

A303 Amesbury to Berwick Down

TR010025

8.9 Statement of Common Ground – Winterbourne Stoke Parish
Council

Deadline **72**

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The Infrastructure Planning (Examination Procedure) Rules 2010

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Infrastructure Planning

Planning Act 2008

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

A303 Amesbury to Berwick Down
Development Consent Order 2019

**STATEMENT OF COMMON GROUND – Winterbourne Stoke Parish
Council**

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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) Winterbourne Stoke Parish Council

Signed.....

[NAME]

Project Manager

on behalf of Highways England

Date: **[DATE]**

Signed.....

[NAME]

[POSITION]

on behalf of Winterbourne Stoke Parish

Council

Date: **[DATE]**

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3 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 improvement scheme ("the Application") made by Highways England Company Limited ("Highways England") to the Secretary of State for Transport ("Secretary of State") for a Development Consent Order ("the Order") under section 37 of the Planning Act 2008 ("PA 2008").
- 1.1.2 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.

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared by (1) Highways England as the Applicant and (2) Winterbourne Stoke Parish Council.
- 1.2.2 Highways England became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing Highways England made provision for all legal rights and obligations of the Highways Agency to be conferred upon or assumed by Highways England.

- 1.2.3 Winterbourne Stoke Parish Council (“WSPC”), act as representatives of the parishioners of Winterbourne Stoke. Winterbourne Stoke is a village and civil parish in Wiltshire, England, about 5 miles (8 km) west of Amesbury and 3 miles (4.8 km) west of Stonehenge.

1.3 Terminology

- 1.3.1 In the tables in the Issues chapter of this SoCG “Not Agreed” will indicate a final position and “Under discussion” indicates where these points are the subject of on-going discussion between the parties with the aim, wherever possible, to resolve, or refine, the extent of agreement/disagreement between the parties.
- 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 Winterbourne Stoke Parish Council, and therefore have not been the subject of any discussions between the parties. As such, all matters of material interest or relevance to Winterbourne Stoke Parish Council can be read as agreed, except to the extent that they are noted as ‘not agreed’ or ‘under discussion’ in this document.

2 Record of Engagement

2.1 Summary of meetings and correspondence

2.1.1 A summary of the meetings and correspondence that has taken place between Highways England and Winterbourne Stoke Parish Council (WSPC) in relation to the Application is outlined in Table 2-1.

Table 2-1 – Summary of meetings and correspondence

Date	Form of meeting or correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
23/02/2017	Meeting with WSPC (and other nearby communities) by Derek Parody and Chris Jones	Introduction to the <u>S</u> scheme and the parties.
02/03/2017	Letter from WSPC to Highways England entitled 'A303 Stonehenge Public Consultation'	Consultation: Level of effort and weight given to local views from the Parish. Concerned at reappearance of southern route. Limited visuals. No baseline noise information. No air quality information. Impact of proposals on flooding risk. Impact on year-round amenity value of footpath and bridleways. Access to archaeology reports. Height of road embankments. Height of Till viaduct. Phosphatic chalk contamination risk. Disruption during construction. A360 access during construction. Access to Winterbourne Stoke.
07/01/2018	Email from Cllr Dr AD Shuttleworth	Request for representation at the first Local Community Forum meeting.
11/01/2018	Email from Highways England to Cllr Dr AD Shuttleworth	Response welcoming attendance and provision of communications details.
16/01/2018	Email from Highways England to WSPC	Early notification of statutory consultation and enquiry regarding the holding of consultation documents.
30/01/2018	Phone call from Highways England to WSPC	Consultation materials enquiry.
31/01/2018	Email from Highways England to WSPC	Notice of publication of Statement of Community Consultation detailing

		the dates and times of the events between 8 th February and 6 th April.
06/02/2018	Section 42 Notice by Highways England	Notice letter advising the start of statutory consultation.
26/02/2018	Email from Highways England to WSPC and NTPC	Highways England offer presentation of the scheme to WSPC and NTPC.
26/02/2018	Email from WSPC to Highways England	Response from NTPC proposing 14 th March or 11 th April meetings for presentation.
01/03/2018	Email from Highways England to WSPC	Confirmation of 14 th March for presentation of S scheme to NTPC.
20/03/2018	Section 42 Notice from Highways England to WSPC	Letter extending consultation period until 23 rd April and announcing additional events due to bad weather cancellations.
26/03/2018	Presentation from Highways England for WSPC	Presentation given on the scheme by Highways England, presentation in response from Chair of Parish Council, Q and A session followed.
20/04/2018	Response from WSPC to Statutory Consultation	Key points listed below.
23/04/2018	Letter from Highways England to WSPC	Acknowledgement of consultation response.
04/05/2018	Email from Highways England to WSPC	Email to reschedule community forum due to clashes on proposed date.
11/05/2018	Email from Highways England to WSPC	Confirmation of revised community forum date and venue.
13/05/2018	Email from WSPC to Highways England	Confirmation of proposed WSPC attendance at proposed community forum meeting.
06/06/2018	Email from Highways England to WSPC	Request for dates of future PC meetings for progress updates.
07/06/2018	Email from WSPC to Highways England	Provision of future PC meeting dates.
13/07/2018	Letter from Highways England to WSPC	Letter advising of supplementary consultation from 17 th July to 14 th August.
August 2018	Response to supplementary consultation	As taken from the Winterbourne Stoke Parish Council website.
22/08/2018	Meeting WSPC and Highways England	Meeting to commence preparation of S oCCG with Andrew Shuttleworth (WBS), Jim Carr (WBS) Jeremy Damrel, Tim Harper and Stewart Ross (all A303 Technical Partner).
29/10/2018	Email from Highways England to WSPC	Issue of draft SOCG for discussion.

29/10/2018	Email from WSPC to Highways England	Confirmation of receipt of draft So O CG, first comments on a number of the areas requiring further discussion and information, request for information supporting the need for green bridge 1.
23/11/2018	Email from WSPC to Highways England	Following review of the radiation survey results in the preliminary G.I. report, seeking further information.
17/12/2018	Email from Highways England to WSPC	Providing a technical note on the provision of green bridge 1 and updating on ongoing work to provide more information on any potential for radiation from particulate alpha emitters found in any phosphatic chalk excavated from the proposed tunnel.
07/01/2019	Relevant representation	Winterbourne Stoke Parish Council submitted its RR to the Planning Inspectorate.
09/01/2019	Meeting WSPC and Highways England	To review an update of the So O CG and discuss matters outstanding.
03/02/2019	Email from WSPC to Highways England	Providing comments on the draft So O CG, confirming matters now agreed and those remaining under discussion (not agreed at this time).

3 Matters Agreed

Issue Ref	Scheme element	Para. Ref.	Winterbourne Stoke Parish Council Comment	Highways England Response	Status
3.1	Scheme overall	[RR-1400], paragraph 1	In making my representation on the A303 Stonehenge Scheme as the Clerk of Winterbourne Stoke Parish Council (WSPC), I wish to begin by stating the support for the scheme as a whole; an effective dual carriageway bypass of Winterbourne Stoke and the Stonehenge World Heritage Site is long overdue.	WSPC is are thanked for their overall support for the Scheme.	Agreed
3.2	Viaduct Design, and Landscape and Visual and flood regime	-	WSPC would wish: The viaduct to be as low as achievable possible, consistent with minimising the flood risk.	The proposed height and width of the viaduct has been informed by a bridge shading study, which is presented as Annexes D and E to the Environmental Statement Appendix 8.25: Habitat Regulations Assessment: Statement to Inform the Appropriate Assessment [APP-266]. The twin deck viaduct design, at its proposed width and height, is considered to be the lowest level that would still maintain vegetation under the viaduct and maintain the ecological integrity of the Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC) . Reducing the height of the viaduct below that proposed would lead to adverse effects on the nationally and internationally	Agreed

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				<p>important River Avon SAC (which includes the River Till SSSI).</p> <p>Flood risk is not a key design consideration in determining the height of the bridge, but has been an important consideration in selecting the location of the structure, and the abutments. Paragraph 10.3.3. of the flood risk assessment, as presented in Environmental Statement Appendix 11.3 [APP-281], has concluded that there would be no adverse increase in flood risk as a result of the construction of the River Till viaduct in the proposed location.</p> <p>This matter has been discussed with Winterbourne Stoke Parish Council. They are satisfied with the proposals in the Development Consent Order (DCO) application documents regarding this issue.</p>	
3.3	Viaduct Design and Ecology	-	The use of split carriageways and as wide a gap between them to minimise the height required to allow sunlight to strike the ground under them and protect the SSSI. Primacy should be given to the need to minimise height.	<p>The viaduct features a split deck, which serves to provide further sunlight to the river below. The proposed height and width of the viaduct has been informed by a bridge shading study, which is presented as Annexes D and E to Environmental Statement Appendix 8.25 [APP-266]. This is secured in item D-BIO1 of the Outline Environment Management Plan (OEMP) (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012]), secured by paragraph 4 of Schedule 2 of the draft DCO [REP6-005 and REP6-006APP-020].</p>	Agreed

				As described in 3.1.1 above, the need to minimise impact on ecology from shading restricts the possibility of reducing the height of the bridge above the Till any further. This matter has been discussed with WSPC. They are satisfied with the proposals in the DCO application documents regarding this issue.	
3.4	Viaduct Design and Agricultural Impacts	-	We understand that Manor Farm require a minimum headroom of 5.4 metres to be left on Byway WST04 to allow farm vehicles to safely pass under it, where it passes under the new road, yet to the east, we are advised the deck would be 9m above the river. Would it be possible to divert WST04 a short distance east of its current position, to allow the deck to be lower at the western end and yet still be high enough above the flood plain to not flood regularly? Alternatively, the Parish Council feel that consideration should be given to providing a bridge at this point, to carry WST04 over the new bypass, future-proofing it against any height increases in farm vehicles. This would have the further benefit of lowering the viaduct deck at this point, as it lies off the flood plain.	As discussed at 3.1.1 above the height of the viaduct is determined by the need to allow sufficient daylight to reach ground level. There is ample headroom for farm vehicles and no need to divert WST04 or to build a bridge over the new road. This matter has been discussed with WSPC. They are satisfied with the proposals in the DCO application documents regarding this issue.	Agreed
3.5	Viaduct Design and location	-	The route of the Till crossing be moved some metres north, to the route proposed in 2005 to achieve the lowest	The position for the River Till viaduct has been carefully chosen to ensure it is in the optimal location. The Design and Access	Agreed

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			crossing of the Till floodplain, rather than the shortest.	<p>Statement [APP-295] explains, at Paragraphs 6.3.13 and 6.3.14 the factors that were taken into consideration in the development of the preliminary design of the viaduct, which reflects a carefully weighed balance of impacts on Winterbourne Stoke with minimising land take and avoiding or minimising impacts on the River Till SSSI/SAC and its flood zone. The position of the viaduct optimises the road alignment to cross the River Till at a right angle, enabling shorter spans for the twin deck structure over a narrow section of the river. Moving the eastern end of the viaduct south would adversely affect the overall balance of impacts.</p> <p>This matter has been discussed with WSPC. They are satisfied with the proposals in the DCO application documents regarding this issue.</p>	
3.6	Till Valley and Landscape and Visual	-	Allowance should be made for the planting of mature and semi-mature shrubs and trees (Native species) on the western side of the viaduct on the southern aspect to provide additional screening (aural and visual) for Foredown House and houses at Cleeve view, further to the south.	<p>Table 7.5 of the ES [APP-045] includes the mitigation proposal of a cluster of trees to be planted along a 50m stretch south of the carriageway, to the west of the Viaduct. This will be secured by the operation of paragraph 8 of Schedule 2 to the draft DCO [REP6-005 and RE6-006APP-020], which requires the landscaping scheme for the Scheme to be based on the mitigation measures in the ES. Mature trees will be considered where appropriate, but in the main young trees will be planted because</p>	Agreed

				<p>these have a better establishment and long-term success rate.</p> <p>This matter has been discussed with <u>WSPC. They are satisfied with the proposals in the DCO application documents regarding this issue.</u></p>	
3.7	Till Valley and Drainage Design	-	<p>Drainage ponds to the east and the west of the viaduct seem disproportionately large when compared to similar structures shown at the Countess Roundabout flyover. We would wish that both ends of the scheme be treated in the same fashion with the same environmental standards applied to both. In essence, reducing the size of the pools adjacent to the Till viaduct by at least 50%.</p> <p>In addition to reducing the size of these drainage ponds, their locations should be moved closer to field edges and boundaries, to minimise impact on farming activities.</p>	<p>The infiltration basins at the River Till and the ponds at Countess roundabout have to achieve different standards in terms of allowable discharge rate of the surface water runoff. Both features are however designed to achieve the same standard with regards to flood resilience.</p> <p>The Countess roundabout is an existing highway with existing un-attenuated discharges from the drainage systems to the river Avon. Since construction, the drainage systems have been enhanced to ensure no flooding in a 1 in 100-year storm event.</p> <p>The highway and infiltration basins at the River Till are new features and don't include any existing outfalls. Unlike Countess roundabout, the systems are designed to rely fully on infiltration to discharge the runoff to ground in line with best practice. Their size is dependent upon the area of highway draining to them and the infiltration rate of the ground below. As with the ponds at Countess roundabout, these have been designed to ensure no flooding from the systems in a 1 in 100 year storm event with an allowance for climate change.</p>	Agreed

				<p>It should also be noted that since consultation, the infiltration basin to the south west of the Till has been removed from the design by combining the flow into the basin to the north of the alignment. Further, the remaining ponds have been pulled closer into the road alignment to reduce the land take requirement. The basins east of the tunnel have also had their locations amended placing them closer to the alignment. The currently proposed location and size of drainage features is illustrated on Figure 2.2 of the Road Drainage Strategy (Appendix 11.3 of the ES) [REP2-009 and REP2-010APP-284].</p> <p>This matter has been discussed with WSPCinterbourne-Stoke-Parish-Council. They are satisfied with the proposals in the DCO application documents regarding this issue.</p>	
3.8	Till Valley and Flood Risk	-	<p>Villagers wish to be assured that the construction of the viaduct and associated earthworks will not alter the flow and flood characteristics of the upper Till valley and that its construction will not cause an increased flood risk to properties downstream of it.</p>	<p>Hydrological modelling of the River Till channel has been undertaken, taking into consideration the new viaduct and associated landscaping and approach embankments. The viaduct is located in the shortest crossing point, to avoid affecting flood risk. The assessment of the potential for impacts of the project on the water environment, including hydrology and flood risk, are presented in Environmental Statement Chapter 11 [APP-049], with more detail provided in the accompanying</p>	Agreed

				<p>technical appendices, 11.1 to 11.5 [APP-279 to 283]. In relation to flood risk, paragraph 5.2.10 of the flood risk assessment [APP-283] has concluded that there would not be an increase to flood risk to properties downstream of the viaduct, or indeed any other properties as a consequence of the scheme's construction.</p> <p><u>This matter has been discussed with WSPC. They are satisfied with the proposals in the DCO application documents regarding this issue.</u></p>	
3.9	Longbarrow Junction and Agricultural Impact: land take	-	<p>Ideally, the proposed Longbarrow Roundabout would be moved eastwards to be on the line of the current A360, reducing the amount of land taken to the west of the existing Longbarrow roundabout from Manor Farm.</p> <p>Winterbourne Stoke Parish Council have an overarching concern that a single landowner, the Turners at Manor Farm, are bearing both the short-term and the long-term brunt of the road construction and ultimately, its use. Whilst this may be convenient for HE, convenience should not be the only consideration; fairness and logic ought to come into the equation. Hence our desire for the location of the eastern site compounds to be relocated further east and also south of their currently</p>	<p>The location and design of Longbarrow junction have been selected to give an optimum balance between achieving an efficient connection with the A360 and reducing impacts on Winterbourne Stoke, the WHS and the surrounding landscape. Moving the junction further east towards the location of the existing A360 would upset this balance as it would cause greater intrusion on the WHS, with adverse effects on the OUV of the site.</p> <p>The location of the central compound is determined by the construction methodology and the necessary temporary traffic management to keep the A303 operational throughout. Noting that the compound could not extend into the WHS, moving the compound east would either require a split compound across the new A360 – with a need for crossing points – or the deferment</p>	Agreed

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			<p>proposed positions. We also wish to reiterate our belief that much of the spoil should be moved north on to the Salisbury Plain Training Area (SPTA), perhaps immediately north of Rolleston Crossroads and out of site of the WHS.</p>	<p>of the construction of the new Longbarrow junction and extension of the construction programme.</p> <p><u>This matter has been discussed with WSPC. They are satisfied with the proposals in the DCO application documents regarding this issue.</u></p> <p>The selection of the site has taken into account its proximity to the tunnel and its topography in relation to the mitigation proposed. Further information relating to the selection of the site, including an appraisal of suitability of other potential sites, can be found in ES Appendix 12.1 Tunnel Arisings Management Strategy [APP-285]. Regarding use of the MoD's Salisbury Plain Training Area, see SoCG Para <u>3-1.133.14</u> below.</p> <p>These matters have been discussed with <u>WSPCinterbourne Stoke Parish Council</u>. They are <u>satisfied with the proposals in the DCO application documents regarding these issues.</u></p>	
3.10	Longbarrow Junction and Agricultural Impact: construction	-	<p>If the roundabout has to remain in its proposed location, then land to the east of it should be used for chalk reprocessing, etc, to further reduce the land taken from Manor Farm. Some land would be needed from Druid's Lodge.</p>	<p>See SoCG Paras <u>3-1.83.9</u> and <u>3-1.133.14</u>.</p> <p><u>This matter has been discussed with WSPC. They are satisfied with the proposals in the DCO application documents regarding this issue.</u></p>	Agreed
3.11	Longbarrow Junction and	-	<p>Safe access should be provided to the fields to the east of the new</p>	<p>Private means of access to fields north and east of the new Longbarrow Junction would</p>	Agreed

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	Agricultural Impact: access		Longbarrow roundabout and lying north and south of the new A303 and west of Green bridge No 4.	be provided and are shown on the Rights of Way and Access Plans [APP-009], sheets 5, 14 and 15.	
3.12	Green Bridge No 3 and Landscape and Visual	-	We question the need for Green Bridge No 3, given its location in the middle of a roundabout complex.	<p>The green bridges perform a number of functions including providing a visual and physical link over the new dual carriageway. The primary function of Green Bridge No 3 is landscape and visual mitigation, to aid the integration of the junction into the landscape. The green bridge would also provide ecological connectivity, as a secondary function.</p> <p>This matter has been discussed with WSPC. They are satisfied with the proposals in the DCO application documents regarding this issue.</p>	Agreed
3.13	Excavated material and Agricultural Land	-	Perhaps our main environmental concern relates to the proposed dumping of spoil within Winterbourne Stoke. We are minded that only the minimum quantity of spoil required to build and effectively screen the road should be used in the Parish. We and Manor Farm should not be used as a dumping ground of convenience. Alternative sites should be sought to minimise the impact for any one landowner.	<p>As previously discussed, the landscaping proposals to the north of the new route have taken into account the topography of the site and its proximity to the tunnel in relation to the mitigation proposed. Further information relating to the selection of the site, including an appraisal of suitability of 9 potential on-site options and 5 potential off-site options, can be found in ES Appendix 12.1, Tunnel Arisings Management Strategy [APP-285]. The landscaping and mitigation proposals for the Winterbourne Stoke bypass include consideration of:</p> <ul style="list-style-type: none"> • creating false cuttings to the west and east of the Till Valley to reduce views of 	Agreed

				<p>the traffic and noise levels from surrounding viewpoints and receptors; and</p> <ul style="list-style-type: none"> • minimising the need to import and export materials, and avoiding environmental impacts associated with transport of large volumes of materials. <p>The ground shaping will be blended into the existing topography to integrate with the existing landform and reduce landscape impact, with the intention of creating new chalk grassland, thereby extending the existing habitat of Parsonage Down.</p> <p>This matter has been discussed with WSPC. <u>They are satisfied with the proposals in the DCO application documents regarding this issue.</u></p>	
3.14	Excavated material strategy	-	<p>Consideration should be given to dumping spoil on the southern edges of the Salisbury Plain Training Area (SPTA). Although this also has Site of Special Scientific Interest (SSSI) status, in parts, the SPTA is away from human habitation and dumping would have lower impact on sensitive aquifers than would current proposals. It would also have minimal impact on non-State land-owners.</p>	<p><u>The comparative assessment set out in the ES, Appendix 12.1, Tunnel Arisings Management Strategy [APP-285], Sections 3 and 4 ('the Strategy') explains the consideration given to potential locations for the placement of tunnel arisings. Section 3</u> compares the two primary options: placement adjacent to or in the vicinity of the Scheme; and placement 'off-site'. Having identified on-site placement as the preferred disposal method in Section 3, Section 4 of the Strategy sets out a comparative analysis of nine on-site options (see Table 4-5 – Comparative assessment of potential on-site locations).</p>	Agreed

				<p>Each of the on-site options was assessed comparatively on the basis of the following criteria: air quality and noise, biodiversity, cultural heritage, land use, landscape and visual impacts, and operational viability. In respect of the latter criterion, the assessment takes into account the fact that a significant part of the land east of Parsonage Down would already be required for essential landscape mitigation. The assessment concluded that the land east of Parsonage Down would be the most suitable for placement of the remainder of the tunnel arisings.</p> <p>This matter has been discussed with WSPC. They are satisfied with the proposals in the DCO application documents regarding this issue.</p>	
3.15	Excavated material and Highways Design	-	Villagers have been advised, on multiple occasions by Highway England employees, that some of the spoil is necessary to maintain road gradients on the new bypass of 2%-3%. We regard this as nonsensical given the gradients on the A303 immediately West and East of the current scheme, let alone those further along the road. We do not believe that this is a reasonable excuse for dumping more spoil than is needed.	The new road will be constructed in accordance with current design standards on an optimum vertical alignment taking into consideration the topography and constraints of the landscape through which the road passes. These constraints include the proposed road level at Longbarrow junction and into the WHS. The volume of excavated material needing to be re-used is a function of the scheme's optimum alignment; there are no excess quantities being generated.	Agreed
3.16	Excavated Material and	-	We are concerned by the scale of the chalk drying and processing areas and	The OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and	Agreed

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	Cumulative Effects		are concerned that 24/7 drilling operations may be used as an excuse to operate the drying and storage facilities to a similar schedule. We think this is far too much of an imposition to place on the residents of a small, rural village. We would wish for no activities to take place during the hours of darkness, to the west of the existing Longbarrow roundabout that generate noise or light levels greater than those already experienced by villagers due to traffic movements on the A303.	<p><u>REP6-012], compliance which is secured by paragraph 4 of Schedule 2 to the draft DCO sets out the approach to be taken to construction. The contractor will develop the detail of this document, into a construction environmental management plan (CEMP) which will be consulted upon with Wiltshire Council. It also provides for communication and notification of works to local communities (MW-COM1).</u></p> <p>The tunnel boring machine will operate 24/7, as will the treatment plant for arisings, but those operations will be at some distance from Winterbourne Stoke.</p> <p>This matter has been discussed with <u>WSPC. They are satisfied with the proposals in the DCO application documents regarding this issue.</u></p>	
3.17	Yarnbury Castle Equestrian NMU Access	-	A temporary bridle path from Winterbourne Stoke to Yarnbury should be implemented as part of an advance work package to minimise impacts on the livery at Scotland Lodge farm and on other local equestrians. Ideally, it would run from H to D via G. G would be accessible from the B3083 at H.	<p>The new restricted byway proposals set out in the application will be put in place as soon as possible, avoiding the need for this proposed temporary arrangement.</p> <p>This matter has been discussed with <u>WSPCinterbourne Stoke Parish Council.</u> They are satisfied with the proposals in the <u>Development-DCO application documents regarding this issue.</u></p>	Agreed
3.18	Former A303 through Winterbourne Stoke,	-	The entire route from C via AJ-K-M-N-P-Q to S, should be suitable for pedestrians, cyclists and equestrians. The suggestion it should only be for pedestrians and cyclists is	The entire route from C (at the western end of the existing A303 to be de-trunked) via AJ-K-M-N-P-Q to S will be suitable for pedestrians, cyclists and equestrians.	Agreed

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	<p>equestrian access</p>		<p>unacceptable. From point A eastwards towards S, pedestrians, cyclists and equestrians will need to be separated from vehicular traffic.</p>	<p>The route from C to B (Route D on the Rights of Way and Access Plans [APP-009]) will be a byway open to all traffic, suitable for all users. From B to J (the junction of existing A303 with B3083 Berwick Road) the de-trunked A303 will become a quiet lane with no through traffic.</p> <p>From a point approximately 90m west of J to P (at the western end of the proposed bridleway Route Z on the Rights of Way and Access Plans [APP-009]) a shared-use cycleway will be provided within the existing highway boundary as Ancillary Works under Schedule 1 of the draft DCO, as indicatively shown on the General Arrangement Drawings [APP-012]. Equestrians may need to use the carriageway running in parallel with this shared-use cycleway. Only local traffic will use the existing A303 through Winterbourne Stoke, similar to other roads in the area used by equestrians. From P to a point approximately 600 metres west of the new Longbarrow junction (Route Z on the Rights of Way and Access Plans [APP-009]) a new bridleway is proposed, usable by pedestrians, cyclists and equestrians.</p> <p>From a point approximately 600 metres west of the new Longbarrow junction to S a shared-use cycleway will be provided within the existing highway boundary as Ancillary Works under Schedule 1 of the draft DCO, as indicatively shown on the General Arrangement Drawings [APP-012].</p>	
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				<p>Equestrians would be able to use the wide verge in this area as it is within the public highway.</p> <p><u>This matter has been discussed with WSPC. They are satisfied with the proposals in the DCO application documents regarding this issue.</u></p>	
3.19	Winterbourne Stoke construction compound and cumulative effects	-	<p>Winterbourne Stoke Parish Council appreciate the need for a Western compound, but feel that its positioning on the B3083 is unnecessarily intrusive on the village and village life, let alone it being a further imposition on Manor Farm.</p>	<p>The western compound will serve the construction of the viaduct and needs to be as close as is practical to the viaduct. It has been placed in a location which avoids any potential impacts on the River Till SAC/SSSI, adjacent to the B3083, to the north of the new road.</p> <p><u>The OEMP outline (an Environmental Management Plan (Appendix 2.1 of the ES) revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012] sets the framework for the CEMPs which will specify measures to ensure that disturbance from the compound is minimised.</u></p> <p><u>This matter has been discussed with WSPC. They are satisfied with the proposals in the DCO application documents regarding this issue.</u></p> <p>Highways England is engaging directly with Manor Farm over the impact on their land. The requirement for land take has been minimised as much as is practicable.</p>	Agreed

3.20	Alternative Construction Compound	-	<p>We believe that this should be located further west at point F to the north of the new route and accessed by the haul road from point H. Alternatively, it could be located at point E to the south of the A303. This would necessitate improvement of BSJA3 to allow easy access, but this would be compatible with our proposals at 3C above and the advance work needed would be compatible with a long term solution.</p>	<p>This would place the compound too far away from the River Till viaduct working area to facilitate its efficient construction, which is the primary reason for locating the compound as currently proposed. In addition, a location more distant from the area of construction would increase vehicle movements and potential points of conflict with the existing highways network, creating issues of safety and congestion.</p> <p>This matter has been discussed with WSPC. They are satisfied with the proposals in the DCO application documents regarding this issue.</p>	Agreed
3.21	Byways 11 and 12 NMU access	-	<p>We find the suggestion on page 40 of the Consultation Booklet, that Byway 11 would become a dead end to be at best misleading and at worst deliberately disingenuous on the part of Highways England. As things stand, the northern end of Byway 11 would intersect with the new English Heritage Cycle Path (Byway) that will follow the route of the old A303. There is no need for a westerly link to Byway 12 as proposed. As the HE proposal would prevent access to one of the most iconic approaches to Stonehenge and views of it, we can only surmise that English Heritage have brought pressure to bear on this issue in their attempts to prevent vehicular</p>	<p>Following the statutory consultation, the previously proposed link between Byways 11 and 12 was removed from the scheme proposals as part of the changes presented for supplementary consultation between 17 July and 14 August 2018. Byways 11 and 12 will remain in use according to their current designations (as byways open to all traffic – BOATs), except that motorised users will no longer be able to gain access to and from the A303. Non-motorised users will be able to join the new restricted byway to be created along the line of the old A303 between Longbarrow and Stonehenge Road, Amesbury.</p> <p>The downgrading of byways to prohibit their use by motorised vehicles is a matter for</p>	Agreed

			<p>approaches towards the stones from the south. This would be better achieved by downgrading Byways 11 and 12 along their whole lengths to become Restricted Byways.</p> <p>- we refer again to the fiction that appears on page 40, that claims Byway 11 might become a dead end. It would automatically connect with the new Byway proposed along the route of the old A303, just as would Byway 12. It would only not connect, if the decision was made not to connect it. We would suggest that both Byway 11 and 12 are closed to motorised traffic, otherwise the stated rationale for the tunnel, in removing vehicular traffic from the vicinity of Stonehenge, will have failed even before work commences.</p>	<p>Wiltshire Council and is outside the scope of this <u>S</u>scheme.</p> <p>This matter has been discussed with <u>WSPC. They are satisfied with the proposals in the DCO application documents regarding this issue.</u></p>	
3.22	Rollestone crossroads	-	<p>Winterbourne Stoke Parish Council strongly support the proposal for Rollestone crossroads as shown on page 41. This would help relieve rat-running through our neighbouring village of Shrewton and focus traffic onto the A360.</p>	<p>Support for this proposal is acknowledged. The proposed new road layout at Rollestone Crossroads was subsequently modified as one of the changes presented for supplementary consultation between 17 July and 14 August 2018. It is shown on sheet 13 of the Rights of Way and Access Plans [APP-009].</p>	Agreed
3.23	Rollestone crossroads	-	<p>So important is this junction that we would ask that its modification should be one of the first, if not the first, advance work undertaken for the entire scheme - it cannot happen soon</p>	<p>Highways England is considering a package of preliminary works, to be undertaken after DCO approval and before the start of the main works contract. It is envisaged that Rollestone Crossroads will fall within these</p>	Agreed

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			enough and would benefit local villages long before the bypass was completed.	preliminary works, as set out in the OEMP <u>(a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012APP-187])</u> .	
3.24	Green Bridge No 4	-	Winterbourne Stoke Parish Council supports the revised proposal and widening of the green bridge.	WSPC <u>Winterbourne Stoke Parish Council's</u> support for the widening of Green Bridge No 4 is noted with thanks.	Agreed
<u>3.254.2</u>	<u>Excavated material and human health</u>	<u>[RR-1400] 08</u>	<u>We are aware, from previous studies of the band of phosphatic chalk through which the tunnel will have to be bored and the indications from previous studies that this chalk emits radon. Radon is a decay product of radium in the uranium-thorium decay series. This table (within the appended consultation response) shows the various isotopes, the lower figure in each octagon being a measure of the radioactive half-life of the isotope. Radon (Rn) appears half-way down the series. Radon, a gas, has a relatively short half-life and being a gas is likely to dissipate quite quickly. Consequently, it is tempting to believe it will vanish in the breeze if phosphatic chalk is dumped. Unfortunately, the real threat to people and livestock from the phosphatic chalk, comes from the radon decay products, the so-called radon daughters or radon progeny. Some of these are alpha-particles, not</u>	<u>Highways England has carried out radiological monitoring of phosphatic chalk cores from boreholes R501, P503B and R505. The cores were screened using a Tracerco NORM Monitor. The results of the screening were in all cases below the threshold for statistically identifiable radioactivity when compared to existing background levels, and therefore we have concluded that there is no reason for considering radioactivity when deciding how this material is managed, any more than there is for the non-phosphatic chalk. Highways England has engaged Public Health England to undertake independent testing, the results of which will be shared with the Parish Council and submitted to the Examination in due course. Any consideration of special precautions during the development of the last scheme was not based on any screening or other testing and there is nothing relevant from the last scheme that bears on the current assessment.</u>	<u>Under-Discussion</u> Agreed

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		<p><u>gases, and are prone to fall-out of the atmosphere and bind to other particles and biological materials. Being alpha emitters, the radiation will only travel short distances but as these particles can be inhaled or ingested from food and water, they can cause direct damage to the lungs or digestive tract. So radon is really just a marker for its more longer- lived progeny. Because the radon is being continuously produced by other isotopes in the chalk, it isn't going to go away anytime soon - the half-life of radium 238 is around 4.5 billion years.</u></p> <p><u>Two of the progeny are of particular interest: Lead 210, which has a half-life of 22 years and Polonium 210 (of Litvinenko fame) which has a half-life of 138 days. Both of these are already represented in the body of the phosphatic chalk, they are likely to be released as particulates when it is excavated and dried and may leach from local burial sites into the local aquifer.</u></p> <p><u>What is unclear, is the level of risk this poses to local residents, in terms of individual risk over a lifetime, or additional cancer cases within a population. What is certain is that special precautions for those involved in excavating the chalk were advised.</u></p>		
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		<p><u>during the development of the last scheme. Winterbourne Stoke Parish Council believe it is incumbent on Highways England to quantify the short and long-term radiation risks, publicise these and dispose of the material in accordance with the relevant legislation.</u></p> <p><u>Original study failed to consider the radon progeny/daughters that represent the real potential hazard posed by phosphatic chalk. Given that this has already aired in public, this should be left to the Planning Inspectorate.</u></p> <p><u>The need to ensure that Highways England have sought the appropriate scientific and health advice regarding the inhalation risks posed by radiation from particulate alpha emitters found in any phosphatic chalk excavated from the proposed tunnel.</u></p>		
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4 Matters Under Discussion

Issue Ref	Scheme element	Para. Ref.	Winterbourne Stoke Parish Council Comment	Highways England Response	Status
4.1	Excavated material and Ecology	-	<p>We are concerned that any chalk waste dumped within the Till Valley area could wash or leach into the river system and private water sources close to the dumping area could be adversely affected. There are also similar concerns relating to the drainage filtration areas proposed. These are especially significant in this SSSI/SCA which are very sensitive to any sort of pollution, including chalk wash off.</p> <p>We are not yet convinced that Highways England have demonstrated that the phosphate moiety in phosphatic chalk would not be leached out.</p>	<p>The risk from eutrophication on the River Till has been assessed as part of the testing of Ground Investigation samples [APP-273], which includes Phosphatic Chalk Leachate testing (see Section 5.8). The leachate test results suggest that the dominant calcium carbonate chemistry of the Chalk is likely to generate a precipitation (mineral formation) rather than a dissolution environment, such that the rock is unlikely to yield large concentrations of dissolved phosphorus. Therefore, the re-use of excavated chalk at ground surface is not considered to pose an unacceptable risk to the phosphate element of water quality of the River Till or River Avon either through groundwater migration or direct surface water runoff (see paragraph 10.6.79 of Chapter 10: Soils and Geology of the ES [APP-048]).</p> <p><u>The OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012] The Outline Environmental Management Plan (OEMP)[APP-187]) sets the framework for the CEMP which will be used to control and safeguard the water</u></p>	Under Discussion

				<p><u>environment during construction (PW-WAT1).</u></p> <p>Implementation of the OEMP is secured by paragraph 4 of schedule 2 of the draft <u>DCO</u>development Consent Order [REP6-005 and REP6-006APP-020].</p>	
4.2	Excavated material and human health	[RR-1400]-08	<p>We are aware, from previous studies of the band of phosphatic chalk through which the tunnel will have to be bored and the indications from previous studies that this chalk emits radon. Radon is a decay product of radium in the uranium-thorium decay series.</p> <p>This table (within the appended consultation response) shows the various isotopes, the lower figure in each octagon being a measure of the radioactive half life of the isotope. Radon (Rn) appears half way down the series. Radon, a gas, has a relatively short half life and being a gas is likely to dissipate quite quickly. Consequently, it is tempting to believe it will vanish in the breeze if phosphatic chalk is dumped. Unfortunately, the real threat to people and livestock from the phosphatic chalk, comes from the radon decay products, the so-called radon daughters or radon progeny. Some of these are alpha particles, not gases, and are prone to fall out of the atmosphere and bind to other particles and biological materials. Being alpha emitters, the radiation will only travel short distances but as these particles can be inhaled or ingested from food and water, they can cause direct damage-</p>	<p>Highways England has carried out radiological monitoring of phosphatic chalk cores from boreholes R501, P503B and R505. The cores were screened using a Tracerco NORM Monitor. The results of the screening were in all cases below the threshold for statistically identifiable radioactivity when compared to existing background levels, and therefore we have concluded that there is no reason for considering radioactivity when deciding how this material is managed, any more than there is for the non-phosphatic chalk. Highways England has engaged Public Health England to undertake independent testing, the results of which will be shared with the Parish Council and submitted to the Examination in due course.</p> <p>Any consideration of special precautions during the development of the last scheme was not based on any screening or other testing and there is nothing relevant from the last scheme that bears on the current assessment.</p>	Under Discussion

		<p>to the lungs or digestive tract. So radon is really just a marker for its more longer-lived progeny. Because the radon is being continuously produced by other isotopes in the chalk, it isn't going to go away anytime soon – the half life of radium 238 is around 4.5 billion years.</p> <p>Two of the progeny are of particular interest: Lead 210, which has a half life of 22 years and Polonium 210 (of Litvinenko fame) which has a half life of 138 days. Both of these are already represented in the body of the phosphatic chalk, they are likely to be released as particulates when it is excavated and dried and may leach from local burial sites into the local aquifer.</p> <p>What is unclear, is the level of risk this poses to local residents, in terms of individual risk over a lifetime, or additional cancer cases within a population. What is certain is that special precautions for those involved in excavating the chalk were advised during the development of the last scheme. Winterbourne Stoke Parish Council believe it is incumbent on Highways England to quantify the short and long-term radiation risks, publicise these and dispose of the material in accordance with the relevant legislation.</p> <p>Original study failed to consider the radon progeny/daughters that represent the real potential hazard posed by phosphatic chalk.</p>		
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			<p>Given that this has already aired in public, this should be left to the Planning Inspectorate.</p> <p>The need to ensure that Highways England have sought the appropriate scientific and health advice regarding the inhalation risks posed by radiation from particulate alpha-emitters found in any phosphatic chalk excavated from the proposed tunnel.</p>		
4.23	Excavated Material and Ecology	-	<p>The second issue with the phosphatic chalk is, quite simply, its phosphatic nature. Phosphates are fertilisers that promote the rapid and luxuriant growth of algae in water courses. This rapid growth serves to deplete oxygen levels in the water, leading to reductions in the numbers of invertebrate and vertebrate animal species.</p> <p>We are not yet convinced that Highways England have demonstrated that the phosphate moiety in phosphatic chalk would not be leached out of dried, crushed and relaid chalk, placed on the ground surface. More work needed, or leave to Planning Inspectorate.</p>	As set out in 3.24.1 above, the chemical testing and assessment of the solubility and leachate potential of the phosphatic chalk that the tunnel will bore through shows that the material does not pose a risk to controlled waters or associated flora and fauna. Further information is presented in the geology and soils chapter of the E <u>Environmental Statement</u> , Chapter 10 [APP-048].	Under Discussion
4.3-4	Excavated Material and Water Quality	-	<p>We do not believe it would be proper to dump such material within the River Till aquifer, regardless of the additional risks posed by radon progeny. Too much phosphate in water, particularly human water sources, can lead to kidney damage and osteoporosis; another reason to prevent its dumping within the Till aquifer - or any other chalk aquifer in the vicinity.</p>	<p>The reuse of Phosphatic Chalk excavated material at ground surface is not considered to pose an unacceptable risk to the phosphate element of water quality of the River Till or River Avon through groundwater migration and/or direct surface water run-off (see paragraph 10.6.79 of Chapter 10: Geology and Soils of the ES [APP-048]).</p>	Under Discussion

			WBS PC cannot agree this point until phosphate and radon progeny issues are resolved. HE's current responses to not consider effects of groundwater run off into the River Till.		
4.45	Old A303 East of Winterbourne Stoke NMU Access	[RR-1400] 06	<p>From point P eastwards, the route for pedestrians, cyclists and equestrians should be on the southern side of the current A303, rather than the northern side as proposed by HE. The southern side is preferable as it already has wider grass verges and there would be no requirement for a crossing of the A303 at point S. This would further serve to reduce the amount of land taken from Manor Farm by a further 0.57h plus 0.18h.</p> <p>The need to reroute the proposed cycleway and footpath to the east of Winterbourne Stoke from the north side of the A303 to the south side.</p>	The proposed bridleway between Winterbourne Stoke and Longbarrow junction is better located on the north side of the old A303, separated from the existing road by an existing mature hedge along part of the route. The alternative route on the south side would mean the removal of an area of woodland and would involve additional earthworks.	Under Discussion
4.56	Mitigation/Benefits Package Village Hall	-	<p>Whilst it is too early to expect Highways England to consider specific legacy issues, we feel it is important that we, Winterbourne Stoke Parish Council, put down a marker, even at this stage, to say we have a great interest in making use of the land on and close to the route of the old A303 at point B on the attached map for legacy purposes. Ideas that have already been mooted would include a small village hall/ meeting room/changing room, a sports field, allotments and a village orchard. Clearly, the thinking will develop over the next few years as the scheme matures.</p>	A Local Community Forum has been established to consider the wider benefits that the scheme could facilitate, and these matters are being discussed in that forum. Legacy issues are not being considered as part of the DCO.	Under Discussion

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			WSPC are making clear where legacy issues could be impacted by decisions taken during the DCO process. As HE are already in discussion with Wiltshire Council on the future disposition of, for instance the existing A303 layby, WSPC need to be able to express an interest.		
4.67	Mitigation/Benefits package: Car Park	-	<p>A small car park could be provided for the Parsonage Down site at G. The short stretch of our proposed byway from H to G could be provided with a metalled surface to facilitate access to the car park. This would be an ideal area for visiting equestrians or cyclists to unload their mounts.</p> <p>WSPC believe this is all part and parcel of the Green Bridge No 1 issue and should be resolved by the Planning Inspectorate. Whilst not proposing to provide a car park south of the A303, the provision of a green bridge will encourage parking on the byway created by the old A303 – a car park by stealth. We believe if provision is needed, access should be via the B3083.</p>	The creation of a car park to serve Parsonage Down is not proposed as part of the scheme. As for 3.24.6, this could be considered within the Community Forum.	Under Discussion
4.78	NMU Access: Restricted Byways	-	All byways going north-south within Winterbourne Stoke should be downgraded to restricted byways, with improved cycle and equestrian access.	The status of existing byways is a matter for Wiltshire Council as the local highway authority, and the scheme proposals are designed to maintain and enhance the existing arrangements. The S cheme proposals will provide considerably enhanced facilities for cyclists and equestrians.	Under Discussion

4.89	Airman's Cross NMU Access: New Restricted Byway	-	<p>Consideration might be given to the closure of the north-western arm of WST04 in exchange for a new restricted byway cutting north east from Foredown Barn towards Airman's Cross on the A360.</p> <p>WBS PC would agree with HE subject to the establishing of an alternative NMU route on southern side of former A303, east of WS being agreed and taken forward. Otherwise an alternative safe pedestrian route into the WHS and ideally, by the shortest route to the Stonehenge Visitor's Centre, will be needed.</p>	<p>This is not within the <u>S</u>scheme's remit. This consideration would be a matter for Wiltshire Council as rights of way authority for the local network.</p> <p>The scheme provides a segregated NMU route from Winterbourne Stoke to the Stonehenge Visitor Centre via the de-trunked A303 to the east of the village, across Green Bridge 4 and north immediately adjacent to the A360. This arrangement can be seen by reference to the Rights of Way and Access Plans [APP-009].</p>	Under Discussion
4.940	Winterbourne Stoke Former A303 Decommissioning	-	<p>Decommission the old A303 by reducing road width, removing streetlights, lay- bys, signage and other street furniture (speed camera poles). Include trees and planting to soften the line of the old A303.</p> <p>WBS PC would agree with HE subject to Wiltshire Council discussing this with WSPC before the SOCG is approved.</p>	<p>The street furniture associated with the trunk road, such as signs and the speed camera, will be removed, further to its revised classification under the DCO. As part of the Scheme, the existing B3083 junction will be modified to reflect the local nature of the de-trunked A303. The existing road through the village will also be narrowed to accommodate a shared pedestrian/cycle path to the north of the road. Details will be agreed with Wiltshire Council, who will take ownership of this section of road. The views of the Parish Council will be taken into consideration in determining the final details.</p>	Under Discussion
4.104	Consultation	-	<p>We have concerns that aspects of the Public Consultation Booklet are misleading, and in some cases, factually incorrect, or deliberately indulge in the sort of hyperbole that may have</p>	<p>The material published for statutory consultation was sufficient to satisfy the purpose of gaining feedback on the Scheme proposals and for that feedback to</p>	Under Discussion

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			<p>mislead some readers. We believe that these bring into question the validity of the consultation process. Examples include:</p> <ul style="list-style-type: none"> - The use of the term “Byway” to cover every existing or new footpath, bridlepath, restricted byway, byway open to all traffic (BOAT) or permissive byway/path. In practise, this term should have only been used for BOATs and as used by HE, gives a misleading impression on the degree of vehicular access afforded by the scheme. 	<p>be taken into consideration as part of the continuing development of the Scheme up to the time of submitting the DCO application. As part of the continuing development of the Scheme following statutory consultation, a supplementary consultation was carried out on three specific design changes and the opportunity was also taken to clarify the public rights of way proposals along the S scheme. Booklets prepared to support the above consultations were written in plain English and made use of images and photographs with the intention of making them accessible to a wide audience. Non-technical summaries were also provided for the environmental information presented. Highways England made every attempt to ensure the consultation materials were easy to understand. There were a small number of instances of incorrect labelling of an image or map; these did not affect the content of the information provided in the consultation materials and do not amount to the consultation being misleading. Highways England is therefore of the view that the consultation was effective and robust in order to inform consultees and seek their views on the proposals.</p>	
4.1 12	Landscape and Visual	-	<p>Before and after images of the Till viaduct on pages 20 and 21, have de-emphasised the current level of tree cover and exaggerated the</p>	<p>The images shared at the statutory consultation were intended to be representative rather than definitive of the</p>	Under Discussion

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			concealment of the viaduct in “after” shots. Whilst HE may claim this is merely “artistic license” it may leave non-local readers with a view that the visual impact of the scheme is considerably less that it will be in reality.	scheme proposals. Additional images were included with the landscape and visual impact assessment (Chapter 7 of the Environmental Statement) [APP-045] and of specific interest to the Parish Council will be ES Figures 7.53 [APP-131] and 7.54. [APP-132] Figure 7.10 [APP-088] provides an overview of the representative viewpoints used in the assessment.	
4.1 <u>23</u>	Winterbourne Stoke construction compound and cumulative effects	-	Although no mention has yet been made as to the location of residential compounds for the site workers, we believe that these must be sited near Amesbury, at the eastern end of the scheme, where resources such as supermarkets and restaurants are already available.	The expected size of the construction workforce does not warrant the provision of dedicated worker accommodation. Non-local workers will make use of temporary accommodation comprising; hotels, bed and breakfast accommodation, private rented and self-catering accommodation. Choice will be dependent on such factors as; proximity to the site, availability, quality and price.	Under Discussion
4.1 <u>34</u>	Longbarrow Junction and Non Motorised User (NMU) Access	-	The new Longbarrow crossing of the A360 should, ideally, be by a green bridge running to the south of the proposed Longbarrow roundabout. This makes a great deal of sense as it would provide an uninterrupted east-west byway for pedestrians, cyclists and equestrians from the eastern end of the scheme, past Longbarrow and on through to the western end of the scheme at Yarnbury Castle. This would eliminate the need for a pedestrian controlled crossing of the A360 - and the increased hazard to pedestrians, cyclists and equestrians that this would bring.	The precise form of non-motorised user (NMU) crossing south of the new Longbarrow southern roundabout will be confirmed during detailed design; at this stage it is anticipated that this will be facilitated through the use of Pegasus crossings (signal-controlled crossings adapted for both pedestrian and equestrian use).	Under Discussion

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			WSPC considers the use of a Pegasus Crossing to be inappropriate. The only visual intrusion into the landscape of another green bridge, would be the protective railings and the users of the bridge who are already visible in the landscape.		
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5 Matters Not Agreed

Issue Ref	Scheme element	Para. Ref.	Winterbourne Stoke Parish Council Comment	Highways England Response	Status
5.1	Viaduct Noise and Design	[RR-1400] 03	<p>The latest versions of sound screening technology, such as those used on German autobahns, be used on the southern and northern parapets. As aural intrusion is always going to have greater impact on the village than is a visual impact, then there is no logical reason that these screens should not be as high as possible; ideally above truck height. Winterbourne Stoke Parish Council (WSPC) fundamentally disagree about the need for noise screens and believe sight screens should be of sufficient height to prevent HGV cab-roof lights being seen within village. This serial should be left to the Planning Inspectorate.</p> <p>The need for both sound and visual barriers on the southern side of the Till viaduct and the need for visual barriers to be much higher than the proposed 1.5 metres.</p>	<p>Assessments have shown that there is no justification for providing noise screens on the viaduct. The results of the traffic noise modelling and assessment are presented in Environmental Statement Chapter 9, Noise and Vibration [APP-047]. The expected changes in traffic noise levels as a result of the scheme are illustrated in the noise contour plans accompanying the ES, Figures 9.4 and 9.5 [APP-167 and APP-168].</p> <p>However, a 1.5 metre high <u>screen is proposed along the south side as a visual screen, as secured through the OEMP (a revised version of which was submitted at Deadline 6 [REP6-011 and REP6-012] (D-LAN2), which is secured through paragraph 4 of schedule 2 of the draft eDCO) [REP6-005 and REP6-006APP-020]</u>. A screen of 1.5m is considered to be the best balance between providing a degree of visual screening of vehicles and their headlights, whilst limiting the visual mass of the viaduct as perceived in views from Winterbourne Stoke. If the screen were any higher it would risk becoming an overtly un-aesthetic feature, requiring</p>	Not Agreed

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				additional engineering to the viaduct to support it, and contrary to the design aim of positioning the viaduct as low as possible in the valley without compromising the ecology across the valley floor.	
5.2	Yarnbury Castle and Access	-	<p>The two new proposed byways from Yarnbury Castle to Winterbourne Stoke (G-F-D and D-E-C) are generally most welcome (See end-note for minority view). However, both should be Restricted Byways (open to pedestrians, cyclists and equestrians).</p> <p>WSPC fundamentally disagree with HE on the issue of the classification of the southern byway on crime prevention grounds.</p>	<p>We welcome WSPC support of the two byways between the village and Yarnbury Castle <u>on the north and south sides of the new road. On the north side the new route will be a restricted byway. On the south side the new route will be a BOAT as it leaves Winterbourne Stoke, providing a necessary connection into the existing BOAT BSJA3, before continuing as a restricted byway to</u> Yarnbury Castle.</p> <p>Byways will be designed in consultation with Wiltshire Council to deter anti-social behaviour, by example through limiting their width and the raising of banks in order to prevent illegal parking.</p>	Not Agreed
5.3	Yarnbury Castle and Access	[RR-1400] 01	<p>The Western edge of the scheme, defined by the ends of these two byways at Yarnbury Castle (D), should be delineated by a safe, north to south crossing of the A303 between byways SLAN3 and BSJA4. This is critical to allow civilian and military crossing to be made at this point (for military use of the grass airstrip immediately to the north- west of Yarnbury Castle) at Deptford Down. A safe crossing at this point is critical in joining byway networks to the north that run towards Wales</p>	<p>No crossing is proposed as part of this scheme. While the opening in the central reservation would remain open for users, the Scheme is providing a safe means of crossing for non-motorised users at Green Bridge No. 1, albeit at additional length for north-south non-motorised users of the SLAN3 byway. The location of these changes is shown in the Rights of Way and Access Plans [APP-009].</p>	Not Agreed

			<p>and to Grovelly Wood and the Kings Way to the South which connect byway networks westward to Dorset and Devon. A green bridge would probably be inappropriate at this point (D) due to the terrain, but an underpass and vehicle pull off areas from the A303 on both carriageways should be considered. This would also allow circular routes between Winterbourne Stoke and Yarnbury, opening up a route exploitable for tourism and recreation.</p> <p>The current scheme will result in increased speeds on the westbound carriageway and decreased attention paid by motorists approach the Yarnbury Crossing eastbound, This increases the risk to walkers, cyclists, equestrians and vehicle users crossing the A303 north-south at the very western edge of the scheme.</p> <p>The need for a safe north-south crossing of the A303 at the western end of the scheme at Yarnbury Castle.</p>	<p>Highways England will keep under consideration whether there is a need for other measures at this location separately from this Scheme.</p>	
5.4	Old A303 and Access	[RR-1400] 04	<p>Concrete barriers should be placed across the route of the old A303 at point A on the map, to prevent vehicular access beyond point A towards B and C. Ideally, there would be a locking gate at point A to allow access by local farm vehicles only.</p> <p>WSPC fundamentally disagree with HE on the issue of the classification of the southern byway, on crime prevention grounds.</p> <p>The need to convert the route of the existing A303 to the west of Winterbourne Stoke to a</p>	<p>Locking gates would not be correct given that the route would become a Byway Open to All Traffic, providing a connection from the re-aligned BSJA3 to Winterbourne Stoke. Highways England will continue to engage with the Parish Council through the Examination process to work towards the removal of their concerns in relation to this element of the Scheme.</p> <p>Byways will be designed in consultation with Wiltshire Council to deter anti-social</p>	Not Agreed

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			gated restricted byway, to allow limited controlled farm access and to restrict potential criminality.	behaviour, by example through limiting their width and the raising of banks in order to prevent illegal parking.	
5.5	Old A303 and Access		We strongly oppose any suggestion that the route from the old A303 via A-B-C-E to BSJA3 should be open to HGVs to service the chicken farm south of the A303 on BSJA3. Access to this farm should be via BSJA3 from Berwick St James(B3083) and egress should be westwards from point E, joining the westbound A303 via a short slip-road at point D. WSPC fundamentally disagree with HE on the issue of the classification of the southern byway, on crime prevention grounds.	The BOAT proposals via the old A303 to BSJA3 maintain the existing arrangements. The alternative route via Berwick St James is proscribed by a planning condition relating to the chicken farm. Byways will be designed in consultation with Wiltshire Council to deter anti-social behaviour, by example through limiting their width and the raising of banks in order to prevent illegal parking.	Not Agreed
5.6	Green Bridge No. 1 Non Motorised User (NMU) Access	[RR-1400], 02	The proposed Green Bridge No 1 should be abandoned and replaced with a simple bat-bridge to accommodate the flight lines of the Barbastelle bats. This would prevent points A and B becoming impromptu campsites for Travellers or encouraging the already too prevalent crime of Hare coursing. We do not believe HE have demonstrated any credible rationale for this green bridge, which would prove a magnet for rural crime, even as a bridge without vehicular access; there being an easy alternative route for farm vehicles off the B3083). The undesirability and lack of credible justification for Green Bridge No 1.	Green Bridge No. 1, in the location and design proposed through the DCO, is essential mitigation. The green bridges on the scheme perform a number of functions. In the case of Green Bridge No. 1, it would maintain agricultural access and accommodate a new restricted byway, which continues along the north side of the new road westwards to connect with the existing byway SLAN3, providing a safe crossing of the A303 for walkers, cyclists and horse riders. In addition, the landscaped green bridge would aid the integration of the Scheme into the landscape, improve ecological connectivity, enhancing opportunities for dispersal out of the Parsonage Down SSSI.	Not Agreed

				Highways England will continue to engage with the Parish Council through the Examination process to work towards the removal of their concerns in relation to this element of the scheme.	
5.7	Old A303 and Access	[RR-1400] 05	<p>The layby at B should be dug up and the ground brought up to level with the existing A303. Access to fields at G, instead of being via Green Bridge 1 (A-G), should instead be from the northern side of the B3083, westwards from point H to point G. This would still permit easy pedestrian access to Parsonage Down from the heart of the village. We are adamant that the need to close the old A303 to vehicular traffic west of Scotland Lodge Farm (A) is critical to the safety and security of the village. The existing layby at point B should be removed and the ground brought up to level with the existing A303. All tarmac between point A and C should be removed and returned to a gravelled track and made unsuitable for non-farm vehicles. WSPC fundamentally object to the existing layby being left in any shape or form as it is a magnet for criminality. Layby should be brought up to grade with tunnel spoil overlaid with good agricultural soil and the area turned into a village orchard or woodland.</p> <p>The need for removal of the existing layby to the west of Winterbourne Stoke to minimise its attraction to the travelling community and to</p>	<p>It is proposed that this layby be filled, profiled, soiled and seeded to discourage vehicular use.</p> <p>For reasons set out in 3.3.64.5, the old A303 will be kept as a BOAT to link with BSJA3 to maintain the existing links. The down-graded A303 will be designed to discourage stopping by the raising of banks.</p> <p>As set out in 3.3.74.6, Green Bridge No 1 is providing essential mitigation, including easy pedestrian access from the heart of the village to Parsonage Down.</p> <p>Byways will be designed in consultation with Wiltshire Council to deter anti-social behaviour, by example through limiting their width and the raising of banks in order to prevent illegal parking.</p> <p>Highways England is entering into a legal agreement in relation to a number of highways matters, including the de-trunking of the A303 through Winterbourne Stoke, with Wiltshire Council. It is intended this agreement will be completed before the end of the examination period. The agreement will confirm that Highways</p>	Not Agreed

			<p>restrict opportunities for criminality (eg. hare coursing and fly tipping).</p> <p><u>WSPC are anxious to ensure that nothing is agreed in the DCO that will preclude, prevent or increase the likely costs of legacy activity at this location in the future.</u></p>	<p><u>England must consult with both Wiltshire Council and Winterbourne Stoke Parish Council on the details of the works to be carried out to the de-trunked section of the A303 through Winterbourne Stoke.</u></p>	
5.8	Green Bridge No 4 NMU access	[RR-1400] 06	<p>As already indicated, we believe there is a need to ensure east-west mobility through the entire scheme, as well as that for north-south access. Consequently, the southern access to Green Bridge No 4 should link directly westwards to the pedestrian, cycle and equestrian route into Winterbourne Stoke, via a second green bridge over the A360. Clever design of the new Longbarrow Roundabout, coupled by a degree of relocation of the southern half of the roundabout eastwards, could allow Green Bridge 4 to cross both the new A303 and the A360. Alternatively, a Green Bridge A360 crossing could be an alternative to Green Bridge 3 and link directly to Green Bridge 4.</p> <p>WSPC consider the use of a Pegasus Crossing to be inappropriate. The only visual intrusion into the landscape of another green bridge, would be the protective railings and the users of the bridge who are already visible in</p>	<p>Safe crossings for pedestrians, cyclists and equestrians at Longbarrow junction will be facilitated through the use of crossings. It is considered that the proposed NMU crossing is appropriate and proportionate. Crossings can be accommodated safely without the cost of an additional green bridge, which would constitute a visual intrusion on the landscape as it would need to be suitably raised above the A360 to provide the necessary clearance, with the potential therefore of introducing new or changed adverse landscape and visual impacts on the border of the World Heritage Site. Therefore, the proposed design is considered to be the optimum layout.</p>	Not Agreed

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			<p>the landscape. This should be left to the Planning Inspectorate.</p> <p>The need for a green bridge crossing of the A360 near its junction with the new route of the A303 at Longbarrow, instead of the proposed light-controlled crossing for equines, cyclists and pedestrians, as a critical safety measure.</p>		
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