

A303 Amesbury to Berwick Down

TR010025

Deadline 7
8.1(1) - Statement of Common Ground –
English Heritage Trust
(TRACKED CHANGES)

APFP Regulation 5(2)(q)

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

August 2019



Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Examination Procedure)

Rules 2010

A303 Amesbury to Berwick Down

Development Consent Order 20[**]

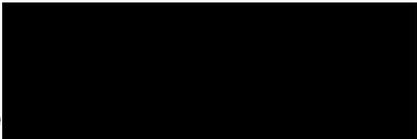
STATEMENT OF COMMON GROUND – English Heritage Trust

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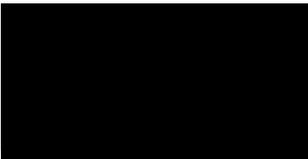
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STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) Highways England Company Limited and (2) English Heritage Trust.

Signe  .

{NAME}
David Bullock
Project Manager
on behalf of Highways England
Date: {DATE} 9 August 2019

Signed 

{NAME}
{POSITION}
Kate Logan
Stonehenge Director
on behalf of English Heritage Trust
Date: {DATE} 9 August 2019

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1 Introduction

1.1 Purpose of this document

1.1.1 This Statement of Common Ground ("SoCG") has been prepared in respect of the proposed A303 Amesbury to Berwick Down ("the Application") made by Highways England Company Limited ("Highways England") to the Secretary of State for Transport ("Secretary of State") for a Development Consent Order ("the Order") under section 37 of the Planning Act 2008 ("PA 2008").

1.1.2 The order, if granted would authorise Highways England to carry out the following works:

- A northern bypass of Winterbourne Stoke with a viaduct over the River Till valley;
- A new junction between the A303 and A360 to the west of and outside the WHS, replacing the existing Longbarrow roundabout;
- A twin-bore tunnel approximately 2 miles (3.3km) long, past Stonehenge; and
- A new junction between the A303 and A345 at the existing Countess roundabout.

1.1.3 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available at the deposit locations and/or the Planning Inspectorate website.

1.1.4 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties to it, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination.

1.1.5 Unless otherwise stated, the facts set out in this SoCG are agreed between the parties to it. Facts and opinions that are not stated are not agreed and will be the subject of on-going discussion wherever possible to resolve, or refine, the extent of agreement or disagreement between the parties.

1.1.6 The SoCG records the current position for Deadline 7 on relevant issues of fact in respect of the Scheme described in the fourth draft of the Development Consent Order (submitted at Deadline 6). Unless a matter is stated as agreed, it cannot be taken as agreed. This edition of the SoCG for Deadline 7 does not constitute the final body of agreement or disagreement between the parties as further relevant issues continue to be sought to be agreed on existing and further submitted information, between the parties within the Examination period.

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared by (1) Highways England as the Applicant and (2) English Heritage Trust.
- 1.2.2 Highways England became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing Highways England made provision for all legal rights and obligations of the Highways Agency to be conferred upon or assumed by Highways England.
- 1.2.3 English Heritage Trust (EHT) cares for over 400 historic buildings, monuments and sites across the country. In their role as an independent charity, English Heritage Trust's purpose is to conserve these sites to the highest standards possible, in keeping with their status as part of England's national heritage. [EHT manages and conserves the Stonehenge monument on behalf of the nation.](#)

1.3 Terminology

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

2 Record of Engagement

- 2.1.1 A summary of the meetings and correspondence that have taken place between Highways England and English Heritage Trust in relation to the preparation of this Statement of Common Ground are outlined in table 2-1.
- 2.1.2 In addition to table 2-1, it is acknowledged that English Heritage Trust has also attended the following stakeholder work groups:
- Stakeholder Strategy Board;
 - Heritage Monitoring and Advisory Group (HMAG);
 - Scientific Committee;
 - UNESCO World Heritage Committee Engagement Group;
 - Environmental Group (including sub-groups, e.g. Heritage and Landscape);
 - Communications Group;
 - Benefits Steering Group; and
 - Attendance at regular design progress reviews held by Highways England, to participate in discussion on matters of design with potential impact on the OUV of the WHS.
- 2.1.3 All of the meetings associated with these groups in relation to the Scheme are not detailed here.

Table 0-1 – Record of Engagement

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
24 April 2018	Letter attached to email	Response to public consultation on proposed route.
13 August 2018	Letter attached to email	Response to supplementary consultation on Scheme design changes.
30 November 2018	Meeting	Meeting to discuss CPO and issues relating to NMU access at the Stonehenge Visitor Centre.
7 December 2018	Email	EHT receive first draft of Statement of Common Ground from Highways England.
11 December 2018	Telephone conference call	Call to discuss the initial draft of the Statement of Common Ground.
10 January 2019	English Heritage Trust Representation to PINS	English Heritage Trust register as an Interested Party; English Heritage Trust submit Relevant Representation to PINS.
12 April 2019	Email	Highway's England emailed updated draft Statement of Common Ground to EHT.
<u>28 May 2019</u>	<u>Meeting</u>	<u>Meeting between EHT and Highways England to discuss matters within the SOCG.</u>

<u>2 August 2019</u>	<u>Telephone call</u>	<u>Call between EHT and Highways England to discuss matters within the SOCG.</u>
<u>8 August 2019</u>	<u>Telephone call</u>	<u>Call between EHT and Highways England to discuss matters within the SOCG.</u>

2.1.1 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) Highways England and (2) English Heritage Trust in relation to the issues addressed in this SoCG.

3 Matters Agreed

3 Table 3-2 – Matters Agreed

Ref	Document	Document Section	Sub-section	English Heritage Trust Comment	Highways England Response	Status
3.1	Public Consultation Response [REP5-012]	Introduction Section 2	Summary of EHT's position Paragraph 42.1	English Heritage Trust “welcomes the changes to the preferred route for the scheme.” EHT is supportive of the A303 tunnel project as it has the potential to further transform the Stonehenge part of the Stonehenge and Avebury World Heritage Site (WHS) and make significant improvements to the setting of the Stonehenge monument (which is one of the WHS's attributes of Outstanding Universal Value) and people's experience of them, provided the project is well designed and located sensitively.	Highways England acknowledges English Heritage Trust's comment regarding the Preferred Route Announcement Scheme .	Agreed

<p>3.2</p>	<p>Public Consultation Response [REP2-090]</p>	<p>The Eastern Section:- Countess junction to just beyond the Solstice Park junction Impact on the cultural heritage affected by the scheme in particular the landscape around Stonehenge (DCO ref ES Chpt 6)</p>	<p>Eastern Portal Paragraph 9.1.2</p>	<p>English Heritage Trust state that they are “pleased that the position of the eastern portal allows the line of the Avenue to be respected” However, EHT state that “it is critical that infrastructure at the portal location is designed and located sensitively if this improvement is to be properly realised.” EHT “are keen to learn more about Highways England’s detailed design plans for this.” EHT welcomes the scope for linking Stonehenge back to its wider landscape and making it possible for people to explore more of the WHS. We also welcome the reconnecting of the line of the Avenue across the current A303 and down to West Amesbury so it may be walkable in the future which has been achieved by the repositioning of the Eastern portal.</p>	<p>Highways England acknowledges English Heritage Trust’s response regarding the positioning of the Eastern Portal in respect of the Avenue. The Eastern portal design has taken the Avenue into consideration, and the sensitive location as part of the DCO application.</p> <p>Highways England intends to engage with English Heritage Trust regarding detailed design and is currently considering the appropriate means of achieving this.</p>	<p>Agreed</p>
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3.3	Public Consultation Response	The Eastern Section: Countess junction to just beyond the	Eastern Portal Paragraph 2	English Heritage Trust comment that they “understand that the newly discovered Mesolithic site at Blick Mead... is being considered carefully by the scheme designers.” EHT “are pleased to learn that the	Highways England acknowledge English Heritage Trust’s comments regarding Blick Mead. The scheme would have no adverse impact on Blick Mead. Where it passes by Blick Mead,	Agreed
		Solstice Park junction		proposed ...scheme will not impact the site.” They further note that “the hydrology needs to be carefully monitored as has been proposed.”	the scheme has been kept within the current highway boundary at the level of the existing A303 and would not touch the Blick Mead site. Groundwater monitoring has been undertaken at Blick Mead and the results of this monitoring have been submitted to the Examination.	
3.4.3	Public Consultation Response [REP2-090]	General Summary Section 9.6	Paragraph 49.7	English Heritage Trust comment that they have “seen the huge improvements made to	Highways England acknowledges English Heritage Trust’s comments and their support for the	Agreed

				<p>the setting of the monument and people's ability to enjoy the wider landscape by the removal of the A344." EHT state that "removing the scar of the A303 and the sight and sound of all that traffic would be an enormous achievement and complete the ambition of returning dignity to Stonehenge and its landscape as set out within the Stonehenge, Avebury and Associated Sites World Heritage Site Management Plan." EHT want assurances that noise and vibration levels at Stonehenge Cottages identified in the Environmental Statement are not exceeded and will not negatively impact upon the</p>	<p>Scheme. <u>Based on the distance between the Cottages and the construction work on the surface, a significant construction noise effect has not been identified at the Cottages (see Table 9.14 in the Noise and Vibration Chapter of the ES [APP-047]).</u></p> <p><u>The predicted vibration levels at Stonehenge Cottages due to tunneling are reported in Table 9.15 of the ES. Chapter 9 [APP-047]. paragraph 9.9.20 reports the impacts at Stonehenge Cottages as being above the Significant Observable Adverse Effect Level (SOAEL) for annoyance, but well below the onset of cosmetic damage criteria.</u></p> <p><u>Monitoring of vibration is proposed to start when the Tunnel Boring Machine (TBM) is within 250m of the Cottages. This was included in the deadline 3 version of the OEMP [REP3-007] at item MW-NOI6. At this distance the predicted vibration level is less than half the Lowest</u></p>	
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				<p><u>building or people living there.</u></p>	<p><u>Observed Adverse Effect Level (LOAEL) for vibration annoyance effects and therefore would allow for a period of monitoring to occur before there is a risk of perceptible vibration.</u></p> <p><u>If this monitoring indicates that PPV levels exceeding 1mms⁻¹ are likely to occur for a period of 48 hours or more during each tunnel bore and providing the property is lawfully occupied as a permanent dwelling, residents of Stonehenge Cottages will be offered temporary re-housing. This is secured through MW-NOI5 of the OEMP.</u></p> <p><u>In addition, MW-NOI5 of the OEMP provides that condition surveys on Stonehenge Cottages shall be undertaken pre-and post tunnelling operations. Should it be identified that damage has occurred to the Cottages as a consequence of the works, appropriate remedial works shall be undertaken in</u></p>	
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					<p><u>consultation with the parties holding an interest in the land in question. It is acknowledged that Historic England and English Heritage hold interests as a landowner and representative of HBMCE at Stonehenge Cottages and, in the unlikely event that remedial measures are required, both would be consulted on those measures.</u></p>	
3.54	Public Consultation Response	<p><u>Potential safety risks</u> General Summary</p>	Paragraph 31	<p>English Heritage Trust comment that they “welcome the improvements made in the current proposals” as set out at public consultation. EHT state that this <u>English Heritage Trust state that “Directing pedestrians, cyclists and carriages to cross the A344 near to Airman’s Corner roundabout at the entrance of the Stonehenge Visitor Centre and to traverse through the coach park into parking bays where vehicles</u></p>	<p>Highways England acknowledges English Heritage Trust’s support for<u>concerns. The link into the Scheme-coach park has been removed following the supplementary consultation. Highways England continues to liaise with English Heritage Trust regarding the scheme design.</u></p>	Agreed

			<p><u>will be reversing and maneuvering is clearly very dangerous to public right of way (PROW) users and our visitors. We welcome the removal of the PROW crossing the A344 into the Stonehenge coach park although remain opposed to the PROW for reasons outlined in 4.8.</u></p>	
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4 Matters Under Discussion

4.1 Table 4-1 Matters Under Discussion

Ref	Document	Document Section	Sub-section	English Heritage Trust Comment	Highways England Response	Status
4.1	Public Consultation Response [REP 2-090]	<u>Section 9.5 Presentation and appearance; and Additional comments</u> Potential safety risks	Paragraph <u>19.5.2</u>	English Heritage Trust state that “ Directing pedestrians, cyclists and carriages seeks clarification on a <u>number of points relating to cross the A344 near to Airman’s Corner roundabout at organisations ongoing involvement in the entrance of detailed design process.</u> <u>Due to the highly sensitive heritage environment and significance of Stonehenge Visitor Centre and to traverse through the coach park into parking bays where vehicles will WHS, EHT seeks to be reversing involved in the development of detailed design and manoeuvring is clearly very dangerous to public right of way (PROW) users finishes and intends to continue discussions with HE over this to ensure provision in the OEMP is more robust and effective.</u>	Highways England acknowledges English Heritage Trust’s concerns. The link into the coach park has been removed following the supplementary consultation. Highways England continues to liaise welcomes further <u>engagement with English Heritage Trust regarding with regards to the scheme detailed design.</u> <u>The Outline Environmental Management Plan (OEMP) [REP6-011] includes a design vision together with a set of design principles for key elements of the Scheme. Highways England will consult key stakeholders, including English Heritage Trust, on the external appearance of the following elements of the Scheme within the World Heritage Site:</u>	Under Discussion <u>(until finalisation of the OEMP)</u>

				<p><u>English Heritage Trust seek further details now and a provision in the DCO to secure our visitors- future involvement on design details as the project develops to ensure the OUV of the WHS is protected.</u></p>	<p><u>a) The tunnel service buildings (Work No.1D(ii));</u> <u>b) Portals structures (Work Nos. 1E(ii) and 1G(iii)), retaining walls (part of Work Nos. 1D(ii) and 1H(ii)) and Green Bridge Four (Work No.1d(i)); and</u> <u>c) Public rights of way, including pedestrian, cycling and non-motorised user provision and wayfinding including surfacing, materials, fencing and gating.</u> <u>Outside of the World Heritage Site Highways England will consult key stakeholders, including English Heritage Trust, on the external appearance of the following:</u> <u>a) Signing and lighting at the new Longbarrow junction (Work No.1C(ii)); and</u> <u>b) Signing and lighting at the Countess junction (Work No.1H(iv)).</u></p> <p><u>Design principles are set out in Table 4.1 of the OEMP issued at deadline 6 [REP6-011] and have been developed through extensive engagement with</u></p>	
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					<p><u>heritage stakeholders, including English Heritage Trust.</u></p> <p><u>The process for consultation, through a stakeholder consultation design group of which English Heritage Trust is a member, is set out within section 4 of the OEMP.</u></p> <p><u>The OEMP is secured by Requirement 4 of the draft DCO [REP6-005].</u></p>	
4.3	[REP2-090]	<u>Section 9.12 Impact on EHT & HBMCE land and land interests</u>	<u>Paragraph 9.12.1</u>	<p><u>English Heritage Trust “understands that there is potential for the restriction of future archaeological research within the affected part of the WHS (e.g. above the tunnel route). This would be contrary to the provisions of the Stonehenge WHS Management Plan.”</u></p> <p><u>Highways England has presented information on the tunnel restriction, set out in response to ExA question CH1.27 [REP2-025] and English Heritage Trust has had the opportunity to comment on the principles set down. Details setting</u></p>	<p><u>As noted in the Statement of Reasons [APP-023] and response to ExA question CH.1.27, restrictions are required above the tunnel in order to secure protection of the tunnel from potentially conflicting future development and works that might jeopardise the structural integrity of the tunnel. Highways England continues to engage stakeholders to finalise details.</u></p>	<u>Under Discussion</u>

				<u>out the process for operation of the restriction, together with finalized wording, is awaited.</u>		
4.24	<u>[RR-1725REP2-090]</u>	<u>Page 2 2.1.4Section 9.4 Ease of access to the English Heritage Visitor Centre and Stonehenge</u>	<u>Impacts on Stonehenge and the World Heritage SiteParagraph 9.4.1</u>	<u>English Heritage Trust “is particularly interested in the design details and finishes of the scheme and how they might impact upon the WHS and its attributes of OUV. [English Heritage Trust] has taken note of the documents provided in the DCO application and understands that the design details of some elements are not provided at this stage. However, given the highly sensitive heritage environment and significance of English Heritage Trust state that “As well as conserving the site of Stonehenge, it is part of [English Heritage Trust’s] remit to welcome visitors to the site hoping that we will inspire people to value, visit and enjoy it. [English Heritage Trust] wants to ensure visitors have an easy route to the Stonehenge Visitor Centre, both during the construction phases and after the scheme is finished. Ease of access</u>	<u>Highways England welcomes further engagementAs required by the OEMP [REP6-011], which is secured through Requirement 4 of Schedule 2 to the draft Development Consent Order [REP6-005], the main works contractor will prepare and implement a detailed Traffic Management Plan which will include details of temporary construction signage and access arrangements, in consultation with relevant organisations, including English Heritage Trust with regards to the (MW-TRA2). Highways England acknowledges English Heritage Trust’s concerns relating to signage during operation. A detailed signage strategy will be developed during the detailed design. Highways England will engage stage. It will include clear signing from the A303 directing traffic to use the</u>	Under Discussion

				<p><u>and signage to the Stonehenge Visitor Centre is key to this. We understand that visitors will be directed to approach the Visitor Centre from slip roads leading to two new roundabouts at the Western end. The DCO and application papers do not give any detail on what road signage will be installed except to say that it will have minimal impact and limited to minimise unnecessary clutter. We would like to work with HE to ensure the route is clear and intuitive and the language is clear and helpful for drivers wanting to visit Stonehenge – many of who are overseas visitors.”</u></p> <p><u>English Heritage Trust expects to have the opportunity to comment on signage proposals and that a detailed signage strategy is included as a requirement in the DCO.</u></p>	<p><u>Longbarrow junction for access to the Stonehenge Visitor Centre.</u></p> <p><u>The OEMP [REP6-011] contains two provisions that relate to operational signage. Design Vision at 4.2.6(d) (which will inform the detailed design) provides that:</u></p> <p><u>Road signage should be designed for minimal impact, ensuring no unnecessary clutter, while ensuring the route is safe.</u></p> <p><u>Principle P-SL2 states: Road signs to be located as to avoid adverse impacts on the setting of monuments or interrupting views between Neolithic and Bronze Age monuments, wherever practicably possible.</u></p> <p><u>Following ongoing discussions with EHT, an additional provision will be made in the next revision OEMP that ‘During development of the operational signage strategy for the Scheme, the main works contractor shall consult with English Heritage Trust on detailed design and is currently</u></p>	
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					<p>considering the appropriate means of achieving this. Wiltshire Council and, where relevant, other parties with regard to tourism signage needs.'</p>	
4.5	[REP2-090]	<p><u>Ease of access to the English Heritage Visitor Centre and Stonehenge.</u></p> <p><u>and</u></p> <p><u>Negative impacts on EHT charitable business.</u></p>	<p><u>Paragraph 9.4.3 and Paragraph 9.10</u></p>	<p><u>EHT make the point that regardless of the plans to reduce the impact of the construction on the local road network, we are concerned that many drivers (particularly tourists to Stonehenge) will be put off travelling to the site due to the perceived disruption caused by construction. EHT is in talks with HE about how this can be mitigated. This is deeply concerning for EHT as maintaining visitor numbers at Stonehenge is crucial to the future sustainability of the charity and therefore the care of the National Heritage Collection. See 9.6 for further information on EHTs position.</u></p> <p><u>EHT is conscious that there is potential for negative impacts for our charitable business during the construction phase of the works arising from poor air quality, noise</u></p>	<p><u>Highways England understands the concerns of English Heritage Trust with respect to how the general public and visitors may potentially perceive the proposed development to be detracting from the visitor experience at Stonehenge.</u></p> <p><u>The OEMP [REP6-011] Table 2.1 requires Highways England to liaise with English Heritage Trust to ensure that sufficient up to date information is made available to the public via the roles and responsibilities of the Community Relations Manager.</u></p> <p><u>In addition, Highways England is committed to working in collaboration with EHT to develop a communications strategy that mitigates impacts associated with the public perception of the proposed development for</u></p>	

				<p><u>and vibration, visual impact and pollution. This impact could extend to potential visitors who choose not to visit to 'avoid' the road works and so miss the opportunity to visit and experience Stonehenge. We know from other EHT properties that traffic disruption and extensive negative publicity related to it can have a significant impact on visitation levels. EHT believes there is a need for a plan to mitigate this and additional monitoring of unintended consequences on the EHT charitable business during the construction phase.</u></p>	<p><u>domestic and international visitors and well as the tourism trade. The form and mechanism for securing this collaboration is under discussion and will be confirmed through an exchange of letters.</u></p>	
4.6	[REP2-090]	<p><u>Section 9.15 Public Rights of Way, NMU routes and vehicular access across the WHS</u></p>	<p><u>Paragraph 9.15.2</u></p>	<p><u>[English Heritage Trust] supports Wiltshire Council's proposal to amend the DCO and downgrade Byways 11 and 12.</u></p>	<p><u>Highways England notes that Wiltshire Council have brought forward proposals to change the DCO to provide for the changes that EHT seek. In its Deadline 4a [REP4a-001] and Deadline 6 [REP6-037] submissions, Highways England has set out its view that it does not support this change and that the impact of such change will need to be assessed by Wiltshire Council to allow full consideration of the</u></p>	<p><u>Under Discussion</u></p>

					<u>issue within the Examination.</u>	
<u>4.7</u>	<u>[REP2-090]</u>	<u>Sections 9.4 Ease of access to the English Heritage Visitor Centre and Stonehenge and Section 9.6 Construction Impacts</u>	<u>Paragraphs 9.4.1 to 9.4.3 And Paragraph 9.10(sic)</u>	<u>∓ EHT seeks further clarity on construction impacts and how they will be monitored and mitigated particularly noise and vibration levels at the Visitor Centre and the Stonehenge Monument. Further clarity on monitoring methodology is needed. This is required in order to safeguard the Stonehenge monument for future generations and also the collections on display at the Visitor Centre to ensure that future loans and exhibitions are not jeopardized.</u>	<u>Highways England has provided information as part of the application documentation (as summarised in [REP3-013], paragraphs 28.1.2-28.1.10) to enable EHT to understand the likely impacts of temporary infrastructure, construction activities and traffic. The closest construction works to the Visitor Centre (receptor C15 in the construction assessment detailed in the Noise and Vibration Chapter of the Environmental Statement (ES) [APP-047]) are associated with the realignment of the A360 and are approximately 500m away. The distance to the closest approach of the Tunnel Boring Machine (TBM) is over 1.4km. At these separation distances the level of vibration generated by construction works will not be perceptible. The OEMP [REP6-011] requires the main works contractor to liaise regularly with the Stonehenge Visitor Centre and maintain/update</u>	<u>Under Discussion</u>

					<p><u>information at the centre to advise visitors of the works taking place (MW-G31).</u></p> <p><u>The OEMP [REP6-011] provision PW-G1 requires a detailed Construction Environmental Management Plan (CEMP) to be prepared by Highways England's appointed contractor, which will be based on, and incorporate the requirements of the OEMP.</u></p> <p><u>The OEMP requires certain management plans to be appended to the CEMP. Under provision MW-TRA2, a Traffic Management Plan (TMP) is to be agreed with EHT as a member of HMAG. The requirements for the TMP include for plans to be produced that show the roads to be used to deliver principal construction materials to site (paragraph f)) and the haul routes to be used (paragraph g)). As a component to the CEMP, the TMP can be updated when necessary.</u></p> <p><u>The OEMP also requires the main works contractor to establish a</u></p>	
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					<p><u>noise and vibration management plan (MW-NO14), which includes the requirement to establish noise and vibration monitoring protocols at the Stonehenge Visitor Centre. In addition, in the latest iteration of the OEMP [REP6-011], a specific obligation has been added in MW-NO16, such that vibration monitoring will be undertaken at the Stonehenge Visitor Centre and the Stonehenge monument during the construction period. The details, including the location, of vibration monitoring at the Stonehenge monument will be determined in consultation with the English Heritage Trust and set out in the Noise and Vibration Management Plan.</u></p> <p><u>Compliance with the OEMP is secured by Requirement 4 of Schedule 2 to the draft DCO.</u></p>	
<u>4.8</u>	<u>[REP2-091] And [REP6-053]</u>	<u>Assessment of the Scheme And DC.2 Draft Development</u>	<u>Public Rights of Way, second paragraph And DCO.2.52,</u>	<u>English Heritage Trust originally stated in its Relevant Representation (RR-1725) that it objects to the proposal to create a restricted byway running alongside</u>	<u>As set out in Highways England's Written Representations [REP3-013] (paragraphs 28.4.1 to 28.4.3 refer) Highways England proposes to amend the route and</u>	<u>Under discussion</u>

		<p>Consent Order (dDCO)</p>	<p>page 11.</p>	<p>the A360 within the boundary of the Stonehenge Visitor Centre complex on the grounds of negative impacts on safety, security, operations (including car parking), heritage and local road users.</p> <p>EHT felt there were alternative routes that would not give rise to the impacts above, including following, but outside the boundary of the Visitor Centre site to the east of the Centre. This route is outside the land identified for compulsory acquisition.</p> <p>As confirmed in the Deadline 6 Response to Examining Authority's Second Round of Written Questions (REP6-045), EHT continues to work with Highways England to discuss alternatives and measures to reduce the risks we believe this new PROW introduces.</p> <p>Whilst EHT welcomes the open and constructive dialogue with Highways England we remain concerned that alternative routes (that do not give rise to the risks highlighted in</p>	<p>the status of the new public right of way comprised in References U and UA as shown on the Rights of Way and Access Plans [APP-009] (on Sheet 14) and identified in Schedule 3 to the draft Development Consent Order [REP6-005]. This route is the proposed restricted byway which would run from the southern boundary of the Stonehenge Visitor Centre to Airman's Corner roundabout.</p> <p>Highways England recognise the effort made by English Heritage Trust to work with Highways to explore alternatives – the preferred option has been tabled during the examination of the DCO application (see the written submissions of oral submissions made at the Compulsory Acquisition Hearing held on 9 and 10 July 2019 by English Heritage [REP5-012] and by Highways England [REP5-002]).</p> <p>However, this would require land that is owned by a third party and which is located outside the Order limits. The landowner has</p>	
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				<p><u>previous EHT Written Representations) are not being pursued. We understand this is because the most appropriate alternatives fall outside of the 'red line'.</u></p> <p><u>EHT understands that Highways England is focusing on amending the existing proposal to deliver improvements to the current DCO proposal and we have provided feedback to Highways England on this in order to assist Highways England with its proposals.</u></p> <p><u>However, EHT remain concerned that our road safety concerns and operational impacts remain – even if attempts are being made to reduce them. In particular, for example, the same potential for conflict between vehicles and non-motorised users particularly at the Visitor Centre access remains and, there is still a loss of parking.</u></p> <p><u>Therefore, our objection is maintained.</u></p>	<p><u>indicated that it is not prepared to negotiate for the acquisition of the land needed for this alternative route.</u></p> <p><u>Therefore, Highways England is instead consulting on two further potential options (A and B) for a change to the route proposed in the DCO application [AS-067, Section 9].</u></p> <p><u>The Momentum Transport Consultancy report "A360 PROW Route Options Review" report dated 1 May 2019 [REP2-092] commissioned by EHT, states the safety issues raised by each of the options under consideration for the route. Highways England will respond to this report at deadline 7 and continues to work with English Heritage Trust to identify a solution that is acceptable to all parties and capable of delivery.</u></p>	
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				<u>EHT remains open to discussions that would fully resolve its concerns and await sight of a response to the Momentum assessment prepared on behalf of EHT.</u>		
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				<p>Stonehenge and the WHS, [English Heritage Trust] considers that further information is required at this stage in order to properly assess the proposals in order to understand the physical and visual impact of any infrastructure within the WHS – to ensure all elements of the scheme are designed and located to allow the benefits of the scheme within the WHS to be fully realised. These details include the surfaces and extent of proposed Non-Motorised User (NMU)/PROW routes, fencing, signage, lighting, street furniture, the portals, articulation and form of the cutting and walls and the green bridge (within the WHS) design and any other significant changes/introductions.”English Heritage Trust seek a provision in the DCO to secure involvement in details of the development</p>		
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				throughout the life of the scheme (see Row 4.7 below).		
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4.3	[RR-1725]	Page 2 2.1.3	Impacts on Stonehenge and the World Heritage Site	English Heritage Trust “understands that there is potential for the restriction of future archaeological research within the affected part of	Highways England acknowledges English Heritage Trust’s concerns. As noted in the Statement of Reasons [APP-023], restrictions	Under-Discussion
				the WHS (e.g. above the tunnel route). This would be contrary to the provisions of the Stonehenge WHS Management Plan.”	are required above the tunnel in order to secure protection of the tunnel from potentially conflicting future development and works that might jeopardise the structural integrity of the tunnel. Highways England acknowledges English Heritage Trust’s concerns regarding the tunnel restriction areas and is undertaking further work to provide details of the type of restrictions required, for further discussion with English Heritage.	

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4.4	[RR-1725]	Page 2 2.2.1	Access to the English Heritage Visitor Centre	<p>English Heritage Trust state that “As well as conserving the site of Stonehenge, it is part of [English Heritage Trust’s] remit to welcome visitors to the site hoping that we will inspire people to value, visit and enjoy it. [English Heritage Trust] wants to ensure visitors have an easy route to the Stonehenge Visitor Centre, both during the construction phases and after the scheme is finished. Ease of access and signage to the Stonehenge Visitor Centre is key to this. The DCO and application papers do not give any detail on what road signage will be installed to ensure it is clear and intuitive for drivers</p>	<p>Highways England acknowledges English Heritage Trust’s concerns. A detailed signage strategy will be developed during the detailed design stage. It will include clear signing from the A303 directing traffic to use the Longbarrow junction for access to the Stonehenge Visitor Centre.</p> <p>A Traffic Management Plan is required to be approved and implemented pursuant to Requirement 9 in Schedule 2 to the draft Development Consent Order [APP-020]. As required by the Outline Environmental Management Plan (OEMP) [APP-</p>	Under-Discussion
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			<p>wanting to visit Stonehenge. There is a lack of detail on the temporary infrastructure for the construction period therefore [English Heritage Trust] is unable to assess its impact on the WHS and our visitor operation.”</p> <p>English Heritage Trust expects a detailed signage strategy is included as a requirement in the DCO.</p> <p>As mentioned above, English Heritage Trust seek a provision in the DCO to secure English Heritage Trust’s future involvement in the scheme (see Row 4.7 below).</p>	<p>187], which is secured through Requirement 4 of Schedule 2 to the draft Development Consent Order [APP-020], the main works contractor would prepare and implement a detailed Traffic Management Plan which will include details of temporary construction signage and access arrangements, in consultation with relevant organisations (MW-TRA2).</p>	
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4.5	[RR-1725]	Page 3 2.3.4	Public Rights of Way, NMU routes and vehicular access across the World Heritage Site	<p>English Heritage Trust states that it “objects 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>English Heritage Trust objects to this proposal for the following reasons:</p> <ul style="list-style-type: none"> • Potential safety risks particularly conflict between non- 	Highways England is discussing with English Heritage Trust whether an alternative route which addresses English Heritage Trust’s concerns and meets the objective of improving access to non-motorised users can be found.	Under-Discussion
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				<p>motorised byway users and motorised visitors</p> <ul style="list-style-type: none"> • Potential security risks • Potential negative impact on [English Heritage Trust's] visitor operation • Potential negative knock-on impacts for A360/B3086 road users • Negative impact on design principles of the Stonehenge Visitor Centre • Negative impact on recent investment in car parking 	
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4.6	[RR-1725]	Page 3 2.3.5	Public Rights of Way, NMU routes and vehicular access across the World Heritage Site	English Heritage Trust state that "There are alternative routes that are better that would not give rise to the impacts above, including following, but outside the boundary of the Visitor Centre site as suggested by [English Heritage Trust]. The proposal for the restricted byway across part of the Visitor Centre site was introduced late and there was failure to consult and liaise with [English Heritage Trust] on the proposed right of way route selected before submission. [English Heritage Trust] has suggested the alternative route outside of the boundary of the	Highways England is working with English Heritage Trust to consider whether an alternative route which addresses English Heritage Trust's concerns and meets the objective of improving access to non-motorised users can be found.	Under-Discussion
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				<p>Visitor Centre site, which is the subject of discussions with Highways England. The fact that [English Heritage Trust's] suggested alternative route mentioned above is outside the land identified for compulsory acquisition does not constitute a compelling reason in the public interest to compulsorily acquire the land and interests in question, given the impacts."</p>		
4.7	<p>Public Consultation Response</p>	<p>The Western Section:- Winterbourne Stoke bypass to Longbarrow junction</p>	<p>Western Portal Paragraph h-1</p>	<p>English Heritage Trust state that they "welcome the mitigation Highways England has included in the scheme at the western portal location to protect the OUV of the World Heritage Site". EHT "largely supports the current design although would seek more detail about the size and exact location of the land bridge to ensure it maintains visual and</p>	<p>Highways England acknowledges English Heritage Trust's concerns. Further details regarding the land bridge were provided during the supplementary consultation and DCO application. (Reference should also be made to Row 4.9, Supplementary Consultation</p>	<p>Under Discussion</p>

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				physical connectivity between barrow groups in the western part of the WHS.” Discuss and agree details as the project develops.	Response, 2. Widening of the green-bridge proposed near the existing Longbarrow roundabout)	
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4.8	Public- Consultation- Response	The Western- Section:- Winterbourne- Stoke bypass- to- Longbarrow- junction	Western- Portal- Paragrap h 2	English Heritage Trust comments that the design of the western approaches “is the most appropriate solution to removing the sight and sound of moving traffic from the WHS” by locating “the western approach to the tunnel entrance in a deep cutting. This will be mitigated by a partial canopy and a green bridge which will help to maintain connectivity between monument groups. These new elements are to be welcomed. However along with other heritage partners, English Heritage has asked Highways England to consider a further or wider green bridge in this area.” Regarding further details, see comment at Row 4.7 above.	Highways England- acknowledges English- Heritage Trust’s support for the Scheme design and the deep cutting in the approach to the western portal. Further detail regarding a wider green bridge or land bridge was provided in the supplementary consultation and DCO application. (Reference should also be made to Row 4.9, Supplementary Consultation- Response, 2. Widening of the green bridge proposed near the existing Longbarrow roundabout). Highways England will engage with English- Heritage Trust on detailed design and is currently considering the appropriate means of achieving this.	Under- Discussion
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4.9	Supplementary Consultation Response	2. Widening of the green bridge proposed near the existing Longbarrow roundabout.	Paragraph 4	<p>English Heritage Trust comment that they welcome “the widening of the green bridge and its current position which will allow greater connectivity in this part of the World Heritage Site.”</p> <p>Regarding further details, see comment at Row 4.7 above.</p>	<p>Highways England acknowledges English Heritage Trust’s comments and support to the changes made regarding the green bridge at supplementary consultation and as put forward as part of the DCO application.</p>	Under Discussion
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					Highways England will engage with English Heritage Trust on detailed design and is currently considering the appropriate means of achieving this.	
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4.10	[RR-1725]	Page 1 4.5	Introduction	<p>English Heritage Trust state that “Removing the old Stonehenge visitor facilities adjacent to the Stones and the grassing over of the A344 in 2013 through [English Heritage’s] Stonehenge Environmental Improvements Project have had a significant positive impact for the public and WHS. [English Heritage Trust] consider that the current proposed A303 road scheme has the potential to further 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 Outstanding Universal Value (OUV)).- Provided it is well designed and located sensitively, this scheme could greatly enhance the OUV of the WHS whilst simultaneously improving the</p>	<p>Highways England acknowledges the support of comments from English Heritage Trust in relation to the potential for the Scheme 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 Outstanding Universal Value (OUV))”. The design has been developed having regard for the potential impact of the Scheme on the World Heritage Site and its OUV, informed by a Heritage Impact Assessment, as set out in ES Appendix 6.1, HIA [APP-195]. This has informed the choice of options for the cutting approach to the tunnel and canopy design over the tunnel entrance in the western part of the WHS, as well as the positioning of a</p>	Under-Discussion
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				setting of the Stones	e.150-metre-wide green bridge near Longbarrow. The heritage impact	
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				<p>themselves, and people's experience of them."</p> <p>English Heritage Trust seek further details now and a provision in the DCO to secure our future involvement on design details as the project develops to ensure the OUV of the WHS is protected.</p> <p>Regarding further details, see comment at Row 4.7 above.</p>	<p>assessment (HIA) [APP 195] has concluded that the Scheme would have a Slight Beneficial effect on the OUV of the WHS as a whole (as described in Chapter 12 of the HIA). This takes into account that of the seven attributes of OUV for the WHS, whilst the Scheme would have a slight adverse effect on two of those attributes, it would 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 would have a slight beneficial effect on the authenticity and integrity of the WHS. Overall, the OUV of the WHS would be sustained. Highways England will engage with English Heritage Trust on</p>	
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~~detailed design and is currently considering the appropriate means of achieving this.~~

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4.11	[RR-1725]	Page 3 2.3.1	Public Rights of Way, NMU routes and vehicular access across the World Heritage Site	<p>With the exception of the proposed restricted A360 byway through the Stonehenge visitor centre and restricting vehicular access and link between 11 and 12. English Heritage Trust state that they support “the opportunity this scheme his scheme offers to connect rights of way and remove unnecessary vehicular access within the WHS so that there is increased access and potential for people to explore the landscape on foot or on a bicycle or horse (where appropriate) in order to enjoy and understand Stonehenge within its wider landscape setting.</p>	<p>Highways England acknowledges English Heritage Trust’s support for this element of the Scheme design. Connectivity into and through the WHS would be improved through the provision of new and enhanced public rights of way, notably the new route on the line of the old A303, linking Winterbourne Stoke with Amesbury via the WHS.</p> <p>Highways England will engage with English Heritage Trust on detailed design and is currently considering the appropriate means of achieving this.</p>	Under Discussion
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4.12	[RR-1725]	Page 3 2.3.2	Public Rights of Way, NMU routes and vehicular access across the World Heritage Site	English Heritage Trust state that “During the public consultation process [English Heritage Trust] voiced its objection to the proposal to link existing byways open to all traffic (BOATS) 11 and 12 with a new byway open to all traffic which we believed would create a new line of traffic across the WHS and negatively impact upon views from and towards the Stonehenge monument. [English Heritage Trust] welcomes the removal of the link but still remains concerned about the negative impact of traffic within the WHS particularly past	Highways England acknowledges English Heritage Trust’s concerns about the negative impact of traffic within the WHS particularly past Stonehenge itself caused by the existing byways open to all traffic (BOAT) (Byways 11 and 12). Changing the status of the existing BOATs is beyond the scope of the Scheme and is a matter for Wiltshire Council to consider as the local highway authority. Highways England wish to ensure that the Scheme is integrated within the existing	Under Discussion

			<p>Stonehenge itself caused by the existing BOATs.”</p> <p>English Heritage Trust disagrees that the status of the existing BOATs is beyond the scope of the Scheme or that it cannot be dealt with as an ancillary matter in the DCO and we remain concerned about traffic on BOATs. We seek a provision within the DCO to restrict vehicular access to the byways.</p> <p>Please see English Heritage Trust comments on Row 4.11. as a response to Highway’s England’s comments addressing enhancements on PROW network.</p>	<p>byway network and, where the opportunity exists, create legacy benefits for non-motorised users in accordance with its Strategic Business Plan and Road Investment Strategy, which are aligned with Government policy to encourage walking, cycling & horse riding through national and local policies and plans. The new public rights of way measures proposed along the Scheme would not only maintain, but would also considerably enhance the existing PROW network, significantly improving connectivity for non-motorised users, as illustrated on the Rights of Way and Access Plans [APP-009].</p> <p>Highways England intends to engage with English Heritage Trust regarding detailed</p>	
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~~design and is currently
considering the appropriate
means of achieving this.~~

5 Matters Not Agreed

~~5.15.1.1~~ ~~5.1~~ There are currently no matters ~~Not Agreed at the present time~~ which are not agreed.

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