

# A303 Amesbury to Berwick Down

TR010025

**Deadline 3**

**8.21 – Comments on responses to the ExA's Written Questions**

APFP Regulation 5(2)(q)

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

May 2019



## Infrastructure Planning

## Planning Act 2008

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

# A303 Amesbury to Berwick Down

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

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### Comments on responses to the ExA's Written Questions

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<b>Regulation Number:</b>	Regulation 5(2)(q)
<b>Planning Inspectorate Scheme Reference</b>	TR010025
<b>Application Document Reference</b>	8.21
<b>Author:</b>	A303 Amesbury to Berwick Down Project Team, Highways England

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
Rev 0	31.05.2019	First Issue for Deadline 3

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## 2 Introduction

### 2.1 Purpose of Report

- 2.1.1 This report provides Highways England's submission to 'Comments on responses to the Examining Authority's Written Questions' received at Deadline 2.

### 2.2 Structure of this document

- 2.2.1 This report is a collation of the responses to first written questions submitted to the Examining Authority by Interested Parties. Highways England have reviewed all the responses received and this report includes a Highways England's comments to matters raised where appropriate and helpful to do so. Where we have no additional comments, these responses are not contained within the tables.
- 2.2.2 Each section contains a table pertaining to the Interested Party that submitted a response to Examining Authority's First Written Questions. The numbering follows the same question number format as provided by the Examining Authority within the Written Questions.

### 2.3 The Examination Library

- 2.3.1 References in these questions set out in square brackets (e.g. [APP-010]) are to documents catalogued in the Examination Library. The Examination Library can be viewed at the following link;  
<https://infrastructure.planninginspectorate.gov.uk/projects/south-west/a303-stonehenge/?ipcsection=docs>
- 2.3.2 The Examination Library will be updated at regular intervals as the Examination progresses.

### 3 Wiltshire Council [REP2-046]

#### 3.1 Table - Comments on Wiltshire Council's responses to the ExA's Written Questions [REP2-046]

	Questions	Wiltshire Council's response	Highways England response
G.1	General		
G.1.2	<p>Applicant</p> <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</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. A full Environmental Impact Assessment has been completed and the results used to inform the Scheme design and the mitigation strategy. 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 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>	<p>Highways England notes and welcomes Wiltshire Council's response.</p>

	Questions		Wiltshire Council's response	Highways England response
		<p>genuine public participation in 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. Please respond to the specific points raised in relation to the potential breach of these directions, regulations and conventions.</p>		
G.1.4	Wiltshire Council	<p>Document 7.1 - Case for the scheme and NPS accordane, makes an assessment of the scheme's accordance 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>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 accordance with the NPSNN.</p> <p>iii) Wiltshire Council is not in agreement with the Applicant's climate change allowances for road drainage, and the climate change allowances for the groundwater</p>	<p>Highways England welcomes the Council's confirmation of acceptance of the need for the Scheme and broad compliance with the NPSNN.</p> <p>With regard to the matters raised by Wiltshire Council in this written question response Highways England believes matters have</p>

	Questions		Wiltshire Council's response	Highways England response
		<p>ii. Has the Applicant satisfactorily addressed 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>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>	<p>progressed to an agreed position as set out below:</p> <p>Compliance with the NPSNN policies on drainage in relation to climate change are set out in the Case for the Scheme and NPS Accordance [APP-294] at pages A-6, A-43, A-46, A-80 and A-81. All relevant policies within the NPSNN on drainage have been addressed in the Case for the Scheme and NPS Accordance [APP-294].</p> <p>There is no guidance specifying the way that climate change should be considered in the groundwater flood risk assessment (FRA). Unlike for fluvial and surface water flood risk where a rainfall event can be specified, for groundwater modelling the proportion of any rainfall event that becomes recharge to the aquifer will vary with the antecedent conditions and the intensity of the rainfall event. An intense rainfall event may lead to significant runoff and little recharge, while a summer storm may not generate recharge if there is a significant soil moisture deficit. In winter rainfall will become recharge when the soil zone has become saturated.</p>

	Questions		Wiltshire Council's response	Highways England response
				<p>The fluvial and surface water flood modelling considered an increase in rainfall of 30% using the summer as a critical storm duration. The groundwater modelling has assumed that this increase in rainfall in winter may generate a 20% increase in recharge when considering groundwater flood risk. The groundwater modelling also considered the risks of drier summers under climate change and assumed a 20% reduction in recharge. These were considered to be reasonable estimates considering the expected variability after any rainfall event. Agreement with Wiltshire Council over representation of climate change allowances are discussed within the Statement of Common Ground [REP2-018].</p> <p>Peer review comments of the FRA have been received, reviewed and addressed. The updated FRA will be submitted on Deadline 3.</p>
G.1.10	Applicant	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.	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.	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-021].



		Questions	Wiltshire Council's response	Highways England response
		Please explain further the position as regards the ETRO and the reliance placed upon it in the cumulative assessment.		
Ag.1	Agriculture			
Ag.1.4	Applicant	<p>Agricultural land (access) 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> <p>i. Please provide a detailed justification for proposed creation of each new public right of way which would affect existing agricultural land?</p> <p>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?</p> <p>iii. What arrangements would be put in place for the maintenance (including future responsibilities) of any new PRoW including associated</p>	<p>i) For Applicant to respond. ii) Wiltshire Council's public rights of way officers are awaiting design and construction details to be supplied by the Applicant for Deadline 2.</p> <p>i) As ii) above. ii) As ii) above.</p>	i) ii) iii) iv) No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-022].

	Questions		Wiltshire Council's response	Highways England response
		<p>infrastructure such as fencing and barriers?</p> <p>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?</p>		
Ag.1.13	Applicant	<p>Agricultural land (access) Concern has been raised in [RR-1980] that the 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> <p>i. What consideration was given to avoiding creating small, irregularly shaped parcels of land in creating new/rerouted byways.</p> <p>ii. What alternatives would be feasible to minimise or avoid this?</p>	Wiltshire Council's public rights of way officers would prefer the alignment as proposed by Highways England	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-022].
Ag.1.14	Applicant Howard Smith MRICS on	<p>Agricultural land (access) In [RR-1594] a concern is raised in respect of stopping up a bridleway which has been</p>	Wiltshire Council would also like clarification of the location of this bridleway, and may then wish to comment.	Please see the Applicant's response to this question in its deadline 2 submission [REP2-022]. In summary, the agent writing on

	Questions		Wiltshire Council's response	Highways England response
	behalf of P J Rowland & Sons (Farmers) Limited	referenced as Plot 7-19 (which is not a Plot shown on the Land Plans or in the Book of Reference). i. Please provide clarity as to which area of land, the bridleway and the MOD land refer to is located? ii. Can the applicant provide a response to the concerns raised?		behalf of PJ Rowland & Sons (Farmers) Limited has confirmed that the reference to plot 7-19 was included in the relevant representation in error, and it ought to have referred to plot 11-19.
AQ.1	Air quality and emissions			
AQ.1.11	Wiltshire Council	Approach i. Is the Council satisfied with the overall approach of the Applicant to dealing with air quality? ii. Does it have any specific criticisms it would like to make?	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).	No comment. Further information on this engagement is set out in the Statement of Common Ground with Wiltshire Council [REP2-018].
AQ.1.31	Wiltshire Council	Local air quality compliance 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	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. 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	Please see the latest position on this set out at item 3.11.1 of the Statement of Common Ground with Wiltshire Council [REP2-018].

	Questions		Wiltshire Council's response	Highways England response
		<p>agreed. The representation continues and states that the proposed development could result in "<i>Severe adverse effects on Salisbury's AQMAs</i>" which would appear to contradict Chapter 5 of the ES, in which the Applicant concludes no significant effects are identified.</p> <p>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.</p> <p>ii. Please explain the statement "<i>and the severe adverse effect on Salisbury AQMA identified in the ES</i>" in the Council's RR as the AQAs have not identified a severe adverse effect on Salisbury AQMA.</p>	<p>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.</p> <p>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".</p>	
AL.1	Alternatives			
AL.1.15	Applicant	Please provide evidence of a detailed evaluation which supports the conclusion that a	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	No further comment – see Highways England's response to this question

	Questions		Wiltshire Council's response	Highways England response
		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?	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. 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 they support.	as part of its Deadline 2 submission [REP2-024].
AL.1.16	Applicant	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. 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	<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>	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-024].

	Questions		Wiltshire Council's response	Highways England response
		<p>that were identified at that time as being associated with Option 1Nd.</p> <p>ii. Please provide details of the consultation responses that led to the further modification of Option 1Nd through the western part of the WHS.</p> <p>iii. Explain how the alterations that were made in response to that consultation would mitigate the anticipated impacts on archaeology, the winter solstice alignment and the Normanton Down RSPB reserve.</p>		
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> <p>i. Please explain in further detail why this option was considered to be preferential.</p> <p>ii. What is the perceived impact of</p>	<p>i) For the Applicant to respond.</p> <p>ii) For the Applicant to respond.</p> <p>iii) Wiltshire Council is satisfied that this was considered within the Habitats Regulation Assessment in respect of the Salisbury Plain SPA.</p> <p>iv) For the Applicant to respond.</p>	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-024].

		Questions	Wiltshire Council's response	Highways England response
		<p>vehicle traffic within the WHS?</p> <p>iii. How is it anticipated that such traffic would increase disturbance of nesting stone curlew in the Normanton Down RSPB reserve?</p> <p>iv. Explain the consideration given to the needs of motorised users of the Byways in reaching this decision.</p>		
CH.1	Cultural heritage			
<p>ES Chapter 6: Cultural heritage</p> <p>The professional assessments of effect made in the ES are not necessarily accepted and may be questioned later in the Examination.</p>				
CH.1.13	Applicant	<p>Para 6.8.5(h): Decommissioned A303</p> <p>i. Please clarify the nature of the bound surface remaining. Would this be coloured tarmac?</p> <p>ii. Explain the discrepancies apparent between the appearance of the decommissioned A303 in Viewpoint CH13 (ES Appendix 6.9) and</p>	<p>Wiltshire Council public rights of way officers are awaiting design and construction details to be supplied by the Applicant, for Deadline 2.</p>	<p>This is recorded in Wiltshire Council's Statement of Common Ground as an issue "under discussion". See issue reference 3.8.7. [REP2-018] See also Highways England's response to this question as part of its Deadline 2 submission. The updated Outline Environmental Management Plan submitted at Deadline 3 confirms the requirement to consult with Wiltshire Council and, within the WHS, the National Trust, Historic England and English Heritage on</p>

		Questions	Wiltshire Council's response	Highways England response
		page 8 of the ES Non-technical Summary.		details relating to public rights of way.
CH.1.14	Applicant	Para 6.8.10: Heritage Management Plan prepared by the Main Contractor prior to the start of construction 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.	Wiltshire Council requires that the OEMP will be approved by HMAG and itself.	The Outline Environmental Management Plan (OEMP) [APP-187] is part of the Application and is subject to formal examination in the same way as all the Application documents. Whilst the OEMP will not be approved by Wiltshire Council or HMAG, discussions are ongoing between the parties and an updated OEMP has been submitted at Deadline 3 reflecting the progress of these discussions.
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.	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-025].
ES Appendix 6.1: Heritage Impact Assessment				
CH.1.30	Applicant HMAG	Paras 3.6.7-12: HMAG and the Scientific Committee i. Have HMAG's recommendations been incorporated in the Scheme?	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	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-025].



	Questions		Wiltshire Council's response	Highways England response
		<p>ii. Do HMAG have misgivings over any aspects of the Scheme?</p> <p>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?</p>	<p>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)).</p> <p>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.</p> <p>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 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.</p>	
CH.1.31	Applicant	<p>Para 5.3.2(b): Field surveys, research excavations at Blick Mead</p> <p>Have any modifications been made to the Scheme arising from consideration of the results of the Blick Mead excavations?</p>	<p>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.</p>	<p>No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-025].</p>

	Questions		Wiltshire Council's response	Highways England response
CH.1.32	Applicant Wiltshire Council	Para 5.3.16: CS Policy 59, Setting study of the WHS 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.	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-025].
ES Appendix 6.9: Cultural heritage settings assessment				
CH.1.45	Applicant	AG32: Vespasian's Camp See comments above on the setting of Blick Mead. Although no further land take is involved, the flyover may well affect Blick Mead visually.	Blick Mead is a series of buried deposits, there are no upstanding features; it does not have attributes of OUV.	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-025].
ES Additional Submission 2: Document clarifying the relationship between the archaeological mitigation strategy documents				
CH.1.49	Applicant Any other parties	Para 1.2.3 (See also paras 1.2.5, 1.3.1, and 1.5.1) 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. The matter of agreement is a significant concern, which should be secured in the DCO.	Wiltshire Council requires that it approves the final version of the DAMS, not just agree or have been consulted on it.	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-025].
ES Appendix 6.11: Outline Archaeological Mitigation Strategy				

	Questions		Wiltshire Council's response	Highways England response
CH.1.54	HMAG	Mitigation measures 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 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> </ul> <p>That the strategy includes all impacts of the 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> </ul>	<p>The draft Detailed Archaeological Mitigation Strategy (DAMS) [REP2-038] sets out the structured, iterative detailed archaeological mitigation strategy. The DAMS is being developed in consultation with the Heritage Monitoring Advisory Group (which includes Wiltshire Council) and the Scientific Committee. It will be finalised prior to the end of the Examination and is secured by Requirement 5 of Schedule 2 of the draft development consent order [REP2-003]. The DAMS is rooted in a heritage research-led framework [REP2-038; Section 2].</p> <p>As stated in the DAMS [REP2-038, paragraph 1.2.2] "The Scheme passes through a landscape of high archaeological significance, both inside and outside the WHS. Accordingly, the intention of the Strategy is to apply the highest practicable standards of mitigation, employing innovative approaches to address a question-based research strategy that places the significance of the archaeological resource at the centre of decision-making both at design and implementation phases."</p> <p>We are consulting with Wiltshire Council and other members of</p>

		Questions	Wiltshire Council's response	Highways England response
			<ul style="list-style-type: none"> <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>	<p>HMAG in developing the DAMS further in order to finalise the document by the end of examination. The points raised by Wiltshire Council will be discussed as part of that consultation.</p>
Ec.1	<b>Biodiversity, ecology and biodiversity</b> (including Habitats Regulations Assessment (HRA))			
Ec.1.1	<p>Applicant Natural England Wiltshire Council</p>	<p>Cumulative and in-combination assessments</p> <p>The ExA notes the separate legislative requirements for EIA cumulative assessment and HRA in-combination assessment.</p> <p>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</p>	<p>i) For the Applicant to respond.</p> <p>ii) For the Applicant to respond.</p> <p>iii) Wiltshire Council is not aware of any other plans or projects that should be included.</p>	<p>No comment - see Highways England's response to this question at part of its Deadline 2 submission [REP2-027].</p>

	Questions		Wiltshire Council's response	Highways England response
		<p>cumulative impacts as presented in section 15.2.20 of ES Chapter 15 [APP053].</p> <p>ii. Can the Applicant confirm that there are no pathways for in-combination effects between these projects identified in [APP053] and the Proposed Development?</p> <p>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?</p>		
Ec.1.24	The Applicant Natural England	<p>Need for Habitats Regulations Assessment / Appropriate Assessment</p> <p>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)</p>	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.	No comment - see Highways England's response to this question as part of its Deadline 2 submission [REP2-027].

	Questions	Wiltshire Council's response	Highways England response
	<p>should not be taken into account when forming a view on likely significant effects during screening 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> <p>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?</p> <p>ii. Section 1.2 of the Environment Agency's RR [RR-2060] highlights</p>		

		Questions	Wiltshire Council's response	Highways England response
		<p>some concerns in respect of the Drainage Strategy and the 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	Climate change			
CC.1.2	Applicant	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	Wiltshire Council supports using the latest climate change allowances (i.e. UKCP18) once the Environment Agency guidance becomes available.	The Applicant agrees that in the event that the Environment Agency publishes updated guidance based on UKCP18 this would be taken account of in the design of the Scheme. No such guidance has been published and no additional

		Questions	Wiltshire Council's response	Highways England response
		<p>applicant. At paragraph 4.44, it explains that any adaptation measures should be based, amongst other things, upon the latest set of UK Climate Projections.</p> <p>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?</p> <p>ii. Please provide an assessment of how this next generation of UK Climate Projections would affect the conclusions of Chapter 14 of the ES.</p>		<p>impacts are expected as a consequence of the UKCP18 data. The Environment Agency has confirmed it agrees that the climate change allowances used in the assessment of fluvial and surface water flood risk are appropriate, as noted in 3.26 of the Statement of Common Ground [REP2-012].</p>
CA.1	Compulsory Acquisition, Temporary Possession and Other Land or Rights Considerations			
The acquisition of Statutory Undertakers' land – s127 of the PA2008				
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 abstraction licensing.</p>	<p>Highways England is in the process of preparing amended protective provisions for the protection of Wiltshire Council in its capacity as drainage authority, removing reference to the Environment Agency.</p>



		Questions	Wiltshire Council's response	Highways England response
				Highways England and the Environment Agency continue to discuss the latter's preferred form of protective provisions.
DCO.1	Draft Development Consent Order (dDCO)			
Part 1 – Preliminary – Articles				
DCO.1.2	Applicant	<p>Article 2 – “the authorised development” Schedule 1 of the dDCO would also authorise ancillary works “<i>for the purposes of or in connection with the construction of any of the works and other development mentioned above...</i>”, 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> <p>i. Please provide further details as to the intended scope and location of these ancillary works.</p>	It is Wiltshire Council's position that a clear definition of ancillary works would be helpful.	In Highways England's view the scope of the ancillary works is clear. The term "ancillary works" needs no further definition as the term is not used elsewhere in the draft DCO. For further information on the intended scope and location of these works please see Highways England's response to this question submitted for Deadline 2 [REP2-030].

		Questions	Wiltshire Council's response	Highways England response
		<p>ii. Having regard to Figure 2.7(A-E) of the 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>Article 2 – “the authorised development”</p> <p>Associated Development has not been separately described in Schedule 1. The Guidance on</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</p>	<p>(ii) No further comment, see Highways England's response to this question submitted for Deadline 2 [REP2-030].</p>

	Questions		Wiltshire Council's response	Highways England response
		<p>associated development applications for major infrastructure projects (Department for Communities and Local Government April 2013) states that: <i>“As far as practicable, applicants should explain in their explanatory memorandum which parts (if any) of their proposal are associated development and why.”</i></p> <p>Furthermore, Advice Note 13: ‘Preparation of a draft order granting development consent and explanatory memorandum’ advises that the draft DCO should include: <i>“A full, precise and complete description of each element of any necessary “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> <p style="padding-left: 40px;">i. Please explain this omission and identify those parts of the proposal which represent Associated Development in</p>	<p>development” stems from section 115, which is concerned with the types of “development” which can be authorised under a DCO. For 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 exclude public use by motorised vehicles, with the exception of motor cycles.</p>	

		Questions	Wiltshire Council's response	Highways England response
		<p>accordance with the guidance.</p> <p>ii. Please comment on whether a prohibition of motor vehicles for the severed link between AMES11 and AMES12 should be regarded as Associated Development and included within the dDCO.</p>		
DCO.1.7	Wiltshire Council	<p>Article 2 – “the authorised development”</p> <p>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.</p> <p>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</p>	<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 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</p>	<p>(i) Highways England agrees that the measures in the Outline Environmental Management Plan (OEMP) [APP-187] apply only to the carrying out of the "authorised development" as defined in Schedule 1. However, it is not the case that to the extent that a particular work is not included in the numbered works, those works would fall outside the control of requirements 4 or 5, or indeed, the DAMS.</p> <p>This is because the description of the works in Schedule 1 includes the description of the works listed under the "ancillary works" heading, which is drawn sufficiently broadly so as to include preparatory works. See for example ancillary works</p>

	Questions		Wiltshire Council's response	Highways England response
		<p>provision could be included within the dDCO.</p>	<p>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> <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</p>	<p>(b)(ii) which relates to utilities and services, (b)(ix), which covers site preparation works, (b)(x) which covers construction compounds and related works, (b)(xii) which covers ground investigations and monitoring and (xiv) which covers other ancillary works not expressly described elsewhere in Schedule 1. In addition some of the preliminary works are included within numbered works indeed some constitute numbered works, as set out in the definition of preliminary works in paragraph (1) of Schedule 2 to the draft DCO.</p> <p>For the reasons given in Highways England's response to question DCO.1.81, Highways England considers the level of detail provided in the Works Plans [APP-008] and Engineering Section Drawings (Plan and Profile) [APP-010] and (Cross Sections) [APP-011] to be proportionate. In terms of the detailed design, Highways England has submitted an update to the OEMP for Deadline 3. The updated OEMP secures additional design commitments, design principles to guide the development of the detailed design together with a robust mechanism for consultation</p>

	Questions		Wiltshire Council's response	Highways England response
			<p>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 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. 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 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>	<p>with key heritage stakeholders, including Wiltshire Council. It also provides for consultation with Wiltshire Council on the CEMPs produced under it.</p> <p>In respect of the potential for requirement for dewatering during construction based on the current design and construction methods, no abstraction of groundwater is anticipated. The only circumstances in which temporary and localised groundwater control could be required would be for the construction of the tunnel portal slab to launch the tunnel boring machine and also for some cross passages for mechanical and electrical services at Stonehenge Bottom when groundwater levels are exceptionally high. Further information can be found in the Applicant's responses to the Examining Authority's first written questions [REP2-031], references Fig.1.11 and Fig.1.41. The Applicant has committed, through the OEMP, reference MW-WAT8, to adopt construction techniques which minimise, so far as reasonably practicable, the need for dewatering and groundwater abstraction. Compliance with the OEMP is</p>

	Questions		Wiltshire Council's response	Highways England response
				<p>secured by requirement 4 of the draft development consent order [REP2-003].</p> <p>The Statement of Common Ground between the Applicant and the Environment Agency [REP2-012], confirms under matters agreed paragraph 3.19:</p> <p>"The assessment of risk and identification of any required mitigation measures will be achieved though the OEMP (MW-WAT8) and whichever regulatory regime is ultimately agreed, i.e. either the Environment Agency's permitting regime or protective provisions within the DCO, if it is confirmed that dewatering will be required."</p> <p>Since the submission of the application the Environment Agency has confirmed to the Applicant that it is unwilling to give its consent under section 150 Planning Act 2008, to the disapplication of section 24 Water Resources Act 1990. The Applicant's revised DCO, submitted for deadline 2 [REP2-003], removed this disapplication. Consequently, if dewatering beyond the thresholds of the existing exemptions is</p>

	Questions		Wiltshire Council's response	Highways England response
				<p>necessary during construction of the tunnel, the Applicant will be required to obtain an abstraction licence from the Environment Agency, which may impose conditions on that licence. Paragraph 183 of the National Policy Statement for National Networks confirms "<i>The focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes) Planning decisions should assume that these regimes will operate effectively.</i>" In view of the established licensing regime for the abstraction of water, it would be inappropriate to impose requirements that would duplicate regulation.</p> <p>(ii) No further comment, please see Highways England's response to this question submitted for Deadline 2 [REP2-030].</p>
DCO.1.9	Wiltshire Council	<p>Article 2 – "<i>commence</i>" Please comment generally on the definition of "<i>commence</i>" in the dDCO and, in particular, whether any amendment to the definition or imposition of requirements are</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</p>	<p>Please see the Applicant's response to the Examining Authority's First Written Question, DCO.1.8 [REP2-030] for further information in respect of the relationship between activities excluded from the</p>



	Questions		Wiltshire Council's response	Highways England response
		<p>necessary to control the excluded operations.</p>	<p>with Wiltshire Council, is required prior to any site clearance commencing.                      There is also a need for the imposition of requirements to control the excluded operations as most of those named have the potential to significantly impact the existing ecology of the site and to render the proposed mitigation and enhancement unachievable.</p>	<p>definition of "commence" and the "preliminary works" for the purposes of the requirements in Part 1 of Schedule 2 to the draft development consent order [REP2-003]. The effects of site clearance to flood risk have been assessed as not leading to significant adverse effects.</p> <p>The Applicant notes that while excluded from the definition of "commence", site clearance is expressly included within the definition of "preliminary works" in paragraph (1)(g) of Part 1 of Schedule 2. Site clearance would therefore be subject to requirement 4(2) which requires the preliminary works to be carried out in accordance with the preliminary works OEMP, that is to say, the measures in Table 3.2a of the Outline Environmental Management Plan [APP-187] (a revised version of which is submitted at Deadline 3). As a result, the preliminary works contractor is required to prepare a CEMP prior to beginning their works (PW-G1) and Wiltshire Council and other stakeholders will be consulted on that CEMP as appropriate and as specified in Table 3.1a.</p>

		Questions	Wiltshire Council's response	Highways England response
				There is no need to impose further requirements as the necessary measures to regulate the environmental effects of the preliminary works, including site clearance, are already secured by requirement 4(2).
DCO.1.1 3	Wiltshire Council	Article 2 – “ <i>maintain</i> ” Please comment generally on the definition of “ <i>maintain</i> ” in the dDCO and, in particular, whether any amendment to the definition is necessary.	<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>	<p>The Applicant notes that the definition of maintain is inclusive and not exclusive. It conveys its ordinary and natural meaning and that would include all of the additional matters specified.</p> <p>Adding the wording from the Sparkford draft DCO would not add anything because the Environmental Statement already considers the current definition of maintain.</p> <p>Please see the Applicant's response to DCO.1.12 [REP2-030] for further information on the definition of "maintain" and its consideration in the Environmental Statement.</p>
DCO.1.1 5	Wiltshire Council	Article 2 - “tree and hedgerow plans” Please comment in relation to the above question.	<p>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.</p> <p>As the definition of “maintain” does not include for the provision of actions required for the maintenance of</p>	It is not necessary to include this within the definition of maintain for two reasons. Firstly, as noted above, the definition of maintain is inclusive and conveys its ordinary and natural meaning. Maintenance of the soft estate would clearly fall

Questions			Wiltshire Council's response	Highways England response
			landscape and the soft estate, this could be added to the above definition of "maintain" or defined as a separate item.	<p>within the word's ordinary and natural meaning. Secondly, in respect of the maintenance of tree and hedgerows, article 17 provides a specific power for the felling or lopping of trees and shrubs and the cutting back of their roots where they obstruct or interfere with the authorised development or constitute a danger to persons using the authorised development.</p> <p>The Applicant's response to DCO.1.38 [REP2-030] provides further information on article 17 and (at item (iv)) on plans and further information included in the application document showing location of hedgerows.</p>
DCO.1.1 7	Wiltshire Council	Article 3 (1) and (2) – Disapplication of legislative provisions 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.	The Applicant welcomes the Council's confirmation on this point.
Part 2 – Works Provisions - Articles				
DCO.1.3 0	Wiltshire Council Natural England	Article 7 – Limits of Deviation 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.	The Applicant's responses to the Examining Authority's first written questions [REP2-030], reference DCO.1.20 to DCO.1.29, provide further information on the operation

	Questions		Wiltshire Council's response	Highways England 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>	<p>of and justification for the Limits of Deviation.</p> <p>Generally, article 7(4) permits a downward vertical deviation of no more than 1m. The exceptions to this general position are set out in the table accompanying that paragraph. It is not necessary, or appropriate, to amend the limits of deviation as while they form the parameters of the authorised development for which the Applicant seeks development consent. The grant of development consent is subject to the requirements in Schedule 2. Requirement 10 of Revision 1 of the draft development consent order (in Part 1 of Schedule 2) [REP2-003] requires the Secretary of State's approval of the drainage system, which must be based on the mitigation measures included in the Environmental Statement (which includes the Road Drainage Strategy appended to it [REP2-010], in consultation with Wiltshire Council in respect of its land drainage functions, and the Environment Agency. For further information on the Applicant's approach to infiltration features, please see its response to the Examining Authority's First Written</p>

	Questions		Wiltshire Council's response	Highways England response
				<p>Questions [REP2-031], references Fg.1.34 and Fg.1.36.</p> <p>In respect of the lateral deviation of the points of commencement /termination of Work Nos. 1D, 1E and 1F please see the Applicant's response to the Examining Authority's First Written Questions [REP2-030], questions DCO.1.23.</p> <p>The Applicant has submitted an update to the Outline Environmental Management Plan (OEMP) [APP-187] (a revised version of which is submitted at Deadline 3) for Deadline 3 which includes additional design commitments, design principles to guide the development of the detailed design and a robust process of stakeholder consultation, including consultation with Wiltshire Council, on aspects of the detailed design of the Scheme within the World Heritage.</p> <p>Consequently there is no need to amend article 7 to make the exercise of limits of deviation subject to a consultation process.</p>
DCO.1.4 0	Environment Agency	Article 18 – Maintenance of drainage works	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	Please see the Applicant's response to the Examining Authority's First Written Questions [REP2-030],

		Questions	Wiltshire Council's response	Highways England response
		Please comment upon the purpose and effect of this Article in relation to responsibility for maintenance of drainage works.	effect of the Article will be maintaining the status quo with regards maintenance responsibilities of riparian owners for drainage.	reference DCO.1.39. In summary, the effect of this article is to maintain the status quo for the maintenance of drains.
DCO.1.4 4	Wiltshire Council	Article 22 – Compulsory acquisition of rights 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.	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.	Please see the Applicant's response to the Examining Authority's First Written Questions [REP2-025], reference CH.1.27.
DCO.1.5 4	Wiltshire Council	Article 34 – Special category land Please comment on the proposed mechanism for providing the replacement land including the reference to consultation with the planning authority.	It is noted that the "replacement land" is not included within the definitions at Article 2. The Council believes that it should be. 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 be required and further consultation may be necessary.	The Applicant welcomes Wiltshire Council's confirmation that article 34 provides an appropriate mechanism for securing replacement land.  The replacement land has already been found. The land is defined in article 34(5) (plots 10-17 and 11-33 as shown on the Special Category Land Plans [APP-006]). The effect of article 34 is as a safeguard, to ensure that the special category land that it would replace will not vest in the Applicant until such time as the Secretary of State, in consultation with Wiltshire Council, has certified a scheme for the provision of the replacement land as

	Questions		Wiltshire Council's response	Highways England response
				open space, and a timetable for doing so. The replacement land is subject to compulsory powers to ensure it can be delivered.
DCO.1.5 8	Wiltshire Council	<p>Article 49 – Traffic regulation measures</p> <p>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 Rolleston Crossroads reconfiguration and the detrunked 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> <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</p>	<p>These matters are under discussion between the Applicant and Wiltshire Council. The parties are in the process of negotiating a legal agreement that will make provision for future co-operation between the two highway authorities and on matters arising from highways for which Wiltshire Council will become the highway authority. The intention is to conclude such an agreement prior to the close of the examination. Relevant provision is also made in other secured documents e.g. the requirements for a Traffic Management Plan under Requirement 9 of the draft DCO and PW-TRA1 and MW-TRA-2 and suspension of works for the Solstice under MW-G16 of the Outline Environmental Management Plan (OEMP) [APP-187] (a revised version of which is submitted at Deadline 3).</p>

Questions			Wiltshire Council's response	Highways England response
			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.	
Part 2 – Works Provisions - Articles				
DCO.1.6 5	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, vibration and flood risk. 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>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.</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. [not replicated again here – see original submission]</p>	Please see the Applicant's response to Wiltshire Council's Local Impact Report submitted at Deadline 3.
DCO.1.6 7	Applicant	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	Consultation with Wiltshire Council with regards changes to the REAC tables would be welcomed.	The Applicant has been discussing the Outline Environmental Management Plan (OEMP) [APP-187] with Wiltshire Council and other stakeholders and an updated OEMP has been submitted for Deadline 3, including provision for consultation of Wiltshire Council on updates to CEMPs.



		Questions	Wiltshire Council's response	Highways England response
		<p>satisfaction of Highways England. 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>		
DCO.1.7 0	Applicant	<p>In relation to Additional Submission 3 document</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 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</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 out with the DCO (OEMP 1.2.7), would be helpful.</p>	<p>In respect of site clearance please see the Applicant's comments on Wiltshire Council's response to DCO.1.9 [REP2-030] above. Which preliminary works are carried out under the DCO or outwith its scope will depend on the timing of the decision on the Order and the procurement process but the intention is that all works will be carried out under the DCO.</p>

		Questions	Wiltshire Council's response	Highways England response
		<p>Preliminary Works CEMP?</p> <p>iii. How is it anticipated that the main works CEMP consultation and approval process would operate in practice?</p>		
DCO.1.7 3	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. 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>	<p>Please see the Applicant's response to the Examining Authority's First Written Questions [REP2-030], reference DCO.1.8 and reference DCO.1.9 in this document above.</p>
DCO.1.7 4	Wiltshire Council	<p>The OEMP provides for Highways England to approve the CEMP and other management plans defined within the OEMP, detailed schemes required by the OEMP and variations to these. 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>Wiltshire Council is supportive of an approach whereby the ultimate approver of the CEMP and other management plans is the most efficient having 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</p>	<p>The Applicant is confident that the Outline Environmental Management Plan (OEMP) [APP-187] (a revised version of which is submitted at Deadline 3) and DAMS, together with requirements 4 and 5 of Schedule 2 to the draft development consent order [REP2-003] are appropriate mechanisms to secure the required controls over the authorised development.</p> <p>The Applicant notes that OEMP requires the preliminary works contractor or main works contractor, as appropriate, to prepare the</p>

	Questions		Wiltshire Council's response	Highways England response
			<p>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 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>	<p>subsidiary documents for the Authority's approval, in consultation with various stakeholders as appropriate to the subject matter of that subsidiary document. Highways England would be approving the contractors proposals, not its own, and will have the benefit of the views of the relevant stakeholders when determining whether or not to give its approval. Consultation with stakeholders, including Wiltshire Council, is embedded throughout the OEMP.</p> <p>As noted in the Council's response the Applicant has prepared for submission at deadline 3 an updated OEMP, reflecting discussions with Wiltshire Council and other stakeholders and which includes additional measures relating to the detailed design of the Scheme. These measures include further design commitments that would be secured in the OEMP, design principles to guide the development of the detailed design and a robust stakeholder consultation mechanism requiring the Applicant to seek the views of key heritage stakeholders, including Wiltshire Council, on aspects of the</p>

		Questions	Wiltshire Council's response	Highways England response
				<p>Scheme's detailed design within the World Heritage Site.</p> <p>In respect of the DAMS, a draft of which was submitted at deadline 2 [REP2-038], this will be approved by the Secretary of State by the making of the Order, if the application is approved.</p> <p>Taken together, the Applicant is of the view that no additional requirement is necessary.</p>
DCO.1.8 0	Applicant	<p>Requirement 3 (1) and (2) – Preparation of detailed design etc</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 Explanatory Memorandum, paragraph 10.5.3, which states that "<i>the authorised</i></p>	<p>Wiltshire Council's PROW officers are awaiting design and construction details to be supplied by the Applicant, at deadline 2.</p>	<p>The "Public Rights of Way (PROW) clarifications" document [REP2-040] was submitted by the Applicant at Deadline 2. Further commitments on detail of design of PROWs is contained in the updated Outline Environmental Management Plan (OEMP) [APP-187] submitted at Deadline 3.</p>

	Questions	Wiltshire Council's response	Highways England response
	<p><i>development must be carried out in accordance with the scheme design shown on certain plans".</i></p> <p>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.</p> <p>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</p>		

		Questions	Wiltshire Council's response	Highways England response
		<p>consultation in relation to the initial detailed design stage and should it be included.</p> <p>iii. Please explain why there is no reference in this Requirement to the Rights of Way and Access Plans.</p>		
DCO.1.9 1	Wiltshire Council	<p>Requirement 4 – Outline Environmental Management Plan</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>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> <p>The monitoring and enforcement of these hours would be via the OEMP and CEMP which would be the responsibility of the relevant contractor.</p>	<p>i) Item MW-NOI6 sets out the Applicant's commitments to noise and vibration monitoring and remedial actions, including compliance with hours of working. How this is undertaken will be more fully set out in the Noise and Vibration Management Plan required by the Outline Environmental Management Plan (OEMP) [APP-187] (a revised version of which is submitted at Deadline 3), which will be consulted upon with Wiltshire Council; who could then consider how best this could be communicated. Lighting during these hours of working is controlled by item MW-G29 of the OEMP which requires that lighting should be designed, positioned and directed so as not to unnecessarily intrude on adjacent buildings, ecological receptors, structures</p>

	Questions		Wiltshire Council's response	Highways England response
		<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 proposed means of preparation, implementation, monitoring and enforcement of the CEMPs and management plans as provided for by the OEMP.</p>	<p>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 of 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> <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</p>	<p>used by protected species and other land uses to prevent unnecessary disturbance, interference with local residents, or passing motorists.</p> <p>ii) The OEMP submitted at Deadline 3 has included a definition of summer as being British Summer Time (i.e. late March to late October). As explained in the Response to Relevant Representations, items PW-G4 and MW-G2 of the Outline Environmental Management Plan (OEMP) [APP-187] sets out the core hours respectively for the preliminary works and main works and item MW0G13 sets out site specific working hours for sensitive locations. Item PW-G4 sets out where additional working hours to those core working hours would be appropriate at the preliminary work stage, and item MW-G14 sets out where additional working hours to the core and site specific working hours would be appropriate.</p> <p>These hours were used for the purpose of the relevant non-traffic related assessments in the ES, notably construction noise and vibration [APP-047]. The Transport Assessment, paragraph 9.3.3 [APP-</p>

	Questions		Wiltshire Council's response	Highways England response
			<p>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 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 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>	<p>297], explains the simplified interpretation of construction hours used in the assessment and took a precautionary approach to the assessment of construction traffic by including an additional 30% allowance of construction traffic to provide a robust assessment of the potential impacts.</p> <p>iii) There is no need for working hours to be stated on the face of the DCO, as they are secured through their inclusion in the OEMP, pursuant to requirement 4 of the DCO.</p> <p>To aid clarity, the OEMP has been updated at Deadline 3 to make it clear that, save for in an emergency, a section 61 consent should be sought from the Council where it is proposed to work outside of the core working hours set out in the OEMP . Item MW-G13 sets out that the process for varying site specific working hours will be included within the CEMP that is consulted upon with Wiltshire Council.</p> <p>iv) A wide range of liaison measures are set out in item MW-G31 of the OEMP, which has been further developed at Deadline 3 to require</p>



		Questions	Wiltshire Council's response	Highways England response
				works notices to be served on Wiltshire Council. The OEMP also requires the main works contractor to appoint a Community Relations Manager to work closely with local communities.
DCO.1.9 3	Applicant	Requirement 4 – Outline Environmental Management Plan The OEMP, Table 3.2b D-CH1 to DCH13, sets out various action/commitments including (DCH14) that there would be no tunnel shafts within the WHS and the responsible person is stated to be the main works contractor. Should any of these commitments such as the provision of visual screening earth bunds (DCH1) and those actions relating to lighting (DCH8-12) include provision for consultation and/or be the subject of specific Requirements in the dDCO?	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.	The design commitments in respect of the examples given are given by the Applicant in final form at this stage and will be discussed through the course of the examination. There is therefore no need for provision for consultation on them. There are however numerous other aspects of the scheme in relation to which the updated Outline Environmental Management Plan (OEMP) [APP-187] submitted at Deadline 3 (and as originally drafted) does provide for consultation. There is no need for a separate requirement because compliance with the OEMP and therefore all of its provisions including design commitments is already secured by requirement 4.
DCO.1.9 5	Applicant	Requirement 4 – Outline Environmental Management Plan The OEMP, Table 3.2b (D-LAN2), provides a commitment that the provision of fencing and surfacing within the WHS shall	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.	The Applicant notes that its update to the OEMP submitted at deadline 3 includes additional design commitments, design principles to guide the development of the detailed design and a robust

		Questions	Wiltshire Council's response	Highways England response
		<p>be developed in consultation with the National Trust, Historic England, English Heritage, and Wiltshire Council and approved by The Authority. Should this be the subject of a specific Requirement in the dDCO?</p>		<p>mechanism for stakeholder consultation on aspects of the detailed design of the Scheme within the World Heritage Site, including PRoWs. There is no need for a separate requirement because compliance with the OEMP and therefore all of its provisions including design commitments is already secured by requirement 4.</p>
DCO.1.9 7	Wiltshire Council	<p>Requirement 5 - Archaeology</p> <p>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.</p> <p>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</p>	<p>i)</p> <p>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> <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>b) The approved programme of archaeology and heritage education and community outreach work</p>	<p>(i) The Applicant's updated draft Detailed Archaeological Mitigation Strategy ("DAMS") [REP2-038] submitted for deadline 2 includes at Appendix F a Public Archaeology and Community Engagement Strategy that makes provision for community engagement, education and outreach. Compliance with the strategy is secured by requirement 5 of the draft DCO. Therefore no additional requirement is necessary.</p> <p>(ii) The Applicant considers the DAMS to be the appropriate mechanism to regulate the Scheme's effects on Cultural Heritage.</p>

		Questions	Wiltshire Council's response	Highways England response
		part of the WHS might be secured by the dDCO.	<p>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.1.1 05	Wiltshire Council	<p>Requirement 9 – Traffic management</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 other means.</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 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>	<p>(i) The Applicant has updated the Outline Environmental Management Plan (OEMP) [APP-187] for submission at Deadline 3, including provision for liaison with the Streetworks team at Wiltshire Council.</p> <p>(ii) Please see the Applicant's response to Wiltshire Council's Local Impact Report submitted at Deadline 3.</p>
Fg.1	Flood risk, groundwater protection, geology and land contamination			

	Questions		Wiltshire Council's response	Highways England response
Fg.1.8	Applicant Environment Agency Wiltshire Council	<p>Contaminated land 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 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>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 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>	<p>This matter was fully addressed in Highways England Deadline 2 submission – therefore please see Highways England's response to this question as part of its Deadline 2 submission at: [REP2-031] and Highways England response to Question Fg.1.8.</p>
Fg.1.9	Applicant	<p>Land and groundwater contamination</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</p>	<p>Any contamination of groundwater will come under the powers of the Environment Agency under the Water Frameworks Directive (WFD).</p>	<p>No further comment – see Highways England's response to this question as part of its Deadline 2 submission at [REP2-031] and Highways England response to Question Fg.1.9.</p>

	Questions		Wiltshire Council's response	Highways England response
		<p>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>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	<p>Applicant Environment Agency Wiltshire Council</p>	<p>Additional water reports (referred to at the Preliminary Meeting) If not fully addressed in the relevant Statements of Common Ground, could the relevant parties provide an update on progress with the provision, and</p>	<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).</p>	<p>The reports were reviewed by Atkins and their response is recorded in Wiltshire Council's Written Response Addendum. Comments are provided at Deadline 3 along with the final versions of the four groundwater reports.</p>

	Questions		Wiltshire Council's response	Highways England response
		initial assessment of, each of the additional reports which have been provided? Please set out areas of common and uncommon ground with reasons.		
Fg.1.18	Wiltshire Council Environment Agency	Flood risk Please set out your assessment of the Proposed 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.	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, and the exception test. The FRA correctly assesses all sources of flooding. Sequential Test 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. Exception Test 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.	We welcome and note the confirmation that the FRA correctly assesses all sources of flooding. With regard to all other matters these are addressed in Highways England's response to this question as part of its Deadline 2 submission [REP2-031].
Fg.1.22	Wiltshire Council	Flood risk and drainage 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. Please provide a copy of this policy and indicate its status in planning decision making?	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. Wiltshire Council have asked HE and their consultants to review this and redesign this section to remove the need for the culverted section. The culverting policy being referred to is the Environment Agency (EA) general policy, which is attached at Appendix C.	Wiltshire Council's comments have been addressed and an adapted approach taken having full regard to these submission. The proposal now developed removes the 539m long culvert. This refined road drainage proposal has been verbally agreed with Wiltshire Council pending their review of the updated pluvial modelling. Discussions between the parties are ongoing on

	Questions		Wiltshire Council's response	Highways England response
			Wiltshire Council refers to the EA policy in planning decision making.	this issue and have been captured in the draft Statement of Common Ground (SoCG) being prepared between the two parties, which was made available to the Examination at Deadline 2 [REP2-018]. The adapted proposals represent a minor change to the Road Drainage Strategy [APP-281], which was issued at Deadline 2 [REP2-009/REP2-010] and do not impact on the findings or conclusions of the Environmental Statement.
Fg.1.24	Wiltshire Council	Water quality 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.	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.	These matters are addressed in Highways England's response to this question as part of its Deadline 2 submission [REP2-031].
Fg.1.26	Applicant Historic England Environment Agency Wiltshire Council Mark Bush	Blick Mead – hydrology i. Please provide an update on the hydrological monitoring at Blick Mead and what additional investigation and monitoring has been undertaken to date. ii. Please provide an update on the discussion about how this data is	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 any direct impacts from the Scheme. Therefore, no archaeological	A report on monitoring at Blick Mead was submitted at Deadline 2 [AS-015]. This report provided the results of on-going groundwater recording and monitoring at Blick Mead, as requested by stakeholders. The report concluded that the monitoring results are consistent with the findings of the

	Questions		Wiltshire Council's response	Highways England response
	(on behalf of Blick Mead Archaeologists Team)	to be used and the implications for the tiered assessment.	<p>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. 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 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.</p>	Tiered Assessment presented in Annex 3 of Appendix 11.4 – Groundwater Risk Assessment [APP-282] and the ES.
Fg.1.28	Applicant Historic England Environment Agency Wiltshire Council	<p>Blick Mead – hydrology</p> <p>i. What consideration has been given to hydrological monitoring (and any associated remediation, if required) at Blick Mead</p>	<p>Appendix 11.4 of the ES, Groundwater Risk 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.</p>	<p>There is a requirement in the Outline Environmental Management Plan (OEMP) [APP-187] (a revised version of which is submitted at Deadline 3) (MW-WAT10) for monitoring as follows:</p>



	Questions		Wiltshire Council's response	Highways England response
	<p>Mark Bush (on behalf of Blick Mead Archaeologis t Team)</p>	<p>ii. during the construction and operational phases of the proposed development. How would this be secured through the DCO?</p>		<p>The main works contractor shall develop a Scheme-wide Groundwater Management Plan, outlining how groundwater resources are to be protected in a consistent and integrated manner. The Plan shall be prepared in consultation with the Environment Agency and address:</p> <ul style="list-style-type: none"> <li>a) Potential effects on groundwater (resources and quality) that fall outside other regulations such as the Environmental Permitting Regulations.</li> <li>b) An update to the Groundwater Risk Assessment for the final design and construction plan.</li> <li>c) The groundwater level and water quality monitoring and reporting programme.</li> <li>d) Development of baseline groundwater conditions and derivation of trigger levels and action levels/Mitigation/action plans for exceedances and accidents/incidents.</li> </ul> <p>The plan will be prepared in consultation with the Environment Agency. The EA is the relevant authority for water resources.</p>

	Questions		Wiltshire Council's response	Highways England response
Fg.1.38	Applicant Environment Agency Wiltshire Council	<p>Flood risk and drainage 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 incorporate this?</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. Wiltshire Council would require future maintenance being secured through a requirement.</p>	<p>The Drainage Treatment Areas will be owned and maintained by Highways England. Information regarding the maintenance regime for the Sustainable Drainage Systems (SuDS) features is provided in Section 8 of the Drainage Strategy [APP-281], which itself is secured by requirement 10 of the draft development consent order [REP2-003].</p> <p>Future maintenance procedures for the drainage systems are set out within the Outline Environmental Management Plan (OEMP) [APP-187] (See table 3.2b Ref. MW-G11). This provides that a Handover Environmental Management Plan must be drawn up at the end of the construction phase, specifying maintenance obligations. The provisions of the OEMP are secured within requirement 4 of the draft development consent order [REP2-003] which requires works to be undertaken in accordance with the OEMP.</p> <p>As Highways England will retain the ownership of the SuDS, there is no need for any provisions regarding adoption in the draft DCO.</p>

	Questions		Wiltshire Council's response	Highways England response
Fg.1.39	Applicant Environment Agency Wiltshire Council	In the dDCO, Requirement 10 requires consultation with the planning authority in respect of the details of the drainage system. Should this be expanded to include consultation with the Environment Agency?	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.	The Applicant's revision 1 draft DCO submitted at deadline 2 [REP2-003] amended requirement 10 so as to require consultation with the Environment Agency.
HW.1	Health and wellbeing			
HW.1.4	Applicant Wiltshire Council	Methodology In chapter 9 para 9.3.4 it is stated that you agreed the location of the recording positions to assess noise. Can you provide notes from the respective meetings held on 2 July and 7 August 2018?	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. 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. 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	Highways England notes and confirms the information set out within Wiltshire Council's response.

	Questions		Wiltshire Council's response	Highways England response
			<p>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 typo has subsequently been discussed with the Applicant's consultants.</p>	
HW.1.5	Wiltshire Council Public Health England	<p>Methodology 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 “<i>where possible</i>” to safeguard amenity.</p> <p>i. Do you agree this is an acceptable method of protecting amenity and consequently public health?</p> <p>ii. Do you consider the phraseology sufficiently robust?</p> <p>iii. If you don't agree, what would you consider necessary to safeguard amenity and public health?</p>	<p>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.</p> <p>ii) The Council would support replacing the term “where possible” with “where practicable” to better reflect the basis and approach of BPM.</p> <p>iii) See answer to ii) above.</p>	<p>No changes to the wording in the Environmental Statement (ES) chapter are proposed. However, the purpose of the point is noted and the use of temporary noise barriers as part of the application of Best Practicable Means (BPM) is secured in the Outline Environmental Management Plan (OEMP) [APP-187] in PW-NOI1 and MW-NOI1 (a revised version of the OEMP is being submitted at Deadline 3 of this Examination). Details of the location of all such temporary noise barriers would be detailed in the Noise and Vibration Management Plan, produced by the contractor in consultation with Wiltshire Council (PW-NOI3 and MW-NOI3). Compliance with the</p>

	Questions		Wiltshire Council's response	Highways England response
				OEMP would be secured through Paragraph 4 of Schedule 2 of the draft development consent order [REP2-003].
HW.1.10	Applicant	<p>Public Sector Equality Duty 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 decisions, including: Armed Forces, Carers, low income.</p>	<p>See Highways England's response to this question as part of its Deadline 2 submission. Further to the Deadline 2 response, the scope of the Equality Impact Assessment [APP-296] is defined by the Equalities Act 2010 and associated Public Sector Equality Duty (PSED). The 'other characteristic' groups referred to by Wiltshire Council are not protected characteristic groups defined by the Equalities Act 2010. In the context of the EqIA, these individuals are protected under the defined protected characteristic groups and considered where there is potential for discrimination based on their belonging to one or more protected characteristic groups. Furthermore, when undertaking the assessment of the Scheme the specific characteristics of the local population have been reflected in the baseline for that assessment. It is considered that the full and robust EqIA particularly when taken alongside the complementary EIA process and ES undertaken by Highways England has enabled it to</p>

	Questions		Wiltshire Council's response	Highways England response
				meet its obligations under the Equality Duty. The EqIA process will continue to support and be actively engaged through the project stages, including during detailed design, construction and operation.
HW.1.13	Applicant	<p>Disability Discrimination/Equalities Duty 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 NonMotorised 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.	The Council's response is noted. In addition please refer to Highways England's response to this question as part of its Deadline 2 submission [REP2-032 and REP2-040]. The updated Outline Environmental Management Plan submitted at Deadline 3 confirms the requirement to consult with Wiltshire Council and, within the WHS, the National Trust, Historic England and English Heritage on details relating to public rights of way.
HW.1.15	Applicant	<p>Impact on Health and Wellbeing There is a recognition that access to recreation and the</p>	Wiltshire Council believes that The Trail Riders Fellowship should be asked to clarify what they consider the negative	No further comment – see Highways England's response to this question as part of its Deadline 2 submission.

	Questions		Wiltshire Council's response	Highways England response
		<p>outdoors is beneficial to human health. The Trail Riders Fellowship have expressed 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. How do you respond to these concerns?</p>	<p>impact of the rights of way network to be. Wiltshire Council is proposing that the DCO should include a prohibition of driving order to prohibit public use of motor vehicles, excepting motorcycles, on Byways 11 and 12.</p>	<p>In respect of a possible prohibition of driving order on Byways 11 and 12, please see First Written Questions DCO.1.4 [REP2-030] as part of its Deadline 2 submission for more detail.</p>
HW.1.16	Applicant	<p>Impact on the Stonehenge Community [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. 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>	<p>No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-032].</p>
HW.1.18	Applicant Wiltshire Council	<p>Disability Discrimination 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</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</p>	<p>The Council's response is noted. In addition please refer to Highways England's response to this question as part of its Deadline 2 submission. As set out in HW.1.13 above, the updated Outline Environmental Management Plan submitted at</p>

		Questions	Wiltshire Council's response	Highways England response
		balancing exercises by Wiltshire Council which resulted in excluding disabled via an experimental traffic 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). How do you respond to these concerns?	<p>and the 2011 Public Inquiry Decision by 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>	Deadline 3 confirms the requirement to consult with Wiltshire Council and others on details relating to public rights of way.
HW.1.19	Applicant	Impact on Health and Wellbeing 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. How do you respond to these concerns?	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 Byways 11 and 12.	<p>The Council's response is noted. In addition refer to Highways England's response to this question as part of its Deadline 2 submission [REP2-032].</p> <p>In respect of a possible prohibition of driving order on Byways 11 and 12, please see Highways England's response to question DCO.1.4 as part of its Deadline 2 submission and further response at HW.1.15 above for more detail.</p>
LV.1	Landscape and visual			
ES Chapter 6: Landscape and Visual.				



		Questions	Wiltshire Council's response	Highways England response
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	Para 7.6.88: Future baseline 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 as A14 and A15 are sites H3.5 Clover Lane and H3.6 Larkhill Road, identified in the emerging Wiltshire Housing Site Allocation Plan.	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-033].
Ns.1	Noise and vibration			
Ns.1.15	Applicant, Wiltshire Council, Historic England	<p>Vibration</p> <p>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.</p> <p>i) Is there potential for damage to 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>	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 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).	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-034].

	Questions		Wiltshire Council's response	Highways England response
		<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>		
Ns.1.18	Wiltshire Council Environment Agency	<p>Noise and vibration</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 should be excluded and why?</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 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</p>	<p>Please see Highways England's response to this question as part of its Deadline 2 submissions [REP2-034], which sets out its position on the statutory exemption to nuisance. Highways England's position is that the exemption applies to all activities related to the construction and/or maintenance of the scheme (see article 54 of the draft Development Consent Order). Compliance with the measures contained in the Outline Environmental Management Plan (OEMP) [APP-187] (being updated at Deadline 3) (including the obligation to develop a Construction Environmental Management Plan) is secured by the requirement contained in paragraph 4 of Schedule 2 to the draft Development Consent Order [REP2-003]. As such, this will be an enforceable legal obligation.</p>

	Questions		Wiltshire Council's response	Highways England response
			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 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.	
Ns.1.51	Wiltshire Council	<p>Noise</p> <p>The NPSNN (paragraph 5.1.93) refers to the NPS for England, the NPPF and associated planning guidance on noise.</p> <p>i. Do you agree the ES demonstrates compliance with these requirements? If not, please explain where there is disagreement.</p> <p>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.</p>	<p>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.</p> <p>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</p>	It is noted that Wiltshire Council agree that the noise assessment reported in the Environmental Statement (ES) demonstrates compliance with the requirements of the NPSNN and associated guidance, and has been completed in accordance with the relevant standards.

	Questions		Wiltshire Council's response	Highways England response
			<p>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).</p>	
SE.1	Socio-economic Effects			
SE.1.1	<p>Wiltshire Council Environment Agency</p> <p>Natural England</p>	<p>Socio-environmental impacts</p> <p>Would the local authority, the EA and Natural England state whether the Proposed Development complies with the need to be designed to minimise social and environmental impacts and improve quality of life in accordance with para 3.2 of the NPSNN?</p>	<p>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 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>	<p>No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-035].</p>

	Questions		Wiltshire Council's response	Highways England response
SE.1.22	Applicant	<p>Socio-economic effects 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> <p>i. Is it intended to have such a policy for the contract?</p> <p>ii. If so where is this set out as a requirement?</p>	<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>	<p>No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-035].</p>
SE.1.30	Applicant	<p>Socio-economic effects There is an indication that the project would create in the region of 300 construction jobs.</p> <p>i. Where is it anticipated that the workers would be accommodated during the predicted five-year life of the project?</p> <p>ii. What proportion of construction jobs do you seek to accommodate from the local area? How would this be achieved?</p>	<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>	<p>No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-035].</p>
Tr.1	Traffic and transport			

	Questions		Wiltshire Council's response	Highways England response
Tr.1.6	Wiltshire Council	<p>Methodology/Modelling</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>	Response and acknowledgement welcomed, noted and agreed.
Tr.1.11	Applicant	<p>Methodology/Modelling</p> <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. Could it be inferred from this that the capacity of the A303 hereabouts does not act as a</p>	<p>The Council considers that the A303 in its current state 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>	<p>We welcome this confirmation and response from the Council and also cross refer to Highways England's response to this question as part of its Deadline 2 submission, Tr.1.8 and Tr.1.11 [REP2-036].</p>

	Questions		Wiltshire Council's response	Highways England response
		significant brake on economic activity in the SW Region except at busy times, which generally occur at weekends and holidays?		
Tr.1.14	Wiltshire Council Test Valley Borough Council	Traffic forecasts 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>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 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</p>	Response and acknowledgement welcomed, noted and agreed.

	Questions		Wiltshire Council's response	Highways England response
			Scheme, in the context of percentage change in AADT traffic flows.	
Tr.1.16	Wiltshire Council	<p>Traffic forecasts</p> <p>Does the Council broadly endorse the predicted 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>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 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>	<p>Other than observing that 2041 represents a forecast 24 rather than 34 years into the future from 2017, response and endorsement welcomed, noted and agreed.</p>
Tr.1.18	Wiltshire Council	<p>Impacts on the local road network</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 significant</p>	<p>At para 6.7.5 and Fig 6-11, and para 6.7.6 and Fig 612, 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 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</p>	<p>Wiltshire Councils agreement with the benefits of provision of a dedicated left turn lane is welcomed and noted.</p> <p>In relation to the query regarding a forecast reduction in speeds for northbound traffic on the A360 approaching the southern roundabout. The provision of the additional left turn lane on the northern roundabout will alter the interaction between the flow</p>



	Questions		Wiltshire Council's response	Highways England response
		reduction in the potential for queuing under these conditions?	<p>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>	<p>movements at the junction, causing a slight and insignificant increase in delay for northbound traffic arriving at the southern roundabout.</p> <p>As indicated in our response to Written Question [REP2-036] TR1.2 Longbarrow junction will not include street lighting to limit visual impact on the World Heritage Site. For this reason, traffic lights will be installed at the junction for safety purposes to operate at night time. The traffic lights will therefore not affect the conclusion that traffic movements will be free-flowing as they are intended to be operational outside of the busier day time periods. The signals will have shrouds or louvres to direct the signals towards the intended user and minimise light spill as required by Requirement D-CH29 of the Outline Environmental Management Plan [APP-187] updated at Deadline 3.</p>
Tr.1.19	Wiltshire Council	<p>Impacts on the local road network</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</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</p>	<p>The acknowledgment of the local road position and Council responsibility is welcomed. In addition Highways England's responded to this question as part of its Deadline 2 submission [REP2-036] and this response should be</p>

	Questions		Wiltshire Council's response	Highways England response
		<p>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 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. 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>has been demonstrated that the issues of capacity occur whether or not the Scheme 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. 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 (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</p>	<p>fully taken into account when considering this matter.</p>

		Questions	Wiltshire Council's response	Highways England response
			would need to be modified in accordance with the modelled mitigation works.	
Tr.1.20	<p>Applicant Wiltshire Council British Horse Society Wiltshire Ramblers Cycling Opportunities Group for Salisbury Other Stakeholders</p>	<p>Road Safety – Walking, cycling and horses</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>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?</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 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</p>	<p>i) Highways England will discuss the road crossing for horses with the British Horse Society and with Wiltshire Council's Highway and Rights of Way teams. Pegasus crossings are widely used and are endorsed by the British Horse Society in their "Advice on Road crossings for horses". The updated Outline Environmental Management Plan submitted at Deadline 3 confirms the requirement to consult with Wiltshire Council and, within the WHS, the National Trust, Historic England and English Heritage on details relating to public rights of way.</p> <p>ii) The Council's response is noted. In addition refer to Highways England's response to this question as part of its Deadline 2 submission.</p> <p>iii) The Council's response is noted. In addition refer to Highways England's response to this question as part of its Deadline 2 submission.</p>

	Questions	Wiltshire Council's response	Highways England response
	<p>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>	<p>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> <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 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</p>	

	Questions		Wiltshire Council's response	Highways England response
			<p>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 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>	
Tr.1.21	Wiltshire Council	<p>Road safety Para 7.3.1 of the TA states that the scheme will result in safety benefits through providing a safer road design that the existing road. 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. 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>	<p>We welcome the Council's confirmation of satisfaction and the addition of their anecdotal information reflecting greater value. We also refer to Highways England's response to this question as part of its Deadline 2 submission [REP2-036].</p>

	Questions		Wiltshire Council's response	Highways England response
Tr.1.22	Applicant	<p>Rights of Way and NMUs 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> <p>i. Please explain the function of the route and why this alignment was chosen.</p> <p>ii. What consultation has been carried out with stakeholders and landowners regarding the need for and location of Green Bridge no. 1?</p>	<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> <p>ii) No comment; for the Applicant to respond.</p>	<p>Confirmatory response from the Council is welcomed. In addition Highways England provided a response to this question as part of its Deadline 2 submission [REP2-036].</p>
Tr.1.24	Applicant	<p>Rights of Way and NMUs 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>	<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</p>	<p>Confirmatory response from the Council is welcomed. In addition Highways England provided a response to this question as part of its Deadline 2 submission [REP2-036].</p>

	Questions		Wiltshire Council's response	Highways England response
		<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>	<p>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> <p>ii) No comment; for the Applicant to respond.</p>	
Tr.1.25	Applicant	<p>Rights of Way and NMUs 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> </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>	The Council's response is noted and Highways England's response to this question was submitted as part of its Deadline 2 submission [REP2-036].

	Questions		Wiltshire Council's response	Highways England response
		<p>ii. What consultation has been carried out with stakeholders and landowners?</p> <p>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.</p> <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</p>		



	Questions		Wiltshire Council's response	Highways England response
		cross the River Till on its own footbridge north of the present A303.		
Tr.1.26	Applicant	<p>Rights of Way and NMUs</p> <p>i. Please provide a commentary on the requests by the British Horse Society [RR0380] 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 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</p>	<p>i) as responded to in TR.1.20 above</p> <p>ii) the Council's acknowledgment that this is aspirational and beyond this scheme is welcomed.</p>

		Questions	Wiltshire Council's response	Highways England response
			<p>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>	
Tr.1.27	Applicant	<p>Rights of Way and NMUs 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>	<p>No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-036].</p>
Tr.1.28	Applicant	<p>Rights of Way and NMUs 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,</p>	<p>i) For the Applicant to respond.</p> <p>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.</p> <p>iii) The TRF need to provide evidence of the lack of convenient alternatives.</p>	<p>i) No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-036].</p> <p>ii) No further comment – see Highways England's response to this question as part of its Deadline 2 submission, and Wiltshire</p>

	Questions	Wiltshire Council's response	Highways England response
	<p>including the Trial Riders Federation, object strongly to the proposed extinguishment of vehicular rights over the section of the A303 between BOATS AMES 11 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</li> </ul>		<p>Council's written representation at Deadline 3.</p> <p>iii) No further comment</p>

	Questions		Wiltshire Council's response	Highways England response
		absence of provision for a convenient alternative.		
Tr.1.30	Applicant	<p>Rights of Way and NMUs</p> <p>A number of objectors (eg [RR-0059] (Ben Davey) [RR-1485] (Maryam Halcrow) [RR-1731] (Francis Stoner)) consider that removal of the 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> <p>i. Please explain how the duties under the Equalities Act have been taken into account in finalising the DCO proposals in this regard.</p> <p>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</p>	<p>i) For the Applicant to respond.</p> <p>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</p>	<p>Confirmation from the Council that the Road Traffic Act 1988 s.34 does not apply is welcomed and noted. With regard to the overall question Highways England's response to this question is part of its Deadline 2 submission [REP2-036].</p>

	Questions		Wiltshire Council's response	Highways England response
		infrastructure including disabled users?		
Tr.1.31	Applicant	<p>Rights of Way and NMUs</p> <p>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.</p> <p>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>	<p>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 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>	<p>i) The Council's response is noted. In addition Highways England refer to the response to this question made as part of its Deadline 2 submission [REP2-036] and to Wiltshire Council's written representation at Deadline 3.</p> <p>ii) no further comment</p>

	Questions		Wiltshire Council's response	Highways England response
Tr.1.32	Applicant	<p>Rights of Way and NMUs</p> <p>i. Please provide a response to the objection by English Heritage (EH) to the section of 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? 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>i) and ii):</p> <p>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 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):</p> <p>Wiltshire Council understands the concerns of English Heritage in respect of visitor safety, security, visitor management, impact on the Visitor Centre and the 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,</p>	<p>We welcome the acknowledgement of the contribution the scheme will make and also refer to Highways England's response to this question as part of its Deadline 2 submission [REP2-036].</p>

		Questions	Wiltshire Council's response	Highways England response
			particularly so to horse and carriage users, and does not want to see a "watered down" proposal that provides only for pedestrians and cyclists.	
Tr.1.35	Applicant	<p>Rights of Way and NMUs</p> <p>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).</p> <p>ii. What consultation has taken place with landowners and stakeholders?</p>	<p>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 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>	The Council's response is noted. In addition Highways England refer to the response to this question made as part of its Deadline 2 submission [REP2-036].

## 4 The Amesbury Property Company [REP2-054 and REP2-055] and Classmaxi [REP2-067 and REP2-068]

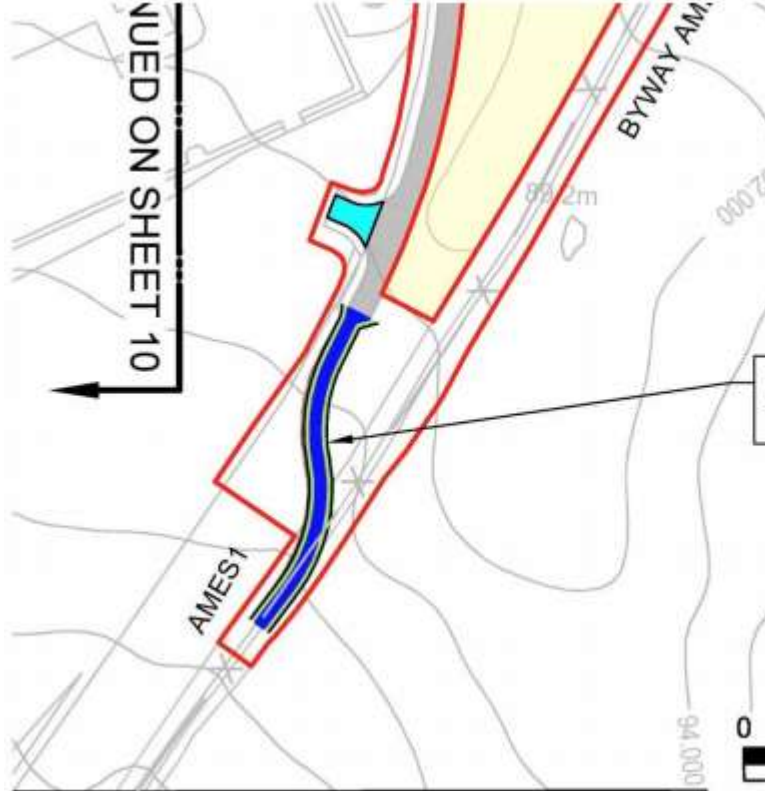
### 4.1 Table - Comments on The Amesbury Property Company's responses to the ExA's Written Questions [REP2-054 and REP2-055] and Classmaxi's responses to ExA's Written Questions [REP2-067 and REP2-068]

	Questions		PFA Consulting response on behalf of The Amesbury Property Company Limited and Classmaxi Limited	Highways England response
CA.1.37	PFA Consulting on behalf of Amesbury Property Company Limited	<p>i. Please indicate whether it is agreed that in respect of plots 10-18 and 11-05 there would be compliance with section 132(3) PA2008.</p> <p>ii. If not, please explain why that is the case and identify any areas of disagreement?</p>	<p>Section 132 PA 2008 makes provision in respect of instances when a DCO authorises the compulsory acquisition of a new right over land forming part of a common, open space, or fuel or field garden. In the present case, plots 10-18 and 11-05 of CMs land are designated public open space land provided for in a s106 agreement with Wiltshire Council. Such land is known as 'special category land', which is afforded special protection against compulsory acquisition (including compulsory acquisition of new rights across them) by providing that the confirmation of an order including such land (i.e. DCO in the present case) may be subject to what is known as 'special parliamentary procedure' ('SPP'). If a DCO includes land whose acquisition is subject to SPP, any confirmation of this part of the DCO would be made subject to the SPP procedure. HE are relying, in relation to plots 10-18 and 11-05, on the specified exception in section 132(3) PA 2008. This provides that SPP will not be necessary if the new right does not result in imposition of a burden on the order land which would make it less advantageous to the person to whom the land is vested, the persons entitled to the existing rights, and also to the public. In order to consider whether this 'no less advantageous' exception in section 132(3) PA 2008 is</p>	<p>No further comment – see Highways England's response to question CA.1.36 as part of its Deadline 2 submission [REP2-029].</p>



	Questions		PFA Consulting response on behalf of The Amesbury Property Company Limited and Classmaxi Limited	Highways England response
			<p>engaged, it is necessary to consider the purpose for which HE intends to acquire new rights over CMs land. In this regard, the Book of Reference and Statement of Reasons submitted with the DCO are of assistance. The Book of Reference states, with respect to plots 10-18, that HE are seeking to acquire rights over land of approximately 2056 sq. metres of grassland, woodland and public bridleway (AMES29) (Solstice Park) and, with respect to plots 11-05, that HE are seeking to acquire rights over land of approximately 265 square metres of grassland (Solstice Park). The Statement of Reasons then specifies the purpose for which HE are seeking to acquire new rights over plots 10-18 and 11-05. In relation to both plots 10-18 and 11-05, HE states that the authorised purpose is: “new rights required for installation, use, protection and maintenance of, and access to, statutory undertakers apparatus for the benefit of the relevant statutory undertaker”. While it seems that the land is required for the provision of services, the precise nature and extent of the new rights sought, and works to be undertaken pursuant to these rights, is currently unclear Further information needs to be provided by HE to be able to assess whether the ‘no less advantageous exception’ properly applies. We therefore request further and better particulars from HE as to the new rights over the land sought, the authorised purpose, and the works to be undertaken pursuant to the authorised rights.</p>	

	Questions		PFA Consulting response on behalf of The Amesbury Property Company Limited and Classmaxi Limited	Highways England response
CA.1.43	PFA Consulting on behalf of The Amesbury Property Company Limited (APC) and Classmaxi Limited (CML)	<ul style="list-style-type: none"> <li>i. Please provide further details of your objection to the Compulsory Acquisition of the areas of land and/or the rights over these areas of land sought.</li> <li>ii. Please explain further your alternative proposal for Byway AMES 1.</li> <li>iii. Please explain your proposed mechanism to demonstrate that the use of Compulsory Acquisition powers is neither necessary or justified.</li> </ul>	With respect to questions (i) and (iii) these details are set out in our written representations which have been submitted separately to the ExA. With respect to question (ii) the general arrangement, as shown on the land plan, an extract from which is identified below, now represents our alternative proposal which, subject to the mechanism and details identified in our separate written representations, are acceptable.	<p>In relation to (i) and (iii) please see the Applicant's response to the Written Representation of Amesbury Property Company and Classmaxi Limited submitted at deadline 3.</p> <p>No further comment – see the Applicant's response to question CA.1.44 as part of its Deadline 2 submission [REP2-029]. Discussions with Amesbury Property Company Limited and Classmaxi Limited are ongoing.</p>

	Questions	PFA Consulting response on behalf of The Amesbury Property Company Limited and Classmaxi Limited	Highways England response
			

## 5 Beacon Hill Land Limited [REP2-059, REP2-060 and REP2-061]

### 5.1 Table - Comments on Beacon Hill Land Limited's responses to the ExA's Written Questions [REP2-059, REP2-060 and REP2-061]

	Questions		Countryside Solutions response on behalf of Beacon Hill Land Limited	Highways England response
Ag.1.23	Applicant National Farmers Union' Howard Smith MRICS Fowler Fortescue Carter Jonas LLP Countryside Solutions	Agricultural land (land ownership and severance) Please provide information, including annotated maps, showing the agricultural land interests within, and immediately adjoining, the proposed Order limits to include: i. land owned and tenanted by each affected agricultural business; and ii. highlight any areas where land would be severed by the Proposed Development.	Attached is an ownership plan contained as Appendix One in our Written Representations. Further details are contained with our Written Representations. No land is severed by the Proposed Development.	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-022].
CA.1.45	Countryside Solutions on behalf of Beacon Hill Land Limited	Please provide further details of the objection to the Compulsory Acquisition of the areas of land sought to be acquired and why it would be excessive to acquire the freehold as opposed to rights over the land.	The relevant extracts from our Written Representation are copied below and Appendices attached.  1. Compulsory Acquisition 1.1. The Applicant is seeking to compulsory acquire the following from BHLL as illustrated in Appendix Two: 1.1.1. The freehold of a section of the existing Byway Amesbury 1 (ref.11-08) in order to convert its status to a footpath. 1.1.2. The freehold of an existing private track (ref.11-28) in order to create an adopted highway linking the Allington Track with Equinox Drive. 1.1.3. Permanent rights for the planting and future maintenance of a hedgerow (ref. 11-10). 1.2. Legislation and government	No further comment please see the Applicant's response to the Written Representation of Beacon Hill Land Limited submitted at Deadline 3.

	Questions		Countryside Solutions response on behalf of Beacon Hill Land Limited	Highways England response
			<p>guidance is clear that a Development Consent Order may only authorise compulsory acquisition if the Secretary of State is satisfied that the land is required for the Development to which the consent relates, or is required to facilitate, or is incidental to the Development; and that there is a compelling case in the public interest for the compulsory acquisition. 1.3. Applicants must also be able to demonstrate that all reasonable alternatives to compulsory acquisition including modifications to the Scheme have been explored, and that the proposed interference with the rights of those with an interest in the land is for a legitimate purpose and that it is necessary and proportionate. 1.4. BHLL therefore asserts that the proposed compulsory acquisition is neither in accordance with statute nor guidance and objects accordingly. The stated objective of the Scheme is to upgrade the A303 past Stonehenge between Amesbury and Berwick Down to a</p> <p>dual two-lane carriageway. The proposed compulsory acquisition detailed above is located approximately 2.35 kilometres east of the new A303 flyover at Countess Roundabout the 'effective' eastern Scheme boundary. Consequently, the proposed compulsory acquisition is in no way necessary to achieve the Applicant's stated objective. 1.5. The Applicant's aspirations to downgrade the byway to footpath status and create a new adopted highway to divert the existing Allington Track can be achieved by reasonable alternatives as proposed by BHLL. 1.6. It is not felt that any compulsory powers are required to downgrade the existing byway to footpath status as this should be a matter solely between the Applicant and the Local Authority. This element is essentially a variation to established public rights of way and in no way warrants the compulsory acquisition of freehold. 1.7. The Applicant has made mention of existing</p>	

	Questions		Countryside Solutions response on behalf of Beacon Hill Land Limited	Highways England response
			<p>Statutory Undertakers' apparatus beneath the existing byway. Despite repeated requests no specific details of such apparatus have been provided. If such apparatus do indeed exist it is extremely doubtful whether any additional grant of rights would be required, as statutory provisions exist. If however a grant of rights is required to Statutory Undertakers in respect of existing apparatus then BHLL would be willing to assist voluntarily without the imposition of compulsory acquisition. 1.8. A highway is a legal right over land, as such it does not require freehold ownership of that land. The majority of the freehold upon which there is highway, maintainable at public expense, is not owned by the highway authority. 1.9. In respect of the diversion of The Allington Track via a new adopted highway, BHLL proposes to grant the Applicant a licence to temporarily occupy such of its land as identified in the DCO for the purposes of constructing the diversion works. BHLL would then dedicate as highway, such of its land as is necessary upon which the diversion works have been carried out. 1.10. The Applicant has confirmed that such arrangements, including dedication and adoption, represent a viable, workable and procedurally appropriate approach and has discussed this mechanism with Wiltshire Council (WC) which will, once the works have been completed, be the Local Highway Authority for the Allington Track Diversion, during a meeting held on 5 April 2019. Following the meeting WC confirmed that, as the inheriting highway authority, they would not be opposed to the dedication of the relevant land. 1.11. The lack of meaningful progress in respect of this matter lies squarely at the Applicant's door. No draft papers have been produced nor substantive discussions held, despite repeated requests from BHLL's representative. Indeed, it was only via a third party that details of WC's favourable response were</p>	

	Questions		Countryside Solutions response on behalf of Beacon Hill Land Limited	Highways England response
			<p>obtained. This lack of meaningful engagement has necessitated continued representations on this matter within the Examination process and thereby continues to result in higher costs to be borne by BHLL. 1.12. BHLL will continue to seek a legally binding agreement which may be submitted to the Examining Authority ensuring provision of the Applicant’s highway diversion. Ideally this will be achieved before the Compulsory Acquisition Hearing thereby mitigating further costs or failing that by the end of the Examination thereby rendering compulsory acquisition unnecessary. 1.13. In the event that no such Agreement is submitted it is respectfully suggested that the Examining Authority seek clarification regarding any lack of progress and consider the cost implications of the same. 1.14. Any suggestion by the Applicant that the compulsory purchase of permanent rights for the planting and future maintenance of a hedgerow is absurd. BHLL asserts that the Applicant’s proposed hedgerow aspirations can be achieved by a reasonable alternative as proposed by BHLL, namely entering into a voluntary agreement. BHLL will continue to work towards such an agreement with the Applicant in respect of the proposed hedgerow. 1.15. The lack of meaningful progress in respect of this matter lies squarely at the Applicant’s door. No draft papers have been produced nor substantive discussions despite repeated requests from BHLL’s representative. This lack of meaningful engagement has necessitated continued representations on this matter within the Examination process and thereby continues to result in higher costs to be borne by BHLL. 1.16. BHLL will continue to seek a legally binding agreement which may be submitted to the Examining Authority ensuring provision of the hedgerow and its future maintenance. Ideally this will be achieved before the Compulsory Acquisition Hearing thereby</p>	

	Questions		Countryside Solutions response on behalf of Beacon Hill Land Limited	Highways England response
			<p>mitigating further costs or failing that by the end of the Examination thereby rendering compulsory acquisition unnecessary. 1.17. In the event that no such Agreement is submitted it is respectfully suggested that the Examining Authority seek clarification regarding any lack of progress and consider the cost implications of the same.</p>	



## 6 Blick Mead Archaeology Team [REP2-063]

### 6.1 Table - Comments on Blick Mead Archaeology Team's responses to the ExA's Written Questions [REP2-063]

	Questions		Mark Bush's response on behalf of Blick Mead Archaeology Team	Highways England response
Fg.1.26	Applicant Historic England Environment Agency Wiltshire Council Mark Bush (on behalf of Blick Mead Archaeologist Team)	Blick Mead – hydrology  i. Please provide an update on the hydrological monitoring at Blick Mead and what additional investigation and monitoring has been undertaken to date. ii. Please provide an update on the discussion about how this data is to be used and the implications for the tiered assessment.	No direct response to question – see written representation	Representations made on this topic have been responded as part of Highways England's response to Written Representation.
Fg.1.27	Applicant Historic England Environment Agency Wiltshire Council Mark Bush (on behalf of Blick Mead Archaeologist Team)	Blick Mead – hydrology  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?	No direct response response to question – see written representation	Representations made on this topic have been responded as part of Highways England's response to Written Representation.

	Questions		Mark Bush's response on behalf of Blick Mead Archaeology Team	Highways England response
Fg.1.28	Applicant Historic England Environment Agency Wiltshire Council Mark Bush (on behalf of Blick Mead Archaeologist Team)	Blick Mead – hydrology i. What consideration has been given to hydrological monitoring (and any associated remediation, if required) at Blick Mead during the construction and operational phases of the proposed development. ii. How would this be secured through the DCO?	No direct response to question – see written representation	Representations made on this topic have been responded as part of Highways England's response to Written Representation.

## 7 CPRE's [REP2-069]

### 7.1 Table - Comments on CPRE's responses to the ExA's Written Questions [REP2-069]

	Questions		CPRE South West response	Highways England response
SE.1.12	CPRE South West	1. Why we consider the scheme to be contrary to national and international legislation and conventions.	For some years now there has been growing awareness of the need for reduction in CO2 emissions to reduce climate change. This government is now signed up to the Paris Agreement on Climate change that requires a clear programme of reduction. In the UK, transport accounts for some 30% of CO2 emissions. We consider that this development will put us in contravention of our commitments through the agreement on CO2 emissions.	<p>The National Policy Statement for National Networks (2014) page 11 sets out the need for, and Government's policies to deliver, development of nationally significant infrastructure projects on the national road and rail networks in England. Compliance of the scheme with the requirements of the NPSNN, including those related to health and the wider environment, are shown in Appendix A of The Case for the Scheme [APP-294].</p> <p>The Government's Road Investment Strategy (2015) page 55 sets out priorities for improvements to the strategic road network, consistent with the NNSPN. This document confirmed the improvement of the A303 between Amesbury and Berwick Down as a priority project.</p> <p>Paragraph 3.6 of the NNNPS recognises that transport has an important part to play if the government is to meet its legally binding carbon targets. It is acknowledged that a key part of this</p>

	Questions		CPRE South West response	Highways England response
				<p>will be a shift to greener technologies and fuels with the largest reduction in emissions likely to come from domestic transport due to efficiency improvement in conventional vehicles. Specific reference is made to the carbon emissions reduction in cars and vans due to EU targets for CO2 performance.</p> <p>Paragraph 3.8 of the NNNPS states that 'the annual CO2 impacts from delivering a programme of investment on the Strategic Road Network of the scale envisaged in Investing in Britain's Future amount to well below 0.1% of average annual carbon emissions allowed in the fourth carbon budget. This would be outweighed by additional support for ULEVs also identified as overall policy.'</p> <p>As is set out in Chapter 14 of the ES, the Scheme assessment of carbon emissions ("GHG") concludes that the Scheme will not have a material impact on the ability of the UK Government to meet its carbon reduction targets (paragraph 14.9.11 [APP-52]). Further detail is provided throughout Chapter 14 and in CC.1.6, and the output from the carbon assessment is presented in table</p>

	Questions		CPRE South West response	Highways England response
				<p>14.16 of Chapter 14. This sets out, for instance, that the greatest period of emissions impact during the life of the Scheme will be during the 4th carbon budget (2023-2027) when net emissions are estimated to be 449,231tCO<sub>2</sub>e. This will equate to 0.023% of the 4th carbon budget (1,950 MtCO<sub>2</sub>e). During the 5th carbon budget period (2028 to 2032) net GHG emissions from the operation of the Scheme are estimated to be 136,080 tCO<sub>2</sub>e. This equates to 0.008% of the total 5th carbon budget (1725 MtCO<sub>2</sub>e).</p> <p>As stated in paragraph 5.9.68 of Chapter 5 of the ES [APP-043], ‘in comparison to national CO<sub>2</sub> emission targets, increases in CO<sub>2</sub> from the whole of the strategic road building scheme, as noted in the NPSNN, anticipated over the next 10 – 15 years are considered to be small and the increases associated with the scheme are part of the at small increase’. These small changes in CO<sub>2</sub> emissions therefore comply with the NPSNN.</p>
		<p>1 – cont. Why we consider the scheme to be contrary to relevant national planning policy and local plan policy.</p>	<p>The Road Traffic Reduction Act still applies, and local plans are required to contribute to its delivery</p>	<p>The Applicant notes CPRE’s reference to the Road Traffic Reduction Act. This Act, made in 1997, requires local authorities to</p>

	Questions		CPRE South West response	Highways England response
				<p>prepare, at such time or times as the Secretary of State may direct, a report containing — (a) an assessment of the levels of local road traffic in their area, and (b) a forecast of the growth in those levels. This is a requirement on Councils only, and the Applicant does not believe that such a requirement has been made to Wiltshire Council. There is nothing in the Act which requires local plans to contribute to the delivery of such reports. As such, this Act is not relevant for the purposes of considering the Scheme.</p>
		<p>1 – cont. Why we consider the scheme to be contrary to the WHS management plan.</p>	<p>The Management Plan states: “Stonehenge, Avebury and Associated Sites was inscribed on the World Heritage Site List in 1986. It was one of the first seven sites to be nominated by the UK and containing over 700 other monuments spanning around 2,000 years of history.” For CPRE the 2015 Management Plan sets out the clearest of criteria as follows: “The purpose of a management system is to ensure the effective protection of the nominated property for present and future generations” The priorities of the 2015–2021 Management Plan are to:</p> <ol style="list-style-type: none"> <li>1. Protect buried archaeology from ploughing and enhance the setting of sites and monuments by maintaining and extending permanent wildlife-rich grassland and managing woodland and scrub</li> <li>2. Protect monuments from damage by burrowing animals</li> </ol>	<p>A principal aim of the Scheme, supporting the aims of the World Heritage Site (WHS) Management Plan 2015, is to remove the surface A303 and the sight and sound of traffic using it from much of the WHS landscape, thereby re-uniting Stonehenge with its surrounding monuments in their natural chalk downland setting.</p> <p>With respect to the specific impact of the scheme on the WHS, the Heritage Impact Assessment (HIA) submitted with the application [APP-195] assesses the impact of the proposed scheme on the attributes of</p>

	Questions	CPRE South West response	Highways England response
		<p>3. Reduce the dominance and negative impact of roads and traffic and ensure any improvements to the A303 support this</p> <p>4. Improve the interpretation and enhance the visitor experience of the wider landscape</p> <p>5. Ensure any development is consistent with the protection and, where appropriate, enhancement of the monuments and their settings and the wider WHS landscape and its setting (NB, not just the Stones)</p> <p>6. Spread the economic benefits related to the WHS to the community and wider county</p> <p>7. Encourage local community engagement with the WHS</p> <p>8. Encourage sustainable archaeological research and education to improve and communicate the understanding of the WHS.”</p> <p>Management Plan Priorities for 2015–2021: “The primary purpose of this Management Plan is to guide all interested parties on the care and management of the World Heritage Site to sustain its Outstanding Universal Value . . . . . The ongoing and overarching priority of the Management Plan is to encourage the sustainable management of the WHS, balancing its needs with those of the farming community, nature conservation, access, landowners and the local community.” We do not believe that handing over a major section of the WHS to Highways England for “burrowing” well beyond the levels of damage caused by “burrowing animals”(see 2 above) is in line with this management plan. Continuing archaeological investigation on the full site is revealing how important the Setting is, in its links to the wider world over millennia and in the wealth of hidden remains.</p>	<p>the OUV, integrity and authenticity of the WHS. It also considers the alignment of the Scheme with the vision, aims and policies of the 2015 WHS Management Plan and the criteria for the site’s inscription as a WHS. The scheme is assessed to have a Slight Beneficial effect on the OUV of the WHS as a whole. This takes into account that of the seven attributes of OUV for the WHS, whilst the scheme will have a slight adverse effect on two of those attributes, it will have a beneficial effect on the remaining five (being a slight beneficial effect on 3 of the attributes, a large beneficial effect on one, and a very large beneficial effect on one). This conclusion also takes into account that the scheme will have a slight beneficial effect on the authenticity and integrity of the WHS. Overall, the OUV of the WHS would be sustained.</p> <p>The development consent application for the Scheme is accompanied by an unprecedented level of detail of investigation of the area of the WHS covered by the Scheme in accordance with an archaeological evaluation strategy developed in consultation with HMAG and with input from the Scientific Committee.</p>

	Questions		CPRE South West response	Highways England response
				<p>This has comprised up-to-date geophysical survey of the full red line boundary, ploughzone artefact sampling across all areas evaluated, and trial trenching to augment the previous work to achieve an overall sample of up to 5% by area outside of the WHS and up to 10% by area within the WHS, and taking into account the emerging results of academic research programmes undertaken over the last decade. Indeed, the draft Detailed Archaeology Mitigation Strategy (DAMS) [REP2-038] requires that scientific and technical studies and research into the results of those investigations will continue for years to come (see section 8.2, Outline Publication &amp; Dissemination Proposals of the DAMS).</p>
		<p>2. Why we consider there is a paucity of evidence and analysis to provide for informed responses, and to justify the suggested 'benefits', including benefit or disbenefit to local communities.</p>	<p>We do not contest the desires of the people of Winterborne Stoke to be freed of traffic through the centre of their community, nor for the local people to be freed of rat-running at times of congestion. Our concerns come from the stated aims - to "upgrade" the route to take 20% to 40% more traffic - to provide a "relief" route from the SW to London when the M5/M4 route is blocked or over congested and (see Devon and Cornwall's support statements) - to reduce overall journey times (and by inference, increase speeds). Today the setting of Stonehenge WHS is rural, standing above much of the surrounding landscape, and largely quiet for much of the</p>	<p>In the event of an incident on the scheme section of the A303 operational traffic management measures will be put in place to seek to resolve the issue swiftly and minimise disruption. If an incident results in the complete blocking of a carriageway then traffic would be diverted via the existing agreed diversionary route via the A345/Packway/ A360, as would occur</p>



	Questions	CPRE South West response	Highways England response
		<p>night and even of the day. The design of the proposed new junctions and the anticipated importance of the route as a SW – SE link is such that there will be noise emissions through day and night from the raised intersections, including that adjacent to Winterborne Stoke. This is not the case at present. Highways England has suggested at the local consultation sessions that the newly dualled road will “reduce rat-running”. However it is clear that in the event of an accident on a carriageway there will be nowhere else for the displaced traffic to go other than through existing local roads. HE has not consulted on how this should be managed and dealt with to spare the local communities. The noise impact on wider area of the WHS appears to have been neglected, And, when questioned at the consultations, there were no figures available for the impact of the increase in speeds to 70mph.</p> <p>We are further concerned at the lack of consideration of the management of both speeds and accidents in this increased traffic scenario. We are already aware of the increased speeds and lack of enforcement of limits on the existing dual carriageway sections of the A303, and have heard no proposals for either monitoring or enforcement.</p>	<p>resulting from an incident on the A303 currently.</p> <p>The new dual carriageway would be safer and more resilient than the existing single carriageway, leading to fewer incidents and less disruption to the local road network when incidents do happen. The experience from the Hindhead Tunnel has been reviewed and has informed the design and operational requirements of the A303 tunnel. In particular, in assessing the Scheme, Highways England has considered how the Hindhead Tunnel manages traffic through the tunnel when maintenance activities are being undertaken and during the management of incidents.</p> <p>The assessment of operational traffic noise impacts as reported in Chapter 9 of the Environmental Statement (ES) [APP-047] is based on the 3D scheme design which includes the new Longbarrow junction (east of Winterbourne Stoke and west of the World Heritage Site (WHS)) where the new A303 mainline, which carries the majority of the traffic is in cutting. The assessment also includes the change in speeds on the A303 due to the operation of the Scheme, including the higher speeds on the</p>

	Questions		CPRE South West response	Highways England response
				<p>new A303 mainline bypass around Winterbourne Stoke, compared to current speeds on the A303 through the centre of the village, and on the A303 mainline through the WHS. The noise impact on the extent of the WHS (approximately 50%) which lies within the quantitative traffic noise modelling study area (as prescribed in the Design Manual for Roads and Bridges) is illustrated for the opening year on Figure 9.4 [APP-147] and discussed in paragraphs 9.9.52-9.9.54 of the ES [APP-047]. This highlights that a major reduction in traffic noise level is predicted along the tunnelled section of the Scheme, and outside of the tunnelled section decreases in traffic noise levels occur on the existing A303 alignment and increases on the new alignment. Furthermore, although a significant adverse operational traffic noise effect at Foredown House on the northern edge of the village of Winterbourne Stoke, all other properties in the village experience a reduction due to the relocation of the A303 from the centre of the village to the bypass to the north.</p> <p>It should be noted that the location of the new road, outside the tunnelled section, at the base of a deep cutting</p>

	Questions		CPRE South West response	Highways England response
				<p>through the WHS, will minimise the propagation of traffic noise, compared to the current A303 which is at grade. On this basis Highways England does not agree that the operational traffic noise impact on the wider WHS has been neglected.</p> <p>In relation to concerns regarding the potential for an increase in accidents as a result of higher vehicle speeds; an assessment has been undertaken of the accident impacts of the scheme, reported within the Transport Assessment (APP-297) Section 7.3. This reflects both the higher speeds and lower accident rates observed on modern dual carriageway rural A roads.</p> <p>In relation to the potential for speeding following implementation of the scheme; monitoring of vehicle speeds will be possible utilising Highways England’s permanent traffic counters. Speed limit enforcement is a police matter.</p> <p>In respect of diversion routes, it is noted that as set out in table 9.2 of the ES, these routes were scoped out of the noise assessment based on the infrequent usage as detailed in</p>

	Questions	CPRE South West response	Highways England response
			Chapter 2 (The Scheme) section 2.3 of the ES.
	<p>3. Why we consider the scheme would be damaging to local tourism businesses and the local economy.</p>	<p>A. The economic surveys conducted included remarkably few of the local rural businesses around the WHS. They included very few accommodation providers for people who visit the area for walking, cycling, riding and visiting Avebury and Stonehenge, along with the wealth of attractive rural settlements. Other local businesses are largely primary agriculture related, and again received little attention. The issue of Severance caused by dualling of roads, and in particular those on raised routes, or in cuttings, has not been addressed with the local people. It is informative to compare the paucity of this Highways England Study with that carried out by Halcrow for the RDA in 2006, which concluded that there was a very poor economic benefit available to the area as a result of the road scheme.</p>	<p>The People and Communities Assessment (APP-051), Chapter 13 of the ES, considers direct and indirect community severance impacts on the vehicular users and non-motorised users within a study area that extends 10km (Paragraph 13.5.5). No significant adverse effects are concluded as part of this assessment. In addition, a moderate beneficial effect is concluded due to the permanent relief from vehicular user severance of access to community facilities on the A303 West of Longbarrow Roundabout to Winterbourne Stoke.</p> <p>The tourism sector stands to benefit from the provision of an improved corridor to the South West and this benefit has been considered as one of the reasons why the Scheme is needed. At the same time, the Scheme will transform the WHS landscape around Stonehenge, enhancing the experience for visitors and contributing to this part of Wilshire being an attractive tourist destination. Those involved in managing and developing the tourism sector will be able to pursue the</p>

	Questions		CPRE South West response	Highways England response
				<p>accompanying opportunities. This is explained further in the Case for the Scheme [APP-294]. The Heritage Impact Assessment (HIA), ES Appendix 6.1 [APP-195], considers the implications of the Scheme in the context of Stonehenge and the WHS, concluding that the Scheme would bring about a slight beneficial effect on tourism.</p>
		<p>4. Why we consider the predicted increase in traffic on the route ranges from 20% to 40% or more and what you consider the implications are of this.</p>	<p>We don't just consider this – we were presented with clear slides by Highways England at the final Taunton consultation in 2017 showing the possible scenarios and that these are the anticipated increases in road traffic. These figures are included in the Stonehenge Alliance response to your consultation. Our hope and expectation is that these issues will be investigated thoroughly by the Planning Inspectorate.</p>	<p>The forecast traffic flows are included within the Transport Assessment Report (APP-297) Section 6.</p>

## 8 Cycling Opportunities Group [REP2-081]

### 8.1 Table - Comments on Cycling Opportunities Group for Salisbury responses to the ExA's Written Questions [REP2-081]

	Questions		Cycling Opportunities Group for Salisbury response	Highways England response
TR.1.20	Applicant Wiltshire Council British Horse Society Wiltshire Ramblers Cycling Opportunities Group for Salisbury Other Stakeholders	Road Safety – Walking, cycling and horses 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?	Pegasus crossing The Design Manual for Roads and Bridges <a href="http://www.standardsforhighways.co.uk/ha/standards/dmrb/vol5/section2/ta9105.pdf">http://www.standardsforhighways.co.uk/ha/standards/dmrb/vol5/section2/ta9105.pdf</a> Volume 5 Section 2 Part 4 TA 91/05 Provision for Non-Motorised Users Chapter 6 Crossings recommends "6.42 This is a signal controlled crossing for use by ridden horses. Signal controlled equestrian crossings are not combined with pedestrian and/or cycle crossings in order to avoid potential conflicts. If there is a requirement to provide facilities for other NMUs, these should be installed in parallel. Microwave detectors can also be used on the crossing to extend traffic times. 6.43 Holding areas should be provided within the verge " A Pegasus crossing will be appropriate for equestrians, but a parallel toucan crossing should be provided for pedestrians and cyclists to avoid conflict and increase safety of all users. Kent carriage gates Access controls have been reviewed by Sustrans <a href="https://www.sustrans.org.uk/sites/default/files/file_content_type/access_control_guide_jan_2012.pdf">https://www.sustrans.org.uk/sites/default/files/file_content_type/access_control_guide_jan_2012.pdf</a> Section 7 7 LAYOUT & DESIGN SOLUTIONS describes various types of access control and their effectiveness in preventing illegal access by various types of vehicle and on legitimate users. The Kent carriage gap is the only solution that will effectively prevent access by motor vehicles without hampering use by all other types of NMU. There is no access control that will prevent illegal use of a right of way by motorcycles without impeding legitimate use by some NMUs. The small central bollards could be trip hazards especially for partially sighted people	The proposed Pegasus crossing will be designed in order to be suitable for all bridleway users. As described in Tr1.18 [REP2-036] above traffic signals at Longbarrow junction shall have shrouds or louvres to minimise light spill.  A green bridge crossing near the new Longbarrow southern roundabout was considered and subsequently discounted, primarily due to visual intrusion on the landscape as it is required to be suitably raised above the A360 carriageway to provide the necessary headroom. The A360 southern link to junction is in cutting to minimise its visual impact on the adjacent World Heritage Site and an underpass has been discounted due to the potential flood risk, the difficulty of providing it in a cutting and the length of approach ramps required to accommodate a 3.4m minimum height for horse riders.

	Questions		Cycling Opportunities Group for Salisbury response	Highways England response
			and collision hazards for cyclists, so need to be easily distinguishable from the background. They may need to have reflective surfaces for use during darkness hours.	
		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?	I have no specialist information on this point, but, since the tunnel and roundabouts will be lit, I cannot see a problem with lighting underpasses for NMUs in order to increase personal safety.	No further comment – see Highways England’s response to this question as part of its Deadline 2 submission [REP2-036].
		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?	We would support Winterbourne Stoke Parish Council in requesting a safe crossing for NMUs at this point where new bridleways end at the PRoW on each side of the A303 carriageway but the only safe crossing point between the north and south side is at Green Bridge 1, about 2 km to the east.	No further comment – see Highways England’s response to this question as part of its Deadline 2 submission [REP2-036].

## 9 English Heritage Trust [REP2-093]

### 9.1 Table - Comments on English Heritage Trust responses to the ExA's Written Questions [REP2-093]

	Questions		Freeths LLP response on behalf of English Heritage Trust	Highways England response
SE.1.8	Applicant National Trust English Heritage Historic England	Socio-economic effects What consideration has there been in respect of the status of the site as a WHS, the economic value this brings to the area, and the degree of risks the works as currently proposed have to the future status of the site as a WHS?	<p>Historic England provides advice to UK Government on its obligations relating to world heritage. These are set out under the 1972 World Heritage Convention. Historic England works closely with the Department for Digital, Culture, Media and Sport (DCMS), which acts as the UK 'State Party' to the Convention. This work helps DCMS to meet its international obligations to identify, protect, preserve, promote and transmit the Outstanding Universal Value of World Heritage Sites in England for the benefit of this and future generations. DCMS as the State Party and Historic England as their advisor will be able to answer this question most effectively.</p> <p>EHT has highlighted in its Written Representation the risk the construction phase poses to people's enjoyment of the WHS specifically those coming to the Stonehenge monument which is the most visited part of the WHS.</p> <p>The iconic nature and uniqueness of Stonehenge (recognised through WHS status) drives 1.5million visitors to the EHT visitor centre and monument each year. It is the most popular heritage attraction in England outside of London and plays a crucial role in driving tourism to Wiltshire and the South West in particular. EHT is also a large employer within the WHS with over 150 employees, 150 volunteers and a significant number of contract staff employed through third parties.</p>	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-035].



	Questions		Freeths LLP response on behalf of English Heritage Trust	Highways England response
			EHT considers the scheme has the potential to transform the Stonehenge part of the World Heritage Site and make significant improvements to the setting of the Stonehenge monument (which is one of the WHS's attributes of OUV) and people's experience of them, provided it is well designed and located sensitively.	
CH.1.49	Applicant Any other parties	Para 1.2.3 (See also paras 1.2.5, 1.3.1, and 1.5.1). 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. The matter of agreement is a significant concern, which should be secured in the DCO.	EHT have been part of HMAG since its formation and so has been able to comment and provide advice on the initial drafts of the Detailed Archaeological Mitigation Strategy (DAMS) and the Overarching Written Scheme of Investigation (OWSI). EHT require Highways England to confirm that this will be the case during the lifetime of the scheme through a provision in the dDCO.	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-025].  Regarding the future involvement of English Heritage Trust, please see the response to DCO.1.95 below.
DCO.1.95	Applicant	Requirement 4 – Outline Environmental Management Plan 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.	Please see EHT Written Rep as seeking a specific requirement in the dDCO.	It is understood that the specific requirement referred to in English Heritage Trust's Written Representations [REP2-090] relates to paragraph 9.5.2 of its written representation, which discusses English Heritage Trust's desire to be consulted on aspects of the detailed design of the Scheme within the World Heritage Site.

	Questions		Freeths LLP response on behalf of English Heritage Trust	Highways England response
		Should this be the subject of a specific Requirement in the dDCO?		The Applicant has updated the Outline Environmental Management Plan (OEMP) [APP-187] to be submitted for deadline 3 to include additional design commitments, design principles to guide the development of the detailed design and a robust stakeholder consultation (including consultation of English Heritage Trust) mechanism to consult on aspects of the detailed design of the Scheme within the World Heritage Site. Compliance with the OEMP would be secured through requirement 4 of the draft DCO.
SE.1.37	Applicant National Trust Historic England	<p>Socio-economic effects</p> <p>If the scheme is completed, it is argued that the WHS will become more attractive, reuniting the historic landscape currently divided by the A303.</p> <p>i. Have any plans been prepared to cater for this?</p> <p>ii. How would this be managed to continue to safeguard the future of the WHS?</p>	<p>i. Have any plans been prepared to cater for this [a more attractive WHS]?</p> <ul style="list-style-type: none"> <li>• EHT does not have specific plans for their visitor offer if the WHS is reunited.</li> <li>• EHT is a major stakeholder in the World Heritage site and a signatory of the WHS Management Plan (WHSMP).</li> <li>• The WHSMP sets a vision for the future which we fully support and work to achieve.</li> <li>• The scheme offers the opportunity to achieve many of the existing actions within the WHSMP.</li> <li>• The WHS Co-ordination Unit has recently received funding to develop three new strategies for Landscape Access, Sustainable Transport and Tourism strategy. EHT sits on the board steering this work and we believe these strategies will form the basis of our thinking regarding how to work in</li> </ul>	No further comment – see Highways England’s response to this question as part of its Deadline 2 submission [REP2-035].

Questions		Freeths LLP response on behalf of English Heritage Trust	Highways England response	
		<p>partnership to utilise future opportunities for the WHS to offer a joined up approach for visitors accessing the wider WHS as well as the Stonehenge monument.</p> <ul style="list-style-type: none"> <li>EHT has recently completed a piece of work looking at our future strategy at Stonehenge. This work was focused prioritising how we invest in our assets to ensure we continue to offer a world class welcome (e.g. fixtures and fittings refresh). Much of this work will be complete before the scheme is operational.</li> </ul> <p>iii. How would this be managed to continue to safeguard the future of the WHS?</p> <p>It is difficult to know how the WHS site will need to be managed in the future until the work (mentioned above) is complete. However, EHT has a great deal of conservation knowledge and expertise and we are confident that we will be able to respond accordingly to new challenges. The basis of our work is balancing the needs of safeguarding our heritage whilst facilitating access to sensitive areas most notably at Stonehenge where we manage high visitor volumes.</p>		
Special category land – land owned by the National Trust				
HW.1.14	Applicant	<p>Equalities Duty A significant number of RR express concern in respect of the loss of the view of the Stones from the A303 and the impact this would have on their enjoyment of the area. They go on to suggest</p>	<p>There are various permissive and PROW routes within the WHS where people can get a view of Stonehenge. EHT actively promotes free access to National Trust open permissive land in the northern section of the Stonehenge WHS which provides excellent views.</p> <p>EHT also offers free access to the Stonehenge visitor centre and monument field to Local Residents through our Local</p>	No further comment – Highways England notes the information provided by the National Trust.

	Questions		Freeths LLP response on behalf of English Heritage Trust	Highways England response
		<p>that this would prevent a view of the stones without having to pay.</p> <p>i. Is this correct?</p> <p>Outstanding Universal Value accredited to the site been taken into account?</p> <p>In light the duty to consider Human Rights and to comply with the Equalities Act:</p> <p>ii. How has the loss of the view of the Stones been taken into account?</p> <p>iii. How have the impacts the people perceive this would have on their wellbeing been taken into account?</p> <p>iv. How have the impacts on the the</p>	<p>Residents Pass. This pass is available for all those who live in The Town Council of Amesbury; the Parish Councils of Bulford, Figheldean, Durrington, Durnford, Woodford, Winterbourne Stoke, Shrewton, Orcheston, Tilshead, Winterbourne, Idmiston, Allington, Newton Toney, Netheravon; and the Parish Meetings of Milston, Wilsford-cum-Lake, and Cholderton. Today, passes for free access are supplied by Amesbury library on production of suitable identification confirming their eligibility.</p> <p>EHT also offers managed open access to Stonehenge free of charge four times a year at summer and winter solstice and spring and autumn equinox.</p> <p>EHT offers free entry to all education groups through our Education Visits Scheme and we welcome over 60,000 children and young people through this scheme every year.</p> <p>5 million National Trust members and 1 million English Heritage members also get free entry to the EHT visitor centre and stones.</p>	
SE.1.16	Applicant	<p>Socio-economic effects</p> <p>A significant number of RRs refer to the loss of view of the Stones which they perceive would prevent the stones being viewed without having to pay.</p> <p>i. Is this correct?</p> <p>ii. In the event this is correct, what regard have you had for low income groups being able to view the Stones?</p>	See EHT comments in relation to Question HW.1.14	No further comment – see Highways England’s response to this question as part of its Deadline 2 submission [REP2-035].

Questions		Freeths LLP response on behalf of English Heritage Trust	Highways England response
	<p>iii. What implications would this have for the broader tourism industry in the locality?</p>		
ES Appendix 6.1: Heritage Impact Assessment			
CH.1.30	<p>Applicant HMAG</p> <p>Paras 3.6.7-12: HMAG and the Scientific Committee</p> <p>i. Have HMAG's recommendations been incorporated in the Scheme?</p> <p>ii. Do HMAG have misgivings over any aspects of the Scheme?</p> <p>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?</p>	<p>i. As a member of HMAG, a representative of EHT has reviewed and commented on all the archaeological evaluation reports since 2015. This includes the most recent summary reports on the Eastern Portal, the Western Portal, Rollestone Corner, and the Detailed Archaeological Mitigation strategy (DAMS) which includes the Overarching Written Scheme of Investigation (OWSI).</p> <p>ii. Please see EHT Written Representation for our views on the scheme.</p> <p>iii. Due to the different roles of each organisation represented on HMAG – some of which are statutory – we are participating in the examination as individual and independent organisations.</p>	<p>No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-025].</p>
ES Additional Submission 2: Document clarifying the relationship between the archaeological mitigation strategy documents			
CH.1.49	<p>Applicant Any other parties</p> <p>Para 1.2.3 (See also paras 1.2.5, 1.3.1, and 1.5.1)</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</p>	<p>As a member of HMAG, a representative of EHT has reviewed and commented on all the archaeological evaluation reports since 2015. Please see EHT Written Representation for our views on the scheme. We are seeking a provision in the DCO to secure future involvement in the scheme.</p>	<p>No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-025].</p> <p>Regarding the future involvement of English Heritage Trust see the response to DCO.1.95 above.</p>

	Questions		Freeths LLP response on behalf of English Heritage Trust	Highways England response
		noted that the development and operation of the DAMS and subsequent documents will be carried out in agreement with these parties. The matter of agreement is a significant concern, which should be secured in the DCO.		
CH.1.54	HMAG	Mitigation measures Please comment on the detailed mitigation measures proposed in the OAMS.	See above EHT as part of HMAG has commented on and approved the final version of the DAMS.	<p>The draft Detailed Archaeological Mitigation Strategy (DAMS) [REP2-038] sets out the structured, iterative detailed archaeological mitigation strategy. The DAMS is being developed in consultation with the Heritage Monitoring Advisory Group (which includes English Heritage Trust) and the Scientific Committee. It will be finalised prior to the end of the Examination and is secured by Requirement 5 of Schedule 2 of the draft development consent order [REP2-003]. The DAMS is rooted in a heritage research-led framework [REP2-038; Section 2].</p> <p>As stated in the draft DAMS [REP2-038, paragraph 1.2.2] "The Scheme passes through a landscape of high archaeological significance, both inside and outside the WHS. Accordingly, the intention of the Strategy is to apply the highest practicable standards of mitigation,</p>

	Questions		Freeths LLP response on behalf of English Heritage Trust	Highways England response
				<p>employing innovative approaches to address a question-based research strategy that places the significance of the archaeological resource at the centre of decision-making both at design and implementation phases.”</p> <p>We are consulting with English Heritage Trust and other members of HMAG in developing the DAMS further in order to finalise the document by the end of examination.</p>

## 10 Environment Agency [REP2-095]

### 10.1 Table - Comments on Environment Agency's responses to the ExA's Written Questions [REP2-095]

	Questions	Environment Agency response	Highways England response
AL.1	Alternatives		
AL.1.3	<p>Environment Agency</p> <p>Document 7.1 - Case for the scheme and NPS accordance, Appendix A, considers the scheme compliance with the NPSNN. In relation to paragraph 46 of the NPSNN, it refers to ES Appendix 11.2 Water Framework Directive (WFD) Compliance Assessment. That assessment, paragraph 8.1.6, concludes that overall the scheme would be compliant with the requirements of the WFD.</p> <p>i. Does the EA agree that there would be no specific legal requirements within its remit with which the scheme would fail to comply? If not, please explain why?</p> <p>ii. Are there any policy requirements, for example, in relation to the flood risk sequential test that remain of concern? If so, please explain why?</p>	<p>(We believe this question actually relates paragraph 4.26 of NPSNN - Alternatives)</p> <p>i. The Environment Agency is satisfied that the DCO application has adequately undertaken the Water Framework Directive Compliance Assessment. We confirm the methodology used is one agreed with the EA and the findings of this assessment are appropriate. This is also confirmed in our Statement of Common Ground.</p> <p>We would however, wish the DCO to include requirements to ensure mitigation is put in place to minimise any impact on the surface and groundwater water quality, quantity (levels and flow) and environment, including pollution prevention measures, at both the construction and operation stages. In addition, even though the DCO application fulfils the WFD assessment by not causing deterioration, it does not appear that the scheme is contributing to improvements to waterbodies, and we recommend that this improvement/enhancement is addressed as part of the DCO.</p> <p>ii. Provided that an updated Flood Risk Assessment is agreed with the EA and submitted as part of the DCO application, with any required mitigation put in place as part of the scheme, then we would be satisfied that flood risk policy requirements have been achieved.</p>	<p>Chapter 11 of the Environmental Statement reports that there would be a significant beneficial effect on the water quality of the River Avon.</p> <p>An updated Flood Risk Assessment will be submitted at Deadline 3.</p>



	Questions		Environment Agency response	Highways England response
Ec.1	<b>Biodiversity, ecology and biodiversity</b> (including Habitats Regulations Assessment (HRA))			
Ec.1.8	Natural England RSPB Environment Agency	Habitat creation Do you agree that the proposed habitat creation east of Parsonage Down would be an effective means of complementing and enhancing the existing National Nature Reserve and improving connectivity of new and existing habitats along the length of the scheme?	<p>We support the habitat creation east of Parsonage Down as part of this scheme, however, we would defer to Natural England with regard to any detail regarding this, particularly in relation to the Nature Reserve.</p> <p>However, we are disappointed that there is no aspiration or commitment within the DCO application to deliver net gain of wetland habitat. The two SAC river corridors which the new road crosses are both in unfavourable condition and both modified to accommodate the current A303 (which will likely remain). Catchment-wide river restoration plans and delivery partnerships exist, and any restoration works further upstream or downstream could be thoughtfully designed, modified and/or public access considered. As well as providing net gain to wetland biodiversity and the natural capital of the catchment (as supported by the aspirations of NPPF, and Defra's 25 year environment plan) such commitment could offer compensation areas for the residual adverse effects on visual landscape and tranquillity of the river valleys to recreational users at the new crossing sites (as acknowledged in ES Chapter 7).</p>	<p>The support for habitat creation east of Parsonage Down is acknowledged, no further comment.</p> <p>Regarding the aspiration to deliver net gain of wetland habitat in addition to the overall biodiversity net gain, please see the response of Highways England to question EC.1.21 as part of the submission for Deadline 2 [REP2-027].</p>
Ec.1.9	Natural England RSPB	Construction impacts i. Are you satisfied that the construction mitigation measures proposed in paragraph 8.8.25 of	i) With regard to construction mitigation measures relating to biodiversity, we consider that the list of mitigation measures are appropriate, with the exception that we would	In relation to the River Till, the Outline Environmental Management Plan (OEMP) [APP-187] (a revised version of which is submitted at Deadline 3)

	Questions		Environment Agency response	Highways England response
	Environment Agency	<p>the ES can be satisfactorily secured through the draft OEMP?</p> <p>ii. Are there any other measures which should be included in the OEMP?</p>	<p>like to see measures PW BIO1, MW BIO5 and MW BIO6 expanded (see question (ii)).</p> <p>In addition in relation to 8.8.25 I): "To avoid impacts on fish in the River Till, any piling works will be carried out using low vibration methods and will be excluded from within 8m of the river (as a minimum)." We would request that works should be carried out whilst there is no residual flow within the channel. If the river is flowing, soft start techniques should also be used to minimise disturbance.</p> <p>ii) We would like to see measures PW BIO1, MW BIO5 and MW BIO6 expanded regarding preliminary works and construction mitigation. This is required because we believe the sections in the OEMP relating to biosecurity and invasive species are too broad and unprepared given the extent of the other data gathering exercises.</p> <p>We know that invasive non-native species records exist which should have been reviewed, ground truthed, assessed and the controls outlined. Therefore, we will require the applicant to undertake full survey and control plan prior to preliminary works commencement and reviewed by the relevant bodies (Environment Agency / Natural England). Within this, we would like to see the principles agreed that:</p> <ul style="list-style-type: none"> <li>• Where cost effective and technically feasible, the aim should be long term management and ultimate removal of any invasivenon-native species. Where this is not possible, actions to limit spread would be acceptable.</li> <li>• Ensure all actions are in accordance with best practice and as per UK strategy  <a href="http://www.nonnativespecies.org/home/index.cfm">http://www.nonnativespecies.org/home/index.cfm</a></li> </ul>	<p>contains a number of measures relating to piling. For example, MW-G9 requires piling risk assessments to be carried out and MW-BIO3 provides that no impact piling can be used in addition to the fact that no permanent foundation works can be carried out within 8m of the boundary of the River Avon SAC. D-BIO2 provides that there shall be no piling works within 8m of the boundary of the River Avon SAC. Compliance with the OEMP is secured through the requirement contained in paragraph 4 of Schedule 2 to the draft DCO. As such, Highways England considers the concerns raised are already addressed within the OEMP and draft development consent order.</p> <p>In respect of biosecurity, it should be noted that, as part of the handover process to the Main Works contractor, an invasive plant species survey will be undertaken prior to works commencing. The results of this survey will inform actions taken under the OEMP (for example, the contents of the Construction Environmental Management Plan which needs to be produced in consultation with relevant stakeholders, including the Environment Agency). Highways England considers the contents of the</p>

Questions			Environment Agency response	Highways England response
			<ul style="list-style-type: none"> <li>• Give commitment that any management to remove/prevent their spread is applicable during operation (as well as construction), and therefore actions should be included in a maintenance plan until this is achieved.</li> <li>• In accordance, maintenance plans need to include survey of site once operational and periodically thereafter.</li> <li>• Ensure commitment to any residual treatment required, both for previously known areas/species but also any new areas/species which may have unknowingly arrived during earthworks and construction operations.</li> <li>• General biosecurity principles for all people, vehicles and materials onsite are applied (already stated in OEMP).</li> </ul>	<p>OEMP (and stakeholders' consultative role in respect of various management plans) ensures suitable mitigation measures will be implemented.</p> <p>As stated in paragraph 3.9 of the Statement of Common Ground with the Environment Agency [REP2-012] "It is agreed that appropriate management of the risk from non-native species is secured through item MW-BIO5 of the OEMP. The EA will be consulted on the development of the CEMPs."</p>
DCO.1	Draft Development Consent Order (dDCO)			
Part 1 – Preliminary - Articles				
DCO.1.1 6	Environment Agency Natural England	<p>Article 3 (1) and (2) – Disapplication of legislative provisions</p> <p>i. Please comment generally on the effect of this Article given that its consequence would be that certain consents would no longer need to be obtained.</p> <p>ii. Would there still be sufficient regulation of the activities that fall within Article 3(1) (a) to (g)?</p>	<p>The Environment Agency do not give consent under Section 150 Planning Act 2008 to the disapplication of legislation listed in Article 3(1) (e) that is Section 24 Water Resources Act 1991.</p> <p>The Environment Agency are potentially prepared to give consent to the disapplication of legislation listed in Article 3 (1) (f) and (g) subject to the adoption of our preferred protective provisions and receipt of more detailed information about the flood risk activities the applicant intends to undertake. There would be sufficient regulation if our preferred protective provisions are adopted and included in the final DCO.</p>	<p>The Applicant noted the Environment Agency's position in respect of the disapplication of section 24 Water Resources Act 1991 by article 3(1)(e) of the submission draft development consent order. The Applicant's revision 1 draft DCO [REP2-003], submitted for Deadline 2, removed this disapplication.</p> <p>The Applicant and the Environment Agency continue to discuss its preferred form of protective provisions.</p>

	Questions		Environment Agency response	Highways England response
Part 2 – Works Provisions - Articles				
DCO.1.3 4	Environment Agency	Article 13 (7)(a) – Discharge of water Please comment on the Article 13 provisions generally and the safeguard provided by Article 13(6) in particular.	The Environment Agency will be undertaking discussions with the applicant’s legal representative imminently to discuss slight preferred amendments to the Article to ensure necessary protection.	The Applicant looks forward to discussing matters further – to date we have not received any proposed amendments.
DCO.1.4 0	Environment Agency	Article 18 – Maintenance of drainage works Please comment upon the purpose and effect of this Article in relation to responsibility for maintenance of drainage works.	In regards to <u>flood risk</u> commenting on maintenance of drainage infrastructure falls outside our remit; Wiltshire Council may be best placed to comment.  We understand that a Handover Environment Management Plan (HEMP) is to be produced and would include maintenance, which we would support. We would wish to be consulted on the HEMP, along with the Local Drainage Authority. We consider the definition and requirement for a HEMP should be more clearly stated in the DCO.	The Applicant has updated the Outline Environmental Management Plan (OEMP) [APP-187] for submission at Deadline 3, providing for consultation with the EA on the HEMP (see MW-G11). The Applicant considers that the requirement for a HEMP is stated sufficiently clearly in the OEMP, compliance with which would be secured by requirement 4 of the draft DCO.

	Questions		Environment Agency response	Highways England response
DCO.1.7 5	Environment Agency	<p>i. Please explain further the need, if any, for additional Requirements to cover historic contamination mitigation measures and remediation work, the dewatering impact assessment and mitigation measures, the groundwater monitoring programme, updated groundwater risk assessment provision for the containment of contaminated runoff, and the treatment of runoff. Please provide draft Requirements for those topic areas for the ExA's consideration.</p> <p>ii. Please explain how the provision of environmental enhancements and opportunities could be secured through the dDCO.</p>	<p>The Environment Agency will be undertaking discussions with the applicant's legal representative imminently to discuss additional necessary requirements. However, to provide some more specific detail, please see our comments given below.</p> <p>i. Contaminated Land As discussed in our Written Representation, we consider that risks to controlled waters from historic contamination should be investigated and assessed prior to works commencing rather than waiting until contamination is encountered and potentially mobilised into the sensitive environment as would be the case under Requirement 7 of the Draft DCO dated October 2018. The OEMP (MW-GEO1) requires the assessment of risks to human health from contaminated land and we would request that this obligation is extended to cover risks to controlled waters. We have previously recommended wording similar to that used for conditions under the Town and Country Planning Act that could be used to create an appropriate Requirement for inclusion in the DCO.</p> <p>Dewatering, monitoring and risk assessment The risk assessment carried out to date has made the assumption that the scheme will not involve dewatering and tunnel boring machines will be used for construction. Hence there has been no assessment of impacts should any dewatering be required during construction of the scheme.</p> <p>Dewatering in this location has the potential to significantly impact groundwater levels and flows to the SSSI and SAC designated rivers Avon and Till and groundwater supplying agricultural and potable abstractions. It is therefore vital that should dewatering be required, the impacts on controlled</p>	<p>The Applicant looks forward to discussing matters further with the Environment Agency. Responding to each point in turn:</p> <p>Contaminated land Please see the Applicant's comments on the Environment Agency's response to question DCO.1.100 in this document below.</p> <p>Dewatering, monitoring and risk assessment</p> <p>In respect of the potential for a requirement for dewatering during construction based on the current design and construction methods, no abstraction of groundwater is anticipated. It is possible that temporary and localised groundwater control could be required for the construction of the tunnel portal slab to launch the tunnel boring machine and also for some cross passages for mechanical and electrical services at Stonehenge Bottom when groundwater levels are exceptionally high. Further information can be found in the Applicant's responses to the Examining Authority's first written questions [REP2-031], references Fg.1.11 and Fg.1.41. In respect of the Applicant's assessment of the</p>

	Questions		Environment Agency response	Highways England response
			<p>waters receptors and water users are assessed. Work should also consider if such impacts can be suitably mitigated in the short and long term. Any control measures should be agreed with the EA. If the impacts cannot be mitigated, alternative construction methods should be considered which would not require de-watering or where such activities were minimised.</p> <p>The Groundwater Management Plan as required by MW-WAT10 of the OEMP obliges the main contractor to update the Groundwater Risk Assessment in light of the final design and construction plan and in consultation with the EA. We expect this assessment to include an assessment of impacts from any dewatering that may be proposed.</p> <p>Furthermore, the EA will not agree to disapplication of abstraction licensing and therefore unless the proposals can comply with exemption from licensing available for small-scale schemes, an abstraction licence will be required for construction dewatering. It will be necessary for the applicant to demonstrate that no unacceptable impacts will occur prior to a licence being granted.</p> <p>The Groundwater Management Plan is also to include a groundwater level and quality monitoring plan, derivation of trigger levels, action plans and mitigation measures to protect groundwater resources. Since the OEMP requires the GWP to be prepared in consultation with the EA we do not consider that an additional Requirement is necessary provided the comments of the EA are sought.</p> <p>Containment and treatment of runoff Requirement 10 of the Draft DCO dated October 2018 requires approval of the details of the drainage system</p>	<p>likely impact of construction dewatering on the River SAC, please see its response to the Examining Authority's first written questions [REP2-027], reference Ec.1.14. The Applicant has committed, through the Outline Environmental Management Plan (OEMP) [APP-187], reference MW-WAT8, to adopt construction techniques which minimise, so far as reasonably practicable, the need for an extent of dewatering and groundwater abstraction. Compliance with the OEMP is secured by requirement 4 of the draft DCO.</p> <p>The Statement of Common Ground between the Applicant and the Environment Agency [REP2-012], confirms under matters agreed paragraph 3.19:</p> <p>"The assessment of risk and identification of any required mitigation measures will be achieved though the OEMP (MW-WAT8) and whichever regulatory regime is ultimately agreed, i.e. either the Environment Agency's permitting regime or protective provisions within the DCO, if it is confirmed that dewatering will be required."</p>

	Questions	Environment Agency response	Highways England response
		<p>including mitigation and pollution control measures prior to commencement of development however there is no obligation to consult or seek approval from the EA. We would consider that the existing Requirement would allow us to ensure our concerns over the provision for contaminant containment and treatment are addressed provided it is reworded to ensure the EA are consulted in addition to the planning authority prior to approval by the Secretary of State.</p> <p>ii. Environmental enhancement We have requested that the applicant contribute towards the River Avon Restoration Plan (RARP) as part of the schemes requirements to provide net gain / environmental improvements. There are ongoing discussions on the delivery of the relevant RARP actions as part of the legacy for the scheme, but currently there is no final commitment to how this could be delivered within the DCO. There is only commitment to continue discussion through an Environmental Forum.</p> <p>We consider that there should be a greater commitment through the DCO for the development of enhancements of the scheme to deliver wetland habitats and improved river conditions.</p> <p>This could be achieved by including a requirement for an environmental enhancement plan to be produced as part of the DCO. This should identify potential enhancement opportunities and provide a mechanism for relevant parties, including the Environment Agency, to agree what could be taken forward and delivered.</p> <p>The National Planning Policy Framework core principle for planning is that it should contribute to conserving <u>and</u></p>	<p>Since the submission of the application the Environment Agency has confirmed to the Applicant that it is unwilling to give its consent under section 150 Planning Act 2008, to the disapplication of section 24 Water Resources Act 1990. The Applicant's revised draft development consent order, submitted for deadline 2 [REP2-003], removed this disapplication. Consequently, if dewatering beyond the thresholds of the existing exemptions is necessary during construction of the tunnel, the Applicant will be required to obtain an abstraction licence from the Environment Agency, which may impose conditions on that licence. Paragraph 183 of the National Policy Statement for National Networks confirms "<i>The focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes) Planning decisions should assume that these regimes will operate effectively.</i>" In view of the established licensing regime for the abstraction of water, it would be inappropriate to impose requirements that would duplicate regulation.</p>

	Questions		Environment Agency response	Highways England response
			<p><u>enhancing</u> the natural environment, in this regards we consider that the current scheme is currently only meeting the first part of this statement. This is why we request the above Requirement to be included in the DCO. This is also supported through the principles and aims of the Government's 25year Environment Plan.</p> <p>Our suggested wording for the DCO requirement is:                      “(1) No part of the authorised development is to commence until an Environmental Enhancement Plan has been submitted to and approved in writing by the Secretary of State, following consultation with the planning authority, the Environment Agency and Natural England.                      (2) The Environmental Enhancement plan must be implemented in accordance with the approved details referred to in sub-paragraph (1).”</p>	<p>The Applicant considers that the Environment Agency's requirements have been met and concur with its assessment that no additional requirement is necessary.</p> <p>Containment and treatment of run-off                      The Applicant amended requirement 10 in the Revision 1 draft DCO submitted at deadline 2 [REP2-003] to require consultation with the Environment Agency on the drainage details submitted to the Secretary of State for approval.</p> <p>Environmental enhancement                      The Applicant will continue to discuss the Environment Agency's proposals as outlined. However, the Applicant notes that the Scheme already includes proposals for the improvement of biodiversity, including a contribution to enhancement of the River Till by providing ecological network connectivity both east and west. It would provide continuous habitat from Parsonage Down NNR to the River Till SSSI. This increase in both the extent and diversity of associated habitats would provide enhancement for the River Till. Species that use both aquatic and terrestrial habitats would benefit, e.g.</p>



	Questions		Environment Agency response	Highways England response
				<p>invertebrates whose larval stages are aquatic or use seasonally we grassland may be able to utilise the grassland associated with the infiltration areas and the shelter afforded by shrubs planted on the A303 embankments. The Scheme would also provide improvement of highway drainage compared to existing conditions, contributing to river conditions. Please see the Applicant's response to the Examining Authority's first written question [REP2-027], reference EC.1.21 for further information on the nature of the improvements and how they are secured in the draft development consent order.</p> <p>As such, Highways England does not consider the suggested requirement to be appropriate for inclusion in the DCO and, indeed, considers it does not meet the relevant tests for requirements set out in the NNNPS (para 4.9) – in particular, it is not 'necessary' to make the development acceptable in planning terms.</p>
DCO.1.1 00	Environment Agency	Requirement 7 – Contaminated land i. Please explain further the need for the dDCO to include	As discussed in our Written Representation, we consider that risks to controlled waters from historic contamination should be investigated and assessed prior to works commencing rather than waiting until contamination is encountered and	The Applicant understands the Environment Agency to have a concern about the lack of ground investigation in key areas identified

	Questions	Environment Agency response	Highways England response
	<p>specific Requirements for further investigation, risk assessment, remediation and verification of areas identified as having potentially contaminative past uses and the submission and approval of a verification report.</p> <p>ii. Explain why Requirement 7, as drafted, is regarded as being insufficient provide a safeguard in relation to all relevant aspects of contaminated land and groundwater and submit any alternative or additional Requirements covering this topic in draft form.</p>	<p>potentially mobilised into the sensitive environment as would be the case under Requirement 7 of the Draft DCO dated October 2018. The OEMP (MW-GEO1) requires the assessment of risks to human health from contaminated land and we would request that this obligation is extended to cover risks to controlled waters. We have previously recommended wording similar to that used for conditions under the Town and Country Planning Act that could be used to create an appropriate Requirement for inclusion in the DCO.</p>	<p>with a potential for contaminated land, therefore seeks an amendment to Requirement 7 allowing for further assessment prior to works commencing.</p> <p>The Applicant notes in response to this concern that Chapter 10 of the Environmental Statement (ES) [APP-048] indicates that the risk of contaminated land being present at these sites is likely to be low (paragraph 10.6.90-10.6.91 and Appendix 10.2 [APP-274]).</p> <p>In addition, and as set out in paragraph 10.8.2 of the ES, since the ES submission a package of ground investigation (referred to as 'Phase 7') has been scoped by Highways England to provide geotechnical, hydrogeological and geo-environmental information in order to contribute to detailed design. This scope includes exploratory boreholes and geo-environmental testing along the route alignment, and specifically targets key potentially contaminated sites including the former RAF Oatlands Hill, former RAF Stonehenge and current Countess filling station (as well as providing more general spatial coverage). These investigations would precede</p>

	Questions		Environment Agency response	Highways England response
				<p>construction and in the event that contamination not identified in the ES was discovered, remediation options and strategies would be developed in liaison with the EA and Wiltshire Council, in accordance with requirement 7.</p> <p>The Applicant notes that requirement 7 requires the reporting of any unidentified contaminated land to the planning authority and the EA as soon as reasonably practicable and requires the carrying out of a risk assessment, in consultation with the planning authority and the Environment Agency. This will provide sufficient opportunity for the Environment Agency to be confident that the risk assessment considers the appropriate receptors and potential pathways in the light of the newly identified contaminated and that appropriate remedial measures are implemented under requirement 7(2) should remediation be considered necessary.</p> <p>In addition to requirement 7, the Applicant notes that has a duty to ensure that potential environmental hazards from unexpected contamination found during construction are subject to further</p>

	Questions		Environment Agency response	Highways England response
				<p>investigation, risk assessment and, and where found to be necessary, remediation prior to construction work proceeding. This is in accordance with Environment Agency Contaminated Land Report (CLR11) Model Procedures for the Management of Land Contamination (2004) as cited in the Environment Statement ([APP-048] paragraph 10.3.5), compliance with which is required under MW-GEO2 of the OEMP, secured by requirement 4 of the draft development consent order [REP2-003]. For further information see the Applicant's response to the Examining Authority's first written questions [REP2-031], reference Fig.1.8.</p> <p>Of course, the Applicant and the contractor will also be subject to their general statutory obligations to prevent pollution and the Council and the Environment Agency will have all of their statutory powers available to them in the event that the Applicant or contractor fails to do so.</p> <p>In light of the ES assessment that the risk of contaminated land is low and the additional investigation provided by these Phase 7 works, the Applicant considers it to be</p>

	Questions		Environment Agency response	Highways England response
				unnecessary and disproportionate to amend Requirement 7 of the DCO to incorporate a pre-commencement element. The Phase 7 works will provide additional protection, developed in liaison with the EA, were evidence of contamination to be discovered. As such, amending Requirement 7 as suggested by the EA is unduly onerous in light of the ES assessment and the results of the investigatory work.
DCO.1.1 07	Environment Agency	<p>Requirement 10 - Drainage</p> <p>i. Please comment generally as regards the provisions in the OEMP and drainage strategy and the means whereby the agreement of the detailed design of the drainage infrastructure, monitoring and maintenance could be secured by the dDCO.</p> <p>ii. Please submit with reasons any modifications or additions to the drainage strategy or other Requirements that are considered to be necessary.</p>	<p>We do not consider that the drainage strategy presented to date provides sufficient detail regarding containment of contaminated runoff and treatment of contaminants prior to discharge to the principal aquifer.</p> <p>In our Statement of Common Ground the applicant has agreed to consult the EA on the detailed design of the drainage system and recognised that the sensitive nature of the environment may require pollution control and mitigation measures in excess of the minimum stated in DMRB HD45. However, there is no formal requirement for such consultation.</p> <p>We therefore request modification to Requirement 10 of the Draft DCO dated October 2018 that would require consultation with the EA over the detailed drainage scheme design to ensure that our concerns have been addressed.</p> <p>In regards to <u>flood risk</u> commenting on maintenance of drainage infrastructure falls outside our remit. Wiltshire</p>	<p>Revision 1 of the draft development consent order [REP2-003] submitted for deadline 2 amended requirement 10 so as to require consultation with the Environment Agency, in addition to consultation with Wiltshire Council in relation to its land drainage functions.</p>

Questions			Environment Agency response	Highways England response
			Council as the Lead Local Flood Authority may be best placed to comment.	
Schedule 11 – Protective Provisions				
DCO.1.1 10	Environment Agency Esso Petroleum Company Ltd	Please indicate whether the terms of the Protective Provisions set out in Schedule 11 are agreed and, if not, what are the areas of disagreement?	The protective provisions currently included are not agreed as the applicant has not used the Environment Agency's preferred protective provisions – discussions are currently undergoing between legal representatives and it is hoped an agreement will be reached imminently with an agreed version being inserted into the next iteration of the draft DCO.	Discussions are ongoing with the EA and an amended version of the protective provisions based on the EA's preferred form is being progressed with them.
Fg.1	Flood risk, groundwater protection, geology and land contamination			
Fg.1.8	Applicant Environment Agency Wiltshire Council	Contaminated land 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 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.  Is it necessary to amend the wording to provide a timescale in	Yes, further construction work should be halted in the area of the contamination to ensure the risk of its mobilisation are minimised. The contractor should take responsibility for following CL11 methodology, identifying the extent of any contamination, identifying how it can be remediated and subject to agreement, implement such measures to remove or remediate any contamination. Finally clean up should be validated. Such activities can be expediated by the contractor and it may be possible to agree the process that is followed before work is commenced to minimise delays during construction.  There is not usually a timescale stated when this condition is used under Town and Country Planning Act. If works have to halt in the area until the contamination has been assessed and agreement on any remediation obtained from LPA and EA then it is in the interest of the developer to report in a timely manner to allow works to continue.	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-031].

	Questions		Environment Agency response	Highways England response
		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?		
Fg.1.17	Applicant Environment Agency Wiltshire Council	Additional water reports (referred to at the Preliminary Meeting) 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><b>Flood Risk</b> The initial fluvial hydraulic model results were submitted to the EA for comment. The models were then revised to address the EA's comments and resubmitted to them (River Avon - on 22nd Feb; River Till - 2nd March) for confirmation. Further to this we received a March 2019 update to the fluvial hydraulic modelling report and on the 19 March 2019 a summary note and the comment tracker spreadsheets. EA provided feedback on the 8 April 2019, which provided a few additional comments. EA are currently awaiting AECOM feedback to our most recent comments. We are awaiting an update to the August 2018 FRA to reflect the findings of the updated fluvial hydraulic modelling report. Discussions are ongoing.</p> <p><b>Groundwater and contaminated land</b> The additional reports received since submission of the DCO application have addressed our questions on the risks posed by the completed scheme on groundwater following our review of the Environmental Statement. Acknowledgement of this is reflected in the Statement of Common Ground.</p> <p>However, it remains to assess risks posed during construction of the scheme and we would expect to receive an updated Groundwater Risk Assessment that takes</p>	<p><b>Flood Risk</b> The Flood Risk Assessment and models are submitted at Deadline 3.</p> <p>Groundwater and contaminated land Highways England has no further comment on this submission.</p>

	Questions		Environment Agency response	Highways England response
			account of the final detailed design and construction methods to be used. We expect to receive this information as part of the CEMP and Groundwater Management Plan as required by the OEMP.	
Fg.1.18	Wiltshire Council Environment Agency	Flood risk Please set out your assessment of the Proposed 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>Two main rivers in the A303 Amesbury to Berwick Down Scheme area are the River Till and River Avon, which are underlain by a Chalk Principal aquifer. The main sources of flood risk to the area are fluvial, surface water (pluvial) and groundwater. The majority of the scheme area is within Flood Zone 1 (low probability), except where it traverses the two river channels, where areas of Flood Zone 2 and 3 are present.</p> <p>The National Policy Statement for National Networks (NPSNN) explains that essential transport infrastructure is permissible in areas of high flood risk, subject to the satisfaction of the NPPF Exception Test, which includes a requirement to undertake a Flood Risk Assessment (FRA).</p> <p>The application has undertaken an FRA, however, due to further fluvial hydraulic being undertaken an updated FRA now needs to be produced and submitted as part of the DCO application.</p>	An updated Flood Risk Assessment has been submitted at Deadline 3.
Fg.1.32	Applicant Environment Agency	Drainage and the Outline Environmental Management Plan In [RR-2060] the Environment Agency set out a number of concerns in respect of the drainage strategy and the OEMP. Can the Applicant provide comments on these concerns and can both parties set out any further	Groundwater and contaminated land No further agreements have been reached on the specific matters addressed by the stated components of the OEMP. However, as stated in the Statement of Common Ground, the applicant has agreed that the EA will be consulted on the detailed design of the drainage system and recognised that the sensitive nature of the environment may require pollution control and mitigation measures in excess of the minimum	As noted in Highways England's response to this question for Deadline 2 [REP2-031], discussions on the issues raised by the Environment Agency (EA) on the Road Drainage Strategy [APP-281] are ongoing and these issues have been captured in the draft Statement of Common Ground (SoCG) being prepared



	Questions		Environment Agency response	Highways England response
		<p>agreement which has been reached on these matters and indicate what, if any, updates to the specified components of the OEMP (MW-WAT1, MW-WAT2, MW-WAT7, and MW-WAT9) have been made as a result of further discussions?</p>	<p>stated in DMRB HD45. We have requested that this consultation is written into Requirement 10 of the Draft DCO.</p>	<p>between the two parties, which was submitted to the Examination at deadline 2 [REP2-012]. The issues raised by the EA related to the level of detail provided within the submission of the filtration treatment systems and the provision of spillage control within the drainage design. It has been agreed that the level of detail provided within the strategy is satisfactory and reassurance has been provided that consultation with the EA will continue during the detailed design of the infiltration drainage systems. Further details are also provided in section 20 of the Relevant Representation Report submitted to the Examination at Deadline 1 [AS-026], which provides a response to the points made by the EA in its relevant representation.</p> <p>As required by the Outline Environmental Management Plan (OEMP item MW-G5) [APP-187], which is being updated for Deadline 3, the EA will also be consulted as the Construction Environmental Management Plan (CEMP) is developed by the contractor, including the contents of the Water Management Plan and in relation to pollution control. Additionally, requirement 10 of the draft</p>

	Questions		Environment Agency response	Highways England response
				<p>development consent order [REP2-003] requires details of the proposed drainage system for the respective part of the scheme to be submitted to and approved by the Secretary of State, after consultation with the Environment Agency (provision inserted in the draft development consent order [REP2-003] prior to commencement of construction of that part. This will be when the detail on these matters is able to be provided; however, the Applicant notes that items MW-WAT 3, 4, 5 and 7 in the OEMP also provide more information in relation to pollution control issues. Compliance with the OEMP is secured through paragraph 4 of Schedule 2 to the draft DCO.</p> <p>There are no areas designated as Source Protection Zone 1 within the scheme's boundary, so the suggestion in relation to MW-WAT 7 in the representation [RR-2060] is not necessary.</p> <p>The Applicant continues to engage with the Environment Agency on these matters, which has been reflected in the draft SOCG between the parties submitted to the Examination at deadline 2 [REP2-012].</p>

	Questions		Environment Agency response	Highways England response
Fg.1.38	Applicant Environment Agency Wiltshire Council	<p>Flood risk and drainage 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 incorporate this?</p>	<p>In regards to <u>flood risk</u> commenting on maintenance of drainage infrastructure falls outside our remit. Wiltshire Council as the LLFA may be best placed to comment.</p> <p>However, due to the potential living nature of some SuDS they will require habitat maintenance at least to ensure their effectiveness. In addition all SuDS must be maintained to ensure they are working effectively to adequately treat any drainage and minimise pollution of the water environment. Therefore adequate adoption and maintenance should be put in place where required, to ensure protection of the water environment.</p>	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-031].
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, this should include consultation with the Environment Agency. We wish to be consulted to ensure that the drainage treatment systems are adequate to deal with any contaminants in runoff, and designed and constructed to ensure that pollution of the water environment is minimised. We also wish to ensure that the systems have adequate storage capacity to contain likely volumes of liquid resulting from the reasonable worst-case spill incident. We have drafted some suggested changes to Requirement 10 below:</p> <p><b>10.—(1)</b> 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</p>	Consultation with the Environment Agency has been added to Requirement 10 in the draft development consent order submitted at Deadline 2 [REP2-003].

	Questions		Environment Agency response	Highways England response
			means of pollution control, have been submitted to and approved in writing by the Secretary of State, following consultation with the planning authority <u>and the Environment Agency.</u>	
Fg.1.42	Applicant Environment Agency	Protective Provisions – drainage authorities Please provide an update as to any progress in agreeing the relevant Protective Provisions?	The Environment Agency is in discussion with the applicant regarding protective provisions solely for the benefit of the Environment Agency.	We confirm that there are active ongoing discussions with regard to protective provisions with the Environment Agency.
SE.1	Socio-economic Effects			
SE.1.1	Wiltshire Council Environment Agency Natural England	Socio-environmental impacts Would the local authority, the EA and Natural England state whether the Proposed Development complies with the need to be designed to minimise social and environmental impacts and improve quality of life in accordance with para 3.2 of the NPSNN?	<p>Para 3.2. states “3.2 The Government recognises that for development of the national road and rail networks to be sustainable these should be designed to minimise social and environmental impacts and improve quality of life.”</p> <p>In order to minimise environmental impacts and improve quality of life we consider that environmental enhancements should be included as part of the scheme and DCO. The benefits of this is that as well as providing net gain to wetland biodiversity and the natural capital of the catchment (as supported by the aspirations of NPPF, and Defra’s 25 year environment plan) such commitment could offer compensation areas for the residual adverse effects on visual landscape and tranquillity of the river valleys to recreational users at the new crossing sites (as acknowledged in ES Chapter 7).</p>	The Scheme will be able to demonstrate substantial net gains for biodiversity of priority habitat type, for example improving the ecological network connectivity between Parsonage Down and the Till valley and the provision of a bat hibernation structure at the Till valley. The Scheme will contribute to the improved habitat connectivity identified as a priority in Natural England’s Porton to the Plains project. The Scheme will contribute to environmental net gain by the habitat creation, but in this case the priority habitats agreed with Natural England and other biodiversity stakeholders are chalk grassland and associated habitats. The River Till will benefit through improved connectivity.

	Questions		Environment Agency response	Highways England response
				<p>The Scheme will also provide improved recreational access, including access to wildlife, via public rights of way. Full details of the biodiversity gains can be found in the ES Chapter 8 [APP-046], Sections 8, 8.8.14 – 8.8.21, 8.9.65 – 8.9.66, and Table 8.14, Habitat losses and gains associated with the Scheme. As Table 8.14, the scheme would provide net gain of at least 186 ha of chalk grassland habitats. This contributes to targets to increase the area of chalk grassland and its connectivity as described in the Porton to the Plain project by Natural England (in the SoCG with Natural England). The Scheme is therefore compliant with the NPPF principle of contributing to conserving the natural environment and to enhancing it.</p> <p>The Applicant understands that the Environment Agency is seeking further enhancements in the River Avon that are not within land required for the Scheme and cannot be provided as part of the DCO. These initiatives fall outside of the scope of the DCO. Through national Designated Funds HE is supporting a range of environmental enhancement initiatives where these contribute to meeting the fund objectives nationally</p>

		Questions	Environment Agency response	Highways England response
				or regionally. Funding is independent of the Scheme. Opportunities are under discussion through the Biodiversity Working Group of Benefits Steering Group, which includes representation from the Environment Agency and other biodiversity stakeholders.
WM.1	Waste and materials management			
WM.1.9	Environment Agency	<p>Off-site disposal of tunnel arisings The EA supports the Applicant's commitments for the reuse of excavated materials.</p> <p>i. Please explain the EA's position in the event that not all of the excavated tunnel materials could be re-used within the Order limits?</p> <p>ii. What would be the implications for the CL:AIRE code of practice?</p> <p>iii. Do you consider that any additional controls would be required within the DCO?</p>	<p>i. The voluntary scheme of CL:AIRE will need a qualified person to approve the Code of Practice Declaration, if contaminated material is found whilst the excavations take place it is down the qualified person to apply for either exemptions or for a permit to use the waste on site. If the waste is to be removed due to contamination then transfer notes and possibly consignment notes will need to be completed and kept as appropriate.</p> <p>ii. There would only be implications for the amount of contaminated waste which is found to be outside of the standard parameters for the site. So it is down to the qualified person to make sure that new areas are tested to see if there are any contaminants. If found contaminate waste needs to be kept separate so as not to contaminate cleaner waste material.</p> <p>iii. The qualified person is responsible to abide by the CL:AIRE code of practice.</p>	Item MW-MAT2 of the Outline Environmental Management Plan (OEMP) [APP-187] (updated at Deadline 3) states that "the main works contractor shall prepare a MMP in accordance with the CL:AIRE Definition of Waste: Code of Practice", and as such a Qualified Person will be identified, who will be responsible for the aspects described by the Environment Agency.

## 11 Esso Petroleum [REP2-096]

### 11.1 Table - Comments on Esso Petroleum's responses to the ExA's Written Questions [REP2-096]

	Questions		Veale Wasbrough Vizards LLP's response on behalf of Esso Petroleum Company Limited	Highways England response
DCO.1.1 10	Environment Agency Esso Petroleum Company Ltd	Please indicate whether the terms of the Protective Provisions set out in Schedule 11 are agreed and, if not, what are the areas of disagreement?	The PPs are not yet agreed. The areas of remaining to be agreed are: the extent to which the parties may be required to enter into a works agreement; the extent to which HECL may be able to carry out emergency works around the live pipeline without first notifying Esso; the effect of betterment and deferment of renewal; conduct of claims brought by third parties under which Esso seeks to recover through HECL's indemnity.	Agreed that discussions are ongoing.
SE.1.24	Applicant Esso Petroleum Company Ltd	Socio-economic effects In light of the Comment from Esso [RR-1726] relating to the pipeline and "barring infrequent maintenance, the pipeline operates on a continual 24/7 basis and interruption to its operation would have a significant impact on fuel supply in the south west of England". i. Please advise of the latest position of the parties and if agreement has now been reached. ii. In the event that matters are not resolved please advise of the effects of a potential impact on the pipeline.	Please see the comments above regarding PP negotiations. (ii) If matters are not resolved we understand that HECL seek the power to acquire Esso's interest in easements for the pipeline and that the works proposed by HECL would sever the pipeline. This would mean that the pipeline would be legally and physically incapable of use.	Following consideration of the available options, an agreement in principle has been reached between Highways England and Esso in terms of the permanent diversion of the pipeline.  Highways England has included the necessary compulsory acquisition powers in the draft development consent order [REP2-003] to ensure that the scheme could be delivered (including any necessary diversion of the Esso pipeline) in the event that agreement with Esso proved unattainable. However, it is Highways England's intention to achieve an agreed solution with Esso for the

	Questions		Veale Wasbrough Vizards LLP's response on behalf of Esso Petroleum Company Limited	Highways England response
				<p>diversion of the pipeline, and as such, the powers in the DCO are sought simply on a contingent basis, with a view to ensuring that Esso's pipeline can be retained in operational use, albeit along a diverted route, in the event that the Scheme is implemented.</p>



## 12 Heart of the South West Local Enterprise Partnership [REP2-099]

### 12.1 Table - Comments on Heart of the South West Local Enterprise Partnership responses to the ExA's Written Questions [REP2-099]

	Questions	Heart of the South West Local Enterprise Partnership's response	Highways England response
G.1.3 / G.1.4	<p>Applicant / Wiltshire Council</p> <p>Document 7.1 - Case for the scheme and NPS accordance, Appendix A, explains that the scheme forms part of a package of proposals for the A303/A30/A358 corridor. i. To what degree has the assessment of need and economic benefits relied upon the different schemes within the overall package coming to fruition? ii. How does the Environmental Statement (ES) economic assessment distinguish between the economic benefits that would directly result from this scheme and the package as a whole? iii. What reliance can be placed upon all eight identified improvement schemes proceeding and what is the current position as regards the inclusion of all these schemes within a Road Investment Strategy (RIS)?</p> <p>/</p> <p>Document 7.1 - Case for the scheme and NPS accordance,</p>	<p><b>Need for the Scheme</b> - Economic productivity in the South West Peninsula lags behind the UK average, as is shown in Figure 2.5 - Productivity in "The Case for the Scheme" (DCO document 7.1). In view of this the Local Enterprise Partnership (LEP) joined with other LEPs and Local Authorities to commission an assessment of the economic impact of upgrading the A303 corridor from the M3 to the M5 at Taunton to dual carriageway standard. This study (<i>A303/A30/A358 Corridor Improvement Programme – Economic Impact Study, Parsons Brinckerhoff, February 2013</i>) concluded that improving the whole A303/A30/A358 corridor would:</p> <ul style="list-style-type: none"> <li>• create 21,400 jobs and deliver a £41.6bn boost to the economy</li> <li>• deliver £21.2bn of taxation, welfare savings, disposable income and tourism benefits;</li> <li>• create £1.9bn in transport benefits from reduced journey times and greater resilience;</li> <li>• save 1807 fatal or serious casualties;</li> <li>• reduce carbon emissions by 9%</li> </ul> <p>This work was instrumental in gaining a commitment from Government to support upgrading of the A303/A30/A358 corridor. We therefore strongly support the need for the A303</p>	<p>No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-021].</p>

	Questions	Heart of the South West Local Enterprise Partnership's response	Highways England response
	<p>makes an assessment of the scheme's accordance with the NPSNN and identifies the need for the scheme. i. Does Wiltshire Council accept that the need case for the project, as set out therein, is made out? ii. Has the Applicant satisfactorily addressed all aspects of the scheme's accordance with the NPSNN? iii. If not, please identify any aspects with which the Council disagrees.</p>	<p>Amesbury to Berwick Down scheme, not just for the economic benefit which would result from upgrading the corridor, but also for the improved resilience that it would offer. In the past few years the fragility of the transport networks serving the South West Peninsula has been very evident – not just in the context of major rail closures at Dawlish and the Somerset levels, but also with disruptive closures on the M5 motorway. The availability of the A303/A30/A358 as a second strategic route to the South West will be an important factor in convincing businesses that the South West is a sound place in which to invest</p> <p><b>Government Commitment to the Corridor Programme -</b> We note that Government has given a clear commitment to upgrade the whole A303/A358 corridor to dual carriageway standard, and that three key elements of this strategy have been advanced during RIS1.</p> <p>This commitment is set out in the Road Investment Strategy – Investment Plan, published by DfT in December 2014. This stated:- <i>“We intend to upgrade all remaining sections of the A303 between the M3 and the A358 to dual carriageway standard, together with creating a dual carriageway link from M5 at Taunton to the A303, as part of a longterm commitment to creating a new Expressway to the South West. We intend to start this process with three major improvements, as part of a total A303/ A30/A358 corridor package of commitments worth £2 billion” and “We will also set aside funding for smaller scale improvements to the A303/A30 section between Southfields and Honiton to improve safety and journey quality for road users recognising that large scale improvements would be challenging given the protected landscape and topography surrounding the</i></p>	

	Questions	Heart of the South West Local Enterprise Partnership's response	Highways England response
		<p><i>route. Taken together, this long-term programme will transform this route into an Expressway to the South West. Full implementation of these proposals will run beyond the first Road Period, and we intend that subsequent Road Investment Strategies will fund the remaining improvements.”</i></p> <p>We strongly endorse the principle of upgrading the whole of the A303/ A358 between the M3 and the M5 at Taunton to dual carriageway standard, together with improvements to the A303/A30 between Ilminster and Honiton. We welcome the commitment from Government, expressed in the Roads Investment Strategy, to achieve this over a number of RIS periods.</p> <p>The Amesbury to Berwick Down section of the A303 is the element of the corridor which currently suffers from the most frequent and extensive periods of congestion and delay; it is also the most easterly scheme on the A303 corridor (i.e. closest to the M3 motorway). Therefore it is, in our view, fundamental that the A303 Amesbury to Berwick Down improvement should proceed. By doing so, it will “unlock” the upgrading of the whole corridor and provide the platform for further sections of dualling to be promoted during subsequent RIS periods.</p> <p><b>Conformity with the National Policy Statement for National Networks</b> - We believe that Appendix A of The Case for the Scheme (DCO document 7.1) indicates that development of the proposals has been in accordance with the requirements of the NPSNN.</p>	

	Questions	Heart of the South West Local Enterprise Partnership's response	Highways England response
Tr.1.11 / Tr.1.17	<p>Applicant / Applicant</p> <p>Methodology/Modelling 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. 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>/</p> <p>Traffic forecasts Table 6.1 shows volume over capacity on the A303 at Stonehenge in 2041, with and without the scheme. With the scheme the A303 would be operating at 50% capacity or under at 'non-busy' times, even in the am or pm peaks. On busy days the scheme would reach 56% volume over capacity Eastbound and 54% Westbound. i. While it is true that this would represent a substantial improvement in traffic capacity as a result of the scheme, is this an indication of over-specification,</p>	<p><b>Standard and Capacity of the Proposals - Question Tr.1.11</b> asks whether an inference could be drawn that capacity limitations on the A303 at the scheme location do not act as a brake to economic activity in the South West except at busy times – generally at weekend and holidays.</p> <p>We would argue that such an inference should not be drawn, because the existence of delays and congestion is not so predictable as implied by the question, and not confined to specific dates or times. Indeed, the risk of delay and congestion may result in a number of responses, such as choice of another route (e.g. M4 and M5), choice of another destination (i.e. not coming to the South West), or not travelling at all.</p> <p>Question Tr.1.17 asks whether the capacity provided by the scheme is required, given the forecast traffic flows for 2041. Firstly, we would note that in our understanding the forecast traffic flows represent the situation with just the three RIS 1 improvements made to the A303/A30/A358 corridor, rather than the complete corridor upgrade to dual carriageway standard, as anticipated in the Road Investment Strategy published by DfT in December 2014 (Transport Assessment – DCO Document 7.4, para 5.3.5 Core Scenario). To that extent it is likely that the 2041 forecasts are an underestimate of the flows which would be anticipated at this location after the complete corridor upgrade.</p> <p>Secondly, we would note that there is already congestion on the A303 at this location with just one lane in each direction, and there is not a meaningful step change in capacity which is lower than the provision of two lanes in each direction. We</p>	<p>Heart of the South West Local Enterprise Partnership's confirmation of the position on economic activity and need for the scheme is welcomed and noted. In addition Highways England refers to its response to this question as part of its Deadline 2 submission [REP2-036].</p>

	Questions		Heart of the South West Local Enterprise Partnership's response	Highways England response
		<p>with considerable 'spare' capacity remaining unused, even at the busiest times? ii. Given the concern of a number IPs (eg [RR-0361], [RR-1031], [RR1731]) that the DCO scheme is over-engineered, does not represent value for money, and would deprive the region of other much-needed investment in transport infrastructure, what consideration was given to a the development of a lower-cost scheme with a closer match between forecast traffic demand and capacity?</p>	<p>would therefore disagree strongly with any suggestion that provision of two lanes in each direction is "over-provision."</p>	

## 13 Historic England [REP2-102]

### 13.1 Table - Comments on Historic England's responses to the ExA's Written Questions [REP2-102]

	Questions		Historic England's responses	Highways England response
AL.1.33	Historic England the National Trust and the Stonehenge Alliance	Please develop your RRs regarding alternatives including reference to the NPSNN, paragraphs 4.26 to 4.27, identifying any legal requirements and policy requirements set out in the NPSNN relating to the assessment of alternatives with which it is considered that the Applicant has failed to comply.	<p>HBMCE (Historic England) was presented with appraisals by Highways England (HE) of the various iterative options for (at high scale) the route of the Scheme, and illustrative examples of how a scheme might appear, in 2017 and 2018. Our advice on those options were set out in our letters of March 2017, November 2017, April 2018 and August 2018 which are appended to our Written Representations and summarised (in relation to those points and concerns which remain important and relevant to the current iteration of the Scheme) at Section 4.10 therein.</p> <p>The World Heritage Committee considered the issue of alternative routes at its session in 2018. The draft decision (included at Appendix 19 to HBMCE's Written Representations) prepared by the Secretariat urged "the State Party to continue to explore further options and design refinement, with a view to avoiding impact on the OUV of the property, including ... alternative surface bypass options". Following discussion in the session the Committee decided to amend the draft decision and, amongst other changes, deleted the section about continuing to explore alternative by pass options (HBMCE Written Representations Appendix 20) In making this deletion it is clear that the Committee was content that, in its view, further exploration of alternatives was not necessary. In addition Appendix 11 to our Written Representations sets out the consideration and</p>	Noted. Thank you.

	Questions		Historic England's responses	Highways England response
			<p>conclusions of the World Heritage Committee with respect to alternatives in particular at APP 11.38.</p> <p>The Convention Concerning the Protection of the World Cultural and Natural Heritage 1972</p> <p>In summary, the Convention Concerning the Protection of the World Cultural and Natural Heritage 1972 (the 1972 Convention), requires under Article 4, the State Party (here, the UK) to do all it can to ensure the protection and conservation of the Stonehenge, Avebury and Associated Sites World Heritage Site (SAAS WHS) identified in the two area shown coloured yellow in Figure HA1. Article 5(d) requires the State Party to do all it can to take appropriate legal, scientific, technical, administrative and financial measures necessary for the protection and conservation of the SAAS WHS property.</p> <p>The Stonehenge, Avebury and Associated Sites World Heritage Site Management Plan 2015 derives from paragraphs 108-109 of the Operational Guidelines for the Implementation of the World Heritage Convention (2013) and Articles 5(a) and (d) and 6(2) of the 1972 Convention. Paragraphs 11.1.16-120 of that Plan (and the Map on page 160) records the absence of alternatives to a bored tunnel and the need to find a solution to the negative impacts of the A303.</p> <p>The Guidance on Heritage Impact Assessments for Cultural World Heritage properties (January 2011) provides, under paragraph 4-4 for the emergence of alternatives in such an assessment. The Application HIA addresses alternatives in Section 7.3, paragraphs 7.3.17.3.24.</p>	

	Questions		Historic England's responses	Highways England response
			<p>The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017</p> <p>The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2015 Regulations) apply to applications for development consent under the Planning Act 2008. Regulation 4 prohibits a grant of development consent without considering environmental information. By Regulation 3(1), and Schedule 4, paragraph 2, the EIA must include a description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.</p> <p>The EIA Report, Chapter 3: Assessment of Alternatives addresses, in Sections 3.1-3.2, the consideration of alternative to the scheme described in the first draft of the development consent order (d1DCO).</p> <p>Planning Act 2008</p> <p>Section 104(4) of the Planning Act 2008 requires that the Application be determined in accordance with the provisions of any relevant National Policy Statement (NPS). Here, the National Networks NPS (NPSNN) is relevant.</p> <p>The NPSNN requires, at paragraphs 4.26-4.27, consideration of alternatives for the purposes of EIA. The EIA has addressed alternatives to the d1DCO. See above under Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p>	



Questions		Historic England's responses	Highways England response	
		<p>The appraisal undertaken by Highways England (HE) has undertaken an "options appraisal" in relation to the alternatives for the route of a highway in place of the A303 as it passes through the SAAS WHS property. See Section 3 of the EIA Report, Chapter 3: Assessment of Alternatives, paragraphs 3.3.2 and Table 3.1.</p>		
Cultural heritage (ES Chapter 6: Cultural heritage)				
CH. 1.29	<p>Historic England National Trust</p>	<p>ES Appendix 2.2 OEMP Historic England have concerns that Table 3.2a (Specific Measures to apply to preliminary works) contains insufficient detail given the very high sensitivity of the proposal. Please provide details of additional specific measures which should be embedded in the OEMP and whether these could be contained in the DAMS.</p>	<p>HBMCE (Historic England) has provided our initial comments on the approach to the OEMP and the measures required to be embedded within it in our Written Representations at 7.6.127-135 therein. In general, there remains a body of information required from Highways England (as set out in detail throughout our Written Representations) to inform approaches to the environmental management of the Scheme. In the absence of this detail at this stage, and of parameters to ensure its provision and consideration of it at this time, we are not as yet able to provide details of all of the specific measures that are likely to be required in the OEMP. We will, however, consider this further and respond in due course to assist the Examining Authority further. HBMCE has also been provided with the DAMS only recently and is currently considering the latest version of the document which is due to be submitted at Deadline 2. In summary our concerns and recommendations for inclusion at this time are as follows:</p> <p>Approvals: The result of the requirement for development consent under the Planning Act 2008 would be to avoid the need for consents under certain statutory heritage regimes. See section 33(1) of that Act. Since one requirement of the CEMPs is the control of potential impacts upon the historic environment, HBMCE considers</p>	<p>In terms of the Outline Environmental Management Plan (OEMP) [APP-187] (a revised version of which is submitted at Deadline 3) Highways England has responded to Historic England's written representations on the details referred to by Historic England and the provisions in the OEMP in relation to mitigation and detailed design. In addition to the existing measures, Highways England has prepared an update to the OEMP for submission at deadline 3 which contains additional design commitments, design principles to help guide the development of the detailed design together with a robust stakeholder consultation mechanism to involve heritage stakeholders, including Historic England, in the development of aspects of the detailed design within the World Heritage Site.</p>

	Questions	Historic England's responses	Highways England response
		<p>that there is need for approval of all management plans, detailed schemes (including WSIs) and method statements implemented in relation to the OEMP, and any CEMP/HEMP or other management plan included within the OEMP by the relevant heritage statutory consultee. (See HBMCE Written Representations 7.6.128-130).</p> <p>Communication: Terms of a clear strategy is required setting out how and who within the Project Team is responsible for liaising with the relevant heritage statutory consultees who should ultimately be responsible as the archaeological curators for the Scheme in monitoring and overseeing compliance with heritage legislation, the consent and DCO documentation in so far as it pertains to the historic environment. (See HBMCE Written Representations 7.6.129).</p> <p>Avoidance of collateral damage: The establishment of a procedure for managing and securing under the DCO the avoidance of collateral damage to and preservation in situ of standing and below ground remains is required. This must include all temporary works and must clarify the measures that will be implemented to ensure the full range of impacts, including compression of below ground remains, will be avoided (See HBMCE Written Representations 7.6.132).</p> <p>Wider impacts: Given the sensitivity of the inscribed landscape of the SAAS WHS HBMCE would wish to consider further the potential need for our particular involvement (along with WCAS) in relation to all works and proposals included in management plans under the OEMP where these will intersect with and have potential to impact upon the historic environment (beyond those included in</p>	<p>In terms of the DAMS:                      - Approvals -                      The Applicant can confirm that amendments have been made in the Outline Environmental Management Plan (OEMP) [APP-187] update submitted at Deadline 3 (items PW-G1 and MW-G5), to include Historic England in the consultation process for the development of the CEMPs. Historic England will therefore be consulted upon the various sub-plans identified above. The environmental management of the permanent works will be defined within a Handover Environmental Management Plan (HEMP), as described within item MW-G11 of the OEMP. The Applicant can confirm that an amendment has been made to Item MW-G11 of the OEMP submitted at Deadline Three to include Historic England in the consultation process for the development of the HEMP. Provision has also been made for the consultation of Historic England in respect of certain works outside of the WHS where, were it not for s33 of the Planning Act, a scheduled monument consent would be required.</p>

	Questions		Historic England's responses	Highways England response
			<p>Tables 3.2a and b, g). Consequently we would advise that provision is made in the OEMP for a process of consultation in relation to the historic environment and, where necessary, formal approval by an appropriate body on any details which it is agreed can be determined following the granting of consent, regardless of whether they are categorised by HE (as a highway authority concerned with highways infrastructure) to relate to cultural heritage or not. (See HBMCE Written Representations 7.6.131).</p> <p>Land Contamination: Management plans should include provisions for dealing with potential for preventing contamination either in relation to temporary works, compounds and infrastructure or dealing with existing such as in relation to agricultural land within the Scheme (See HBMCE Written Representations 7.6.133).</p> <p>Non-tangible effects: The relevant management plans for the d1DCO Scheme should directly engage with how, in addition to preservation of in situ remains, they will establish a procedure for managing the effect of the Scheme (including during construction) on the less tangible Attributes of OUV of the WHS with direct reference to the policies of the WHS Management Plan and securing the execution of the works in such a way as to limit the likely significant temporary effects of the Scheme. (See HBMCE Written Representations 7.6.134).</p> <p>Diversionary routes: The relevant management plans should set out how any impacts assessed under the EIA in relation to the historic environment from the use of</p>	<p>Communication – A communications strategy is as set out in the draft DAMS [REP2-038, Section 7].</p> <p>Avoidance of collateral damage: a strategy for preservation in situ (and therefore the avoidance of collateral damage to the historic environment) is as set out in the draft DAMS [REP2-038, paragraphs 4.3.7 – 4.3.12 and section 5.2]. It is therefore considered that any impacts would be avoided by the implementation of the measures in the draft Detailed Archaeological Mitigation Strategy (DAMS).</p> <p>The draft DAMS submitted at Deadline 2 [REP2-038] identifies areas where protection of remains in situ is proposed. The DAMS will be developed further during Examination in consultation with HMAG/WCAS and the final DAMS will be a certified document, implementation of which will be secured as mentioned above by paragraph 5 of Schedule 2 to the draft development consent order [REP2-003]. Development of the DAMS will address the technical requirements to achieve the</p>

	Questions		Historic England's responses	Highways England response
			<p>diversionary routes will be managed and minimised (HBMCE Written Representations 7.6.135).</p> <p>DAMS: In relation to the DAMS, and incorporation of the terms of appropriate measures in that document, HBMCE have been made (see HBMCE Written Representations). Adherence to the DAMS document terms should be ensured through appropriate terms in the d1DCO.</p>	<p>desired mitigation for the measures mentioned in the written representation.</p> <p>Wider impacts: It is understood that the specific requirement referred to in Historic England's Written Representations relates to its desire to be consulted on aspects of the detailed design of the Scheme.</p> <p>The Applicant has updated the OEMP to be submitted for deadline 3 to include additional design commitments, design principles to guide the development of the detailed design and a robust stakeholder consultation (including consultation of Historic England) mechanism to consult on aspects of the detailed design of the Scheme within the World Heritage Site (or outside it where it has the potential to effect Scheduled Monuments or their setting). Compliance with the OEMP would be secured through requirement 4 of the draft DCO.</p> <p>Please also note the response to "Approvals" above in relation to consultation with Historic England</p>

	Questions		Historic England's responses	Highways England response
				<p>about management plans under the OEMP.</p> <p>Land contamination: The updated OEMP to be submitted for deadline 3 contains procedures to control potential contamination (for example MW-GEO7 and MW-GEO8). Please also see the Applicant's response to Written Question Fg.1.8 [REP2-031].</p> <p>Non-tangible effects: The updated Outline Environmental Management Plan (OEMP) [APP-187] update submitted for deadline 3 contains procedures to control temporary construction impacts during construction (for example PW-NOI1, PW-NOI3, PW-NOI4, MW-G16, MW-G28, MW-G29, MW-AIR1 etc.). The draft DAMS submitted at Deadline 2 contains a Public Archaeology and Community Engagement Strategy [REP2-038, Appendix F] that addresses aspects associated with Attribute 7 that conveys the OUV of the WHS.</p> <p>Diversions routes: The preservation of archaeological remains under temporary diversion routes constructed as part of the</p>

			Questions	Historic England's responses	Highways England response
					<p>Scheme is addressed in the strategy for preservation in situ in the draft DAMS [REP2-038, paragraphs 4.3.7 – 4.3.12 and section 5.2]. Both the draft development consent order [REP2-003] (Requirement 9) and the OEMP (PW-TRA1 and MW-TRA2 ff) make provision for a traffic management plan covering, among other things, control of diversionary routes.</p> <p>The final DAMS will be a certified document, implementation of which will be secured by paragraph 5 of Schedule 2 to the draft development consent order [REP2-003].</p>
ES Appendix 6.1: Heritage Impact Assessment					
CH.1.30	Applicant HMAG	Paras 3.6.7-12: HMAG and the Scientific Committee	<p>HBMCE responses to this Question are provided in its role as a member of HMAG and not on behalf of HMAG.</p> <p>HMAG is an advisory body which has given comments to Highways England without prejudice to the responsibilities of its four individual member bodies (including HBMCE), including those bodies which have statutory responsibilities (See HBMCE Written Representations 2.21).</p>		<p>No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-025].</p>

	Questions		Historic England's responses	Highways England response
			<p>Therefore, whilst HBMCE (Historic England) is a member of HMAG, HMAG does not itself represent HBMCE nor vice versa and neither can bind the other.</p> <p>HBMCE has statutory responsibilities and powers and its primary role in relation to the d1DCO Scheme is as a statutory consultee and as DCMS's adviser in relation to the WHS status.</p> <p>By contrast, there is no requirement for HMAG to form a consensus, and indeed due to the separate responsibilities and remits of the separate organisations this may not be possible in all cases.</p> <p>HBMCE are aware that all four of HMAG's individual members are making separate representations on the Scheme. Our response below therefore represents the advice HBMCE has provided as a member of that forum but does not necessarily represent the shared view of its other members.</p>	
		<p>i. Have HMAG's recommendations been incorporated in the Scheme?</p>	<p>HBMCE (Historic England) is not aware that HMAG has itself published any recommendations.</p> <p>HBMCE is aware that the iterative advice provided by HBMCE remains in the process of being incorporated into various aspects the d1DCO Scheme. For example, our advice regarding the development of the DAMS (due to be submitted at Deadline 2) is in the process of informing that document.</p> <p>In parallel, as part of HBMCE's role as a member of HMAG, HBMCE continues to work collaboratively with the other members of HMAG in providing our statutory advice</p>	<p>No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-025].</p>

	Questions		Historic England's responses	Highways England response
			<p>as part of that forum and to provide our recommendations to Highways England as the Scheme develops through the Examination. We would expect HBMCE's iterative approach to the agreement of SoCGs during the Examination period to demonstrate to the Examining Authority the way in which our advice is incorporated as the Examination progresses, and to highlight any areas where we do not consider that it has been adequately addressed should this occur.</p>	
	<p>ii. Do HMAG have misgivings over any aspects of the Scheme?</p>		<p>HBMCE (Historic England) refers to the previous Response.</p> <p>HBMCE responds as a member of HMAG; the views HBMCE expresses are not those of HMAG but may align with them.</p> <p>HBMCE supports the aspirations of the Scheme and considers that it offers a once in a generation opportunity to address the harm currently being caused to the Attributes, Integrity and Authenticity of the internationally important SAAS WHS by the presence of the existing A303.</p> <p>However, as set out in the Relevant Representations of HBMCE and expanded on in further detail throughout our Written Representations, if this potential is to be realised in practice, it is essential that a number of matters are addressed, and satisfactorily so, such as by inclusion of Protective Provisions and Requirements to ensure delivery of the stated Scheme aspirations and objectives.</p>	<p>See Highways England's response to Historic England's Written Representation. Highways England considers the appropriate provisions have been included in the draft DCO in order to ensure all necessary measures are properly secured, including the developing draft DAMS [REP2-038], submitted at Deadline 2, which is being developed in consultation with HMAG (which includes Historic England) and the updated OEMP submitted at Deadline 3.</p>



Questions		Historic England's responses	Highways England response	
	<p>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?</p>	<p>HBMCE (Historic England) will be in attendance at the relevant hearings to provide its views alongside those of the other members of HMAG.</p> <p>Since there is no requirement for HMAG to form a consensus, and given the different responsibilities and remits of the separate organisations, this may in some cases not be possible, we would not look to prepare a SoCG jointly with the Applicant.</p>	<p>No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-025].</p>	
ES Additional Submission 2: Document clarifying the relationship between the archaeological mitigation strategy documents				
CH.1.49	<p>Applicant Any other parties</p>	<p>Para 1.2.3 (See also paras 1.2.5, 1.3.1, and 1.5.1) 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. The matter of agreement is a significant concern, which should be secured in the DCO</p>	<p>HBMCE (Historic England) agrees with the ExA that the terms of the d1DCO should provide for the inclusion of, and requirement to adhere to, the DAMS. Given the length of the DAMS, it would be appropriate to include it as a Protective Provision in a Schedule to the d1DCO together with appropriately framed heritage objectives reflecting the terms of the Secretary of State for Transport, Objective 3. See The Introduction to the Application, paragraph 2.1.2, bullet 3; and also The Case for the Scheme, Table 0-1, Client Requirements, Row 3.</p> <p>HBMCE will continue to provide our advice to Highways England on the development of the DAMS. The matter of agreement of the final document and subsequent SSWISs is similarly a significant concern to HBMCE. We would welcome additional clarification from Highways England in relation to this question and similarly ExA CH. 1.36 setting out the proposed process of agreement and how they would look to secure it in the DCO.</p>	<p>The draft Detailed Archaeology Mitigation Strategy [REP2-038] will be a certified document and its implementation secured by requirement 5 of Schedule 2 of the draft development consent order [REP2-003]. Highways England's considers this is entirely sufficient to secure compliance with the DAMS and does not consider protective provisions to be necessary.</p> <p>The draft Detailed Archaeology Mitigation Strategy [REP2-038] is being developed in consultation with HMAG (which includes Historic England). As stated in the updated OEMP submitted at Deadline 3 (for example PW-CH3), SSWISs will be developed in</p>

	Questions		Historic England's responses	Highways England response
			<p>Given HBMCE's role as a statutory body and in relation to the protection of scheduled monuments on behalf of Government (see HBMCE Written Representations 2.3) we consider that the proposed process of agreement should reflect that role and refer to HBMCE separately in relation to approval (in addition to WCAS) following consultation with HMAG (as opposed to meshing HBMCE with HMAG).</p>	<p>consultation with HMAG (which includes Historic England). As set out in response to written question CH.1.36 [REP2-025], that process will be facilitated through continuation of regular meetings with the HMAG, in order to produce a finalised DAMS prior to close of Examination. The HMAG meetings will be informed by further engagement with the Scientific Committee during this process.</p> <p>The draft DAMS sets out the archaeological strategy and framework for the preparation of SSWSIs, HMPs and Method Statements, which will be prepared subsequent to the granting of the DCO. The SSWSIs, HMPs and Method Statements will be prepared in consultation with the members of HMAG / WCAS, prior to any Preliminary Works or Main Works commencing for the Scheme; these processes are provided for in the draft DAMS (see paragraphs 4.1.11-4.1.14, 4.2.2 and 5.1.6) and the OEMP (HMP – PW-CH1 and MW-CH1, SSWSIs – PW-CH3 and Method Statements – PW-G5 and MWG8). The implementation of the DAMS</p>

	Questions		Historic England's responses	Highways England response
				<p>includes the implementation of the OWSI which makes up part of the DAMS, as well as the preparation and implementation of SSWSIs, HMPs and Method Statements, and therefore the processes with respect to all those documents are also secured by Paragraph 5 of Schedule 2 of the DCO. The implementation of the OEMP is secured by Paragraph 4 of Schedule 2 of the draft DCO.</p> <p>The updated Outline Environmental Management Plan ("OEMP") submitted at Deadline 3 makes provision for consultation with members of the Heritage Monitoring and Advisory Group ("HMAG" comprising; Historic England, English Heritage Trust, National Trust and Wiltshire Council Archaeological Services) in respect of archaeology; this requirement has been altered to expressly refer to members of HMAG to recognise the roles of the individual bodies making up HMAG. In recognition of Historic England's statutory role in the context of the Planning Act 2008 regime site specific written schemes of investigation, method statements, proposals regarding</p>

		Questions	Historic England's responses	Highways England response
				fencing and monitoring of assets are, among other things, to be developed in consultation with the members of HMAG (for sites within the WHS) or WCAS (for sites outside the WHS) and Historic England (for works outside of the WHS which would otherwise require scheduled monument consent) and approved by Highways England prior to the relevant works commencing.
ES Appendix 6.11: Outline Archaeological Mitigation Strategy				
CH. 1.51	Applicant	<p>Para 1.2.2: Signing off of sites to construction Please confirm this is to happen only with the agreement of HMAGS/WCAS.</p>	<p>This Question is addressed to the Applicant. However, HBMCE advises as follows. The proposed d1DCO Scheme would traverse SAAS WHS property. The d1DCO Scheme also sits on land on which a number of scheduled monuments are situated. HBMCE's role during the preliminary works and construction stages of the Scheme will include the need to ensure that the scheduled monuments are adequately protected and outside any impacts of construction. Given HBMCE's role as a statutory body and in relation to the protection of scheduled monuments on behalf of Government (see HBMCE Written Representations 2.3) we consider that the proposed process of signing off of sites to construction should reflect that and refer to HBMCE separately in relation to approval (in addition to WCAS) following consultation with HMAG.</p>	<p>The updated Outline Environmental Management Plan ("OEMP") [APP-187] update submitted at Deadline 3 makes provision for consultation with members of the Heritage Monitoring and Advisory Group ("HMAG" comprising; Historic England, English Heritage Trust, National Trust and Wiltshire Council Archaeological Services) in respect of archaeology; this requirement has been altered to expressly refer to members of HMAG to recognise the roles of the individual bodies making up HMAG. Site specific written schemes of investigation, method statements, proposals regarding fencing and monitoring of assets</p>

	Questions		Historic England's responses	Highways England response
				are to be developed in consultation with the members of HMAG (for sites within the WHS) or WCAS (for sites outside the WHS) and Historic England (for works outside of the WHS which would otherwise require scheduled monument consent) and approved by Highways England prior to the relevant works commencing.
CH.1.54	HMAG	Mitigation measures Please comment on the detailed mitigation measures proposed in the OAMS.	<p>This Question is addressed to the HMAG. However, HBMCE (in its role as a member of HMAG) advises as follows.</p> <p>The DAMS has developed from the OAMS, a brief document submitted as part of the original DCO application which gives a high level overview of the types of recording method likely to be employed (Table 2.1), an initial proposal for areas to be preserved in situ (Table 2.2) and areas for detailed archaeological fieldwork (Table 2.3), and an outline of the method statements that would be included in the OWSI.</p> <p>Given the limited complexity and content of the OAMS HBMCE has restricted its comments in our Written Representations (see 7.8.117-7.8.126) to the emerging DAMS (due to be submitted at Deadline 2).</p> <p>Once the DAMS has been submitted HBMCE will be able to provide further detailed comments on the mitigation measures proposed to assist the Examining Authority.</p>	<p>The draft Detailed Archaeological Mitigation Strategy (DAMS) [REP2-038] sets out the structured, iterative detailed archaeological mitigation strategy. The DAMS is being developed in consultation with the Heritage Monitoring Advisory Group (which includes Historic England) and the Scientific Committee. It will be finalised prior to the end of the Examination and is secured by Requirement 5 of Schedule 2 of the draft Development Consent Order [REP2-003]. The DAMS is rooted in a heritage research-led framework [REP2- 038; Section 2].</p> <p>As stated in the draft DAMS [REP2-038, paragraph 1.2.2] "The Scheme passes through a landscape of high archaeological</p>

Questions			Historic England's responses	Highways England response
				<p>significance, both inside and outside the WHS. Accordingly, the intention of the Strategy is to apply the highest practicable standards of mitigation, employing innovative approaches to address a question-based research strategy that places the significance of the archaeological resource at the centre of decision-making both at design and implementation phases.”</p> <p>We are consulting with Historic England and other members of HMAG in developing the DAMS further in order to finalise the document by the end of examination, and the further comments received from Historic England will be discussed as part of that consultation.</p>
DCO.1 Draft Development Consent Order (dDCO)				
DCO.1.30	Wiltshire Council Natural England	Article 7 – Limits of Deviation Please comment on the limits of deviation proposed for the development.	<p>This Question is addressed to Wiltshire Council and to Natural England. However, HBMCE (in its role as advisor to the States Party UK in respect of the 1972 Convention) advises as follows.</p> <p>The d1DCO would authorise the development of all parts of the area outlined in red (as Order land). The red outlined area traverses the property comprising the SAAS WHS.</p>	<p>The Applicant has assessed the authorised development, including the limits of deviation provided for by article 7. Please see the Applicant's responses to the Examining Authority's First Written Question [REP2-030], questions DCO.1.20 to DCO.1.29.</p>

	Questions		Historic England's responses	Highways England response
			<p>The Applicant has assessed a potential illustrative scheme in its EIA but this is not reflected in the current terms of the d1DCO in the absence of Protective Provisions, Design Principles, and Requirements.</p> <p>HBMCE remains concerned at the degree of flexibility being sought by HE for the development of infrastructure within an inscribed landscape of the SAAS WHS. However, we anticipate that during the examination period, appropriate terms can be drafted in the d1DCO to appropriately mesh the scheme described by the d1DCO with the scheme that has been assessed by the Application assessment documents.</p> <p>We would want to see the limits of deviation utilised to secure additional positive benefit rather than reduction in benefit or increase in negative effects.</p>	<p>The Applicant has updated the Outline Environmental Management Plan (OEMP) [APP-187] update for submission at deadline 3 to include additional design commitments, design principles to guide the development of the detailed design and a robust stakeholder consultation mechanism requiring consultation with heritage stakeholders, including Historic England, on aspects of the Scheme's detailed design within the World Heritage Site.</p> <p>The necessity and proportionality of the limits of deviation sought are considered further in the Applicant's responses to DCO.1.20 to DCO.1.29 [REP2-030].</p> <p>The Applicant notes that the function of limits of deviation is to enable a proportionate degree of flexibility. Flexibility in detailed design is essential to enable the design to respond to ground conditions and other matters which will only be discovered when works begin, to enable design to deliver greater value for money through the value engineering process, and to allow for more refined designs</p>

	Questions		Historic England's responses	Highways England response
				that deliver better environmental outcomes. However, as noted in the Applicant's response to ExA's questions, see in particular DCO.1.25 [REP2-030] in respect of cultural heritage, the exercise of the LoDs does not alter the outcome of the assessment.
DCO.1.9 5	Applicant	Requirement 4 – Outline Environmental Management Plan 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. Should this be the subject of a specific Requirement in the dDCO?	<p>This Question is addressed to the Applicant. However, HBMCE advises as follows.</p> <p>HBMCE considers that it may be possible to agree details of surfacing materials and fencing at a later stage in some areas, provided there is provision in the DCO for a process of approval including from heritage statutory consultees in line with an agreed and approved set of design and construction principles.</p> <p>We consider the approach to surfacing of the decommissioned A303 particularly sensitive and a high level of commitment to detail and design parameters would be required at an early stage for approval including from heritage statutory consultees.</p>	The Applicant has updated the Outline Environmental Management Plan (OEMP) [APP-187] for submission at deadline 3 to include additional design commitments, design principles to guide the development of the detailed design and a robust stakeholder consultation mechanism requiring consultation with heritage stakeholders, including Historic England, on aspects of the Scheme's detailed design within the World Heritage Site. These aspects include surfacing materials and fencing, among other things.
DCO.1.9 7	Wiltshire Council	Requirement 5 - Archaeology 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 dDCO.	<p>This Question is addressed to Wiltshire Council. However, HBMCE (in its role as advisor to the States Party UK in respect of the 1972 Convention) advises as follows.</p> <p>HBMCE has outlined in our Written Representations (Section 7) a series of additional information which it considers is necessary to fully assess the outline Scheme. On provision of this information from Highways England</p>	Please see the Applicant's response to Historic England's Written Representation.



Questions		Historic England's responses	Highways England response	
		we will be further able to advise the Examining Authority on how effective the current mitigation proposals are likely to be, and make recommendation regarding the provisions that would be necessary to secure the level of mitigation they provide.		
Fg.1				
Fg.1.26	<p>Applicant Historic England Environment Agency Wiltshire Council Mark Bush (on behalf of Blick Mead Archaeologists Team)</p>	<p>Blick Mead – hydrology</p> <p>Please provide an update on the hydrological monitoring at Blick Mead and what additional investigation and monitoring has been undertaken to date.</p> <p>Please provide an update on the discussion about how this data is to be used and the implications for the tiered assessment.</p>	<p>HBMCE (Historic England) advises as follows.</p> <p>Blick Mead is not a scheduled monument and consequently HBMCE (Historic England's) involvement to date has been in relation to providing Highways England with clarification on how to undertake a Tiered Assessment in line with our Preserving Archaeological Remains guidance (2016) to inform an assessment of the potential impact of the Scheme on the significance of the site.</p> <p>We have set out our advice to date in our Written Representations (see 7.6.80-96).</p> <p>HBMCE would expect to make further representations in relation to the assessment of the site following review of the Representations of the Environment Agency (on the core documentation regarding the Ground Water Assessment against which the trends seen in the data collected from Blick Mead have been compared), and from the Blick Mead Archaeology Team.</p> <p>We are however, at this time, able to confirm that the Tiered Assessment has been completed in accordance with the methodology set out in our Preserving Archaeological Remains guidelines (2016).</p>	<p>Highways England confirms receipt of advice from HBMCE and has no comment on the remainder of this submission.</p>

	Questions	Historic England's responses	Highways England response
Ns.1 Noise and Vibration			
Ns.1.15	<p>Applicant, Wiltshire Council, Historic England</p> <p>Vibration 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.</p> <p>i. Is there potential for damage to archaeological known or unknown remains, such as fragile inhumations, on or close to the tunnel?</p>	<p>HBMCE (Historic England) advises as follows.</p> <p>HBMCE is aware that the HIA identifies that the tunnel passes directly <i>beneath</i> the long barrow 250m north of Normanton Gorse (NHLE no. 1008953) (HIA 9.2.8) and that significant impacts as a result are not anticipated.</p> <p>However, HBMCE is unable at the current time to form a concluded view on this assessment as additional information on how it was conducted in relation to the long barrow remains required and relevant parameters within which to provide for an assessment remain absent also.</p> <p>HBMCE is unable at the current time to form a view on this potential since we have not been able to identify sufficient detail on the tunnel movement monitoring stations location, and process of installation to assess any archaeological implications these might have and have requested that this is addressed as part of the iterative development of the DAMS. However given the density of archaeological remains preserved in this landscape we would expect this to be a possibility.</p> <p>HBMCE advises that HE submit additional information in relation to the assessment they have carried out specifically in relation to the potentially affected long barrow. We would then be able to provide further detail to our own representations on this issue to assist the Examining Authority about what measures we would expect to see secured in the OEMP and related documentation and in the DCO to ensure that</p>	<p>See Highways England's response to this question as part of its Deadline 2 submission [REP2-034].</p> <p>The Heritage Impact Assessment [APP-195, para. 9.2.8] identifies that the tunnel passes directly beneath a long barrow 250m north of Normanton Gorse (NHLE no. 1008953). The long barrow is a small, consolidated earthwork which has settled to its present state over c.5000 years and is unlikely to contain any voids. The scheduling description also notes that the barrow was partially excavated in the 19th century and produced three primary inhumations and two later burials. The 19th century excavation hole has been backfilled and consolidated. It is also noted that this earthwork is in an area that was previously used for arable agriculture and use by agricultural machinery and the earthwork has been ploughed down / plough eroded. Recent investigations in 1992 (Leivers and Moore 2008) suggest that the barrow has also been disturbed by war time</p>

	Questions		Historic England's responses	Highways England response
			<p>archaeological remains are dealt with appropriately (See HBMCE Written Representations 7.6.56).</p>	<p>activities associated with the airfield and animal burrowing. Significant impacts due to construction vibration are not anticipated, however the updated Outline Environmental Management Plan (OEMP) [APP-187], update to be submitted at Deadline 3, does include obligations in respect of vibration and sensitive cultural assets (including monitoring – MW-NO15). Compliance with the OEMP is secured through the requirement contained in paragraph 4 of Schedule 2 to the draft Development Consent Order [REP2-003].</p> <p>For this reason, Highways England does not consider additional supplementary information is required to be provided and the assessment undertaken, its conclusions, and the secured mitigation are robust. However, Highways England is willing to discuss any concerns Historic England may have as part of the wider ongoing engagement between the parties.</p>

	Questions		Historic England's responses	Highways England response
		How has the impact of vibration been taken into consideration relative to the sensitivity of the historic environment?	HBMCE would refer the Examining Authority to the response of the Applicant at this time.	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-034].
		The tunnel workings indicate a degree of settlement what implications would this have for the surrounding archaeology and the historic environment?	<p>HBMCE (Historic England) advises as follows.</p> <p>It is unclear whether there can be an engineering solution to this potential and HBMCE considers that this a matter for HE to provide further information upon.</p> <p>HBMCE considers that if buried and/or above-ground archaeological remains are subject to settlement, this could distort the below-ground stratigraphy and/or the profiles of earthworks, as well as leading to topographic and landscape changes (even if on a small scale). This would be highly undesirable and we would therefore welcome submission of additional information from Highways England in relation to how they propose to minimise this potential and mitigate against it. We would then be able to provide further detail to our own representations on this issue to assist the Examining Authority regarding what measures we might expect to see secured in the OEMP and related documentation and in the DCO to ensure that, if this was possible in practice, any impacts were avoided.</p>	See Highways England's response to this question as part of its Deadline 2 submission and the comments made above [REP2-034].
		iv. What mitigation is proposed, how would this be monitored?	HBMCE would refer the Examining Authority to the response of the Applicant at this time.	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-034].

		Questions	Historic England's responses	Highways England response
		v. What degree of tolerance would be regarded as appropriate to minimise or avoid any adverse effects?	HBMCE is unable to provide a view on the degree of tolerance that would be considered appropriate in the absence of additional clarification from Highways England in relation to their assessment of this issue in relation to archaeological remains above and below ground. In general we would expect to see measures secured to avoid any works resulting in the changing of shape of above-ground archaeological sites and earthworks, nor below-ground remains to be distorted, particularly if any of these are nationally important (and express attributes of OUV).	See Highways England's response to this question as part of its Deadline 2 submission and the comments made above [REP2-034].
SE.1 Socio-Economic Effects				
SE.1.8	Applicant National Trust English Heritage Historic England	Socio-economic effects What consideration has there been in respect of the status of the site as a WHS, the economic value this brings to the area, and the degree of risks the works as currently proposed have to the future status of the site as a WHS?	<p>The WHS status has informed the progress of collaborative discussion resulting in the formation of HMAG and the Scientific Committee and inviting ICOMOS to comment via advisory missions taking on board their recommendations.</p> <p>HBMCE in an Appendix to our Written Representations has set out for the Examining Authority's benefit (Appendix 11) the consideration and conclusions of the World Heritage Committee in relation to the iterative versions of the Scheme to date and the concerns they have expressed in this regard.</p> <p>In providing our advice on the Scheme at all stages the status of the WHS has been at the forefront of our consideration. Our position remains that the Scheme offers potential to deliver a beneficial outcome for the historic environment and to sustain and enhance the OUV of the WHS and during the process of Examination we will be seeking the additional information to clarify how that</p>	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-035]. Regarding additional information the Applicant has updated the Outline Environmental Management Plan (OEMP) [APP-187], to be submitted for deadline 3 to include additional design commitments, design principles to guide the development of the detailed design and a robust stakeholder consultation (including consultation with Historic England) mechanism to consult on aspects of the detailed design of the Scheme within the World Heritage Site and outside the WHS where the works relate to Scheduled Monuments. Compliance with the

	Questions		Historic England's responses	Highways England response
			benefit will be achieved and the mechanisms by which it will need to be secured.	OEMP would be secured through requirement 4 of the draft DCO.
SE.1.37	Applicant National Trust Historic England	<p>Socio-economic effects</p> <p>If the scheme is completed, it is argued that the WHS will become more attractive, reuniting the historic landscape currently divided by the A303.</p> <p>Have any plans been prepared to cater for this? How would this be managed to continue to safeguard the future of the WHS?</p>	HBMCE's involvement would be in relation to the management of the SAAS WHS and monitoring the implementation of the 2015 WHS Management Plan especially Policies 4c, 6a, and 6b which are relevant here. We would ensure that continued positive management flowed from the policies of the Management Plan for regular review is considered good practice.	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-035]. We welcome ongoing and future engagement and consultation with Historic England.

## 14 Morrison & King [REP2-106, REP2-107, REP2-108 and REP2-109]

### 14.1 Table - Comments on Morrison & King's responses to the ExA's Written Questions [REP2-106, REP2-107, REP2-108 and REP2-109]

	Questions		Countryside Solutions response on behalf of Morrison and King	Highways England response
Ag.1.23	Applicant National Farmers Union' Howard Smith MRICS Fowler Fortescue Carter Jonas LLP Countryside Solutions	Agricultural land (land ownership and severance) Please provide information, including annotated maps, showing the agricultural land interests within, and immediately adjoining, the proposed Order limits to include: i. land owned and tenanted by each affected agricultural business; and ii. highlight any areas where land would be severed by the Proposed Development.	Attached is an ownership plan contained as Appendix One in our Written Representations. Further details are contained with our Written Representations. The only land severed is some horse grazing associated with the livery business. Further details are contained within our Written Representations and in response to Question CA.1.49.	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-022].
CA.1.49	Countryside Solutions on behalf of Morris and King Limited	i. Please provide further details of the objection to the extent of the area proposed to be occupied as a temporary compound. ii. Please provide further details of the impact that the exercise of the powers of Compulsory Acquisition sought would have upon your client's horse livery and farming business.	The relevant extracts from our Written Representation are copied below and Appendices attached.  1. Proposed Site Compound 1.1. The level of detail provided by the Applicant relating to the proposed site compound on MKL's freehold has been woefully inadequate. Virtually the full extent of this is contained within the illustrative layout attached within Appendix Three. The self-same document raises more questions than it answers: 1.1.1. If there are to be extensive offices as shown where is the parking provision or are all workers expected to arrive by public transport? 1.1.2. This illustrative layout has been prepared to the same scale as the main compound within the same Appendix and this merely serves to underscore the vast scale of the	No further comment; please see the Applicant's response to the Written Representation of Morrison & King Limited submitted at deadline 3.

	Questions		Countryside Solutions response on behalf of Morrison and King	Highways England response
			<p>stockpiles shown within the proposed site compound, estimated to cover in excess of nine acres. No explanation as to what these stockpiles will consist of has been forthcoming despite repeated enquiries of the Applicant. It seems almost inconceivable that an engineering project is proposing nine acres to be compulsory acquired for stockpiling and yet the detail of what is to be stockpiled is not available. 1.1.3. The hours of operation also remain a mystery as despite having been referenced to the working hours undertakings provided within the Outline Environmental Management Plan without knowing which aspects of the Scheme the compound/stockpiles are associated with it is not possible to ascertain the likely hours of operation. See 4.2.2 below. 1.1.4. The illustrative layout referred to above shows a new water main being installed across the site; a site that is known to have arc 2. Impact Upon Horse Livery Enterprise 2.1. MKL has diversified its agricultural business by operating a horse livery enterprise out of a stable yard identified on the plan attached as Appendix Four. The stable yard consists of stables for a maximum of eight horses and an associated manège. The livery business utilises the grassland identified on the same plan. MKL supplies home produced hay and straw to this enterprise. 2.2. MKL has significant concerns regarding the likely disturbance to this enterprise arising from the Scheme. These concerns are fourfold as detailed below and insufficient detail has been provided by the Applicant to allay such concerns. 2.2.1. Disturbance The location of the site compound immediately adjacent to the stable yard will undoubtedly lead to significantly increased levels of noise, dust and light intrusion. The Applicant has referenced the relevant topic chapters of the Environmental Statement, including Chapter 5, Air Quality (APP-043), Chapter 7 (APP-</p>	



	Questions		Countryside Solutions response on behalf of Morrison and King	Highways England response
			<p>045), Landscape and Visual, Chapter 9 APP-047), Noise and Vibration, and Chapter 13 (APP-051), People and Communities (document reference 6.1). These assessments have concluded that there would be a range of adverse impacts during construction, presumably the entire period that the site compound is located adjacent to the stable yard. The most noteworthy omission in respect of these assessments is that they have been conducted from a human perspective and it is a widely accepted fact that horses are considerably more sensitive to noise, dust and artificial light than humans. 2.2.2. Hours of Operation Attached as Appendix Five is an extract from the Applicant's submission 6.3 Environmental Statement Appendices Appendix 2.2 Outline Environmental Management Plan detailing working hours. To date MKL has been not been given any definitive explanation as to what the proposed site compound will be used for. It is reasonable to assume that the proposed compound will require earthworks and therefore could be subject to Summer working hours of 07:00 – 22:00 Monday to Saturday with occasional working on Sundays and Bank Holidays. The Applicant has confirmed that some of the proposed compound area 'will be for use as topsoil or chalk stockpile only which will act as a shield for other construction site activity. Indicative plans show construction yard zoning are included in the Environmental Statement (6.2 Environmental Statement Figure 2.7 A-E - Illustrative construction layout including compounds and haul routes)' The mention of chalk stockpiles and haul routes has given rise to further concerns that the proposed site compound may be utilised for tunnelling spoil and this would further extend the working hours as detailed within Appendix Five 'Tunnelling and directly associated activities (such as removal of excavated</p>	

	Questions		Countryside Solutions response on behalf of Morrison and King	Highways England response
			<p>material.....) may need to be carried out on a 24 hours 7 days/week basis' Whether the working hours are 0700 to 2200 (with an additional hour either side permissible) 6 days/week or 24 hours 7 days/week is probably academic because neither is in any way compatible with an equine leisure use immediately adjacent. 2.2.3. Grazing/Outriding Area Ref.09-22 identified in Appendix Two is currently permanent pasture and utilised by the livery enterprise for grazing. The Scheme proposals for this area to be planted with trees will see this grazing lost permanently to the livery business and prior to planting access will be prevented as the area will be severed by the proposed site compound.</p> <p>2.2.4. Security Security at livery yards is extremely important, as they are frequently the target for low level rural crime. Potential clients looking for livery are highly sensitive to any perceived 'security threats' where they may be considering stabling their horse. It is hard to imagine that a large and active adjoining site compound would not have an adverse impact upon the perception of yard security whether any actual crime were to arise or not. 2.3. The keeping and riding of horses is a rural leisure activity into which MKL has diversified. The positioning of a substantial active site compound immediately adjacent to the centre of such an enterprise can only have a detrimental effect.</p>	

## 15 National Farmers Union [REP2-113]

### 15.1 Table - Comments on National Farmers Union's responses to the ExA's Written Questions [REP2-113]

	Questions		National Farmers Union response	Highways England response
Ag.1.8	National Farmers' Union	Agricultural land (access) Please explain in greater detail your concern that the proposed location of Green Bridge Four would take too much land out of agricultural production, including an assessment of the scale of impact compared to the suggested alternative of an alignment for the associated restricted byway following the existing A360?	<p>Green Bridge 4 land access: The NFU believes very strongly that it is not necessary to create green bridge no.4 as a cut and cover tunnel located to the east of the A360. It will be a cut and cover tunnel as it is proposed to be 150m in width and not a green bridge as first proposed. Where the new road and the western entrance to the tunnel are to be built the land on either side of the development has been designated to be new chalk grassland. It will be far easier to graze and manage livestock on either side of the new road and over the tunnel entrance if green bridge 4 is located on the original line of the A360. Please see page 26, figure 5.16 in the consultation booklet, February 2018. It would be possible to fence off and gate the area as one with no new restricted byway running through the western end which is proposed with the cut and cover tunnel. It will be very difficult to manage the chalk grassland or to carry out any livestock grazing with the cut and cover design with the new restricted byway. The new restricted byway and the proposed private agricultural access should be provided on a green bridge 4 as first proposed following the A360. The highway route is already there and known and is far less intrusive on agricultural land.</p>	<p>The location and scale of Green Bridge No. 4 was selected in response to statutory consultation in February to April 2018 and was subsequently included in the supplementary public consultation. At the time of the statutory consultation, the Project Team received feedback from Heritage Partners (including Historic England and the National Trust) that Green Bridge No. 4 was not wide enough or in the right position. Taking on board this feedback, Green Bridge No. 4 was moved eastwards (to the east of the A360 alignment) and widened from 50m to approximately 150m as presented at supplementary consultation and in the current Scheme. Details of supplementary consultation are set out in the Consultation Report [APP-026], Chapter 6: Supplementary Consultation and summarised in the Assessment of Alternatives [APP-041], ES Chapter 3, section 3.3.</p>

	Questions		National Farmers Union response	Highways England response
				<p>The changed location and increased width were in order to maximise the physical and landscape connectivity between the Winterbourne Stoke Crossroads Barrows and the Diamond Group and, in particular, the two upstanding long barrows in each group in this western part of the WHS. The revised location and width achieved this connectivity to a much greater extent than either of the previous 50m wide bridges considered during the original optioneering. The greater physical and landscape connectivity of Green Bridge No. 4 and its positioning to maximise this was recognised as being more important than maintaining the line of the historic route (which does not contribute to the OUV of the WHS as it dates to the post-medieval period) and land form on the line of the WHS boundary and the current A360.</p> <p>The location and scale was agreed with heritage stakeholders. The alignment of the proposed restricted byway necessarily utilises the land bridge to maintain connectivity and access for permitted users: the existing right of way along the A360 will be severed by the alignment of the A303 in cutting.</p>

	Questions		National Farmers Union response	Highways England response
Ag.1.12	National Farmers' Union	Agricultural land (access) As part of the development it is proposed to stop up the northern section of Allington Track with a new carriageway proposed to link Allington Track to Amesbury Road and Equinox Drive. Private means of access are proposed in new locations which would provide access to the agricultural land to the west of Allington Track and the north of the new carriageway. Please clarify what residual concerns you have that open and clear access would not be available for agricultural traffic?	Allington Track Access: The NFU now believes that all concerns over agricultural access to land on either side of the new A303 where Allington Track is to be closed has been agreed with all landowners and tenants.	Response and confirmation, welcomed, noted and agreed.
Ag.1.21	National Farmers' Union	Agricultural land (liaison) The OEMP [APP-187], at page 14, identifies that a Community Liaison Manager will be appointed, and this role would include responding to landowner and community concerns. Would the provision of this role be sufficient to overcome the concerns you have raised and provide an equivalent function as an Agricultural Liaison Officer which you recommend?	Liaison: The role identified for the Community Liaison Manager in the OEMP at page 14 does not provide the equivalent function of an Agricultural Liaison Officer. The NFU as stated in our representation would like to see that the Main Works Contractor will have to employ an agricultural liaison officer who will then work with the Community Liaison Manager. The role we would like to see the ALO undertake is set out below at Appendix A	The updated Outline Environmental Management Plan (OEMP) [APP-187] update submitted at Deadline 3 includes provision for an Agricultural Liaison Officer, based on the provisions proposed by the NFU.

	Questions		National Farmers Union response	Highways England response
Ag.1.23	Applicant National Farmers Union' Howard Smith MRICS Fowler Fortescue Carter Jonas LLP Countryside Solutions	Agricultural land (land ownership and severance) Please provide information, including annotated maps, showing the agricultural land interests within, and immediately adjoining, the proposed Order limits to include: i. land owned and tenanted by each affected agricultural business; and ii. highlight any areas where land would be severed by the Proposed Development.	Land ownership and severance: The NFU confirms that the land agents will confirm the landownership immediately adjoining and within the Order Limits to this question.	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-022].
Ag.1.24	National Farmers' Union (and Howard Smith MRICS, Fowler Fortescue, Carter Jonas LLP, and Countryside Solutions as relevant)	Agricultural land (water supplies) i. Please highlight (including through the provision of annotated maps) which agricultural businesses rely on private boreholes for their water supplies. ii. Please also indicate which of these rely solely or partly on such supplies.	<p>Agricultural land (water supplies): The NFU confirms that the following agricultural businesses which rely on private boreholes:</p> <ul style="list-style-type: none"> <li>• J &amp; M Turner and Son – 5 boreholes</li> <li>• M &amp; R Hosier – 2 boreholes</li> <li>• Druids Lodge - 3 boreholes</li> <li>• Berwick Down Limited – 1 borehole</li> </ul> <p>The NFU confirms that each landowner stated above has submitted an annotated map highlighting locations of boreholes and further details regarding the supply and abstraction from each borehole.</p>	<p>The private boreholes were identified as water features and assessed as receptors in the Drainage and Water Environment Chapter 11 [APP-049]. The boreholes are referenced in Table 3.3 of Appendix 11.4 Groundwater Risk Assessment [APP-282].</p> <p>The borehole users have requested inclusion of the boreholes in the groundwater monitoring programme and assessment of their suitability is underway (site visit 30 May 2019).</p>
Ag.1.25	Applicant	Agricultural land (water supplies) A number of agricultural businesses (including those referred to in [RR1606] [RR-1980] [RR-2180] [RR-2201] [RR-2088] [RR2134] [RR-2178] [RR-	Water Supplies: The Applicant has been asked how any remedial action (such as an alternative supply) would be provided in the event that private supplies are adversely affected through supply levels and contamination. The NFU as a minimum requirement has requested that the following wording is included in the OEMP:	The Outline Environmental Management Plan (OEMP) [APP-187] has been updated at Deadline 3 to provide more specific protections with regards to private water supplies.

	Questions	National Farmers Union response	Highways England response
	<p>2220] [RR-2303]) are reliant in whole or part on private water supplies. Notwithstanding the information provided in the OEMP [APP187], please provide clarity on the following: i. What measures would be put in place to ensure that private water supplies for agricultural businesses are not adversely affected by the Proposed Development? ii. What measures would be put in place to monitor any effects during the construction phase? iii. What measures would be put in place to monitor any effects post construction? iv. How would any remedial action (such an alternative supply) be provided in the event that the private supplies are adversely affected, including through supply levels and contamination?</p>	<p>Agricultural Private Water Supplies</p> <ul style="list-style-type: none"> <li>• Where an existing private water supply to a farm is adversely and directly, affected by the construction of the Proposed Works, the Developer will, if requested by the farmer or landowner to do so, provide or procure or meet the reasonable cost of the provision of an alternative supply of water</li> <li>• Where the supply is so affected temporarily by the construction of the Proposed Works, then the alternative supply need only be supplied for the period during which it is so affected.</li> <li>• Where a request is made by the farmer or landowner for a permanent supply due to permanent severance of the existing supply caused by the construction of the Proposed Works the Developer will where provision of an alternative means of supply can be demonstrated by the land owner/farmer to be reasonably required for his business, provide or procure or meet the reasonable cost of a permanent means of alternative supply of water.</li> </ul> <p>There are concerns from the agricultural businesses that the private water supplies could not only be affected by the works to construct the tunnel but once the tunnel and new road are operational. Highways England have not as far as we know carried out any investigations in to how if a new water supply is required by a connection to the mains or from a new borehole it will linked to the farms pipe network to provide water to field troughs, buildings and residential properties.</p>	
Socio-Economic Effects			

	Questions		National Farmers Union response	Highways England response
SE.1.3	<p>National Farmers' Union Countryside Solutions Howard Smith MRICS Fowler Fortescue Berwick Down Ltd Biddesden House Farm Partnership Carter Jonas LLP Affected farms and firms representing farms/ agricultural businesses</p>	<p>Clarification Would the National Farmers' Union and other parties state the extent to which the assessment methodology of the effects upon the different holdings as set out in Chapter 13 of the ES and Table 13.22 (during construction) and 13.23 (during operation/post construction) are agreed and provide evidence to support any disagreement?</p>	<p>Assessment Methodology on Agricultural Holdings: The NFU believes that the assessment carried out for the holdings during construction is more accurate than the assessment stated for permanent effects on agricultural holdings which has been totally underestimated. Three examples are highlighted:</p> <ul style="list-style-type: none"> <li>• Turners at Manor Farm, Winterbourne Stoke: The farm enterprises are arable with a beef suckler herd and so cows are calved every year on the farm. The new road severs the main steading from the main part of the holding and land which is used currently for calving next to buildings is being taken to create new chalk grassland and for drainage treatment areas. Further there is the main grain storage at the steading and this is also severed permanently from the main block of land. Table 13.23 highlights that the permanent affects are minor and the impact to infrastructure is negligible when actually the permanent effects on running the agricultural business day to day will be major.</li> <li>• The effects on West Amesbury Farm with Park Farm is categorised as minor effect from the permanent development. If the access is not provided from West Amesbury Farm to Park Farm the impact of the development will be major.</li> <li>• S Moore, Manor Farm, Stapleford: It is proposed to take 56ha (138 acres) from this holding as it has been designated to take the arisings from the tunnel. Under table 13.22 it has been highlighted that due to the land area to be taken there is a large adverse effect but under permanent effects the impact has been scaled back to moderate adverse and only 6ha (14.83 acres) to be taken permanently. This is completely underestimated as the land is to be taken permanently for the arisings/waste spoil and for a large drainage treatment area to be</li> </ul>	<p>The methodology for the assessment of effect on agricultural holdings has been undertaken in accordance with the methodology described in Chapter 13 of the ES. This is based on established practice and has been used widely on other infrastructure projects, for example HS2 Phases 1, 2a and 2b and dualling of the A30 at Temple (Bodmin) and the St Austell to A30 Link Road (Cornwall). The NFU state "that the assessment carried out for the holdings during construction is more accurate than the assessment stated for permanent effects on agricultural holdings". In this regard Highways England has to assume that it is accepted that the approach and methodology is not questioned but the outcomes are considered stronger for construction than operation from an NFU perspective. In terms of the specific items raised: Manor Farm, Winterbourne Stoke is an 890ha holding managed with arable and beef cattle. The temporary impact will see the removal of 110ha of land (12% of the total area farmed) with a major severance impact whilst the River Till viaduct is constructed. The overall temporary effect is assessed</p>



	Questions		National Farmers Union response	Highways England response
			<p>created. The area is to be re-profiled and to have chalk grassland created on it. At the present time the land in question is in productive arable rotation and so the effect of the waste spoil is a large adverse effect permanently.</p>	<p>as large adverse. The permanent effect once land is fully restored to agriculture is reduced with 31.2ha (4%) of the holding removed in perpetuity with the severance effect negated by the (re-)provision of the internal farm access under the River Till viaduct. This will enable full movement of agricultural livestock and machinery between the various parcels of land farmed albeit there may need to be changes to actual pattern of operation undertaken with the cattle; the grain store will be no more severed from the main block of land than at present. The overall permanent effect is assessed as slight adverse.</p> <p>West Amesbury Farm with Park Farm is a 350ha holding managed with arable and beef cattle. Apart from the permanent requirement for agricultural land (which is acknowledged) the main concern identified is access between West Amesbury Farm and Park Farm, which is presently undertaken via the public highway through Amesbury (thus the parcels of land are entirely separate at present). At the time the ES was prepared negotiations indicated that a means of access via third party agricultural</p>

	Questions		National Farmers Union response	Highways England response
				<p>land would be possible hence severance was not considered to be a significant item. It is understood and apparent (Response to Ag.1.10) that the suggested route from the 2004 Scheme has now been deemed unsuitable by the landowners, the National Trust. Due to this change in the circumstances Highways England are seeking to engage to seek to identify and secure an alternative suitable means of access that avoids or minimises potential permanent effects.</p> <p>Manor Farm, Stapleford is a 337ha arable holding. There is an error in Table 13.23 of the ES and the area of land permanently required is 56.1ha. The proportion of land removed from the farm is 16.7% and this was correctly reported in Table 13.23 of the ES, and is a moderate magnitude of impact as it would represent between 10-20% of the holding required. As the effect on the holding is driven by the proportion of land removed rather than the absolute area, the assessment of effect reported a moderate adverse impact, which is still significant.</p>

## 16 National Trust [REP2-117]

### 16.1 Table - Comments on the National Trust's responses to the ExA's Written Questions [REP2-117]

	Questions		National Trust response	Highways England response
AL.1.33	Historic England, the National Trust and the Stonehenge Alliance	Please develop your RRs regarding alternatives including reference to the NPSNN, paragraphs 4.26 to 4.27, identifying any legal requirements and policy requirements set out in the NPSNN relating to the assessment of alternatives with which it is considered that the Applicant has failed to comply.	This concern has not been raised by the National Trust therefore we have no further comments.	Noted. Thank you.
CH.1.29	Historic England National Trust	ES Appendix 2.2 OEMP Historic England have concerns that Table 3.2a (Specific Measures to apply to preliminary works) contains insufficient detail given the very high sensitivity of the proposal. Please provide details of additional specific measures which should be embedded in the OEMP and whether these could be contained in the DAMS.	The National Trust shares this concern. We will provide comment on what should be further embedded in the OEMP and how this relates to the DAMS when we see the version of the DAMS that we understand will be submitted by the Applicant at Deadline 2.	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-025].
CH.1.47	Applicant National Trust	6067: Countess Farmhouse, grade II and associated buildings The view of the roundabout to the south, including the new	The National Trust are still awaiting the following: <ul style="list-style-type: none"> <li>• details of the proposed planting strategy e.g. location, size, species</li> </ul>	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-025].

	Questions	National Trust response	Highways England response
	<p>flyover, would be opened up because of the felling of mature trees to enable drainage works. How effective as screening would be the current replanting proposals for a belt of trees within the Farmhouse land, how long would the trees take to achieve maturity, and what progress has been made towards agreement on a replanting scheme?</p>	<ul style="list-style-type: none"> <li>• details of the proposed archaeological mitigation strategy – the National Trust would require archaeological evaluation, followed by archaeological mitigation comprising a 100% sampling strategy for the excavation of anthropogenic features; together with a plough soil sampling strategy commensurate with the rest of the scheme (to be defined within the draft DAMS), and appropriate to the results of the archaeological evaluation mitigation strategy for the full width of the proposed planting (and resulting root spread).</li> </ul> <p>In the absence of the above it is difficult to make any judgement about effectiveness. In terms of the question of maturity this will be dependent on species, the age of the trees at the time of planting and provision of appropriate aftercare to ensure successful establishment. On the basis that the National Trust would expect to see the planting of native species we have yet to be provided with evidence to support the reduction in the level of significant adverse impact by year 15.</p> <p>Further to the above, even with the optimum tree belt we still believe there will be significant adverse impact on Countess Farm because:</p> <ul style="list-style-type: none"> <li>• the level of noise reduction provided by tree planting is dependent on a number of factors including the species, structure, width of tree belt and density of understory. For a noise reduction of up to 6dB a high density tree and shrub barrier of between 20-30m is required (Dobson &amp; Ryan 2000). A tree belt of sufficient width to achieve this level of reduction will not be possible given the sensitive nature of the site and proximity of the buildings to the road infrastructure</li> </ul>	<p>As per the Applicant's response to the National Trust's written representation (at paragraph 20.4.99), Paragraph 8 of Schedule 2 to the draft development consent order [REP2-003] requires Highways England to develop a landscaping scheme for approval by the Secretary of State, following consultation with Wiltshire Council. This Scheme must be based on the mitigation measures in the ES, which are set out in section 7.8.</p> <p>With reference to Written Examination Question CH.1.47, it is noted that the National Trust are agreeable to proposals for planting beyond the Scheme boundary, within their grounds of Countess Farm with discussions on archaeological mitigation being ongoing.</p> <p>Regarding noise, the Applicant's responses to the National Trust's written representation, paragraph 20.9.3 and 20.5.19 are applicable.</p>

	Questions		National Trust response	Highways England response
			<ul style="list-style-type: none"> <li>the tree belt will not be able to mitigate: o the impact of the road closest to the buildings (due to available space) o the full height of the A303 flyover and associated slip roads.</li> </ul>	
CH.1.49	Applicant Any other parties	<p>ES Additional Submission 2: Document clarifying the relationship between the archaeological mitigation strategy documents</p> <p>Para 1.2.3 (See also paras 1.2.5, 1.3.1, and 1.5.1)</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. The matter of agreement is a significant concern, which should be secured in the DCO.</p>	<p>We agree that this should be secured within the DCO. The clarity of control documents to be certified within the DCO, such as the DAMS, and the question of consultation upon and approval of material submitted post DCO confirmation is addressed in our Written Representation.</p>	<p>No further comment – see Highways England’s response to this question as part of its Deadline 2 submission [REP2-025].</p>
CA.1.4	National Trust	<p>Please explain your concerns as regards the proposed LoD generally and in particular as regards the potential for variation in relation to the portal entrances.</p>	<p>Our concerns with regards to the LoD are as follows:</p> <ul style="list-style-type: none"> <li>while the increase in length of the bored tunnel has the potential to have positive beneficial impacts for the WHS in further mitigating adverse visual impacts on attributes of OUV, The Applicant has not explicitly assessed the impacts of this change, or submitted any</li> </ul>	<p>The Tunnel Limits of Deviation (LOD) are considered necessary to facilitate the safe construction of the TBM bored tunnel by allowing some realignment of the location of the temporary drive and reception portals at the western and eastern</p>

	Questions	National Trust response	Highways England response
		<p>evidence to demonstrate there would be no adverse impacts on OUV</p> <ul style="list-style-type: none"> <li>• we are also concerned that the wording that is currently used would allow for the removal of the cut and cover extension at the western end of the tunnel should the bored tunnel be extended by up to 200m. While the length of the tunnel would ultimately remain the same in this scenario the removal of a cut and cover extension would have the following disadvantages (both of which could have a significant adverse impact on OUV):                             <ul style="list-style-type: none"> <li>○ a bored tunnel face is likely to be 14m deep (as opposed to, more likely, a 9m deep entrance at the end of the cut and cover extension) making the tunnel entrance more prominent and visually intrusive in the landscape</li> <li>○ there would be less opportunity to hide the associated tunnel infrastructure (e.g. portal control buildings) making the scheme more visually intrusive in the WHS landscape</li> </ul> </li> <li>• we are also concerned that resultant engineering requirements affecting changes in vertical road alignment (and therefore depth of cut), or positioning of the area of land take (and any consequent change to direct physical impacts on archaeology) are not set out, nor their impacts assessed. We are concerned that there may therefore be additional direct physical impacts on the OUV of the WHS.</li> </ul>	<p>end of the tunnel should this be necessary by the contractor. Further information is included in Highways England's response to Written Question CH.1.57 [REP2-025]. The Environmental Statement Chapter 6 [APP-044] and the Environmental Statement Appendix 6.1 - Heritage Impact Assessment [APP-195] considered the worst case scenario for the Scheme and the results of the archaeological evaluations for the western portal and approaches and the eastern portal and approaches prior to submission of the DCO application.</p> <p>With regards to the works detailed in 1E, 1F and 1G as set out in Table 2.1: Limits of deviation in Environmental Statement Chapter 2 [APP-040], which align with the limits of deviation set out in article 7 of the draft development consent order [REP2-003] these are outlined below.</p> <p>Work No.1E Article 7(7) allows for the cut and cover section of the tunnel to commence 200 metres westwards from the location shown by the "bow-tie" on the Works Plans [App-008] and by a nominal 1m eastwards from that position. The</p>

	Questions		National Trust response	Highways England response
				<p>200m deviation westwards would allow for the point of commencement of Work No.1F (the bored tunnel and associated works) to also deviate westwards by the same amount, should it be required during the detailed design. The exercise of this limit of deviation would allow archaeological remains, that would otherwise be archaeologically excavated and recorded prior to construction of the Scheme (which positions the western portal tunnel face at chainage 7400), to be preserved in situ. The nominal 1m deviation of the point of termination of Work No.1E eastwards would only increase the footprint slightly for the western portal and would not physically impact archaeological remains that are known to contribute to the OUV of the WHS. The significant effects reported in the Environmental Statement Chapter 6 [APP-044] and the conclusions reached in the Environmental Statement Appendix 6.1 - Heritage Impact Assessment [APP-195] are therefore the same whether the limits of deviation are used or not. Should the maximum westerly deviation of 200m be required by the detailed design for both Work</p>

	Questions	National Trust response	Highways England response
			<p>No.1E and Work No.1F then this would benefit the setting of five isolated designated heritage assets that contribute to the OUV of the WHS and lying to the south of the A303. This includes:</p> <ul style="list-style-type: none"> <li>• Bowl barrow south of the A303 and north-west of Normanton Gorse (NHLE 1010832);</li> <li>• Pond barrow south of the A303 and 400m west of Normanton Gorse containing the 'Wilsford Shaft' (NHLE 1010833);</li> <li>• Bowl barrow 400m west of Normanton Gorse (NHLE 1010831);</li> <li>• Bowl barrow 350m south-west of Normanton Gorse (NHLE 1013812);</li> </ul> <p>and</p> <ul style="list-style-type: none"> <li>• Linear boundary within Normanton Gorse (NHLE 1010838) The above benefits would result in Slight Beneficial (and therefore non-significant effects) and therefore the conclusions reached in the Environmental Statement Chapter 6 [APP-044]and the overall conclusions reached in the Environmental Statement Appendix 6.1 - Heritage Impact Assessment [APP-195] are the same whether the limits of deviation are used or not. Work No.1F Article 7(7) allows for the points of commencement and</li> </ul>



	Questions		National Trust response	Highways England response
				<p>termination of Work No.1F (the bored tunnel and associated works) to deviate from the "bow-ties" shown on the Works Plans by up to 200m westwards and 30m eastwards respectively. It also permits the point of commencement of Work No.1F to deviate by a nominal 1m eastwards and the point of termination to deviate by a nominal 1m westwards. The same considerations as those discussed in respect of Work No. 1E above apply to westward deviation of the point of commencement of Work No.1F. Regarding the 30m eastwards deviation of the point of termination of Work No.1F this would allow archaeological remains, that would otherwise be archaeologically excavated and recorded prior to construction of the Scheme (which positions the eastern portal tunnel face at chainage 10400), to be preserved in situ. The nominal 1m deviation westwards of the point of termination of Work No.1F would only increase the footprint slightly for the eastern portal and would not physically impact archaeological remains that are known to contribute to the OUV of the WHS. The significant effects reported in the Environmental Statement Chapter 6</p>

	Questions		National Trust response	Highways England response
				<p>[APP-044] and the conclusions reached in the Environmental Statement Appendix 6.1 - Heritage Impact Assessment [APP-195] are therefore the same whether the limits of deviation are used or not. Work No.1G Article 7(7) allows the points of commencement and termination of Work No.1G to deviate eastwards from the "bow-tie" shown on the Works Plans by up to 30m and by up to 1m westwards. This is considered in response to 1F above.</p> <p>Vertical limits of deviation are set out in article 7(4) by reference to the position shown on the Engineering Section Drawings (Plan and Profiles) [APP-10] and (cross sections) [APP-011]. The vertical limits of deviation for Work No.1F are set out in article 7(5) by reference to the Bored Tunnel Limits of Deviation Plan [APP-019] and Note 3 on the Bored Tunnel Limits of Deviation Plan, which confirms that "For any extension of the bored tunnel outside chainage 7400 to 10400 the upper limit of deviation of the crown of the bored tunnel would be a minimum of 6.75m below existing ground level and the upper limit of deviation for the finished road level would be a minimum of</p>

	Questions	National Trust response	Highways England response
			<p>15m below existing ground level.". As such, the upper limit of deviation of the crown of the bored tunnel would be a minimum of 6.75m below existing ground level this would allow enough chalk coverage to preserve surface archaeological remains (generally located within the top 2m) above the tunnel, even where it is closest to the surface (at 6.75m below the ground surface). The vertical limits of deviation] for Work No.1E (the cut and cover tunnel and western portal) are 0.5m upwards or 4m downwards save for the cut and cover tunnel which may only deviate 0.25m upwards or downwards from existing ground levels. The tunnel service buildings, comprised in Work No.1D(iii), may deviate 1m upwards or 3m downwards. It follows then that the situation envisaged by the representation where the tunnel service buildings could not be concealed, would not arise.</p> <p>The significant effects as reported in the Environmental Statement Chapter 6 [APP-044] and the conclusions reached in the Environmental Statement Appendix 6.1 - Heritage Impact Assessment [APP-195] are therefore the same</p>

	Questions		National Trust response	Highways England response
				<p>whether the limits of deviation are used or not. Lateral deviations from the centreline Regarding the lateral limits of deviation for the western and eastern tunnel portals from the centre line of +3m/-3m, again this would only vary the footprint slightly for the eastern or western portals and would not physically impact archaeological remains that are known to contribute to the OUV of the WHS. The significant effects as reported in the Environmental Statement Chapter 6 [APP-044] and the conclusions reached in the Environmental Statement Appendix 6.1 - Heritage Impact Assessment [APP-195] are therefore the same whether the limits of deviation are used or not.</p>
CA.1.5	National Trust	Please expand upon your concerns as regards the scope for restrictions to be imposed upon the use of the land above the tunnel.	<p>The Applicant requires the imposition of restrictive covenants over the subsoil above the tunnel (and its exclusion zone), up to and including the surface of the land above. The purpose of this is to secure protection of the tunnel.</p> <p>While we recognise the engineering and safety requirements that make a tunnel protection zone necessary, such covenants could compromise, and potentially prevent, both future research within the WHS, and also works necessary to the conservation and protection of sites and monuments that convey its attributes of OUV.</p>	<p>As noted in Highways England's response to question CH.1.27 [REP2-025], National Trust, HMAG and Highways England have been in discussions regarding the imposition of restrictive covenants above the tunnel. Highways England notes that the National Trust accepts that protection is required as part of the engineering and safety requirements relating to the tunnel, and is working to reach agreement on the terms of such</p>

	Questions	National Trust response	Highways England response
		<p>The proposed extents and exact locations where various restrictions would apply are yet to be finalised. The conditions proposed at present are overly restrictive, and would for example prevent open area excavation and any excavation below 1.2m, thus compromising a researcher's ability to ensure the most appropriate fieldwork methodology is used.</p> <p>In addition to this, we are concerned that within an archaeological WHS there should be an appropriate process in place to ensure that neither the condition of archaeological sites and monuments, nor the potential for enhancing understanding of the WHS are compromised, and that the process should be agreed by the National Trust and HMAG and secured within the DCO. The proposed restriction to allow access only for road legal vehicles would also mean that mini-diggers and JCBs would not be able to access these areas. This would prevent not only their use for instance in archaeological excavations but also for fence replacements, works relating to replacement of utilities (public and private, e.g. underground pipes feeding water troughs etc.). Without appropriate and proportionate restrictions and an appropriate process, we believe that that the proposed approach could compromise our (and others') ability to protect the OUV of the WHS.</p> <p>In relation to this we are also concerned that the inclusion of National Trust land within Order limits for survey and monitoring removes the ability to ensure the conservation and protection of archaeological sites and monuments that are not Scheduled Monuments, but which convey the OUV of the WHS.</p>	<p>restriction. As noted in Highways England's response to question CH.1.27, "where archaeological research is identified requiring activity restricted by the above proposed terms [...], the restrictive covenants would require consultation with Highways England in order to analyse on a case by case basis and determine to what extent the proposed archaeological works may be permitted." As such the restrictive covenants would not prevent archaeological works from being undertaken but would require consultation with Highways England to ensure any proposed works would not impact the integrity of the tunnel.</p> <p>The National Trust set out further details on its concerns noted in its response to this question as part of its Written Representation, to which Highways England has responded as part of its Deadline 3 submission.</p>

	Questions		National Trust response	Highways England response
			This is an area the Trust considers likely to be apt for consideration in Protective Provisions, to be discussed in detail with the Applicant.	
DCO.1.9 5	Applicant	<p>Requirement 4 – Outline Environmental Management Plan</p> <p>The OEMP, Table 3.2b (DLAN2), 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>	We agree that this should be the subject of a specific requirement, and as per the response in our Written Representation, we are expecting to see updates within the OEMP on more detailed design principles and parameters. We also expect to see commitments on future engagement with the National Trust on detailed design outside of the DCO process. We will provide more detailed comments when we see the Applicant's proposals to this end which we would hope to see by Deadline 3.	<p>The Applicant has updated the Outline Environmental Management Plan (OEMP) [APP-187] for submission at deadline 3 to include additional design commitments, design principles to guide the development of the detailed design and a robust stakeholder consultation mechanism requiring consultation with heritage stakeholders, including National Trust, on aspects of the Scheme's detailed design within the World Heritage Site.</p> <p>Compliance with the OEMP is secured by requirement 4. No further requirement is necessary.</p>
SE.1.8	Applicant National Trust Historic England	<p>Socio-economic effects</p> <p>What consideration has there been in respect of the status of the site as a WHS, the economic value this brings to the area, and the degree of risks the works as currently proposed have to the future status of the site as a WHS?</p>	WHS status is a matter for the UNESCO World Heritage Committee, and within the UK the Department for Digital, Culture, Media and Sport as the representative of the UK Government, as the State Party to the World Heritage Convention. However, we take the WHS status in the Stonehenge, Avebury & Associated Sites WHS seriously - our assessment of the impact of the proposed road scheme on the WHS is based on expertise and evidence. We have assessed the impact of the proposed scheme on	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-035], and the response to National Trust's written representation submitted at Deadline 3.

	Questions		National Trust response	Highways England response
			<p>the Outstanding Universal Value (OUV) of the WHS using ICOMOS' own guidance. We believe that the proposed scheme with the right approach to detailed design and delivery can protect the OUV of the WHS and as such should not endanger its WHS status. Our Written Representations explain the further detail that must be agreed to this end and also include our assessment work. Please also refer to the answer to SE.1.37 in respect of socio-economic considerations.</p>	
SE.1.37	Applicant National Trust Historic England	<p>Socio-economic effects If the scheme is completed, it is argued that the WHS will become more attractive, reuniting the historic landscape currently divided by the A303.</p> <p>i. Have any plans been prepared to cater for this? ii. How would this be managed to continue to safeguard the future of the WHS?</p>	<p>As indicated in our Written Representation, the National Trust is Europe's largest conservation charity and the largest private landowner in the UK. The Trust owns more than 800 ha of the Stonehenge part of the WHS, and we are committed to improving the physical (and intellectual) access to our land – to enhance the experience for visitors and to bring the wider landscape to life for people. The road scheme offers the potential for a large section of the landscape to be reunited, and we are confident that we can play our part to secure the benefits from this opportunity.</p> <p>The Trust intends to commission landscape architects to work with our archaeologists and other conservation specialists in order to envision how the landscape can appear – and function – following the construction of the proposed scheme. This will take full account of cultural heritage – to protect and enhance the OUV of the WHS – and the natural environment; including the continuation of our grassland reversion project. We also aim to connect with people who use the landscape, both local communities and visitors from further afield. We would continue to work in partnership, recognising that we are not the only landowners in the Stonehenge landscape.</p>	<p>No further comment – see Highways England's response to this question as part of its Deadline 2 submission and also the response to question SE.1.8 [REP2-035].</p>

Questions			National Trust response	Highways England response
			<p>The Trust is already working in partnership with English Heritage Trust on a day-to-day basis and in terms of thinking operationally about the site should the Applicant's proposed road scheme be progressed. We are committed to liaising with them and other partners regarding the wider vision. Both as an organisation and within our partnerships, we have experience of managing and balancing conservation with access, plus developing high quality visitor propositions in historic, beautiful and nature rich landscapes. Currently, we are in the early stages of practical planning and have allocated appropriate resources to develop ideas and – when appropriate – to deliver these.</p> <p>Much of this work will be undertaken through the WHS governance framework, through the WHS Partnership Panel and Steering Committees. The work of these groups is facilitated by the WHS Coordination Unit. The WHS Coordination Unit is currently procuring three strategies for the WHS for tourism, access and transport. This work will set the overall strategy for each of these areas for WHS partners. It is due to be completed by spring 2020.</p>	
Additional questions we have chosen to provide a response to:				
Ag.1.7	Applicant	<p><b>Agricultural land (access)</b> Please provide a detailed justification for the location and scale of Green Bridge Four, including why this location, and alignment of the associated proposed restricted byway, has been chosen instead of an</p>	<p>Without mitigation in addition to the deep cutting, the western surface stretch of the A303 from the tunnel entrance to the WHS property boundary would have unacceptable adverse impacts on three important barrow cemeteries (Normanton Down, Winterbourne Stoke and the Diamond). In particular, the Winterbourne Stoke and Diamond barrow groups are close together and would be visibly divided by the road.</p>	<p>No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-022].</p>



	Questions		National Trust response	Highways England response
		alignment which follows the existing A360.	<p>In contrast to an alignment on the line of the existing A360, our assessments show that the position of Green Bridge Four in the proposed scheme reduces the impact on OUV from a moderate to a minor impact, reuniting the visual relationships between a substantial proportion of the Winterbourne Stoke and Diamond Barrow groups. The increased width and position of Green Bridge Four would therefore help to mitigate the adverse impact of the road as it passes between the two monument groups, and additionally ensure the bridge forms an effective link between these important monuments that convey attributes of the OUV of the WHS.</p> <p>The proposed 150m bridge, modelled in line with existing contours, could give an effective continuous landscape between a substantial component of the Winterbourne Stoke barrow group and of the Diamond group and as such offer an acceptable mitigation, if sensitively designed and sited.</p>	
AL.1.17	Applicant	<p>The ES, Chapter 3 Assessment of alternatives, paragraph 3.3.1 explains that five options remained under consideration at statutory consultation held between February 2018 and April 2018. Table 3.4: Western portal approach options compares the two options presented for the approach to the western portal.</p> <p>i. Please explain why the grass slopes option was considered to be less preferable in terms of</p>	<p>The proposed vertical sides will reduce the visual impact of the traffic and the road itself from outwith the cut. The sloped version would be more visible and increase the visibility of both the road and traffic from the key monument groups that convey attributes of OUV of the WHS. It would also require a fifty percent greater land take than the vertically sided solution with grassed top, and so would have a much greater physical impact on the WHS with the increased possibility of impacting on unknown archaeology.</p>	<p>No further comment – see Highways England’s response to this question as part of its Deadline 2 submission [REP2-024].</p>

	Questions		National Trust response	Highways England response
		<p>OUV impact with particular regard to Winterbourne Stoke crossroads barrow group.</p> <p>ii. Please explain the assumptions made in relation to visibility of signage and buildings.</p>		
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> <p>i. Please explain in further detail why this option was considered to be preferential.</p> <p>ii. What is the perceived impact of vehicle traffic within the WHS?</p> <p>iii. How is it anticipated that such traffic would increase disturbance of nesting stone curlew in the Normanton Down RSPB reserve?</p> <p>iv. Explain the consideration given to the needs of motorised users of the Byways in reaching this decision.</p>	<p>The consultation documents proposed to link byways 11 and 12 along a new route to the south of the existing A303 alignment. The byways are not currently linked other than by virtue of the A303. We do not consider that there is a need or a justification to provide a new link between byways 11 and 12.</p> <p>Furthermore, the assessment work that we have carried out with Historic England (which has been included as part of our Written Representation) shows that a link with BOAT status (either as proposed in the consultation document, on the line of the old A303 or anywhere else within the WHS) would have a detrimental and unacceptable adverse impact on the OUV of the WHS. Given the proposed scheme seeks to address the damage caused by motorised traffic in this part of the WHS, it is inappropriate to reintroduce that damage by creating a new route for motorised vehicles within the part of the WHS from which motorised vehicles would otherwise be a lesser intrusion.</p> <p>Use of the BOATs by motorised vehicles has led to damage to archaeological sites (including Scheduled Monuments) which abut, and in some cases are crossed by them, and can disturb the atmosphere and relative tranquillity of parts of the WHS. The presence of vehicles here also adversely impacts on visual relationships</p>	<p>No further comment – see Highways England’s response to this question as part of its Deadline 2 submission [REP2-024].</p>

	Questions		National Trust response	Highways England response
			<p>between monument groups, in particular between Stonehenge and the Normanton Down Barrow group. Since the publication of the first Stonehenge World Heritage Site Management Plan in 2000, it has been a policy to reduce or remove vehicular access from the two byways.</p> <p>Our position remains that we strongly oppose any proposed link between byways 11 and 12 for motorised vehicles.</p>	
CH.1.19	Applicant	<p>Para 6.9.32: Historic buildings Why is the significant effect (moderate adverse) on Stables and Barn at Countess Farm noted in Table 6.11 not described?</p>	<p>We also consider that the significant effects on Countess Farm need to be fully described as requested. Clarification on how the mitigation at Countess Farm will achieve the visual impact reduction from large adverse to moderate adverse by year 15 is sought. In <i>6.1 Environmental Statement Chapter 7: Landscape and Visual, Table 7.11: Summary of significant effects – construction</i> and <i>Table 7.12: Summary of significant effects - operation year 1</i>, Countess Farm a High Receptor Sensitivity has a Major Impact Magnitude and a Large adverse Residual Effect. In <i>Table 7.13 Summary of significant effects – operation year 15</i>, Countess Farm is predicted to have Moderate Impact Magnitude and a Moderate adverse Residual Effect. In <i>6.1 Chapter 16: Summary: Table 16.1 Summary of effects</i> the Permanent adverse effects on these listed buildings at the Construction Phase are then not described at the Operational Phase, which appears to the Trust to be contradictory.</p> <p>Additional information is required on this reduction in the Impact Magnitude and Residual Effect and how based on the best case scenario the proposed mitigation of planting will deliver this reduction over 15 years. Currently the</p>	<p>No further comment – see Highways England’s response to this question as part of its Deadline 2 submission [REP2-025] and also Highways England’s response to the National Trust’s Written Representation paragraph 20.4.122.</p>

	Questions		National Trust response	Highways England response
			<p>proposed planting is restricted to within the soft estate of the existing highway, in addition an unspecified number of trees are to be removed to create sufficient area for the drainage system (see Fig 2.2 Preliminary design drainage catchments, Countess Pond 1, Countess Catchment 12, Outfall Catchment 15, Countess Pond 3 and Catchment 15), which will limit the space for replacement or additional planting. The visualisations shown in ES Figures APP - 145 and APP-146 illustrate the view from the North-East and therefore do not fully show the impact magnitude of the flyover on Countess Farm. We seek additional mitigation in the form of extended fencing and planting including standard trees to maximise the buffering, with 100% archaeological mitigation for all works undertaken within the WHS.</p>	
CH.1.30	Applicant HMAG	<p><b>Paras 3.6.7-12: HMAG and the Scientific Committee</b>            i. Have HMAG's recommendations been incorporated in the Scheme?            ii. Do HMAG have misgivings over any aspects of the Scheme?            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?</p>	<p>HMAG's Terms of Reference are submitted for information along with the Terms of Reference for the Scientific Committee. The membership of HMAG is drawn from Historic England, the National Trust, Wiltshire Council Archaeology Service and English Heritage Trust. As such HMAG would not be able to contribute to the examination as a group or prepare Statements of Common Ground, though members of HMAG would be able to contribute to the Examination as part of their individual organisations.</p>	<p>No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-025].</p>

	Questions		National Trust response	Highways England response
CH.1.54	HMAG	<p>Mitigation measures Please comment on the detailed mitigation measures proposed in the OAMS.</p>	<p>As a member of HMAG we are engaged with the Applicant in consultation on the draft DAMS (which supersedes the OAMS). We will therefore provide comments on the draft DAMS when we see the version of the DAMS that we understand will be submitted by the Applicant at Deadline 2. Within the DAMS we would expect to see the highest standards of mitigation appropriate to an archaeological WHS.</p>	<p>The Deadline 2 Submission - 8.11 Draft Detailed Archaeological Mitigation Strategy (DAMS) [REP2-038] sets out the structured, iterative detailed archaeological mitigation strategy. The DAMS is being developed in consultation with the Heritage Monitoring Advisory Group (which includes the National Trust) and the Scientific Committee. It will be finalised prior to the end of the Examination and is secured by Requirement 5 of Schedule 2 of the draft Development Consent Order [REP2-003]. The DAMS is rooted in a heritage research-led framework [REP2-038; Section 2].</p> <p>As stated in the draft DAMS [REP2-038, paragraph 1.2.2] “The Scheme passes through a landscape of high archaeological significance, both inside and outside the WHS. Accordingly, the intention of the Strategy is to apply the highest practicable standards of mitigation, employing innovative approaches to address a question-based research strategy that places the significance of the archaeological resource at the centre of decision-making both at design and implementation phases.”</p>

	Questions		National Trust response	Highways England response
				We are consulting with the National Trust and other members of HMAG in developing the DAMS further in order to finalise the document by the end of examination, and will consider the further comments from the National Trust as part of that consultation.
Ec.1.7	Applicant	Habitat creation What long term management measures are incorporated in the DCO to ensure that the suggested enhancements and new habitat creation along the length of the scheme are managed to maximise gains in biodiversity and prevent scrub encroachment which could eventually degrade areas of new chalk grassland (para 8.8.18)?	<p>We would also request clarification on the future management responsibilities of these areas.</p> <p>In order to deliver the planned gains in biodiversity, an ongoing programme of monitoring and grassland sward supplementation will be necessary to introduce target butterfly larval food plants and other chalk grassland species that fail to establish during the initial creation, or are under-represented in the sward. Where grazing has been identified as the management tool, detail is required on how essential infrastructure such as fencing, gates, stock handling systems and water will be provided. For all areas of scrub a cyclical management regime will need to be implemented to prevent encroachment causing deterioration in the diversity of the open areas of chalk grassland.</p>	No comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-027].
DCO.1.6 8	Applicant	The Additional Submission document 1, Appendix 5.1, for Works No 1A (vi) indicates that the construction and installation of a new variable message sign would be controlled by means of the reference to the same within Table 3.3b of the OEMP which in	The location of variable message signs 'along the length of the Scheme' (6.1 Environmental Statement, Chapter 2, 2.3.48) is contra to the advice provided by the National Trust to the Applicant (and assurances given by them) that in order to protect the OUV of the WHS no such signage should be located within the WHS.	Please see the Applicant's response to DCO.1.68 submitted at Deadline 2 [REP02-030], which explains how D-CH8 in the OEMP sufficiently avoids impacts of signage in the WHS. Please see also the additional provision contained in the updated OEMP submitted at

	Questions		National Trust response	Highways England response
		<p>turn is secured by Requirement 4. i. However, would that provide a sufficiently precise and satisfactory safeguard in relation to the erection of such a sign at the western end of the WHS or should that be made the subject of a specific Requirement? ii. Please explain in practice what is meant by the reference to “<i>no road sign will be set higher than the top of the adjacent cutting</i>”. iii. The Additional Submission document 1 also indicates that, if changes were made to the position of the Motorway Signal Mark 4 (MS4s), it would still be the intention of the Applicant not to locate them within the WHS. However, are there satisfactory safeguards within the dDCO to prevent that occurrence or should that be made the subject of a specific Requirement?</p>	<p>The Trust therefore seeks a Requirement that no variable message signs will be located within the WHS. In addition, we would expect to comment further on the Applicant's response to this question given the importance of this issue.</p>	<p>Deadline 3, in particular D-CH30 and P-SL02. See also Highways England's response to the National Trust's Written Representation paragraph 20.4.45.</p>

## 17 Natural England [REP2-120]

### 17.1 Table - Comments on Natural England's responses to the ExA's Written Questions [REP2-120]

	Questions		Natural England response	Highways England response
Ec.1.6	Applicant Natural England	<p>Water environment The strategy for managing surface water run-off referred to in paragraph 8.8.13 appears to be of some importance to maintenance of the health of watercourses and groundwater, particularly the Rivers Till and Avon catchments.</p> <p>i. How will these proposals be secured through the DCO?</p> <p>ii. What proposals have been included for the monitoring of water quality during the construction and operation of the scheme?</p> <p>iii. How would the proposed scheme perform in terms of water quality in comparison with the status quo?</p> <p>iv. Will the works at the eastern end of the scheme which affect the River Avon catchment be accompanied by measures to improve the quality of existing run-off through the provisions of the drainage strategy</p>	For all of these questions we feel that the applicant is better placed than Natural England to advise.	No further comment – see Highways England's response to this question as part of its submission for Deadline 2 [REP2-027].



	Questions		Natural England response	Highways England response
		[APP281] and if so, where is that set out?		
Ec.1.9	Natural England	<p>Construction impacts</p> <p>i. Are you satisfied that the construction mitigation measures proposed in paragraph 8.8.25 of the ES can be satisfactorily secured through the draft OEMP?</p> <p>ii. Are there any other measures which should be included in the OEMP?</p>	<p>i. We see no reason why the construction mitigation measures proposed in paragraph 8.8.25 of the ES can't be satisfactorily secured through the draft OLEMP.</p> <p>ii. There are a number of detailed points around the OLEMP which Natural England believes, if addressed, would improve the biodiversity outcomes from the scheme:</p> <p>a) A high level aspiration for the chalk grassland habitat is to achieve high levels of habitat heterogeneity. The specifications in the OLEMP seem likely to achieve low heterogeneity, due to uniform prescriptions for seed bed preparation, sowing regimes (including plug planting) and post sowing management.</p> <p>b) Care needs to be taken in managing the transition from arable to chalk grassland to minimise weed burden. Arable land usually carries a low weed burden and in that respect is very good for establishing chalk grassland. There is a danger that arable land, if left abandoned for a season, will develop a high weed burden which may contaminate areas going to chalk grassland (either through wind blow, or via soil transfer).</p> <p>c) The land to the south of Parsonage Down is not treated differently in the OLEMP, though as we understand it, will not be receiving any chalk deposition. As such the specification in the OLEMP needs to reflect this, and the transition from arable to grassland managed carefully to avoid weed burden.</p>	<p>Under requirement 8 of Schedule 2 to the DCO, Highways England will be required to submit a detailed landscaping scheme, which is required to be on the basis of the mitigation measures set out in the ES, which includes the OLEMP. As such, detailed provision of landscaping will be included in that scheme as part of detailed design.</p> <p>In addition, there is an obligation in the Outline Environmental Management Plan (OEMP) [APP-187] (compliance with which is secured by the requirement in paragraph 4 of Schedule 2 to the draft DCO) to produce a Landscape and Ecology Management Plan, in accordance with industry good practice and in consultation with relevant stakeholders. The details of the provisions of the OLEMP touched on by NE's comments would be considered as part of that process of developing the document.</p> <p>The revised version of the Outline Environmental Management Plan (OEMP) [APP-187] submitted at deadline 3 also includes obligations</p>

	Questions		Natural England response	Highways England response
			<p>The opportunity for temporary “pop up” habitats during construction e.g. arable annuals strewn on spoil heaps does not seem to feature in the OLEMP.</p> <p><b>e)</b> There is also an opportunity to manage hedgerows that come into temporary ownership of Highways England during the construction period. A number of these are in very poor ecological condition (often lacking woody cover at the base of the hedge). The scheme presents a great opportunity to coppice and or gap up these hedges, and so improve their ecological condition.</p> <p><b>f)</b> Removal of plastic tubing/tree guards once they are redundant.</p> <p>We advise that the OLEMP is reviewed and these points considered. Natural England is in ongoing discussions with Highways England over these matters.</p>	<p>around the retention and reinstatement of hedgerows during construction (MW-BIO14).</p> <p>Highways England has noted Natural England's comments and will continue to discuss these issues with it.</p>
Ec.1.15	Environment Agency Natural England RSPB	<p>Stone curlew</p> <p><b>i.</b> Do you agree that the proposed new Stone Curlew breeding plot within Parsonage Down SSSI and NNR described in paragraph 8.9.28 of the ES would provide effective compensation for the loss of an existing permanent plot to the south of the Winterbourne Stoke bypass?</p> <p><b>ii.</b> Can Natural England comment on the Applicant's proposed approach to address indirect effects on functionally linked habitat of the Salisbury</p>	<p>i) Yes</p> <p>ii) a) While habitat within boundary of the SAC will be modified, it is of moderately low quality and not SAC qualifying habitat. We are satisfied this is consistent with the Habitats Regulations. Indeed, irrespective of the effects for Stone Curlew, the modification will provide a gain for biodiversity through providing greater habitat diversity on the NNR (as per APP-266 5.1.6).</p> <p>b) See a) above.</p> <p>c) We concur with the applicant's conclusion of no likely significant effects on the other qualifying features.</p> <p>iii) Natural England can confirm that we have agreed on the location and specification of the Plot located on Parsonage Down NNR, which, for instance, will include badger proof</p>	<p>The points are agreed, no further comment</p>

	Questions	Natural England response	Highways England response
	<p>Plain SPA features (namely Stone Curlew), in particular:</p> <ul style="list-style-type: none"> <li><b>a.</b> The proposed approach which includes ‘habitat modification’ within another European site (Salisbury Plain SAC). The Applicant proposes to mitigate effects within the SPA by directly altering habitat within the SAC;</li> <li><b>b.</b> the acceptability of the applicant’s proposed approach to habitat modification within the SAC in the light of the conservation objectives for that site; and</li> <li><b>c.</b> the Applicant’s conclusion of no likely significant effects on the other qualifying features of the SPA, and hence only stone curlew are presented as a feature of the site in the Applicant’s integrity matrices (Appendix C, matrix 2 of [APP266].</li> </ul> <p>The Applicant states at paragraphs 5.1.5 and 5.3.6 of [APP266] that the locations of ‘replacement’ and ‘additional stone curlew breeding plots have been agreed with NE and RSPB respectively.</p>	<p>fencing to enhance the likely productivity (in terms of stone curlew chicks) of the plot.</p> <p>iv) Long term management is detailed in the OLEMP para 11.3.1. The management of the replacement plot will be relatively simple and low cost (in essence, controlling any excessive vegetation on the plot using the stock on the holding outside of the breeding season). While the applicant does rely on the success of this measure to conclude no AEOL, it is a very simple measure to implement.</p>	

	Questions	Natural England response	Highways England response
	<p>Paragraphs 5.1.7 and 5.3.8 also state that NE and the RSPB have agreed to take on the long-term management of these plots.</p> <p>iii. Can NE and RSPB comment on the extent to which the location and specification and long-term management of a 'replacement' and additional' breeding plot has been agreed with the Applicant, and can the Applicant explain how these are to be secured as part of the DCO or other legal mechanism?</p> <p>iv. Can NE and the RSPB provide further commentary on what long term management of these plots entails and the extent to which the Applicant relies on the success of these measures to conclude no AEOL for the Salisbury Plain SPA?</p> <p>v. Can the Applicant explain the extent to which long term management provisions are included for within the provisions of the DCO and whether there is any potential for conflict between these provisions and any long-term management objectives that may be delivered separately by NE or the RSPB?</p>		

## 18 P J Rowland and Sons (Farmers) Limited [REP2-124]

### 18.1 Table - Comments on P J Rowland and Sons (Farmers) Limited responses to the ExA's Written Questions [REP2-124]

	Questions		Howard Smith's response on behalf of P J Rowland and Sons (Farmers) Limited	Highways England response
Ag.1.14	Applicant Howard Smith MRICS on behalf of P J Rowland & Sons (Farmers) Limited	Agricultural land (access) 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). i. Please provide clarity as to which area of land, the bridleway and the MOD land refer to is located? ii. Can the applicant provide a response to the concerns raised?	<p>RR-194 contained typographical error in respect of stopping up the bridleway which was referenced Plot 7-19. This should in fact have read 11-19 and the MOD land is traversed by Bridleway Bulford 12 as shown on land owner DCO submission plan TR0-10025-2.2-026.</p> <p>The typographical error was spotted by Alex Crow of WSP and I therefore hope that this now provides sufficient information to answer this question on behalf of PJ Rowland &amp; Sons (Farmers) Limited.</p>	No further comment – see Highways England's response to this question as part of its submission for Deadline 2 [REP2-022].

## 19 West Amesbury Farm [REP2-146]

### 19.1 Table - Comments on West Amesbury Farm's responses to the ExA's Written Questions [REP2-146]

	Questions		Howard Smith's response on behalf of West Amesbury Farm	Highways England response
Ag.1.23	Applicant National Farmers Union' Howard Smith MRICS Fowler Fortescue Carter Jonas LLP Countryside Solutions	Agricultural land (land ownership and severance) Please provide information, including annotated maps, showing the agricultural land interests within, and immediately adjoining, the proposed Order limits to include: i. land owned and tenanted by each affected agricultural business; and ii. highlight any areas where land would be severed by the Proposed Development.	<p>Please find attached plan showing the land at West Amesbury Farm that is tenanted by Mr P J Sawkill from the National Trust.</p> <p>There will not be any land contained within his tenancy that will be severed by the proposed development.</p> <p>A reference plan is also attached, the key to which is as follows:-</p> <ol style="list-style-type: none"> <li>1. Land edged Green – West Amesbury Farm tenanted by Mr P J Sawkill</li> <li>2. Land edged Blue – Land north east of Stonehenge tenanted by Mrs P M Sandell</li> <li>3. 3. Land edged Red – Park Farm, West Amesbury owned by Mrs P M Sandell</li> </ol> <p>A third plan is enclosed headed plan of farm locations showing the following\:-</p> <ol style="list-style-type: none"> <li>1. Green Dots – Land north east of Stonehenge</li> <li>2. Red Dots – West Amesbury Farm</li> <li>3. Purple Dots – Park Farm, West Amesbury</li> <li>4. Yellow Dots – Stockport Farm, West Amesbury</li> </ol>	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-022].

## 20 The Whittings [REP2-147]

### 20.1 Table - Comments on The Whittings' responses to the ExA's Written Questions [REP2-147]

	Questions		Howard Smith's response on behalf of The Whittings	Highways England response
Ag.1.24	National Farmers' Union (and Howard Smith MRICS, Fowler Fortescue, Carter Jonas LLP, and Countryside Solutions as relevant)	Agricultural land (water supplies) i. Please highlight (including through the provision of annotated maps) which agricultural businesses rely on private boreholes for their water supplies. ii. Please also indicate which of these rely solely or partly on such supplies.	<p>In connection with EX1AG1.24 and on behalf of the Whittings at Scotland Lodge Farm I attach an annotated plan showing the agricultural business that relies on a private bore hole for their water supply and currently the entirety of the supply to the property within the red boundary on the attached plan is supplied through a bore hole at Scotland Lodge on ground not owned by the Whiting family.</p> <p>In order to have independence of supply my client is intending to install his own bore hole in 2019 and again, the supply will be wholly reliant on the installed bore hole.</p>	Please could Highways England be made aware of the new borehole location once installed.

## 21 Winterbourne Stoke Parish Council [REP2-151] and Dr A D Shuttleworth [REP2-184]

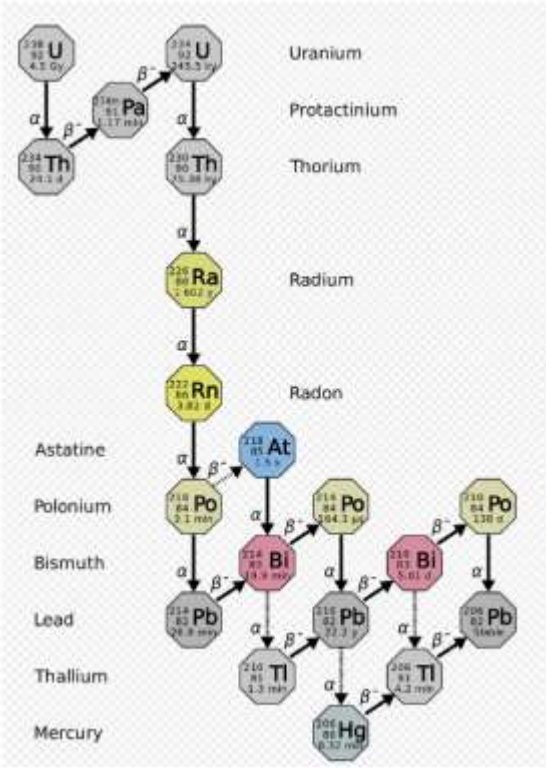
### 21.1 Table - Comments on Winterbourne Stoke Parish Council's responses to the ExA's Written Questions [REP2-151] and Dr A D Shuttleworth's responses to the ExA's Written Questions [REP2-184]

	Questions		Winterbourne Stoke Parish Council's response	Highways England response
AQ.1.20	Winterbourne Stoke Parish Council Dr Andrew Shuttleworth	Construction Dust Assessment Please explain what is known about inhalation risks posed by radiation from particulate alpha emitters (particularly isotopes of polonium, bismuth and lead) found in phosphatic chalk, and the nature and extent of local concern?	<p>1.0 We are not experts in geochemistry nor in the radiological hazards posed by geological sources of radiation. Consequently, we believe your question has been misdirected and would be better addressed to that part of Public Health England that was the National Radiological Protection Board and also to a competent geochemistry department, such as the Royal School of Mines based at Imperial College London who, between them, do have the expertise to answer your questions and our concerns.</p> <p>1.1 We were alerted to the claimed existence of radiation bearing phosphatic chalk by an article<sup>1</sup> published on the internet by geologist Professor Rory Mortimore, then of Brighton University, in 2014, which claimed that: "The big surprise," said Mortimore, "was discovery that the geology on the tunnel route contains a large deposit of phosphatic chinks which contain weak and poorly banded sand and silt layers and a high register of radon radiation. Such a large deposit of phosphatic chinks were unknown in Wiltshire and,</p>	<p>The Applicant has engaged with Public Health England (PHE) to undertake independent testing in relation to potential human health impacts, the results of which confirm the phosphatic chalk would pose little radiological risk to people and as such do not change the conclusions of the ES as set out above.</p> <p>The report from PHE is appended to Highways England's response to the Examining Authority General First Written Questions [REP2-021].</p> <p>Further, the Applicant has arranged a meeting between Winterbourne Stoke Parish Council and PHE, due to take place on 20<sup>th</sup> June 2019, to facilitate agreement on the conclusions of the</p>

<sup>1</sup> <https://www.tunneltalk.com/UK-21Nov2014-Stonehenge-TBM-bored-road-traffic-tunnel-1-revived.php>



	Questions		Winterbourne Stoke Parish Council's response	Highways England response
			<p>indeed, in Europe and their impact on the proposed tunnel project were profound.”</p> <p>1.2 Mortimore further claimed that in earlier iterations of tunnel planning for Stonehenge: “Disposing of radon contaminated phosphatic chalk in a landfill presented major concerns and special handling of groundwater and construction wastewater added to the tunnelling and construction cost estimates,”</p> <p>1.3 When Highways England decided they wanted to process chalk waste from the tunnel excavations within the Parish and also dump significant quantities around the village and particularly to the east of Parsonage Down, we and our fellow villagers were, unsurprisingly, concerned by the potential health risks this might create.</p> <p>1.4 The source of the radon in radiochemical terms is fairly straightforward, and uncontentious. It is a radioactive, colourless, odourless, tasteless noble gas, formed during the radioactive decay of thorium and uranium to lead and other less stable isotopes (See Fig 1 on following page). As thorium and uranium are very common isotopes and have half lives in the order of several billion years, radon is constantly being produced and will be long into the future.</p> <p>1.5 It follows that if radon is found in phosphatic chalk, it is being produced continuously by long lived isotopes in the thorium and uranium decay series. In this case, the immediate source is Radium-226 which has a half-life of 1600 years. Clearly, as the phosphatic chalk has been under Stonehenge for millions of years, the Radium-226 is itself a decay product of a much longer-lived isotope of uranium or thorium.</p>	<p>PHE reports, and so too the findings of the ES.</p>

	Questions	Winterbourne Stoke Parish Council's response	Highways England response
		<p>Fig 1 - Uranium Decay Series</p>  <p>1.6 Radon is a recognised cause of cancer and in the US is believed to be the second greatest cause of lung cancer after smoking. In the UK, it is a particular problem in basements and sealed ground floor structures in Cornwall. It is also a potential problem for tunnelling under Stonehenge, as alluded to by Professor Mortimore.</p>	

	Questions		Winterbourne Stoke Parish Council's response	Highways England response
			<p>1.7 Being a short-lived gas, Radon is not overly problematic in the open air - it will blow away and disperse on the wind. At any one time, there are estimated to be only a few tens of grams of radon on earth. It decays rapidly and more is produced.</p> <p>1.8 Unfortunately, radon is not the subject of our concern, merely a symptom of an underlying and much longer-lived problem; the radon daughters/progeny. The Radon progeny are decay products of radon that are produced in the following series:</p> <p>Radon 222, 3.82 days, alpha decaying to...                      Polonium 218, 3.10 minutes, alpha decaying to...                      Lead 214, 26.8 minutes, beta decaying to...                      Bismuth 214, 19.9 minutes, beta decaying to...                      Polonium 214, 0.1643 ms, alpha decaying to...                      Lead 210, which has a much longer half-life of 22.3 years, beta decaying to...                      Bismuth 210, 5.013 days, beta decaying to...                      Polonium 210, 138.376 days, alpha decaying to...                      Lead 206, stable</p> <p>1.9 Some of these progeny, Lead 210 and Polonium 210 in particular are relatively long-lived and are alpha or beta emitters. They are particulate materials that bind readily to other particulates, like chalk dust, and can then be inhaled into the deep lung on particles of a respirable size where the decay products are brought into direct contact with the lung surface. Alternatively, the progeny bind directly to biological materials like grass and are ingested by animals, or man. The direct contact with the intestinal surface means that vulnerable tissue is readily damaged by the alpha and beta emitters.</p>	

	Questions		Winterbourne Stoke Parish Council's response	Highways England response
			<p>1.10 Having raised this as a concern with Highways England, we were puzzled by their apparent fixation with radon and not the progeny and that whilst they had commissioned tests for gamma and beta radiation in the phosphatic chalk, they have not, to date, produced any data for alpha emitters - the real concern in this context.</p> <p>1.11 We believe the science above to be correct, however, by itself, this does not address our concerns. The issue is whether the levels of radon progeny pose any credible risk to villagers, or their livestock. To establish this, Highways England need to undertake the appropriate analysis of the phosphatic chalk to determine the levels of radon progeny being released by samples under several conditions that mimic the real-world situations of concern:</p> <ul style="list-style-type: none"> <li>• As extracted from the ground during core sampling;</li> <li>• When processed using the methods that are going to be used;</li> <li>• When put into a dry aerosol form, as would happen with windblown chalk dust</li> </ul> <p>1.12 Alpha particles from the radon progeny have relatively low energy, they won't pass through a piece of paper, or into the body through the thick dead skin on your hands and feet. However, they can readily pass into highly vulnerable cells like those in the lung or intestinal tract when placed in close proximity to the alpha source; as they would be if inhaled or ingested. They certainly won't pass out of a lump of phosphatic chalk, as they will be blocked by the chalk itself.</p> <p>1.13 Processed chalk and chalk dust are an entirely different matter. We are advised that the microfossils in phosphatic chalk have a mass median diameter of around 20um in size -</p>	

	Questions		Winterbourne Stoke Parish Council's response	Highways England response
			<p>at the top end of the respirable range for deep lung penetration. Processed chalk may give rise to even smaller chalk particles; increasing the risk of materials being taken into the deep lung.</p> <p>1.14 Quite clearly in this context, inappropriate sampling and analysis could distort the hazard quite significantly, so Highways England must be challenged on their choice of samples and the way the detailed analyses have been undertaken by their contractors. A good starting point would be to establish if the contractor had been asked to establish radiation levels in the appropriate context, or had merely been asked to establish radiation levels per se with no reference to specific context having been made.</p> <p>1.15 Ultimately, we believe that Highways England, if they have not already done so, will need to provide particle size distribution figures for the chalk as mined and then as processed, to allow radiological specialists at Public Health England to determine realistic risk levels for the methods they wish to use in processing the phosphatic chalk from the tunnel spoil and ultimately spread on the ground in the vicinity of Winterbourne Stoke.</p> <p>1.16 At the end of the day, there may be no significant risk to human or animal life, but that needs to be determined empirically. Highways England, or their contractors/consultants, need to advise us, the Inspectorate and the Secretary of State, of the likely increase in morbidity and mortality caused by the phosphatic chalk excavation, processing and re-location, couched in readily understandable terms; such as the number of additional cancer cases/deaths per 10,000 population.</p>	

## 22 Kathleen Crook [REP2-157 and REP2-158]

### 22.1 Table - Comments on Kathleen Crook's responses to the ExA's Written Questions [REP2-157 and REP2-158]

	Questions		Countryside Solutions' response on behalf of Kathleen Crook	Highways England response
Ag.1.23	Applicant National Farmers Union' Howard Smith MRICS Fowler Fortescue Carter Jonas LLP Countryside Solutions	Agricultural land (land ownership and severance) Please provide information, including annotated maps, showing the agricultural land interests within, and immediately adjoining, the proposed Order limits to include: i. land owned and tenanted by each affected agricultural business; and ii. highlight any areas where land would be severed by the Proposed Development.	Attached is an ownership plan contained as Appendix One in our Written Representations. No land is severed by the Proposed Development.	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-022].

## 23 Stephen Moore [REP2-172]

### 23.1 Table - Comments on Stephen Moore's responses to the ExA's Written Questions [REP2-172]

	Questions		Howard Smith's response on behalf of Stephen Moore	Highways England response
Ag.1.23	Applicant National Farmers Union' Howard Smith MRICS Fowler Fortescue Carter Jonas LLP Countryside Solutions	Agricultural land (land ownership and severance) Please provide information, including annotated maps, showing the agricultural land interests within, and immediately adjoining, the proposed Order limits to include: <ul style="list-style-type: none"> <li>i. land owned and tenanted by each affected agricultural business; and</li> <li>ii. highlight any areas where land would be severed by the Proposed Development.</li> </ul>	Plan provided	No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-022].

## 24 Mr R G Parsons [REP2-174]

### 24.1 Table - Comments on Mr R G Parsons' responses to the ExA's Written Questions [REP2-174]

	Questions		Howard Smith's response on behalf of Mr R J Parsons	Highways England response
Ag.1.37	National Farmers' Union	Agricultural land Are you aware of any agricultural land which is likely to be directly affected by the development, but where the owners or tenants are not represented by your organisation?	This question although directed to the National Farmer's Union can be responded to by others and as Agent for Mr R G Parsons, Little Wishford Farm, I can advise that Mr Parsons is not represented by the National Farmers Union and I attach a plan showing the extent of his land ownership at Winterbourne Stoke identified on the land owner DCO submission plans as being within plots 02-18, 03-01, 03-04 and 03-09.	No comment



## 25 Mr Faith Turk [REP2-188]

### 25.1 Table - Comments on Mr Faith Turk's responses to the ExA's Written Questions [REP2-188]

	Questions		Waves Training Solutions Limited's response on behalf of Faith Turk	Highways England response
SE.1.5	Faith Turk	Socio-economic effects i. Can you provide evidence to the ExA why you consider the scheme would prevent you from continuing to operate your business, what your business is and the number of people you consider it could affect? ii. Do you consider your business would be affected just through the construction process, or does the concern also relate to the period after construction was completed?	I am writing on behalf of Mr Faith Turk who raised some concerns with regard to the building of the A303 Stonehenge Amesbury to Berwick Down road scheme. Representatives from Highways England (HE) have been contacted on several occasions regarding the issues that Mr Faith Turk has with the building of the road scheme and therefore it is disappointing that the answers detailed below are not already logged and understood by HE with regard to Mr Faith Turk's circumstances. It is also disappointing that even though HE have Mr Faith's contact details and have sent him numerous information bulletins and notification papers, they were not able to contact him direct to ask for answers to the questions posed to him in The Examining Authority's first Written Questions and requests for information (ExQ1). It is only by luck that Mr Faith Turk has been informed of the questions raised on 11 April 2019 that request his direct response. As a result of English not being his first language, Mr Faith Turk has requested that the undersigned responds to the questions raised by HE on his behalf.	Highways England are aware of the concerns raised by Mr Turk and aware of his current representation by Howard Smith. The applicant has met Mr Turk on two occasions where he has expressed his concerns about the Scheme and its effect on his business. As a Category 1 land interest Mr Turk has received updates and notifications about the Scheme and offered the opportunity for a meeting through representative Howard Smith.  On completion of the works the A303 will be diverted north of Winterbourne Stoke along the new bypass, with the old A303 being de-trunked and downgraded to a byway west of Scotland Lodge Farm. Compensation for Mr Turk will be discussed upon production of a trading licence.

## 26 Howard Smith [REP2-194]

### 26.1 Table - Comments on Howard Smith's response to the ExA's Written Questions [REP2-194]

	Questions		Howard Smith's response on behalf of all his clients	Highways England response
SE.1.3	National Farmers' Union Countryside Solutions Howard Smith MRICS Fowler Fortescue Berwick Down Ltd Biddesden House Farm Partnership Carter Jonas LLP Affected farms and firms representing farms/ agricultural businesses	Clarification Would the National Farmers' Union and other parties state the extent to which the assessment methodology of the effects upon the different holdings as set out in Chapter 13 of the ES and Table 13.22 (during construction) and 13.23 (during operation/post construction) are agreed and provide evidence to support any disagreement?	I apologise for the late submission to the EXA in connection with the above question and trust that the detail below will still be considered by the EXA. You have asked "the extent to which the assessment and methodology of the effects upon the different holdings as set out in Chapter 13 of the ES and table 13.2.2. (during construction) and 13.2.3 (during operation/post construction) are agreed and provide evidence to support any disagreement. In connection with all of the clients that I represent this assessment methodology for both table 13.22 and table 13.23 have not been agreed and there has not been any presentation made to myself or my clients to understand the assessment methodology used and furthermore, there has not been any discussions or negotiations on this issue from Highways England or the organisation carrying out the assessments on their behalf. This is therefore matter that requires further detailed examination.	The methodology for the assessment of effect on agricultural holdings has been undertaken in accordance with the methodology described in Chapter 13 of the ES. This is based on established practice and has been used widely on other infrastructure projects, for example HS2 Phases 1, 2a and 2b and dualling of the A30 at Temple (Bodmin) and the St Austell to A30 Link Road (Cornwall). The NFU state that the assessment carried out for the holdings during construction is more accurate than the assessment stated for permanent effects on agricultural holdings". In this regard Highways England has to assume that it is accepted that the approach and methodology is not questioned but the outcomes are considered stronger for construction than operation from an NFU perspective.

## 27 ICOMOS [REP2-195]

### 27.1 Table - Comments on ICOMOS' response to the ExA's Written Questions [REP2-195]

	Questions		ICOMOS' response	Highways England response
SE.1.7	ICOMOS	<p>Socio-economic effects</p> <p>Can you advise the ExA on your intentions in respect of the WHS and whether the current proposal would lead to a revaluation of the WHS status?</p>	<p>ICOMOS-UK has a procedure for approving any submissions that are made on behalf of the organisation in respect of planning matters affecting a World Heritage site. The submissions have to be approved by the Chair of the ICOMOS-UK World Heritage Committee. For what are considered sensitive projects, the submissions also have to be approved by the President. These are formalities that have been in place for over 15 years. The Stonehenge A303 road project is considered to be a sensitive issue. Our AGM was held at 4pm on Thursday 2nd May. A new President was elected, from two candidates. The Chair of the World Heritage Committee was also elected. Following the AGM the Bank Holiday intervened. Yesterday approval was given by the Chair of the World Heritage Committee and today the new President is reviewing the submission. The final approved text will be sent just as soon as this approval process has been completed.</p>	<p>No further comment – see Highways England's response to this question as part of its Deadline 2 submission [REP2-035]. We await to see the final approved text referred to.</p>







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