was strongly influenced and supported by stakeholders through the Waste Forum. The Council's waste hierarchy and sustainable waste management policy is set out in Policy WCS5.

### **WCS5: The Wiltshire and Swindon Waste Hierarchy and Sustainable Waste Management**

In the interest of sustainable waste management, the Councils will seek to drive waste up the hierarchy by ensuring that developers demonstrate that the most sustainable option for waste management in Wiltshire and Swindon has been promoted. The order of preference is set out below:



#### **Policy Drivers**

- Comments from Issues and Options and the Preferred Options Stages.
- Planning Policy Statement 10 – Sustainable Waste Management.
- The South West Regional Spatial Strategy.
- Joint Wiltshire Municipal Waste Strategy 2006.
- Swindon Municipal Waste Strategy.
- Wiltshire and Swindon Community Strategies.



- 5.22 Waste reduction will be achieved through careful consideration during the process of preparing proposals for development. The Councils will provide support for development proposals that aim to provide for waste produced by the operation / occupation of that development to be reduced and re-used as appropriate. In all circumstances, such support will only be given where proposals comply with the Waste Core Strategy and policies of other relevant Waste DPDs and the provisions of wider Local Development Frameworks in the Plan area.
- 5.23 The process of auditing the waste expected to be generated during the implementation of development proposals represents an important opportunity for the local planning authorities to ensure that the objective of sustainable waste management and resource usage is addressed by applicants for a wide range of developments. Waste auditing for new developments is a decision making process that leads to the preparation of a series of actions designed to reduce the creation of waste during development, to better manage and re-use any such wastes onsite wherever possible and to seek the sustainable management of all waste materials that must be taken off site.
- 5.24 Waste auditing and implementation are applied not only to waste related development but also to other forms of development, including housing, retail, employment and infrastructure. Consequently, it would be the responsibility of all planning authorities to implement this policy where it applies to development under their control. It is not the intention of this policy to discriminate against processes that unavoidably produce waste. Rather, it is intended to ensure that waste issues are addressed before and during the planning design and application stages and that a positive approach is taken by both the developer and the local planning authority in working towards waste elimination / minimisation and sustainable waste management. As well as the environmental benefits accrued through auditing, there will undoubtedly be economic benefits for the developer as costs associated with handling waste and its management will be reduced.
- 5.25 It is accepted that where development proposals fall within the scope of the Environmental Impact Assessment (EIA) Regulations some of the provisions of the waste audit process will be covered as part of the process of producing an Environmental Statement (ES). However, the information required for inclusion in an ES does not extend as far as the provisions of policy WCS6 and, in practice, the waste audit policy would supplement the EIA regulations as legal procedures take precedence over policy. The Council's approach to waste reduction and auditing is outlined in Policy WCS6.



## **WCS6: Waste Reduction and Auditing**

Proposals for developments that meet the criteria below will be required to design and provide facilities for occupiers of the development to recycle / compost waste (bring systems) and / or facilities within individual or groups of properties or premises for the source separation and storage of different types of waste for recycling and / or composting.

- any development providing 10 or more dwelling units;
- any new development of shopping centres or facilities where the total gross floorspace amounts to 500 square metres or more;
- any development of business, industrial, distribution or storage development where the gross floorspace / increase in gross floorspace amounts to 300 square metres or more;
- transport, leisure, recreation, tourist, community, or educational facilities including public car parks and park and ride facilities.

Such provision will be expected to have regard to the existing capacity of facilities already available and to the existing Recycling Plan or Municipal Waste Management Strategy relevant to the area.

Proposals for the developments identified above must also be accompanied by a waste audit, which must include:

- a) the type and volume of waste that the development process will generate (the development process comprises the construction process and any other operations necessary to bring the development into being);
- b) the steps to be taken to reduce, re-use and recycle any waste that is produced through the development process;
- c) the steps to be taken to reduce the production of hazardous wastes in the development process;
- d) the steps to be taken to minimise the use of raw materials in the development process;
- e) the steps to be taken to reduce the use of hazardous materials in the development process;
- f) the steps to be taken to minimise the pollution potential of unavoidable waste;
- g) the steps to be taken to dispose of unavoidable waste in an environmentally acceptable manner;
- h) the steps to be taken to ensure maximum waste recovery (e.g. recycling and composting) once the development is completed/occupied; and
- i) proposals for the transport of waste created during the development process and subsequent use of the site.

Development proposals outside of the thresholds above will be required to demonstrate that they have had sufficient regard to minimising waste produced as part of the development process and to the waste hierarchy in identifying a chosen management method for wastes that are produced as part of the development process.

### **Policy Drivers**

- Comments from Issues and Options and the Preferred Options Stages.
- Planning Policy Statement 10 – Sustainable Waste Management.
- Department of Trade and Industry (2004). Site Waste Management Plans: Guidance for Construction Contractors and Clients, Voluntary Code of Practice.
- The South West Regional Spatial Strategy.